

SALMON GLACIER — AND — HWY 37A GLACIER HIGHWAY

SELF GUIDED AUTO TOUR



STEWART, BC

INTRODUCTION

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STEWART, BC

GOVERNMENT SERVICES

- 1 - Municipal Office/Fire Hall
- 2 - Service BC/Courthouse
- 3 - Royal Canadian Mounted Police
- 4 - Environment Canada Weather Office
- 5 - Stewart Health Centre/Ambulance Service
- 6 - Municipal Landfill
- 7 - Border Town Recycling

EDUCATION

- 8 - Bear Valley School

CHURCHES

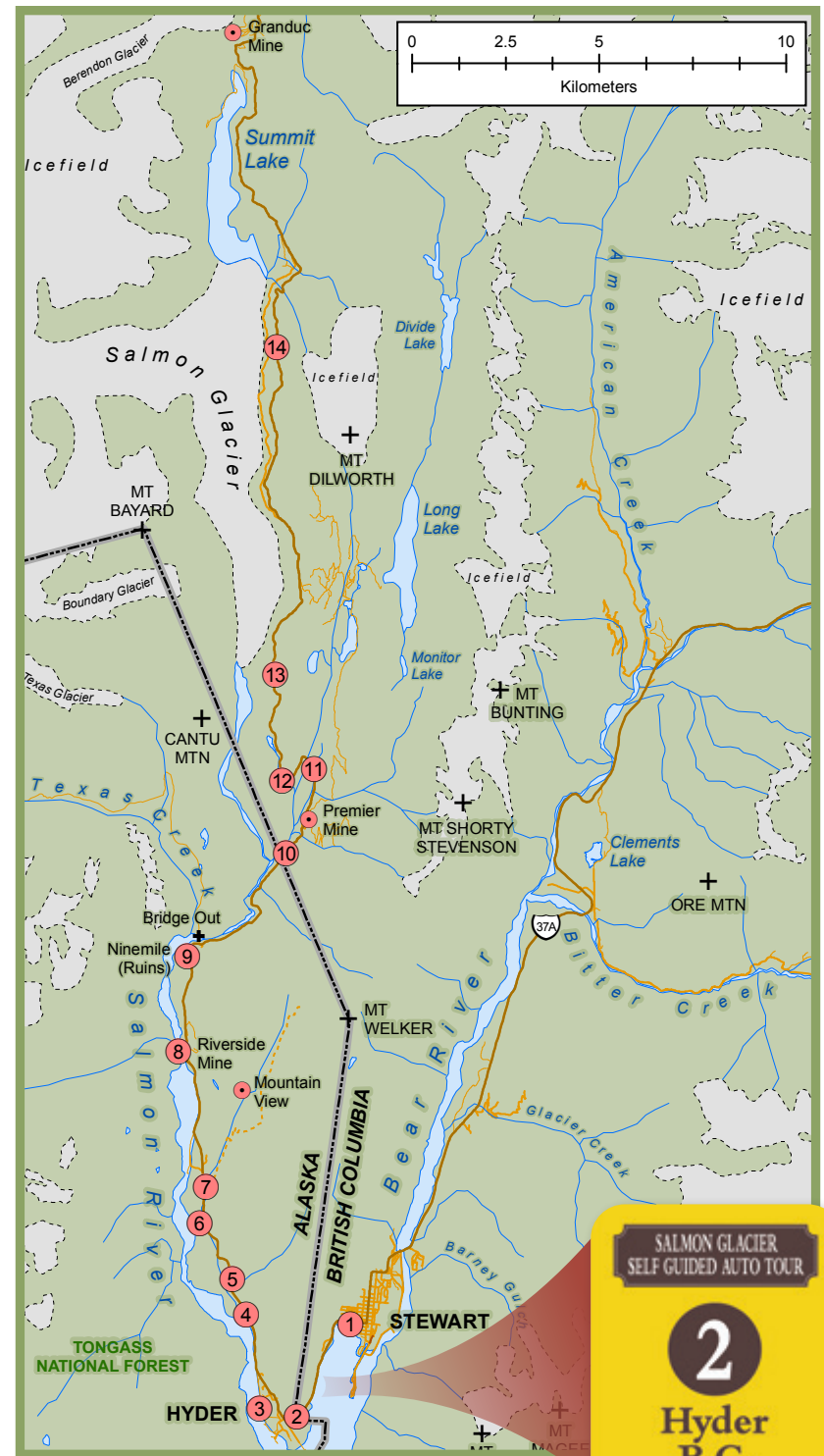
- 9 - Saint Mark's Anglican Church
- 10 - Stewart Community Connections Society/Golden Triangle Gym
- 11 - St. Felix Catholic Church

