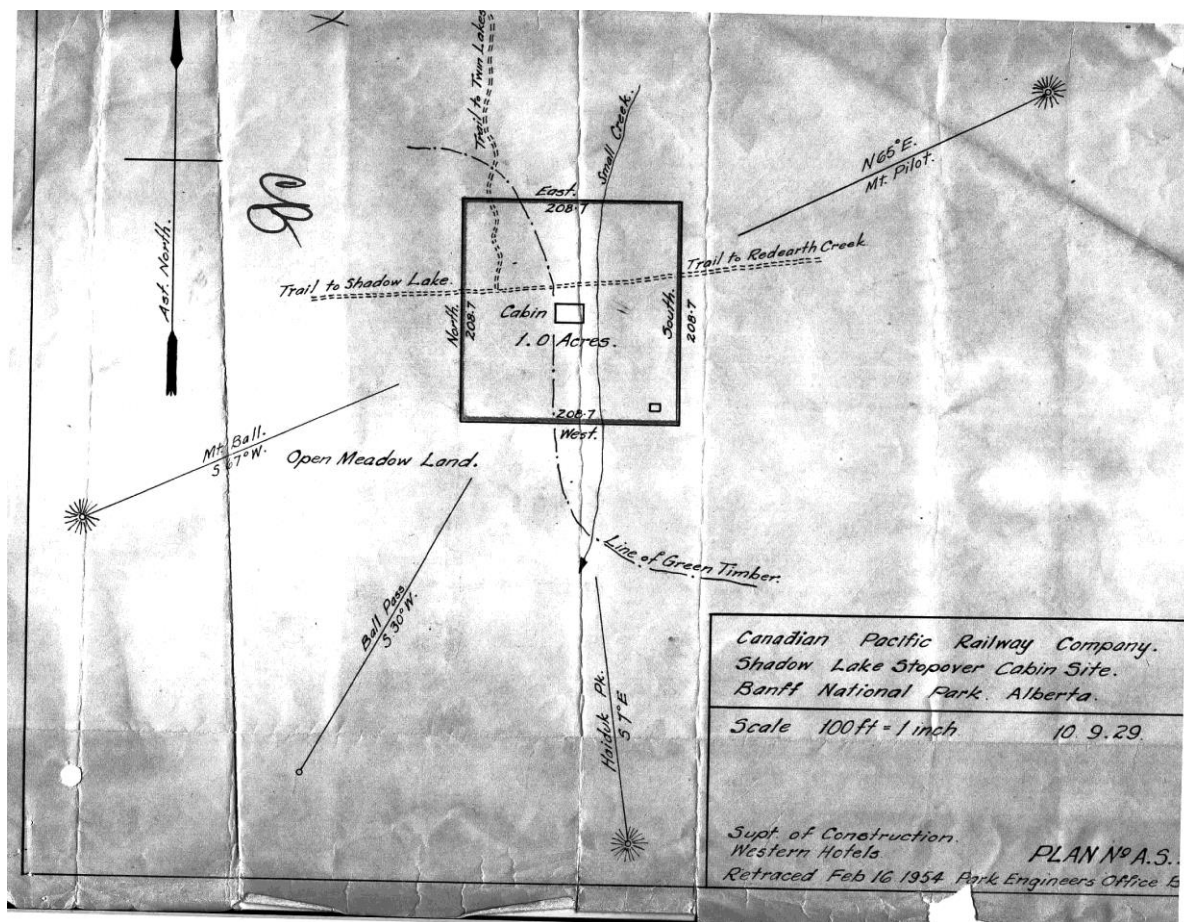


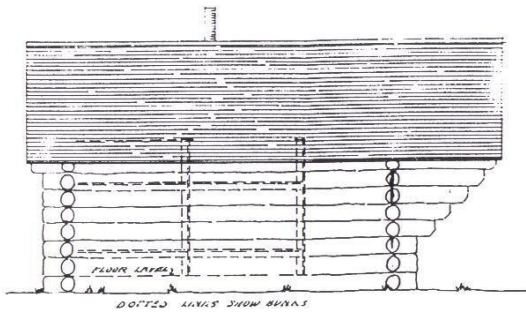
The History of Shadow Lake Lodge

The history of Shadow Lake Lodge (Rest House) goes back to 1927 when the Canadian Pacific Railway applied for a five acre lease in the meadow one half mile downstream from the stream flowing out of Shadow Lake. Plans were submitted to the government in 1928 in conjunction with two other proposed stop over cabins; one at Sunshine and one in the Brewster Creek valley. By the time a building permit was issued in October, it was too late in the season for construction to begin. Logs were felled in the immediate area the following summer, and construction was completed in March 1930.

