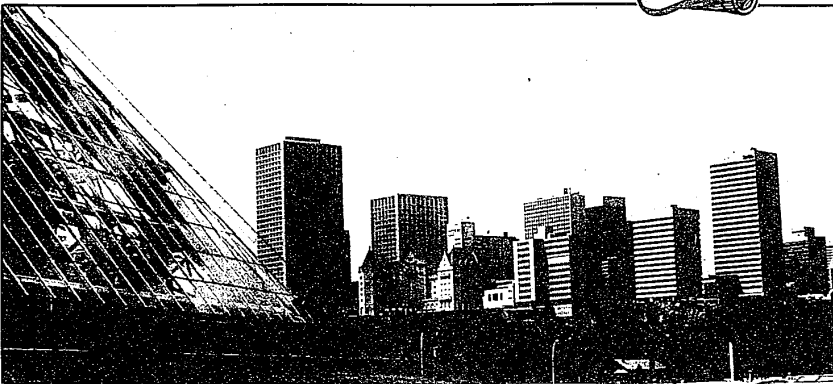
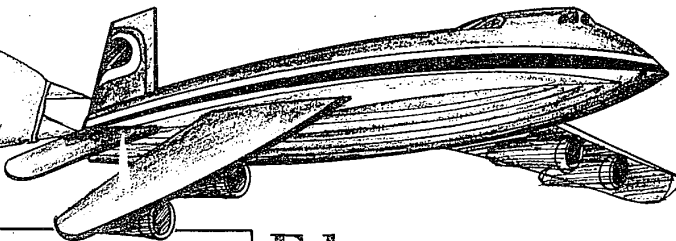


Alberta, Canada, is this year celebrating its 75th year as a province in the Canadian confederation with activities that range across the farmland, the cow-pasture foothills and the mountains that pierce Canada's western sky. Iris Sanderson Jones, our contributing travel editor, flew into the capital city of Edmonton, tracked by rail into the Rocky Mountains at Jasper National Park, traveled by bus down the Columbia Icefields Parkway, and drove past the old fur-trading post at Rocky Mountain House to Calgary. Along the way she visited guest ranches and dinosaur country to capture the province's many and different faces.



Edmonton, Alberta, is similar to Dallas, where an old resource is creating a lot of new growth and a lot of new money. The glass pyramid

(left in picture) is one in a series of structures housing a museum and conservatory. (Photo by Iris Sanderson Jones)

Edmonton Dallas of the north

EDMONTON — This seems like a frontier city, with a disproportionate number of under-30s on the streets and new glass buildings leaping out of the ground like the oil wells that built them.

Edmonton is the Dallas of the north, a prairie-cum-foothills city en route to the Jasper Pass and the northern gateway through the Rockies to the Pacific. This is still the gateway to the Yukon and Alaska, the last big city on the way to the Alaska Highway.

Edmonton has always been a gateway for fur-traders, railroad builders and prospectors, but for the past 10 years it has been a boom town for oil and natural gas interests. It's the sixth largest city in Canada, and one of the earliest fur-trading posts, but most people went by to the south on the Trans-Canada highway and the Canadian Pacific Railway until the wells started gushing here a few years ago.

Gasoline is 20 cents a liter, the cheapest in Canada. Albertans savor the bargaining power they now have with the Canadian government. Easterners say, "We've supported you for years, now it's your turn to support us with your energy."

Albertans prefer to sell their oil at world prices, and they use words like "separatists" when other people tell them what to do. A popular bumper sticker here during the days of the Arab oil embargo read, "Let's let those eastern bastards freeze in the dark."

The energy boom is great for tourists. They have so much money here that Alberta doesn't have any sales tax. Hotels and restaurants are popping up everywhere. We stayed at the elegant old McDonald Hotel, built by the Canadian National Railway and for years the social center of town, but there are also excellent newer hotels in the city.

Trains kept a'runnin'

ABOARD A VIARAIL COACH — In early summer, Alberta has black soil and green, green grass, with cattle and horses grazing between clumps of trees and fields that rise slowly but surely towards the Rockies.

A typical summer day is sunny and 75 degrees Fahrenheit. Winter is snow

white and cold, an average of 14 degrees Fahrenheit in January. An hour west of Edmonton, the train tracks make silver lines through land that begins to rise in treed, rocky ridges, wrapped around large gleaming lakes. Canada was built westward by the Canadian National and the Canadian

Pacific railways, which run parallel from the Atlantic to the prairie city of Winnipeg before they split for the two distinct passes through the mountains to the sea.

