



Beaverdam

MEMBERS' NEWSLETTER-WILDERNESS CANOE ASSOCIATION-VOL. 2, NO. 1, MARCH 1975

AS A RESULT OF THE SECOND ANNUAL MEETING AT KING CAMPUS, SENECA COLLEGE, NEWLY-ELECTED EXECUTIVE IS AS FOLLOWS:

CHAIRMAN: GORD FENWICK
140 PORCHESTER DR.
SCARBOROUGH, ONT.
M1J 2R7
(431-3343)

VICE-
CHAIRMAN: SANDY RICHARDSON
5 DUFRESNE COURT
APT. #2705
DON MILLS, ONT.
M3C 1B7
(429-3944)

SECRETARY-
TREASURER: PAT ARMSTRONG
c/o 77 PARK LAWN RD.
TORONTO, ONT.
M8Y 3H7
(255-0103)

MEMBERSHIPS: ALEX STODDART
c/o 1116½ THE QUEENSWAY
TORONTO, ONT.

(251-4763)

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THE NEW CHAIRMAN IS AN ACTIVE, AVID AND EXPERIENCED CANOEIST WHO HAS PLANNED & PARTICIPATED IN WILDERNESS CANOE TRIPS FOR THE LAST TEN YEARS, COVERING OVER 3,000 MILES OF ROUTES IN ONTARIO AND QUEBEC AND AS FAR NORTH AS JAMES BAY & LABRADOR. HIS SUPPORT OF, & INVOLVEMENT WITH, THIS CLUB IS DUE TO STRONG BELIEF THAT WILDERNESS RECREATIONAL CANOEISTS NEED REPRESENTATION AND A VOICE WHICH CAN COLLECTIVELY EXPRESS OPINIONS AND MAKE SUGGESTIONS TO GOVERNMENT, AND OTHER GROUPS, REGARDING MATTERS OF ECOLOGY, STANDARDS FOR SAFETY, & THE UTILIZATION OF PROVINCIAL AND NATIONAL PARKS.

W.C.A. OUTINGS

THIS SPRING WE PLAN TO RUN A NUMBER OF CANOE TRIPS FOR W.C.A. MEMBERS. WE'VE STARTED WITH A MODEST SCHEDULE OF TWO TRIPS A MONTH FOR APRIL, MAY AND JUNE. HOPEFULLY, AS THE ASSOCIATION GROWS, OUR SCHEDULE WILL EXPAND AS WELL. WITH THE VARIED INTERESTS AND LEVELS OF EXPERIENCE AMONG OUR MEMBERS, WE'VE TRIED TO SET UP TWO DISTINCT TYPES OF TRIPS -- ONE OF EACH TYPE EACH MONTH. THE NOVICE AND FAMILY TRIPS ARE DESIGNED TO OFFER RELATIVELY EASY OUTINGS. NOVICES WILL BE ABLE TO LEARN AND PERFECT BASIC CANOEING TECHNIQUES AND FAMILIES CAN SAFELY BRING YOUNG CHILDREN. THE EXPERIENCED TRIPS ARE DESIGNED TO OFFER MORE CHALLENGING OUTINGS.

TRIPS ARE SCHEDULED IN INTERESTING AND RELATIVELY UNSPOILED AREAS WHERE WE CAN EXPERIENCE SOME OF OUR PRECIOUS WILDERNESS HERITAGE. IN KEEPING WITH THIS IDEA, ALL TRIPS MUST BE MODELS OF "LOW IMPACT" RECREATION. WE'LL TRAVEL IN SMALL GROUPS TO AVOID CREATING OUR OWN ENVIRONMENT AND OVERWHELMING THE WILDERNESS. EQUIPMENT WILL BE KEPT TO A MINIMUM AND ANY UNBURNABLE REFUSE (WITH PLANNING, THERE WILL BE NONE) WILL BE PACKED OUT. IDEALLY, WE'LL FIND TIME TO CLEAN UP GARBAGE LEFT BEHIND BY OTHERS.

TO MAKE THESE OUTINGS AN ONGOING PART OF THE W.C.A., WE NEED PEOPLE TO ACT AS TRIP LEADERS FOR OUR FALL SCHEDULE. MEMBERS WITH INTEREST AND EXPERIENCE ARE ASKED TO CONTACT SANDY RICHARDSON GIVING DATES, TYPE OF TRIP, BRIEF DESCRIPTION, AND THE MAXIMUM NUMBER OF CANOES PARTICIPATING.

INTERESTED MEMBERS MUST CONTACT THE LEADER AT LEAST TWO WEEKS BEFORE THE TRIP. LEADERS WILL PROVIDE FULL DETAILS: TIME & PLACE, DIRECTIONS TO PUT-IN POINTS, PLANS, ETC.

LIFEJACKETS MUST BE BROUGHT ON ALL TRIPS. PARTICIPANTS (PARENTS OR GUARDIANS FOR MEMBERS UNDER 18) MUST SIGN A WAIVER OF LIABILITY. UNLESS OTHERWISE NOTED, ALL TRIPS WILL GO, REGARDLESS OF WEATHER.

NOVICE AND FAMILY TRIPS

APRIL 6TH: (SUNDAY) * * THE ANNUAL BUNNY BUNDLE RACE IN AID OF CRIPPLED CHILDREN ON THE THOMAS RIVER NEAR LONDON. 27 MILES OF FAMILY PADDLING THROUGH SHALLOW RAPIDS, QUIET RIVERS, AND SMALL LAKES. THE WATER CONDITIONS MAY POSTPONE IT ONE WEEK.

TRIP LEADER: MRS. ELSIE FISHER
GLANWORTH, ONT.
NOL 1LO
(519 - 652-2347)

MAY 17-19: (VICTORIA DAY WEEKEND) * * A FAMILY WEEKEND AT CYPRESS LAKE, BRUCE PENINSULA, OFFERS CAMPING AND HIKING BY SCENIC GEORGIAN BAY. TRIP WILL GO ONLY IF WEATHER IS GOOD.