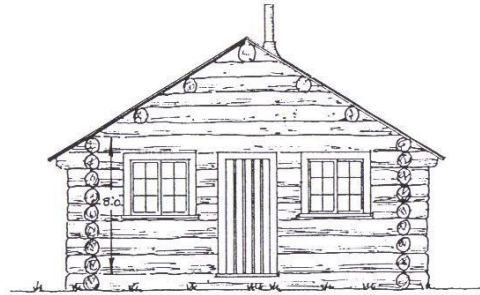


The legal survey accompanying Short Term Licence No 228 identified 1.0 acres encompassing the trail junction for Shadow, Twin, and Redearth. The "legal" survey depended upon compass bearings to geographical landmarks. With today's geographical positioning systems and satellite imaging, this document is a historical classic.

The CPR built the original cabin at Shadow Lake as a link in their overall scheme to provide tourist access throughout the Canadian Rockies. The Assiniboine cabins had been built in 1928 and would tie together with the Wheeler Hut at Sunshine, one day's horseback ride away. Continuing west from Shadow Lake, would bring riders and hikers to Castle Mountain Camp (now Storm Mountain Lodge) near Vermilion Pass.



SIDE ELEVATION



FRONT ELEVATION

The CPR submitted plans for three Stop-Over Log Cabins to form connecting links in the company's chain of camps in the region. Shadow Lake plans were dated Dec. 31, 1927 and signed by Basil Gardom.

Although the original cabin was only 20 by 24 feet in size, there was room for 12 bunk beds as well as a cook stove and kitchen area. The cabin was partitioned into three rooms, two bunk rooms and one common area.

Shadow Lake is synonymous with the Trail Riders of the Canadian Rockies and the Skyline Hikers of the Canadian Rockies, formed in 1924 and 1933, respectively, by John Murray Gibbon, the public relations director for the Canadian Pacific Railway.



As Christine Barnes wrote in *Great Lodges of the Canadian Rockies*:

"When finished, the cabin was not a revenue-generating venture. Rather, it was available to the public as basic shelter along the popular trail. The *Sky Line Trail Hikers May 1935 Bulletin* announced that summer's trip would begin at Sunshine Valley and end at Castle Mountain with stops at Egypt Lake and Shadow Lake, where the CPR cabin "has 12 bunks for the first 12 ladies who make reservations." The accommodations were simple but free – compliments of the CPR."

Brewster Ownership

In 1938, Brewster Transport purchased Shadow Lake cabin from the CPR for \$200, intending to tie it in with the Sunshine summer operation. Following this transaction, in 1950 Bud Brewster bought Shadow Lake cabin from Brewster Transport for \$200 (\$75 down and the next \$125 over two years) interest free.

Prior to the completion of the Trans-Canada Highway in 1958, all traffic into the Shadow Lake area came from what is now the Bow Valley Parkway. Both the road and the railway were on the north side of the Bow River. There was a small foot bridge over the river near Massive Siding along the railroad. According to Don Beers, the bridge and the trail up Redearth Creek had been built in 1928 to transport talc rock down from a mine at Natalko Lake near Redearth Pass.

Shadow Lake Lodge has been under the direct ownership of the Bud Brewster family for over 65 years. If one considers that Bud's grand uncle, Jim Brewster, originally purchased it from the CPR in 1938, and that his Uncle Pat ran it for many seasons, then the operation has been in the "family" for over 75 years.



Bud Brewster, circa 1954



An early photo of the original cabin

The Shadow Lake "license of occupation" was renewed 30 April 1959 for five years, at a fee of \$15 per year. Conditions attached stated that it was "Not to be used November through March. Although Bud had purchased the license from Brewster Transport back in 1950, the documents were made out to "Claude Bagley Brewster." Since Bud and his father worked so much together, and Claude at least had a desk, it is likely that although Bud paid for the Shadow Lake cabin, his father signed the paperwork. This would come back to haunt Bud in later years after Claude died and it came time to renew again. But since Bud was also "Claude Brewster," he didn't think there should be any problem.