RECREATION

- 12 - Ball Field
- 13 - Ball Field
- 14 - Tennis/Pickle Ball Court
- 15 - Tennis Court
- 16 - Ian McLeod Memorial Playground
- 17 - Memorial Park
- 18 - Par 3 Driving Range & Putting Course

TOURISM SERVICES

- 2 - Stewart Museum /Archive/Gift Shop
- 19 - Visitor Information Centre
- 20 - Sani-Dump



AUTO TOUR INSTRUCTIONS

As you drive the Salmon Glacier (Granduc) Road, you will see numbered markers with the Salmon Glacier Self Guided Auto Tour logo along the route. Match the number on the sign post with the numbered paragraphs in the brochure to discover the history and nature of the Stewart/Hyder area. Approximate distances of each point of interest are provided, starting from the Tourist Information Center in Stewart.

CAUTION: The road beyond the Summit Viewpoint (Stop 14) is not maintained and may be closed due to active mining. **USE AT YOUR OWN RISK!**

GENERAL INFORMATION

ABOUT STEWART AND HYDER

The communities of Stewart, British Columbia and Hyder, Alaska are located at the head of the 90 mile long Portland Canal. They are surrounded by the majestic coastal range of mountains and the Cambria Ice Fields. These ice fields, with their various glaciers, provide some of North America's most breathtaking scenery.

The Indigenous term for the head of the Portland Canal is "Skam-A-Kounst", variously interpreted as "Safe House" or "Strong House"; possibly it may have formed a place of retreat for the Nisga'a as the fierce Haida raided their villages when inter-tribal wars broke out.

Before European settlers arrived in the area, First Nations from the nearby Nass Valley would travel to the area to hunt. However, the First Nations population remained nomadic and did not permanently settle in Stewart.

By 1910, Stewart boasted a large sawmill, telegraph office, electrical

plant, telephone exchange, churches, hotels, regular shipping services and all the modern conveniences of the larger southern towns. Stewart and Hyder (then known as Portland City) were joined by a two mile long "road" on pilings across the tide flats. The area now boasted close to 10,000 people. Much of the population still resided in tents but many buildings were being constructed along the waterfront. These buildings, like the road, all stood on pilings above the water. Remains of these structures, the pilings, are still visible on both the Stewart and Hyder tide flats.

Mineral exploration and development which has taken place in the surrounding mountains and valleys since the early years of the 20th century, has been the mainstay of both communities. At one time there were more than 150 properties being worked in both Alaska and BC. The discovery of high-grade ore at Premier in 1918 led to the development of one of the richest

mineral deposits in B.C. Although not all mining properties developed over the years have been as successful as the Silbak Premier, collectively the various mines have made the Stewart/Hyder area one of the major gold-silver districts in this part of North America.

Nowadays, Stewart has a population of approximately 500, with all the amenities of a larger town, including restaurants, motels, gas stations,

bakeries, and museums. The town's colourful history is now chronicled in the Stewart Museum, as well as a number of restored heritage buildings that are marked by historic signage.

The Stewart/Hyder area offers an excellent range of outdoor recreational opportunities from fishing, hiking, wildlife viewing and sightseeing from land and water.

DID YOU KNOW?

- ◆ Stewart is "Canada's most northerly, ice-free port"
- ◆ Mt. Rainey is the highest mountain in Canada, rising from the sea to 5,700 feet
- ◆ The Portland Canal is the fourth longest fjord in the world
- ◆ Salmon Glacier is the world's largest road accessible glacier
- ◆ Stewart and Hyder had a population of 10,000 in the 1920's
- ◆ There are 72 snow avalanche paths between Meziadin Junction and Stewart
- ◆ Kermode bears are often seen in the area
- ◆ Stewart has six major motion pictures to its credit including;
 - Bear Island, starring Donald Sutherland, Lloyd Bridges and Vanessa Redgrave (1979)
 - The Thing, starring Kurt Russell (1982)
 - Iceman, starring Timothy Hutton and John Lone (1984)
 - Leaving Normal, starring Meg Tilley, Christine Lahti and Barbara Russell (1992)
 - Insomnia, starring Robin Williams, Al Pacino and Hilary Swank (2002)
 - Eight Below, starring Paul Walker (2005)
 - The Thing – movie "prequel" (2011)
 - Please visit the Museum for more information regarding these films