TRIP LEADER: GORD MITZ
315 COTTER STREET
NEWMARKET, ONT.
L3Y 3X9
(416 - 898-1545)

JUNE 15: (SUNDAY) * * ONE-DAY FAMILY CANOE TRIP DOWN THE SCENIC DRAG & BURNT RIVERS NORTH OF KINMOUNT, HALIBURTON; ABOUT TEN MILES, 2 PORTAGES. RIVER RATING IS 1, & SUITABLE FOR NOVICES & CHILDREN. MAXIMUM OF 10 CANOES. TRIP LEADERS:

GLENN SPENCE DAVE AUGER
BOX 121 286 SHELDRAKE BLVD.
COLBORNE, ONT. TORONTO, ONT.
(416-355-3506) (416-484-9211)

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EXPERIENCED TRIPS

APRIL 19: (SUNDAY) * * A ONE-DAY TRIP ON THE SALMON RIVER NORTH OF NAPANEE; WITH AN EXCITING 15 MILES OF RAPIDS THROUGH WOODED COUNTRYSIDE, IT PROVIDES A GREAT OPPORTUNITY FOR PADDLERS WITH CANOEING EXPERIENCE TO LEARN THE TECHNIQUES OF READING AND RUNNING RAPIDS. BEGINS AT 7 A.M. MAXIMUM OF 8 CANOES. LEADERS:

CAM SALSBUURY SANDY RICHARDSON
65 WYNFORD HGHTS CR. 5 DUFRESNE COURT
APT. #915 APT. #2705
DON MILLS, ONT. DON MILLS, ONT.
(416-261-3953) (416-429-3944)

MAY 3-4: WEEKEND CAMPING TRIP ON THE SCENIC SKOOTAMATA RIVER NORTH OF TWEED; THIS 20-MILE ROUTE OFFERS QUIET SECTIONS BROKEN BY MANY RAPIDS; 5 OR 6 PORTAGES, MANY BEAUTIFUL CAMPSITES. TRIP GOES AT ABOUT 8 A.M. MAXIMUM OF 6 CANOES. TRIP LEADER: ROGER SMITH
LONGFORD MILLS, ONT.
LOK 1LO
(705 - 326-2985)

JUNE 7-8: A CHALLENGING TRIP DOWN AMABLE DU FOND RIVER NORTH OF ALGONQUIN PARK. 25 MILES INCLUDES A SCENIC GORGE AND FALLS, WITH LONG RAPIDS AND MANY PORTAGES. LIMIT OF 4 CANOES; WHITEWATER EXPERIENCE IS MANDATORY. LEAVES FRIDAY NIGHT FOR AN EARLY START ON SATURDAY. TRIP LEADER:

SANDY RICHARDSON
5 DUFRESNE COURT
APT. #2705
DON MILLS, ONT.
M3C 1B7
(416 - 429-3944)

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OTHER TRIPS

DON RIVER: GEORGE LUSTE IS ORGANIZING THE 3RD ANNUAL DON RIVER TRIP WITH COOPERATION FROM METRO TORONTO CONSERVATION AUTHORITY. PURPOSE OF THE TRIP DOWN THIS SMALL, SHALLOW RIVER IS TO ATTRACT ATTENTION TO THE BEAUTY AND VALUE OF GREEN VALLEYS IN TORONTO AND TO GENERATE CONCERN ABOUT THEIR PROTECTION. TRIP GOES ON/ABOUT SATURDAY, APRIL 12TH. FURTHER INFORMATION FROM GEORGE, SIERRA CLUB:
416 - 534-9313

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MISSINAIBI RIVER: THE SIERRA CLUB OF ONT. HAS WORKED FOR OVER A YEAR TO PRESERVE THE SCENIC MISSINAIBI AS A WILD RIVER. PART OF THEIR EFFORTS INVOLVED A SLIDE SHOW TO THE ONTARIO CABINET. THE SIERRA CLUB AND THE NATIONAL-PROVINCIAL PARKS ASSOCIATION ARE SPONSORING A JOINT CANOE TRIP DOWN THE RIVER THIS SUMMER. LIMITED NUMBER MAY PARTICIPATE AT AN ESTIMATED COST OF \$300 PER PERSON. YOU CAN OBTAIN DETAILS FOR THE TRIP FROM EITHER ORGANIZATION.

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SYDENHAM CANOE RACE: ON THE SUNDAY AFTER THE BUNNY BUNDLE RACE, ST. CLAIR REGION CONSERVATION AUTHORITY & STRATHROY VOYAGEUR CANOE CLUB WILL JOINTLY SPONSOR A RACE NEAR

STRATHROY. WITH A WIDE NUMBER OF CLASSES, IT SHOULD BE AN ENJOYABLE FAMILY OUTING. INFORMATION FROM:

DON CRAIG
ST. CLAIR REGION C.A.
205 FRONT STREET E.
STRATHROY, ONT.
(519 - 245-3710)

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SUMMER TRIPS

MANY W.C.A. MEMBERS ARE PLANNING CANOE TRIPS FOR THE COMING SEASON. THEY ARE NOT ASSOCIATION TRIPS, BUT MENTIONED HERE TO KEEP US UP-TO-DATE ON WHAT FELLOW MEMBERS ARE DOING . . .

GORD FENWICK AND GLENN SPENCE PLAN A TWO-WEEK TRIP FROM LAKE MISTASSINI TO LAC ST-JEAN IN CENTRAL QUEBEC . . .

KING BAKER AND DON BENT WILL BE PADDLING DOWN THE GROUNDHOG RIVER IN NORTHERN ONT.

SANDY RICHARDSON AND CAM SALSBUARY WILL TAKE A 3-WEEK TRIP ON THE ATTAWAPISKAT RIVER . . .

CANOE ROUTE INFORMATION

ONE OF THE MORE DIFFICULT TASKS IN PLANNING A CANOE TRIP IS FINDING RELIABLE & UP-TO-DATE INFORMATION ON THE RIVER, OR AREA, BEING CONSIDERED. W.C.A. CAN BE HELPFUL HERE. WE WILL GLADLY SUPPLY MEMBERS WITH INFORMATION FROM VOLUMINOUS FILES. IF YOU NEED HELP IN THIS AREA, CONTACT PETE EMMOREY.

