

and a summer sausage. My group, the "aid team," decided to haul, and took a bit more gear. We hoped to follow a gully to the right of the face to a big ledge at one-third height, where we'd traverse left and climb directly up the north face. The only previous route, *Sweet Judy Blue Eyes Buttress* (VI 5.9 A3), by Roskelly and crew in 1974, also ascended this gully and continued up the face off the right edge of the ledge.

The alpine team completed their climb, *Ankles as Far as the Eye Can See* (VI 5.11 A1) in three days. The 23 long pitches included three of 5.11 and nine of 5.10. The climbing was varied, with an emphasis on slab at the bottom and stemming and lie-backing at the top. Several hard squeeze chimneys and offwidths were also encountered. Two bolts were placed atop the ninth pitch; one was placed on the 13th. A small pin rack was occasionally used at belays, though no pitons were left on the wall.

The aid team spent four days and three nights on the wall. It took the first day and a half to climb and haul up the gully over fourth- to moderate fifth-class terrain. The rest of the climb was an even mix between free climbing and aid, with nearly each pitch having some of each. The crux involved aiding behind thin, hollow flakes and easy but unprotected free climbing. Two bolts were placed on this pitch. The route *Ankles Me Boy* (VI 5.9+ A2) involved 11 long pitches above the ledge and innumerable shorter pitches up the gully.

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Recent Ascents in the Selkirk Range. During the last 25 years there have been only six brief reports of new routes in the Selkirk Range published in the *AAJ*. Based on this publication history, readers might easily conclude that there is little activity of note in the range. Nothing could be further from the truth. There is a small group of Selkirk aficionados who have been very active throughout the area. Researching new climbs for a revised guidebook to the Selkirks, this author has compiled a list of over 200 first ascents that have not been previously reported. Many climbs are relatively easy, general mountaineering routes, and many peaks have remained unclimbed.

Despite the growing network of logging roads that penetrate most major valleys, approaches in the Selkirks often require significant bushwhacking to reach the alpine climbs. Alternate access is provided by helicopter, usually with the services of Don McTighe Alpine Helicopters in Golden. However, there remain many fine new routes within a stone's throw of the TransCanada Highway.

R. Cox, R. DeBeyer and K. Sellers climbed the imposing Northeast Buttress (V 5.8+) of Sir Donald. There has also been considerable activity further afield in the Battle Range to the south of the Rogers Pass. Perhaps the most outstanding route is on the 230-meter high Yes Please Spire, located on the northern margin of Ohno Wall, Moby Dick. G. Foweraker and T. McAllister climbed the northwest and west face (IV 5.10) of this spire on a sea of chicken heads.

The northern Selkirks have also yielded a number of fine new routes. C. Ellis and C. Molder climbed the Direct South Face of Mt. Tupper (IV 5.10+). In the same area, R. Beglinger and G. Tannis made the first ascent of the North Buttress (IV 5.10a) of Hermit Mountain.

Peaks in the Bigmouth drainage to the north have also seen activity. In the Argonaut Group, A. Bowers and B. Thomas climbed the west ridge (IV 5.10a) of the Unnamed Pinnacle on the west ridge of Argonaut.

This past summer saw considerable activity in the Adamant–Gothics area of the northern Selkirks. G. Foweraker and T. McAllister forged a new line, *Virgin Sacrifice* (IV 5.10c A2), up the south face of Montezuma's Finger, while T. Craig and P. Oxtoby persevered for four days on a new route (VI 5.10 A2) up the south face of Adamant. The elusive summit of the Stickle was gained by T. Pochay and D. Scott, who climbed a fine line on the south face and east ridge (IV 5.10 A2).

Gibraltar saw G. Foweraker and T. McAllister climb the Southeast Buttress (IV 5.10+ A2). These and many other new routes will be more fully documented in revised guidebooks to the north and south Selkirks, the first of which should appear by late spring 2001.

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PURCELL MOUNTAINS

The Bugaboos

The Bugaboos, Various New Routes and First Free Ascent. Between July 24 and August 16, Patience Donahue and I lucked onto a weather window and scored three new routes and one first free ascent. The most significant route is *Cameron's Pillar* (5.11+, 1,500'), a fantastic line on the south face of the South Howser Tower named after our friend Cameron Tague, who was with us in spirit during every perfect jam. The first ascent list should read, "FA: Patience and Topher Donahue and the Spirit of Cameron Tague." We did not go to the summit, but rappelled after reaching the end of the steep climbing and the top of the pillar, where we scattered Cameron's ashes.

On the southwest corner of the East Pigeon Feather, we found *Finger Berry Jam* (5.12-, 900'), a route so fine we had to return and climb it twice more after the first ascent.

At the end of our stay we free climbed the *Tower Arête* (5.12-, 1,000') on Snowpatch Spire. We fixed one pin and followed the aid line almost exactly.

TOPHER DONAHUE

CANADIAN ROCKIES

Mt. Chephren, Leftover Rib, New Route. The east face of Mt. Chephren, a graceful pyramid with a multitude of rock ribs sweeping down from the summit, towers nearly a vertical mile above the Icefields Parkway. It received its first ascent in the summer of 1965, when a crew of Vulgarians led by Art Gran climbed the central rib. Then, in the winter of 1987, Barry Blanchard, Ward Robinson, and Peter Arbc pioneered *The Wild Thing* up a steep mixed gully to the right of the Gran Route. But that left a lot of unexplored ground.

I got my first taste of the east face in 1998 when Jim Sevigny and I climbed the Gran Route. A few years earlier, Jim and Ken Wylie had attempted a new line on the east face, but Jim and I were going alpine climbing together for the first time and thought it better to stick to an established route. Last August found us once again glassing the face from across Waterfowl Lake. Our objective was the line Jim and Ken had attempted earlier: an obvious rib left of the Gran Route.

A pitch or two of scruffy corners got us to the base of a large ramp. We unroped and