The Shadow Lake cabin "license of occupation" expired 31 March 1964.

Bud had too many irons in the fire during the 1960s to devote much time and effort to the Shadow Lake cabin, so he would let others use it, on the condition that they maintained it. Local guides such as Lucky Scot often used Shadow as a base for guided fishing trips.

During the summer of 1967 when the Skyline Hikers of the Canadian Rockies, were based out of the Shadow Lake Camp, they built a stone cairn monument to John Murray Gibbon on the summit of Gibbon Pass.



Skyline Hikers of the Canadian Rockies camp, 1967

For over three decades, John Murray Gibbon had been promoting horseback riding and hiking throughout the Canadian Rockies. So it was a surprise in 1967 when the Skyline Hikers of the Canadian Rockies decided it would be fitting if a monument were erected to commemorate his accomplishments, but the official decision from the government was that it would not be permitted. But Bud Brewster was persistent. When he pushed

the matter with the Park Superintendent Steve Kun, the purported reply from Kun was "I didn't hear what you said, but where are you going to put it?"



In 1967 when the hike camp was at Shadow Lake, Bud packed sand and cement up to the pass and the Skyline Hikers built the monument.

The monument at Gibbon Pass

In 1969, Bud Brewster applied for renewal of Shadow Lake cabin license "on behalf of the late C.B. Brewster," with requests to include a 10-year renewable clause, use of the fire road, and the potential for further development. It was a somewhat curious circumstance since the license was made out to "Claude Brewster," and although Claude had not made a formal transfer to his son, Bud's given name was "Claude." The elder Brewster had turned the Shadow Lake licence over to Bud, but not officially in the eye's of the government. So of course Bud walked into the government office and said "I don't see the problem, my name is Claude Brewster, and I have a birth certificate to prove it!"

During the 1970s, Banff local Dorothy Gow used the cabin as a hiking base for a very nominal fee. The place never made much money, nor paid much in the way of wages. Annette found an old scrap of paper that showed: "September 7, 1971 invoice to Dorothy Gow, received cash via Ron Warner for wages to Ferd and Bill \$20, wages to Bud \$20, spring wood cutting \$54, stove pipe \$6." Land rental for Shadow in 1970 was just \$15 per year.



Bud had always been very generous and he would let almost any of the locals use the cabin. In this photo Egypt Lake district warden Ed Carlton stops to visit with Banff local Bob Meggs.

In 1972, Greg Stevens, then Banff townsite manager and realty agent for Parks Canada, offered Bud a five-year renewal to the estate if "...the physical condition of the Rest House is brought up to a standard acceptable to the Superintendent...." Bud neglected to sign the copy of acceptance.

A letter from Parks Canada dated August 24, 1976, concerning improvements at Shadow Lake was addressed to Ron Warner, Warner & MacKenzie Guiding and Outfitting. Although Bud Brewster had sold the stables in Banff to Warner and MacKenzie in 1974, along with the outfitting concession for the Trail Riders, he retained the licence for the Shadow Lake cabin. Backcountry use was increasing significantly at this time and management plans were leaning heavily toward conservation, and minimum impact on the landscape. The Egypt Lake planning document made a concerted effort prevent expansion of activities at Shadow.

Toward the end of the 1970s, Bud felt that he needed to keep a presence at Shadow Lake, or risk losing the facility, so he set up his middle daughter, Corinne, with a summer hiking operation. Although still in high school, Corinne was savvy enough to cook and, just as importantly, knew the best local hiking trails. During this period, Bud and his daughter would drive up the Redearth fire road as far as the warden cabin beside Pharaoh Creek, from where they would pack in tents and supplies with horses. Corinne would then be left with one of her school mates to run the camp.



Corinne's mom, Annette did a mail out advertising campaign to members of the Skyline Hikers and other previous clients. The itinerary is based out of the "3/4 Circle Guest Ranch", which was a temporary operating name for the families Kananaskis guest Ranch at Seebe, 30 miles east of Banff.

Shadow Lake Lodge Expansion

In the late 1980s, Bud Brewster managed to obtain a permit to build a "temporary cabin" even before he received the permit for his planned Shadow Lake expansion. As Bud says; *Andy Anderson (Chief Warden) called it the "Controversial Cabin."*



Clarence and Al Zee built the frame cabin right alongside the original cabin during the summer of 1989. Bud's intention was to use it as a staff cabin for his construction crew.