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THERE ARE MANY MEMBERS WHO HAVE MADE EXTENSIVE CANOE TRIPS AND HAVE FIRST-HAND INFORMATION. WE'D LIKE YOU TO SHARE IT! MEMBERS WITH TRIPPING BACK-GROUNDS ARE URGED TO COMMUNICATE . . . SEND A LIST, WITH DETAILS, TO SANDY RICHARDSON.

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W.C.A. CAN PERFORM A MAJOR ROLE, USING THE NEWSLETTER, IN KEEPING MEMBERS INFORMED OF ASSOCIATION ACTIVITIES AND CAN PROVIDE A VERY USEFUL FORUM FOR THE EXPRESSION OF IDEAS AND OPINIONS - BUT ONLY IF THERE IS A RUNNING DIALOGUE. MEMBERS ARE ASKED TO BE VOCAL . . . COMMUNICATE . . . GIVE US DETAILS OF YOUR OWN TRIPS . . . YOUR OPINIONS . . . IDEAS FOR FUTURE FEATURES AND ARTICLES,

CAMPING TIPS . . . SAFETY NOTES . . . A LETTER TO THE EDITOR . . . EQUIPMENT NOTES . . . AND SO ON.

EQUIPMENT: STOVES FOR THE WILDERNESS TRAVELLER

MOST OF US WHO THUMP OUR PACKS INTO AN AGING PETERBOROUGH AND EASE OUR BRITTLE BONES ONTO THE THWART HAVE SOME ATTITUDES THAT NEED TO BE RE-EXAMINED. WE LIVE IN AN ERA WHEN BOUGH BEDS ARE DISTINCTLY A THING OF THE PAST, ALONG WITH LEAN-TO SHELTERS AND OTHER BITS AND PIECES OF WOOD-LAND ART OUR ENVIRONMENT CAN NO LONGER TOLERATE. WE'RE GOING TO THE WOODS IN INCREASING NUMBERS -- IN PLACES, MORE NUMBERS THAN THE WOODS CAN STAND, UNLESS WE ALL TREND TOWARD NO-TRACE CAMPING. OLD SKILLS MUST STILL BE TAUGHT, BUT ONLY WITH THE EXPECTATION THEY'LL NEVER BE USED . . . EXCEPT AS A SURVIVAL MEASURE. AFTER ALL, I'M NOT GOING TO CRITICIZE THE MAN WHO BUILDS A LEAN-TO AND HEATS IT WITH SIX-FOOT LOGS WHEN IT IS A QUESTION OF "HIS" LIFE OR "THAT" TREE.

FIRE IS A CASE IN POINT. LIKE MOST OTHER WILDERNESS TRAVELLERS, I'VE HAD OCCASION TO SCOFF A LITTLE AT THE MAN WHO LUGS HIS BULKY 2-BURNER STOVE AND 5-GALLON CAN OF FUEL INTO COUNTRY ABOUNDING IN DEAD AND DRIFTWOOD. I BEGAN TO CHANGE A LITTLE WHEN I STARTED WINTER CAMPING AND DECIDED TO BE A COLD-CAMPER. NOT REALLY A COLD-CAMPER, BUT ONE WHO MOVES WITHOUT FIRE -- EXCEPTING A SURVIVAL SITUATION, OF COURSE, AND I HAVEN'T MET ONE OF THOSE YET.

I QUICKLY FOUND OUT THAT THE WINTER STOVE, LIGHTWEIGHT AND EASY ON FUEL, IS A GOOD PIECE OF SUMMER EQUIPMENT AS WELL. IT BACKS UP MY CAMPFIRE AND, IN SOME SITUATIONS, REPLACES IT ENTIRELY. IMAGINE THE LUXURY OF A CRISP OCTOBER CAMP: INSTEAD OF HUSTLING INTO THE FROSTY DAWN AND CONTENDING WITH DAMP WOOD, STAY IN YOUR DOWN BAG, FRIEND; REACH OUT A HAND, TURN A KNOB AND, IN FIVE MINUTES, SAVOUR A STEAMING MUG OF FROTHY HOT CHOCOLATE. IT SURE MAKES THOSE CHILLY DAWNS EASIER TO LIVE WITH!

THE STOVES I USE ARE BOTH OPTIMUS. THE FIRST - AN 8R - IS TINY, CONSIDERING THE JOB IT CAN DO. 5" x 5" x 3", WEIGHING 24 OZ., IT COSTS ABOUT \$20, WILL BURN FOR AN HOUR AND FIFTEEN MINUTES ON A HALF PINT OF FUEL, AND I'VE COOKED FOR FOUR ON IT. THIS IS MY SUMMER STOVE.

FOR WINTER WORK, I USE THE OPTIMUS 111B, BIG BROTHER TO THE 8R (6-3/4" x 6-3/4" x 4", 3 LBS., 8 OZS., COST ABOUT \$35). ITS ADDED ADVANTAGE IS A PRESSURE PUMP. THE LITTLE 8R HAS A TENDENCY TO GET LAZY MUCH BELOW ZERO. AT THOSE TEMPERATURES, YOU NEED A PRESSURE PUMP TO PUSH OUT A FLAME.

HOW MUCH FUEL YOU TAKE DEPENDS ON HOW MUCH YOU'LL USE THE STOVE. (THE 111B WILL BURN FOR ABOUT 2 HOURS ON A PINT OF FUEL AND WILL BOIL A QUART OF WATER IN 4-5 MINUTES.) I SELDOM TAKE MORE THAN A PINT IN THE 8R FOR A 4-DAY SUMMER TRIP: AT THOSE TIMES, THE STOVE BACKS UP THE CAMPFIRE. FOR WINTER WORK, WHICH INCLUDES SNOW-MELTING FOR WATER, COUNT ON A PINT-AND-A-HALF A DAY FOR A PARTY OF FOUR.