Canadian Pacific built south through Calgary, Banff and the Rogers Pass. Canadian National built north through Edmonton, Jasper and the Fraser Canyon. It was a bitter race, but the competition is over now that Viarail (formerly Amtrak) has taken over the passenger services on both runs.

Unlike American trains which fell into disuse after major highways appeared on the United States landscape, Canadian trains have been consistently maintained and heavily used. They have been upgraded since Viarail

took them over more than a year ago.

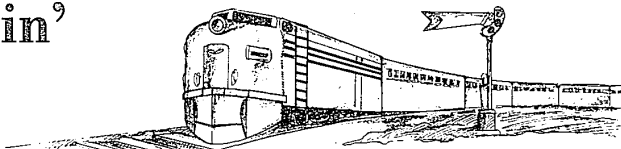
SLEEPING CARS are available across Canada. This day-nighter coach offers cheaper accommodations fitted out with airplane-type reclining seats. On the Edmonton to Vancouver run, it costs only \$9 more than the regular coach fare of \$45. Toronto to Van-

couver costs \$134 plus \$20 for a day-nighter seat, compared to \$134 plus \$92 for lower berth.

We have had dinner and wine in the dining car and now the mountains are beginning to fold in high skylines around us, with gleaming fingers of waterfalls and lakes and high ridge,

lines of green trees below jagged peaks on every side.

These peaks are lower than those in the Colorado Rockies, but they have been sharply glaciated and are much more spectacular. Our next stop is Jasper, a small village in the 10,000-kilometer space of Jasper National Park.



Mount Edith Cavell rises ruggedly above the serene Lake Sorrow in Jasper National Park in Alberta. Recreation is far from lacking here, with hiking, camping, climbing or resorting among the options.

Diversity is the key to Jasper

JASPER NATIONAL PARK — Jasper is at the north end, and Banff at the south end of the Icefields Highway, which runs north and south through glorious Rocky Mountain scenery. They are only two of the seven national parks that blanket the mountains under the administration of Parks Canada.

The administrative and geographical center of Jasper park is the scenic village of Jasper, built in the very heart of the Athabasca Valley and totally surrounded by high peaks.

The two problems for the tourist in Jasper are: What kind of a vacation do you want in the park and where are you going to stay. You can hike, camp, drive, climb, or go resorting but 2 million other visitors will also be doing these things, during the peak summer months when accommodations are scarce.

The 2,700 beds and 1,200 campsites are quickly filled. The shoulder seasons, spring and fall, are better, although the park is not presently equipped to accommodate large numbers of travelers after the snow falls.

For the traveler who has reserved in advance, or is just passing through, two of the most popular sidetrips are up the Sky Tram to the 8,000-foot level and by road to Malign Lake. Travel photographers, sometimes jaded even by these wonderful moun-

tains, take picture as fast as they can click the shutter at Malign Lake.

The Athabasca River, which follows the road part of the way to the Sky Tram, is full of 'rock flour' here, the pulverized rock from the glacier still in suspension in the river.

The only Parks Canada Youth Hostel in Jasper is on the road to the Sky Tram. (There is another youth hostel every 20 miles along the parkway.)

It costs \$4.50 to take the red and white cars of the Sky Tram up the great slope of trees. As you rise, the continental divide marks the skyline to the left, the Malign range to the right, and gleaming lakes make shiny patches on the green slopes be-

low.

Two great valleys, two rivers, meet at the town of Jasper, sitting like a toy village below. Beyond it, between clipped green grass and blue lake, is Jasper Park Lodge, the great wooden resort lodge built many years ago by the Canadian National Railway and still the prime lodging place in the valley.

A smaller glacier cut Malign Canyon, which is called a hanging valley because it was not scooped as deep as the larger valley below.

Illustrations / Deb Stuart

Jazzy times in TC

A series in the Grand Traverse area will make even Your Rosetta Hines of WJZZ-FM nod in appreciation.

Five classic artists will introduce their live jazz to the outdoor amphitheater of the Grand Traverse Hilton Convention Center just outside of Traverse City. Performers include Herbie Mann on Aug. 2, the Duke Ellington Orchestra directed by Mercer Ellington on Aug. 9, Dave Brubeck on Aug. 16, Ramsey Lewis, Aug. 23, and Dizzy Gillespie on Aug. 30.

tripping

The Saturday performances will be at 6 and 8:30 p.m. Tickets are \$7 each or \$20 for the series and are available by calling the Grand Traverse Hilton at 616-938-2100 or by writing to Jazz Live, Grand Traverse Hilton, Grand Traverse Village, Acme 49610.

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