Slingshotting construction material with a helicopter does not always go smoothly. Sometimes the loads are not balanced and the weight shifts in mid flight. Bud recalled: *When Lance was flying a net load of material for the temporary cabin, a bunch of 2x4 lumber slipped out of the net about two miles back from the site. We tried to salvage it but a lot of it was not much more than toothpicks when we found it.*

This second cabin has since been moved and now serves as a storage building for groceries and supplies. It stands as a historic symbol of the first construction permitted at Shadow Lake in over 50 years.

In 1990, Bud at 62 and after years of wrangling with the government, was finally issued a building permit to begin the expansion of Shadow Lake Lodge. The permit was received on July 13, 1990, but did not become valid until the following Monday, and would expire in exactly one year.

There was no time to lose in getting started on construction, and Bud was ready: *We had six cabins pre-fabricated at Cranbrook all ready to go. The day after we got the permit we started moving material on site. I hired seven men to handle construction that summer. Bryan was still running farming, so he could only come and go.*

In fact, Bud had the cabins prefabricated of smooth milled logs, by Bob Fluery of Kootenay Log Homes the previous year, in anticipation of finally getting his permit.



Bud, Clarence McDougal, Del Docken, Roger Parent, Brent Townsend, Bryan Niehaus, Bill Maher, and Al Zee were the original crew.

Annette was the camp cook for the summer of 1990 during construction of the new cabins. She set up her headquarters in the original cabin, which had back rooms, a kitchen and living/dining area. That summer, Bud stayed in a tent frame with a propane stove that had housed guests during previous summers.

The crew went in and stayed in for long shifts. Bud stayed in for one 17 day shift. When Annette was out for some time off "the cookin was terrible" one of the crew

remembered. As Annette says of Bud's cooking "Bud's method of cooking is to jack the oven up to 500 degrees and leave it in until it burns."



A helicopter slings in a log during the summer of 1990, when the new cabins were built.

The foundation and floors for six new cabins were completed by the end of July 1990. On August 2, a helicopter began flying in logs from a staging area on the north side of the Trans-Canada Highway, where they had been left after being trucked from Cranbrook. It took 14 minutes to fly each by in from the staging area to the lodge. Fourteen sling loads were flown in on the first day. Smaller material was trucked up the Redearth fire road as far as the Lost Horse Creek, from where it was stockpiled in a small meadow to be slung in by helicopter.

A lot of other construction material also had to be flown in. There were some very frustrating days when the pilot, Bob Johnson, would be called away to perform a mountain rescue, and the crew would be left not knowing what was going on since they had no radio communication. Sometimes they would be left standing most of the day waiting for the helicopter to return.

The flying went smoothly except when Bob lost a load of logs on the way in, something happened to the sling load. As Bud recalls:

"Canadian Helicopters bid the contract to fly the logs in for the first six cabins. The long logs were at least 350 pounds each. The pilot lost a whole load at about 7000 feet and it was scattered all over the place. Fortunately it was just wood just like all the deadfall laying about in the forest. But it meant that I had to reduce the height of the walls by one log."

As a result of losing the load, the cabins built that summer are 10 inches lower than they were intended to be. There are no logs over the doors of the first six cabins and if the snow load builds up too much on the roof the doors will begin to jam, so it is important that the roofs get shoveled during the winter.

Crew members Bryan Niehaus and Bill Mayer hiked through the area where the logs were dropped, and in the process of searching for the logs, they discovered two historic log cabins near the junction of Redearth and Lost Horse creeks. Not even Bud had known about these cabins and it was a discovery for Parks Canada as well.



Cabin construction during the summer of 1990.

Annette recalled the construction process that summer: "The construction site was cleaned up every day, short ends were burned in the fireplace out in the meadow in front of the cabin, where Bud told stories most evenings. Garbage was flown out when new material was brought in. People would joke that he was building another cabin under the tarp."

Phase 1 was completed on September 14, 1990. Temporary roofs of green plastic tarps were secured to keep the logs dry for the winter.