USE OF THESE STOVES MAY ALTER YOUR MENU: YOU CAN'T SIMMER A POT OVER ONE, NOR FRY UP A MESS OF TROUT. THEY DISTINCTLY RESEMBLE A BLOW-TORCH WITH A HOT, NARROW FLAME. IF YOU DON'T WATCH, THEY WILL SINGE YOUR VITTLES WITH GREAT EFFICIENCY. SO, IF RELYING ON AN OPTIMUS TYPE, YOU'D DO WELL TO SWITCH TO SOUP-BASE OR STEW-TYPE MEALS. EXPERIMENT A BIT: YOU'LL FIND YOU CAN EAT EXTREMELY WELL. FOR INSTANCE, START WITH A DRIED SOUP (ONE OF THE EXCELLENT EUROPEAN TYPES SUCH AS KNORR OR MAGGI). THEY CONTAIN ALL THE SEASONING YOU NEED -- A FANTASTIC TASTE. INTO THE SOUP, DROP SOME MANNER OF MEAT: FREEZE-DRIED, MEAT BARS, YOUR OWN HOME-GROWN JERKY, FRESH MEAT, WEINERS OR A CUT-UP PEPPERONI.

LET BUBBLE AND SIMMER UNTIL YOU ARE CRAZED WITH THE SMELL, THEN THROW IN A FEW HANDFULS OF DRIED POTATO MIX -- THIS IS GOOD FARE AND WILL THICKEN THE STEW. ADD A HANDFUL OF NOODLES -- IF YOU LIKE THEM -- ANY SPICES YOU THINK THE SOUP-MAKER HAS LEFT OUT; MAYBE A FRESH ONION (ONE FRESH FOOD YOU HAVE NO EXCUSE FOR LEAVING BEHIND ANYWAY); STIR CONSTANTLY. . . REMEMBER THAT YOU ARE COOKING ON A BLOW-TORCH. IF YOU WANT TO GET FANCY, TOP THE POTAGE OFF WITH A LAYER OF DUMPLINGS (USE ANY HANDY FISHERMAN'S NET TO STOP THEM FROM FLOATING OFF IN THE EVENING BREEZE WHEN THE LID IS REMOVED). IT'S AN EXCELLENT ONE-POT SUPPER FOR UP TO SIX PEOPLE -- AND IT DOESN'T THIN OUT THE FOREST.

THE LIST IS ENDLESS: I'LL SHARE RECIPES WITH ANYONE WHO WANTS TO WRITE ME. ONE MORE IDEA: STEW UP YOUR FAVOURITE BEEF AT HOME, KEEPING WATER TO A MINIMUM. SEAL IN POLY BAGS MADE FOR BOILING FOOD, FREEZE. WHEN YOU SET UP CAMP ON THE NORTH SHORE OF WILKES LAKE AT 31 BELOW, JUST DROP THE BAGS INTO A POT OF WATER BOILING AND BUBBLING ON YOUR BLOW-TORCH. IN FIFTEEN MINUTES, YOU HAVE A MEAL ONLY A KING SHOULD SAVOUR. WHILE EATING THAT GOURMET BEEF, THE REST OF THE WATER IS TURNING ITSELF INTO TEA, HOT CHOCOLATE, OR WHATEVER. A BIT OF MAGIC!

DRAWBACKS TO THESE STOVES (AND SIMILAR MODELS WITH OTHER BRAND NAMES): WEIGHT AND BULK, THOUGH BOTH ARE MODEST. THE NEW 8R'S HAVE LIDS THAT CONVERT TO COOKING POTS -- A GOOD IDEA. THE 111'S DO NOT. I BENT OPEN THE HINGES ON MY 111 LID SO IT CAN BE REMOVED. IF YOU REMOVE THE TOP, USE SOME CAUTION: THE MAKERS SAY THAT A LARGE POT WHICH OVERLAPS THE FUEL TANK WILL HEAT THE FUEL TO THE POINT WHERE THE SAFETY VALVE COULD BLOW, SPRAYING NAPHTHA ALL OVER THE PLACE. I'VE NEVER HAD THIS PROBLEM, BUT WATCH OUT FOR IT! LIKE ALL STOVES, PROTECT WELL FROM WIND AND KEEP IT OUT OF THE TENT!

CURRENTLY, I'M PLANNING TO DO AWAY WITH THE LID OF THE 111 ENTIRELY. IT'S JUST SO MUCH WEIGHT. I'M STITCHING UP A STOUT CANVAS BAG TO STORE THE STOVE MINUS LID. IT WILL SAVE A LITTLE BULK AND WEIGHT. AT ANY RATE, POT RACKS ON THE STOVE GIVE ALL NECESSARY PROTECTION.

SPARE PARTS: GET A SPARES KIT, WITH MAKER'S INSTRUCTIONS, AND KEEP IT WITH YOU, ABOVE ALL IN WINTER, WHEN THE STOVE IS FAR MORE IMPORTANT TO YOU THAN IN THE SUMMER. I'VE NEVER HAD TO USE MY SPARE KIT. THESE STOVES ARE STURDY AND TROUBLE-FREE.

NONE OF WHAT I'VE SAID IN ANY WAY MEANS YOU CAN FORGET YOUR FIRE-MAKING SKILLS, OR NOT BOTHER TO TEACH THEM TO YOUR NOVICE KID-BROTHER OR DAUGHTER. WE ALL NEED TO KNOW HOW TO LIGHT A FIRE IN THE RAIN AND HIGH WIND AND HOW TO BUILD THE FIRE FOR COOKING, AND OTHER, PURPOSES. BUT THE USE OF THE OPTIMUS-TYPE STOVE WILL MAKE YOUR LIFE A LITTLE EASIER, WILL MEAN HOT MEALS ON THOSE REALLY IMPOSSIBLE DAYS OF SLEET, RAIN, OR BLOWING SNOW AND, MOST IMPORTANT, THEY'LL EASE THE IMPACT ON THE BUSH JUST A LITTLE MORE. . . . TRY ONE.

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OPINION: CANOEING STANDARDS, WHOSE RESPONSIBILITY ARE THEY?

By SANDY RICHARDSON,
VICE-CHAIRMAN, W.C.A.