OTHER RECREATIONAL OPPORTUNITIES IN THE STEWART/HYDER AREA

TRAILS

- ◆ Titan Trail (USFS)
- ◆ Sluice Box (RSTBC)
- ◆ Ore Mountain (RSTBC)
- ◆ United Empire Trail (RSTBC)
- ◆ American Creek (RSTBC)
- ◆ Rainey Creek (Dist. of Stewart)

The RSTBC maintains a small campground at Clements Lake, 13 km North of Stewart, on Highway 37A. There are also a number of privately operated campgrounds in both communities. Check locally for details and for the new Recreational Opportunities in Stewart, BC/Hyder, Alaska map.



HIGHWAY #37

Highway 37, also known as the Stewart Cassiar Highway, is one of the main routes to and from the Yukon and Alaska. The turnoff to Highway 37A or the Glacier Highway is located at Meziadin Junction, 156 km (97 miles) from the southern junction of Highway 37 and Highway 16 in Kitwanga, BC. For more information visit www.stewartcassiarhighway.com.

HIGHWAY #37A

The Glacier Highway is a 65 km (40 mile) paved drive, running southwest to Stewart and the head of the Portland Canal. This route takes you past over 20 glacier formations overlooking the highway including Bear Glacier, a must see for every visitor. Wildlife is abundant in the region with bears, moose, fox, porcupine and mountain goats all frequenting the area.

GRANDUC AND THE SALMON GLACIER ROAD

The Granduc (Salmon Glacier) Road was completed in 1965, from the Premier area, to the Granduc Mine site located 40 km (25 miles) north-northwest of Stewart. The road winds its way through some of the most spectacular and rugged scenery in the world as it passes along the eastern edge of the Salmon Glacier and Summit Lake to the site of the Granduc camp.

It was 1931 when the first noted copper showing was discovered. No real interest in the area was shown until 1948, when Einar Kuala staked claims in the Leduc Area. In 1953, Granby Mines took an option on the property and flew in drills and equipment. In 1954, Newmont Mining Co., negotiated for half interest

of Granduc Mines.

In 1964, Newmont began its development and it was decided a 17 km (11 mile) tunnel had to be driven under the mountain ridges and glaciers to get the ore from the Leduc camp to the concentrator site at Granduc camp. The tunnel was completed in 1968. Granduc operated until 1978, when production costs and copper prices saw the closure of the mine. In 1979, Canada Wide Mines Ltd., began rehabilitation of the property and operated it until 1983. Work stopped and a total shutdown of the property occurred. In 2010 Castle Resources Inc. acquired a 100% interest in the Granduc property. In 2012 and 2013 there has been some mining and tunnel rehabilitation on site.



DRIVING TIPS & COURTESY

Use of seatbelts is mandatory in British Columbia. Pass with caution. Be aware that large trucks travel the route 24 hours a day. Stop only when safe to do so, make sure you're out of the flow of traffic.

DO NOT STOP IN AVALANCHE ZONES Use headlights 24 hours a day.



CAUTION! CAREFUL DRIVING IS ESSENTIAL ON THE SALMON GLACIER ROAD

- ◆ Dusty conditions and narrow sections are common, so be extremely careful when slowing, stopping or meeting oncoming traffic.
- ◆ Slow down when road is wet, snowy, muddy, or if visibility is reduced.
- ◆ If driving conditions are poor, wait awhile for them to improve - or plan another activity in the Stewart/Hyder area.
- ◆ Use of seatbelts is mandatory in both Alaska and British Columbia
- ◆ Large motor homes and trailers are not recommended on the road past the Fish Creek Viewing Platform.
- ◆ The road beyond the Summit Viewpoint (Stop 14), to the Granduc property, is not maintained and may be closed due to active mining.

USE AT YOUR OWN RISK!