On October 13, 1990, Lance Cooper of Canmore Helicopters, flew in Bud Brewster, Superintendent Dave Day, and local member of parliament Louise Feltham to view the development and to discuss the impact of the Redearth fire road on the development.



The partly completed cabins were covered in tarps for the winter of 1990/91.

During the spring of 1991, the roofs were put on, and the work crew moved from their wet tents into the dry but empty cabins.

Renovating the Original Cabin

In 1991, once the six new guest cabins were completed, renovations to the original cabin began. The interim plan called for the original cabin to be used as a kitchen and dining room, until a new kitchen and dining room could be built.

After 70 years, the original cabin structure was still exceptionally sound. Only one log was rotting out. The building was jacked up 18 inches, and the bottom log on the north side, was replaced. A new foundation was built, and a full width porch was added to the front.

The construction crew tore out the bunks, the loft, the old partitions and the plank floor. The pencil cartoon drawn on one partition wall by Stu Cameron was carefully salvaged. Bud has been recycling all of his life and the old stove was flown out and put to use in another location, Hussey's cabin at Meadow Creek.



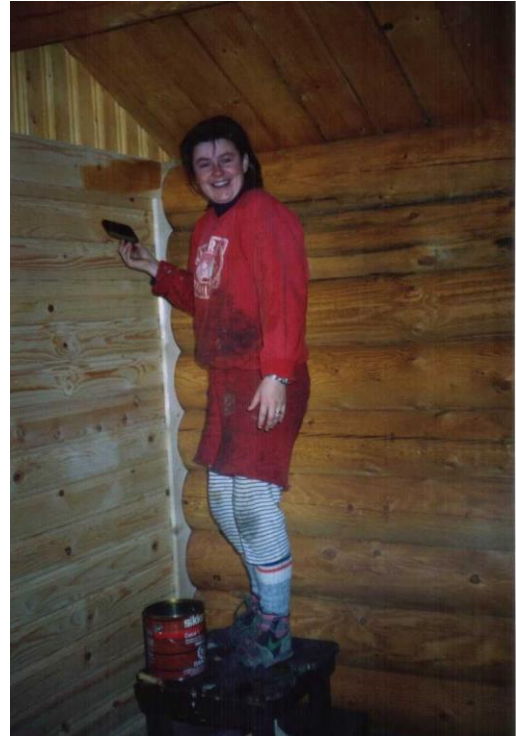
Renovations on the original cabin that took place in 1991 included adding a front porch.

The original windows were only single pane glass so they were replaced with modern double glazed windows, custom made to resemble the original ones. The roof was insulated and covered with sheet metal roofing.

A few years before, Bud and Clarence had salvaged and saved the maple flooring from the Calgary Power Horseshoe power plant which had been built in Seebe in 1912. They were going to demolish the building, so Bud and Clarence carefully pulled up all of the old maple flooring, before the Exshaw fire department burned the structure down for fire practice. Bud knew he would be able to use the material sometime. Under the floor in the Shadow Lake cabin there are some boards stamped "Horseshoe"

Bud concocted a special formula paint mixture to preserve the logs and maintain a rustic appearance. The exterior logs were painted with Bud's primer and then coated with Cetal.

Alison was the chief painter and painted all summer she later recalled: "My painting clothes could stand up by themselves because of all the stain and mosquito spray." By the middle of August there was no trace left of the old green color.



Alison at work painting the interior of the original cabin, 1991.



The original Shadow Lake cabin was transformed by major renovations in 1991.

In January 1992 Bryan sanded the hardwood floor as final preparation was underway for the official opening of the reconstructed lodge and the six new cabins. A new propane stove was brought in by snow mobile to grace the kitchen of the original cabin.

All of the beds, furniture and furnishings were skidded in by snow mobile. Even the queen size beds were towed up on a sleigh.



Bringing a new propane stove into the restored cabin.

The kitchen was equipped and the cabins were ready for the official opening 21 February 1992. Alison and Bryan welcomed their first guests—an old family friend, Tim Platnich, and some of his friends.



Bryan sanding the floor in preparation of opening, 1992.



Winter opening, 1992

When the summer season of 1992 arrived, Banff local Leslie DeBie was employed as the first cook in the new Shadow Lake Lodge. Groceries were packed in to her twice a week by horseback, and the garbage was packed out.