THERE IS CURRENTLY MUCH TALK AMONG SUMMER CAMP OPERATORS, EDUCATORS AND PEOPLE IN CANOE ONTARIO ABOUT SETTING UP NATIONALLY-RECOGNIZED CANOEING SAFETY STANDARDS. THE AIM SEEMS TO BE A SYSTEM SIMILAR TO THAT WHICH EXISTS IN SWIMMING: A PROGRAMME OF INSTRUCTION AND TESTING LEADING TO CERTIFICATION THAT A PERSON HAS ATTAINED A CERTAIN LEVEL OF "PROFICIENCY" IN CANOEING. THERE ARE A NUMBER OF DANGERS INHERENT IN THIS PLAN, SOME PRACTICAL, OTHERS PHILOSOPHICAL.

THE FIRST PROBLEM IS HOW THESE PROFICIENCY BADGES WILL BE INTERPRETED GENERALLY. WE HAVE AMPLE EVIDENCE FROM THE SWIMMING PARALLEL AND DISCUSSIONS AT 1974'S CANOE ONTARIO MEETING THAT THE INTERPRETATION WILL BE THAT LACK OF A BADGE MEANS ONE IS NOT A GOOD/SAFE CANOEIST (WHICH I WILL NOT "BUY"). ONE CANNOT LOGICALLY CONCLUDE THAT THE LACK OF A BADGE MEANS THAT ONE IS NOT A GOOD/SAFE CANOEIST. THE LOGIC INVOLVED HERE IS EQUAL TO: A FORD IS A CAR, THEREFORE ANYTHING NOT A FORD IS NOT A CAR! MANY OF US WHO, FOR VARIED REASONS, DO NOT OBTAIN BADGES, MAY BE WRONGLY LABELLED AS UNSAFE CANOEISTS.

A SECOND QUESTION: WILL HAVING A BADGE BE A SURE INDICATOR OF A GOOD/SAFE CANOEIST? MY ANSWER, FROM EXPERIENCE WITH SIMILAR CERTIFICATION SYSTEMS ALREADY EXISTING, IS VERY EMPHATICALLY, NO! IN CANOEING, AS IN MOST ENDEAVOURS, SAFETY IS GOOD JUDGMENT (OFTEN EXERCISED IN POTENTIAL CRISIS SITUATIONS) RATHER THAN MERE TECHNICAL SKILL. THIS IS WHERE THE STANDARDS-AND-CERTIFICATION APPROACH BREAKS DOWN. AT BEST, IT CAN TEACH AND TEST SKILLS, NOT JUDGMENT. THIS CAN ONLY COME FROM INDIVIDUAL EXPERIENCE AND INTROSPECTION, FROM KNOWING ONE'S INNER LIMITS, NOT FROM A FORMAL PROGRAMME OF INSTRUCTION. ONE MAY PERFECTLY EXECUTE MANY MANOEUVRES IN A CANOE, BUT THIS DOES NOT GUARANTEE THAT THE NECESSARY JUDGMENT, MOST OF ALL IN A CRISIS, WILL LEAD ONE TO PUT ACQUIRED KNOWLEDGE AND SKILL TO GOOD USE.

THE THIRD FEAR IN AN IMPOSITION OF STANDARDS IS MORE GENERAL: IT IS MERELY ANOTHER STEP IN THE TREND TO SHIFTING WHAT SHOULD BE A PERSONAL RESPONSIBILITY

ONTO OTHERS. THE "STAMPED AND CERTIFIED CANOEIST" WILL MAKE HIRING OF STAFF EASIER FOR SUMMER CAMPS AND SCHOOLS, BUT THIS IS A SHIRKING OF THEIR OWN RESPONSIBILITY TO GUARANTEE A HIGH-CALIBRE STAFF. ON A PERSONAL LEVEL, IT WILL FURTHER ENCOURAGE HEAVY DEPENDENCE ON SOMEONE ELSE'S MEASURE OF ABILITY. IN A WILDERNESS SITUATION, IT COULD EVEN BE DISASTROUS.

I DO NOT OPPOSE STANDARDS, OR THE LEARNING OF SKILLS. IN FACT, I SET VERY HIGH STANDARDS FOR MYSELF, AND ALWAYS STRIVE TO IMPROVE MY OWN WHITewater AND CAMPING TECHNIQUES. BUT I DO OPPOSE THE IMPOSITION OF EXTERNALLY-SET STANDARDS WHICH MAY NOT, IN ANY CASE, HAVE THE DESIRED EFFECT ON SAFETY.

WE MAKE WILDERNESS CANOE TRIPS FOR MANY REASONS: TO GET BACK TO THE BASICS OF LIFE, TO ESCAPE ARTIFICIAL, ARBITRARY, SOCIETAL RULES: TO RETURN TO THE HARD AND GENUINE LAWS OF NATURE. AS A WILDERNESS CANOEIST, I SET HIGH PERSONAL STANDARDS, IMPROVE MY OWN SKILLS AND ENCOURAGE OTHERS TO DO THE SAME. NO OUTSIDE BODY CAN TAKE THE RESPONSIBILITY I ACCEPT FOR MY OWN SAFETY, AND THE SAFETY OF THOSE WITH ME.

OUR EDUCATIONAL SYSTEM, "CERTIFYING" PEOPLE, HAS ALREADY CREATED A STATE OF AFFAIRS IN WHICH PIECES OF PAPER OUTWEIGH KNOWLEDGE. LET US PRESERVE CANOEING FROM THIS SAME FATE. SHOULD ANYONE ASK HOW "QUALIFIED" I AM AS A CANOEIST, MY ONLY REPLY WILL BE THE RIVERS AND LAKES I HAVE TRAVELLED, AND AN INVITATION TO COME WITH ME. ME AND MY COMPANION WILL HAVE TO MAKE OUR OWN DECISIONS -- NOT DEPEND UPON SOME ANONYMOUS "STANDARDS COMMITTEE".

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TO MAKE OUR THOUGHTS KNOWN TO THOSE CONSIDERING STANDARDS, THE W.C.A. HAS TAKEN OUT A GROUP MEMBERSHIP IN CANOE ONTARIO. THERE, WE CAN SPEAK UP FOR THE WILDERNESS RECREATIONAL CANOEIST.

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W.C.A. MEMBERS WITH STRONG FEELINGS ON THIS, OR RELATED MATTERS, ARE ENCOURAGED TO TAKE OUT INDIVIDUAL MEMBERSHIPS IN CANOE ONTARIO. CONTACT: CANOE ONTARIO, 559 JARVIS ST., TORONTO. M4Y 2J1. THE ANNUAL MEETING IS SATURDAY, APRIL 5TH.