CANADA BORDER SERVICES

The Salmon Glacier Self Guided Auto Tour takes you across the Canada - United States boundary. Upon return to Canada, all individuals must stop and report at the Canada Border Services Agency, located between Stewart and Hyder. Photo ID and Birth Certificate and/or Passports required upon entry to Canada.

WEATHER WARNING

Be prepared for fast, changeable weather conditions, especially in alpine areas (it can snow in summer at higher elevations).

MINING PROPERTIES

Many of the mining remains are on private property and may be dangerous. Stay out of old shafts and do not vandalize any of the areas. Enjoy what you see, take only pictures and leave any artifacts for others to 'discover'. Obey posted signs on mining properties.

THE STOPS ALONG THE WAY

STOP 01 0.0 km / 0.0 mile Stewart, BC

Stewart, B.C., is a small town big in history, nature and beauty. Mining was Stewart's beginning when 68 prospectors came to the head of the Portland Canal in the spring of 1898 looking for placer gold. Although rumours said the deposits equalled those of the Klondike, the promised 'poor mans' placer never materialized. However, like other gold camps, once

attention had been drawn to the area, mining and exploration increased. In 1902 Robert and John Stewart arrived in the community. The brothers laid out a townsite and formed the Stewart Land Company. The community received its name in 1905 from Robert, the towns first Postmaster, who chose his own last name for the official designation.



STOP 02 3.2 km / 2.0 mile Hyder, BC



Hyder, B.C. came into being partly due to Premier Mine's activities and to the influx of Hyder, Alaska residents during prohibition. History has it that there was a well worn trail over the mountain from the Alaska side known as "Smugglers Trail". Many Alaskans would just walk over to Hyder, B.C., drink their fill and

return home. At one time, Hyder, B.C. boasted a row of residences, two hotels, two beer parlours, a taxi stand and a Canadian Customs two storey building, all set up on pilings. By the late 1940s only a few of the buildings remained. Hyder, B.C. was slowly being reduced to mere pilings.

THE STOREHOUSE, EAGLE POINT

In 1896, the U.S. Army Corp. of Engineers was dispatched to conduct a preliminary examination of the Portland Canal and build four storehouses. The group, led by Captain David D. Gaillard, constructed the storehouses along the Portland Canal. The fourth storehouse is located here at Eagle Point, at the border between Stewart and Hyder. During the summer of 1903, the boundary line was permanently set with Eagle

Point as its starting point, resulting in two of the storehouses being on Canadian soil.

The four storehouses were neat and strongly built, to make comfortable quarters for small parties. In each building were supplies, including cement, tools, rope and cooking utensils. On the front of each structure is a dressed stone into which is cut the following inscription "U.S. Property, Do Not Injure".

STOP [03] 4.0 km / 2.5 mile Hyder, Alaska

Located at the North end of the Portland Canal and on the south end of the Alaska Panhandle, Hyder is just 2 miles (3 km) from Stewart. The town is surrounded by majestic glacier crowned peaks, many exceeding 6000 feet (1800 m). Some of the largest glaciers in southeastern Alaska wind among the peaks and ridges of the Salmon Valley.

Hyder was settled by many of the same miners and prospectors who came

through the Stewart area. The town was originally known as Portland City, but the U.S. Post Office rejected the name of Portland, feeling there were already too many in the United States. The name was then changed to Hyder, Alaska in 1915, after Frederick B Hyder, a Canadian engineer working for the Juneau Gastineau Mining Company. As with Hyder, B.C., all that remains of much of the old town are pilings located on the tidal flats.



STOP [04] 6.5 km / 4.0 mile Tongass National Forest Bdy.

Tongass National Forest received its name from the Tongass (Tantakwan) clan of the Tlingit, who lived in what we now know as Southeast Alaska. In 1902 U.S. President Theodore Roosevelt established the Alexander Archipelago Forest Reserve. In 1907, this land of glaciers, mountains, waterways and

thousands of islands was placed in National Forest status. The Tongass covers 16.7 million acres (about the size Maryland, New Hampshire and Vermont combined) and has approximately 11,000 miles (17,600 km) of coastline.

STOP [05] 7.6 km / 4.7 mile Moose Pond

Located along the Northwest Migratory Flyway, Moose Pond yields an abundance of wildlife. Canada geese and ducks make their summer residence at the pond and surrounding area. Porcupine, spotted frogs and red squirrel also call this area home and the work of many beavers is evident. Bears

and bald eagles can be seen around this scenic wetland. Moose Pond was named for the Loyal Order of Moose, a fraternal organization, so while you may enjoy the other wonderful wildlife that Moose Pond has to offer, there aren't any moose.