During that first year of operations, the staff stayed in the Mount Ball cabin, but it was obvious that a dedicated staff cabin would be required in the near future. Bud found a log building in Canmore that housed Joe Van Lint's Antique store. When Joe sold his business, the old building was going to be torn down, so Bud bought it. The logs were sand-blasted before the building was carefully deconstructed, and then hauled to the Brewster family ranch at Seebe.

Bud and Clarence redesigned it, selected the best logs, and prefabricated a two room staff building with a wash room in the middle. They built the walls, then numbered the logs and took it all apart again to be skidded into Shadow Lake by snow mobile the following winter.



Outhouses at Shadow Lake Lodge.

The outhouses also needed work, so Bryan built platforms for the three outhouses, high enough that 45 gallon barrels could be slid in and out underneath. When the barrels were full, they were skidded out, sealed and then flown out by helicopter, to be processed at the sewage treatment plant in Banff.

Canada, so for the first two years following opening in 1992, Bryan packed out all of the kitchen gray water in pack boxes. Water consumption was minimized, but still 25 gallons of waste water was generated every day. Bryan rigged the pack boxes with bladders that held ten gallons each, and the pack horses would haul 20 gallons each back out to Banff.

A gray water disposal system could not be agreed upon with Parks

Drinking and wash water was provided by plastic pipe from a small dam and filter 100 metres up the creek behind the lodge.

In the fall of 1992, the Redearth fire road was officially closed and materials could no longer be trucked up to Lost Horse Creek. Construction time and costs rose accordingly.

Around this time, at age 64, Bud Brewster discovered the pleasures and efficiencies of mountain biking. The man who had literally been “born on a horse” found out that he could get home faster on a mountain bike. Unfortunately, no one thought to document the event with a photograph.

Bryan moved the “Controversial Cabin” once again in order to make room for the official staff cabin. Bud later recalled: “I was supposed to take it down (*the Controversial Cabin*) when we finished construction, but the new policy said we could have a storage cabin so long as it had log siding, so I put log siding on top of the cedar siding, and it became the storage shed. I just couldn’t see taking it down.”

Compared to the previous years, 1993 was a year of peace and quiet in the meadow with only limited construction underway. That year, Clarence reassembled the new staff cabin with the help of Carl Aldridge and Brent Townsend, and constructed a roof over it. Lance Copper, of Canmore Helicopters, slung the roof purlons into place. By September, the staff cabin was complete.



Construction of the staff cabin in 1993 (left) and a photo after completion (right).

During the fall of 1993, Bob Fluery of Kootenay Log Homes prefabricated the logs for the main dining room and new kitchen at his mill in Cranbrook. During the winter Bryan sledged the milled logs to the Redearth Creek mill site. At the end of March, Alpine Helicopter slung the logs into Shadow Lake.

Alison remembers "All of the logs for the dining room and cabins were brought in during the winter by skidoo. The log purlons for the roof were too long to be skidded around the tight corner on the hill above Redearth creek so they were flown in during the summer.

Bud recalls putting the roof on the main chalet: "I asked Lance if he could just fly the log purlons onto the building. Damned if he didn't do it. He had a 100-foot-long line and just picked them up one at a time and placed them right into our hands. Damn near knocked Al Zee off the roof with one of them.



A helicopter slung the log purlons in place for the new dining cabin.



The new dining cabin takes shape, 1994.



A new water holding tank was installed in 2000.

In 2000, negotiations began for a renewal of the "license of occupation" for Shadow Lake Lodge. With the renewal came the requirement for a new Environmental Assessment. The EA required an engineering report on the existing operation and waste handling methods. What had been adequate in the past was no longer sufficient, and more stringent water regulations had to be met. Bell MK Engineering was contracted to redesign the water system to year 2000 standards. A two-

compartment holding tank (750 gallon capacity) was flown in and buried in front of the main lodge. Sod was carefully cut and set aside. A tile field of infiltrator chambers was trenched and constructed in the meadow out in front of the cabins. The sod was replaced and by the end of the summer it was difficult to identify the disturbed areas.

Late in the winter of 2002, the material to construct a new toilet building was freighted in over a period of seven days, at three loads per day. By the summer of 2003 a new heated toilet and shower building was completed.

Much of the furniture in the guest cabins and on the porches was made in California by Bud during the winter, when he would head south to golf and spend the coldest months in Indio.



The new toilet building, 2003.