*Parts from the Journal of a N.W.C. Canoe
Brigade in the year '70 from Grande
Portage into Lake Winnipeg*

By Pete Emmorey,
Editor, 'Beaverdamn'

"July 15 - our Brigade starts with five four-and-a-half fathom Canoes and a party of thirty-five, some of them Boys as young as 13 and Men as old as 68. We face 450 miles through Savage country....

"...in our first 200 miles we have Paddled 16 hours a day, often in Bad Weather, always through swarms of Mosquitoes which make even breathing difficult and sleep impossible were we not so exhausted... extreme heat has taken its toll on the long portages; thirty of them, One Eight Miles.

"...some of our men, not expecting such Hardship have been in Anguish and wished themselves home, but there is no way off the old North Road but by canoe, the faint-hearted have no choice...often the Young Men are the most cheerful and give pride to our motto of 'Perseverance', sharing more than their load. Those who often loudly moan the Modes and Manners of youth would do well to see them in our midst...the Trial of their difficulties will do them well as they grow to Maturity.

"July 16 - Up at 5 a.m. and on the water by 7 a.m. No sleep last night due to Mosquitoes which our Pioneers were right in naming the 'devil's disciples'. Five miles on the Pigeon River brought us to Rapid shallows where we walked our Vessels for eight miles, waist deep in cold currents that roared and twisted. The stream bed tries us and ruins our shoes and clothing against boulders and rocks of all shapes and sizes. Kitpou, a medicine man, almost breaks his leg when a canoe rolls on him in the Rapids. By noon we made the portage into Fowl Lake - one and a half miles, mostly up grades, some to 70 degrees. Descended into a small landing in Fowl Lake covered several feet deep in Driftwood. Our party sleeps easily, free for once of mosquitoes in our Camp by 9 p.m. on a small island.

July 18 - We spent two hours in pouring rain which soaked us and many of our parcels, searching for an inlet through

Heavy Bush into Rove Lake. Arrived there at the Long Portage of two miles by two p.m....four Hard hours to cross with all of our pieces and only one canoe. Our trail is littered with fallen trees and bog holes where our people can sink to their waists in Mud and are then pushed further by their packs or the weight of their share of the canoe. Most of our men we take in our canoe to camp on a point of land where Winds will keep mosquitoes away, we to take the other canoes over the Portage in the Morning...small wonder it is that Sir Alexander states in his journal (with restraint, I believe) 'the Long Portage is brutal and has lamed many of my men.' The portage has not changed since Sir Alexander's journal was written and requires hard driving of Macmillan and some of our crew nearly lamed. Our Trail requires many of us, particularly our young men, to traverse it five times, making 20 miles in less than 24 hours, always with heavy pieces of baggage or with canoes, besides some six hours of paddling.

"July 21 - our first day shooting rapids and we find it exhilarating after the Burdens of the portage, but it occasions much danger for us. We quickly run 10 sets in a scant 20 miles from a place called Gunflint to Saganaga Lake. Gadsby, our expert *avant* or bowman, directs our Steering on the first rapids through two Sharp bends which try us in our large vessels, loaded full with pieces and baggage and seven crew besides, but we do not touch... a second comes behind but hits on the first sharp turn, nearly Overturning but rights itself and flashes through into quiet water below, much to our relief but also to the jeering and calling of our milieu or paddlers. Today we rescued a family from the lands to the south. Travelling alone, one of their small canoes goes onto a large Stone Boulder in the middle of the river amid frothing rapids and much current. We let six of our men out into the river on lines and four more loose the small boat. With our axes we shape it to the rough lines of a canoe again. Camp late tonight, on Saganaga Lake.

July 31 - Up at 3 a.m. to check the wind on Lake Winnipeg which is blowing a Strong Gale on this shallow lake and I do not exaggerate when I say the waves are 10 feet and running hard. We try two canoes in the

Water and they swamp before they are 100 fathoms from the beach. The huge canoes crest a wave with their bows thrust high out of the water. In the next instant they are submerged altogether with only the heads and shoulders of the men showing; then they swim, gripping their paddles, and the canoes bottom up washed on the beach with the men..."

The journey above might have been made in 1770, or in 1870. In fact, it was made in 1970, and represents one of the most important activities of the North West Canoe Company, the preservation of Canada's canoe routes and the traditions of the voyageur.

The North West Company formed the primary competition of the Hudsons Bay Company, and merged with HBC after decades of bitter competition. The Charter and Great Seal of the N.W.C. were re-activated in 1967 by a group of historians and canoe-travellers. In the past, brigades of the N.W.C. have travelled in the B.C. interior, the length of the Great Lakes, across the prairies and on many of the river routes of the Hudsons Bay and St. Lawrence watersheds, introducing increasing numbers to the routes, the canoes of the voyageurs and their arduous way of life: all very important parts of Canadian heritage.

Authenticity is a key to any trip. The canoes are replicas (in birch, cedar or fibreglass) of the famed Montreal and North canoes. Brigades are self-contained, carrying all their own food and gear. Even the clothing worn by brigade members is as authentic as possible. The routes themselves are living history lessons.

N.W.C. brigades have been used by three provinces in re-creating authentic chapters of their history. Others have been used by the C.B.C., B.B.C., and independent film and television producers.

The journey recorded above was made as a part of the centennial celebrations of Manitoba. After a trip of 15 days, the brigade was met at Lower Fort Garry by several thousand spectators, provincial authorities and the Governor of the Hudsons Bay Company.

"A full scale trading session developed with a group of colourfully garbed Indians from Fort Alexander", one member

recalls, "our canoe captains acted as bourgeois...the H.B.C. had on hand a complete range of 19th century goods, in addition to some \$20,000 worth of furs." A part of the day's celebrations was a race between North Canoes of the N.W.C. and a Manitoba team. The N.W.C. ...fresh from their travels, won by four lengths. The trip ended after celebrations and competition at Winnipeg and Emerson, Manitoba.