STOP 06 9.6 km / 6.0 mile Fish Creek Wildlife Viewing Area



Fish Creek offers a unique opportunity to view and photograph Alaskan Brown (Grizzlies) and Black bears. The bears come here to feed on the coho, chum and pink salmon which spawn in the creek. From July to September, the salmon run provides an extensive food supply for bears, sea gulls, bald eagles, wolves and others.

The U.S. Forest Service and the Alaska Department of Fish and Game are committed to providing a safe

environment for bears and people. As bears are wild and unpredictable, please keep your distance.

CAUTION: Bears frequently cross the road, coming down from steep slopes to fish for salmon. To reduce disturbances to the bears, do not park or leave your car unattended on the side of the road throughout the entire area. Parking is permitted next to the wildlife observation platform.

FISH CREEK ROAD HOUSE

The Fish Creek Road House was originally constructed to house workers building an aerial tram line from Premier Mine to the road head at saltwater. After the construction of the tram was completed, the cabin was used as a roadhouse for packers supplying the mines in the area.

Stories have it, that workers who were headed for town would stop at the roadhouse only to be distracted by an evening of drinking and other unsavoury activities. Many never did make it to town. The structure burned down in January 1962 and all that remains is the original chimney.

STOP 07 10.0 km / 6.2 mile Titan Trail

Titan Trail was constructed in 1922 by workers from the Titan Mine. The original trail was approximately 5 miles (8 km) long and provided access for horse and mule trains to carry supplies to the mine site and other claims in the area. The trail is now maintained by the U.S. Forest Service to the old mine site.

STOP 08 14.1 km / 8.7 mile Riverside Mine

Discovered by the Lindsborg Brothers in 1915, the claims were sold and later became Riverside Mine. Development began in 1922 and some 4000 feet (1200 m) of tunnel was constructed over the next two years. In 1925, construction of a 60 ton mill began. The mine changed hands several times and was operated intermittently until 1961. In some years, the Riverside Mine was the most productive property in Alaska for silver and copper.

At one time, facilities at the mine included the mine head mill, quarters for 60 workers, a cook shack and dining hall. By 1987 most of the original structures had burned down and river floods had washed out the original road. The present road now covers part of the original mine area. Today, only the remains of the burned structures identify the most important mining property in the Hyder area.



STOP 09 16.6 km / 10.3 mile Nine Mile

At Nine Mile, Texas Creek joins the Salmon River as it widens out across the valley, flowing south to the Portland Canal. Here the remains of the Nine Mile Bridge can be seen along the river bed. The bridge gave access to mineral properties in the Texas Creek drainage until 1967 when a dumping event from Summit Lake washed out the structure.

Summit Lake is a self dumping lake, located above the Salmon Glacier, and normally drains northward into upper Bowser River. The first recorded flood (an event known as a Jokulhlaups,

pronounced Yuck-a-lups) occurred in December 1961. The lake drained under the glacier, raising the level of the river and filling it with ice bergs. This resulted in catastrophic flooding along the Salmon River valley.

The lake then began a cycle of filling and draining, flooding the Salmon River, causing damage to the road and bridges along the river. The event now occurs almost every year, raising the water to flood level and depositing ice chunks along the river, but without much damage to the road.



THE TEXAS CREEK BRIDGE

Located 3 miles (5 km) up the Texas Creek drainage, it was at one time Alaska's only covered bridge. It provided access to a number of mineral claims in the upper Texas Creek area from the time it was built in 1932 until 1965 when it was damaged under a heavy snow load. In 1978 the structure finally collapsed.

STOP 10 21.0 km / 13.0 mile Premier Border Crossing (Silver Heights)

The international boundary between Alaska and B.C. was officially designated in 1903 by a commission established to resolve the Alaska – Canada boundary dispute. The Commission was made up of members from Canada, the United States and Great Britain.

The boundary area just below Premier, B.C., was referred to as Silver Heights. From the 1920s to the early 1950s miners going to work and residents of Premier Mine Camp had to stop here at a Canadian Customs building. The boundary line is 500 m back down the road and is marked by a small silver coloured cairn on the east side. Every ten years the entire length of the boundary, from Hyder north, is cleared.