"August 3 - The voyage ended and we met for the last time before leaving for our homes, our voyageurs not out of place even in a brigade of 1800; some in deerskin leggings or breachclouts, most with headbands of bright colours and beadwork, or tocques, ceinture flèches and vivid shirts. Our brigade has completed a difficult and, at times, dangerous undertaking to make the past alive in the 20th century...It was a satisfaction to us."

* * *

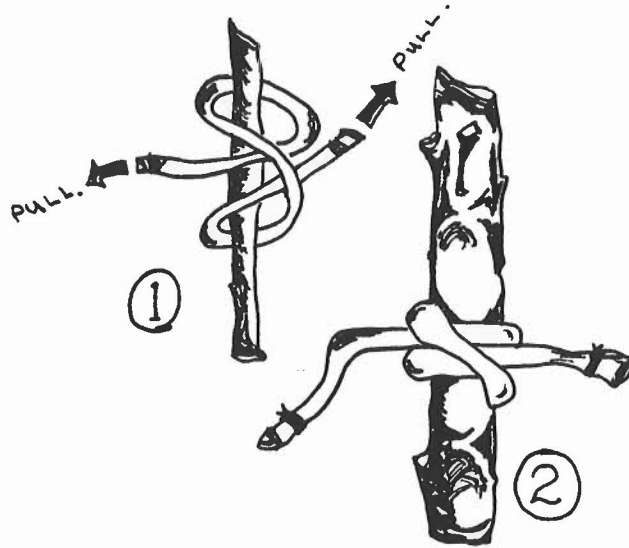
I CAN KNOT ... CANOE?

THE LAST ISSUE OF BEAVERDAMN GAVE SOME INSTRUCTIONS FOR LAYING A BOWLINE INTO THE END OF A ROPE: A NOBLE KNOT, ONE OF THE MOST USEFUL. ANOTHER VERSATILE KNOT IS THE CLOVE HITCH. ITS PRINCIPLE PURPOSE IS TO FASTEN A LINE ONTO A POLE, TREE, SPAR, OR SIMILAR APPARATUS. I USE IT MOST IN SETTING UP MY TENT OR ROVING A CLOTHESLINE TO YONDER BLACK SPRUCE.

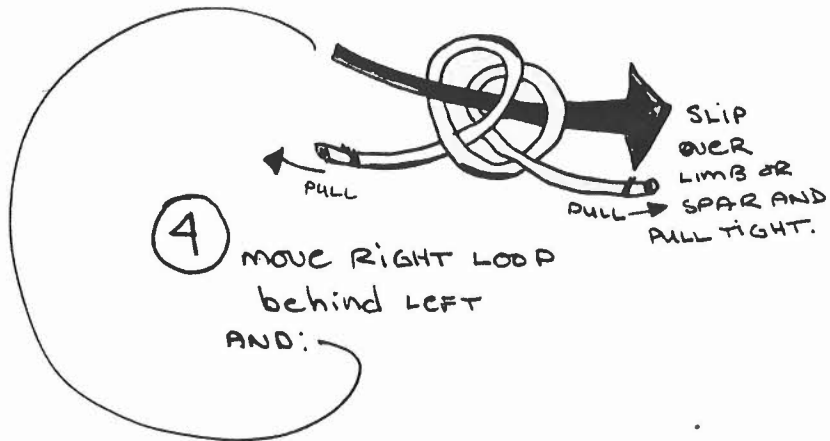
THE SAME BASIC KNOT CAN ALSO BE TURNED INTO A DROP-LOOP, A VERY HANDY KNOT FOR LASHING THE CANOE TO ROOF-TOP CARRIERS. WHILE CONVERTING THE CLOVE-HITCH TO A DROP-LOOP IS A VERY SIMPLE PIECE OF SLEIGHT-OF-HAND, IT IS ALMOST IMPOSSIBLE TO DRAW STEP BY STEP; LOOKS MUCH LIKE OCTOPI ENGAGED IN YOU-KNOW-WHAT. SO...ANYONE WISHING TO LEARN THE DROP-LOOP WILL HAVE TO SEE THE EDITOR PERSONALLY ...OR GET ME A GOOD ARTIST.

THE CLOVE-HITCH CAN BE ROVE STANDING AND DROPPED OVER THE END OF A SPAR OR LIMB (#3,4 BELOW) OR IT CAN BE TIED AROUND A STANDING LIMB (METHODS #1 AND #2).

TO TURN IT INTO A DROP-LOOP, START AT #3. TAKE THE REAR (OR RIGHT-HAND) LOOP AND PASS IT FORWARD THROUGH THE FRONT (OR LEFT-HAND LOOP). THEN TAKE THE FRONT LOOP IN TURN & PASS IT BACK THROUGH THE REAR LOOP. TIGHTEN. LOOKS SOMETHING LIKE ILLUSTRATION #4. . . . SIMPLE, HUH?



③ FORM TWO LOOPS.



Selecting a paddle

** Courtesy of the Ontario Fisherman & Hunter **

By Murray J. Martin

I CAN HONESTLY say that there are more good canoes on the market today than bad ones. I wish I could make that same statement about paddles. Actually I have to believe the opposite.

Seldom will I pass a canoe outlet without dropping in and looking at the canoes and paddles. As a general rule I see good canoes and lousy paddles. The three or four dollar paddles are little more than a way for the consumer to waste some of his hard to find cash. The paddle is generally too small, too thin and the grain runs in a bad direction and will consequently break under very little stress.

A few years ago I purchased a pair of paddles from Ellwood Epps in Orillia. The paddles had been made in Pennsylvania and from a wood called Hackberry. Each measures 63 inches in length, taking in a 29 inch blade. The blades are eight inches wide at the base, six inches wide 18 inches up from the base and three inches wide 24 inches up from the base. The paddles weigh two pounds three ounces each, and have a good strong flex. Tim Spencer, a custom paddle maker is at present making me six duplicates of this pair for back up stock.

There are basically six different models of paddles commonly used in North America and about 100 modifications of these are being manufactured. Mine of course, must fall into the modification bracket.

The trader paddle is generally classed in with the heavyweights. The model has a wide blade, eight inches. The end is squarish and generally a little shorter than most paddles. It was always recommended for the big and hearty paddlers.