STOP 11 23.1 km / 14.3 mile Indian Mines Viewpoint

Development of the Indian property began in 1910 when surface trenching was undertaken. The property was reorganized in 1923 under Indian Mines Corporation Ltd. They performed most of the underground development until 1925 when operations stopped. In 1946, Indian Mines Ltd., acquired the holdings and rehabilitated the camp in 1947.

Looking towards the hill directly to the west, the cut line for the old tramway which ran from the Indian Mine and Premier is still visible. Silbak Premier constructed the 3 km (2 mile) aerial tramline from the property in 1951. The ore, most of which was produced in 1952, was then transported across the valley on the tram and concentrated at Premier's mill. There has been no active work on the claim since 1963.





24.2 km / 15.0 mile

Premier Mines Viewpoint

Located on the eastern slope of the Salmon River Valley, Premier Mine was started in 1910. By 1918, Premier had developed into one of the richest mineral deposits in B.C. An 11 mile (17 km) aerial tramline was constructed to carry ore from Premier to tidewater and was one of the longest on the continent at that time. In 1921 the property shipped 6,000 tons of ore with the gold valued at \$1,500,000 at that time.

A large fire devastated the camp in 1928, resulting in the destruction of most of the buildings. Through heroic efforts, the mill machine shop, compressor plant and tramheads were saved. These were vital to the operation

of the mine as loss of them could have resulted in the closure of the property. The camp was rebuilt and Premier Mine Camp once again became a thriving community.

Many years of success and continuous operation were experienced until low base metal prices forced closure in 1953. Development resumed in 1955 and continued sporadically until 1967. The property sat idle from 1967-1988, other than some exploration in the early 80s. In 1988, Westmin Mines began construction on the property and undertook open pit mining from 1989-1992. In 1993, Westmin began underground operations continuing until 1996.



27.7 km / 17.2 mile

Toe of Salmon Glacier

Looking down from the highway to the Toe of Salmon Glacier and along the valley below you can see how the glacier is continually transforming the landscape and itself.

Kettles, are formed by the melting of buried ice blocks, which are stranded on the outwash plain after the glacier recedes. The colour is caused by the fine materials suspended in the water.

At the toe of the glacier you can see a series of small ridgelike accumulations. These ridges are made up of till that have been deposited across the valley, and are known as Terminal or End Moraines. These Terminal Moraines mark standstill positions of a present or past glacier front.

Glaciers move by three methods, gravity, internal deformation and by basal slip, when the ice mass slides over its bed on a film of water. Sections of the glacier can move at different rates. In confined valley glaciers the fastest ice currents are at the centre of the ice surface. A shearing effect results on the surface due to this difference in speed, splitting open the ice to form crevasses.

Notice the small ponds located below the toe. These depressions, known as



37.0 km / 22.9 mile

Summit Viewpoint

The landscape around you is the result of several periods of glaciation. The most recent, known as the Fraser Glaciation period, reached its peak around 14,000 years ago. This is when the ice sheet reached its maximum size, covering much of what we now know as British Columbia and Alaska, with the exception of the Queen Charlotte Ranges and parts of the Rocky Mountains. In these high mountains,

summits and ridges stood above the ice surface and classic alpine landforms were created.

As climatic conditions improved the ice sheet began its slow retreat and the land began to rise, leaving the landscape much as you see it today. The Salmon Glacier, the fifth largest in Canada, is a remnant of that last great age of glaciers.

OTHER POINTS OF INTEREST

POINTS OF INTEREST ON HIGHWAY #37A FROM STEWART TO THE MEZIADIAN JUNCTION

0.0 km (0.0 mi)

Stewart Information Centre.

3.00 km (1.86 mi)

Bear River Bridge and the entrance to Stewart townsite. Beginning of United Empire Hiking Trail which will pass the United Empire Mine ruins (1925 - 1936).

7.40 km (4.6 mi)

Dunwell log yard, named after Dunwell Mine (1926 - 1941). Glacier Creek waterfall.

10.20 km (6.34 mi)

Wards Pass Cemetery. Named after Ward Brightwell, an early settler. Brightwell was the original owner of the Mountain Boy Mine.

14.10 km (8.76 mi)

Bitter Creek Bridge.

14.40 km (8.95 mi)

Clements Lake, a Recreation Sites and Trails BC Campsite & Ore Mountain hiking trail (Locally known as Bear Lake).

15.10 km (9.38 mi)

Pullout with litter barrels & avalanche gates. Look for mountain goats high up on the surrounding mountains.

16.30 km (10.13 mi)

On the west you can view the waterfalls known as the Wall of Tears.

21.90 km (13.61 mi)

Beaver dams & eagles in this area.

22.70 km (14.11 mi)

This is where the Bear River crosses the valley from east to west. This is also the beginning of the American Creek Trail.

23.00 km (14.29 mi)

Pullout with litter barrels.

26.90 km (16.71 mi)

Entering the narrow steep walled Bear River Canyon; watch for rocks on the road.

32.00 km (19.88 mi)

This area has a stretch of dead trees killed as a result of an avalanche.

33.20 km (20.63 mi)

The George Copper property, comprised of four claims, covering over 1000 hectares. No stopping allowed, as this is an active avalanche area.

37.60 km (23.36 mi)

Pullout with view of Bear Glacier. In 1975 the glacier reached this side of the valley. Morning light is best for photographing this spectacular glacier. Look for the old highway seen above the road.

38.20 km (23.74 mi)

Strohn Lake - from 1958 to 1962 the lake overflowed the Bear Glacier five times, taking out all bridges except the main Stewart Bridge. Stewart itself is protected from the river by the roadbed of the Old Portland Canal Shortline Railway. On July 23, 1967 the toe of the Bear Glacier melted through, marking the end of Strohn Lake as a local flood threat. Strohn Lake is the headwaters of the Bear River.

46.80 km (29.08 mi)

Windy Point Summit and pullout.

50.00 km (31.06 mi)

Start of Porcupine Hill.

50.80 km (31.56 mi)

Surprise Creek pullout.

51.3 km (31.88 mi)

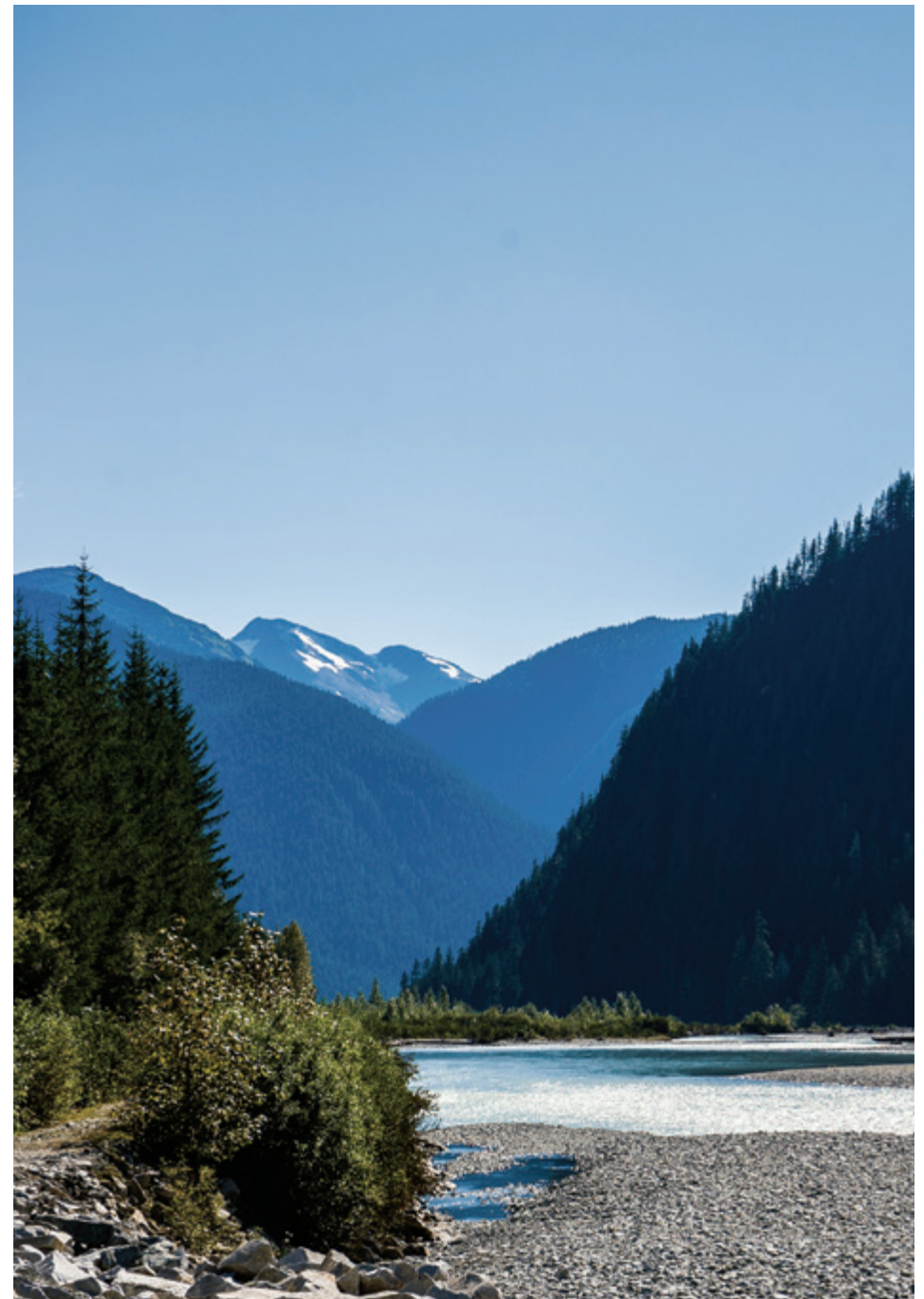
Surprise Creek Bridge.

59.60 km (37.03 mi)

Highway Maintenance camp & avalanche gate.

63.80 km (39.64 mi)

Junction Highway 37 and Glacier Highway information and pullout



SAFETY AND EMERGENCIES

SAFETY TIPS

- ◆ Before leaving on a hike, let a responsible individual know where you are going and when you will be returning. Always contact that individual when you return. Never hike alone.
- ◆ Always take a map, compass, food and emergency gear.
- ◆ In case of an emergency, call 911.

BEAR SAFETY ESSENTIALS

- ◆ Watch for bear signs (scat, tracks, fresh claw marks on trees).
- ◆ Never approach a bear.
- ◆ Never attempt to feed a bear.
- ◆ If you encounter a bear – stop, stay calm and NEVER RUN.
- ◆ Talk or sing to avoid surprising a bear.
- ◆ Anticipate and avoid encounters. Learn about bears at www.wildsafebc.com



FOREST FIRES

Should you spot a forest fire in British Columbia call 1-800-663-5555 or call *5555 toll free on most cellular networks. This is a free, province wide, forest fire emergency phone number.

SERVICES IN STEWART/HYDER

Food and Lodging: A number of food and lodging establishments are located in the communities of Stewart and Hyder. Grocery stores are located in Stewart.

Museum: Stewart Museum & Archive is located at 703 Brightwell Street, ph: 250-636-2229

Public Library and Internet Services available.

Police: The Royal Canadian Mounted Police detachment is located at 707 Conway Street, Stewart. ph: 911

Hospital: The Stewart Health Centre is located at 904 Brightwell Street, ph: 250-636-2221

B.C. Ambulance Service: ph: 911 (Emergency Calls)

Visitor Centres:
Stewart: 222 5th Avenue,
ph: 250-636-9224,
email: visitorinfo@districtofstewart.com,
Hyder: Community Association Building, ph: 250-636-9148

Post Offices:
Canada Post: 5th and Brightwell, Stewart.
U.S. Postal Service: Hyder.

Canadian and U.S. fishing licenses available. (Enquire locally.)

PHOTO CREDITS:

- ◆ District of Stewart
- ◆ United States Forest Service
- ◆ Hyder Community Association
- ◆ Stewart Museum Society
- ◆ British Columbia Forest Service
- ◆ Steve Kirkbride
- ◆ Vancouver Island Helicopters
- ◆ Jim Hyslop
- ◆ Les Deacon Rogers
- ◆ Trina Calder
- ◆ Regional District of Kitimat Stikine
- ◆ Channel Collective
- ◆ Simon Ratcliffe
- ◆ Tim Swanky
- ◆ J.F. Bergeron
- ◆ Stewart Chamber of Commerce
- ◆ Stewart Historical Society
- ◆ Jennifer Larson
- ◆ Destination BC / Grant Harder





www.districtofstewart.com