The voyageur paddle had a smaller blade than that of the trader, measuring approximately six inches at the base. The shaft is longer measuring approximately 63 to 65 inches in total length. The paddle was always recommended for the experienced paddler.

The beavertail is possibly the most popular canoe paddle used today. The blade is smaller than the previously mentioned models and the base tip of the blade is rounded. This paddle is considered as the all purpose paddle.

The racing paddle, is as its name

states used for racing. Its long wide blade, eight inches at the base, is square and it takes a good bite into the water.

The Indian model has a long narrow blade. The top of the shaft lacks a top grip. The design is possibly the simplest to carve out in the bush as an emergency paddle. However, it does not take a good bite into the water so consequently less headway will be made as with the other four previously mentioned models.

My own paddle is a cross between the trader and voyageur with a little trace of the racing model thrown in for good measure. We call it the Martin Voyageur and the one thing that it has over the trader and voyageur is in its lightness. The wood of course is the answer. If any reader knows of this wood I would appreciate them writing to me at Box 805 in Orillia.

The paddle should be respected as a personal piece of equipment being neither lent nor borrowed. A paddle is all too often taken for granted and is seldom appreciated until lost, you might say, "Up the creek without a paddle." If you are a wise canoeist you will always travel with one extra paddle for each canoeist. I always travel with at least one extra paddle in the canoe. A trip of 50 miles or more means three paddles, especially if I am going into the interior.

The main construction material in general use since the paddle was first invented has been wood. Recently fiberglass and aluminum paddles have been introduced on the market, but I have yet to find any that will replace the wood paddle.

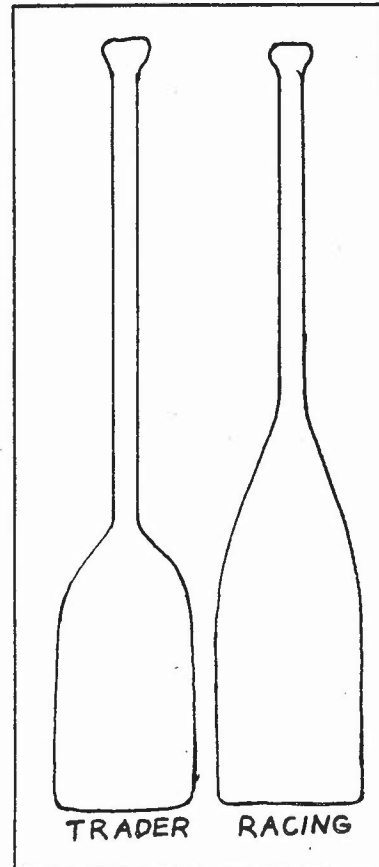
Softwoods such as the spruce, cedar and pine make very light paddles, but with the lightness in these three woods you lack a very important factor and that is strength. Hardwoods such as ash, maple and cherry have a tendency to be a little heavier and can take a very fine trimming and make a far better paddle. I would personally recommend the hardwood paddle over the softwood. The hardwoods have more spring which can mean a great deal over a long extended trip. There is of course less chance of breakage of the blade and the shaft.

If you remember that your paddle is not a pry bar, shovel pole, or a weapon with which to kill snakes, it will, with moderate care,

last many years. Never leave your paddle sitting in water or out in the heat of the sun. Lay it away in a shady spot and in the winter store it in a dry but cool area. I recommend a fine sanding at least once a year and a coat of marine varnish.

To get a good custom made canoe paddle today is not the easiest thing to do. If you can come across a good piece of hardwood that has been dried for five or more years that has a good straight grain and clear of knots you have the first basic needs of a good paddle. Measure the distance between your nose and the ground and you will have a good length, but not less than the distance between your chin and the ground. It is wise to find someone who understands canoe paddles and is a craftsman in that trade. He can turn out a paddle for you that will become an automatic extension to your arm and a pleasure to use. Be prepared to pay \$15. to \$20. for that custom made paddle. My own model costs me \$20. per paddle and is worth every cent of it.

Like a canoe, you only get what you pay for and nothing more.



MISSINAIBI CANOE ROUTE - CIRCA 1912

BULLETIN ONE IS NOW AVAILABLE FOR W.C.A. MEMBERS. IT IS A DETAILED ACCOUNT OF A CANOE EXPEDITION ON THE MISSINAIBI AND MOOSE RIVERS IN 1912 -- AND MAKES EXCITING READING. THE TRIP INCLUDED CANOES, MOTOR BOATS, TONS OF SUPPLIES, CASES OF DYNAMITE, EVEN A COMPLETE BLACKSMITH'S FORGE. ANYONE CONTEMPLATING THE SIERRA CLUB TRIP ON THESE RIVERS SHOULD HAVE A COPY OF THE DESCRIPTION. ALSO AVAILABLE IS THE MODERN MINISTRY OF NATURAL RESOURCES' DESCRIPTION OF THE TRIP: THE CONTRAST BETWEEN THE RIVER THEN AND NOW IS STRIKING AND A LITTLE DISCOURAGING. COPIES OF BULLETIN ONE ARE AVAILABLE FROM PETE EMMOREY FOR 75¢ -- TO COVER PRINTING COSTS. THE CONTEMPORARY DESCRIPTION IS AVAILABLE AT 50¢.

MISCELLANEOUS TIPS

ONE OF THE HANDIEST ITEMS FOR THE TRIPPER IS NYLON LINE, COMMONLY CALLED PARACHUTE CORD. IT IS STRONG (350-LB TEST), TAKES A KNOT WELL AND IS TRACTABLE IN ANY KIND OF WEATHER. USEFUL FOR CLOTHESLINES, STORM-RIGGING A TENT AND A HUNDRED OTHER JOBS. LIKE ANY GOOD LINE, IT SHOULD BE WELL CARED FOR AND CAN BE RE-USED INDEFINITELY. THIS KIND OF LINE HAS A HABIT OF TURNING ITSELF INTO A RAT'S NEST OF KINKS AND KNOTS. ONE USEFUL METHOD OF CARRYING IT IS TO MAKE AN H-SHAPED RACK OUT OF A CLOTHES HANGER.

* * *

TWO ITEMS THE CANOE TRAVELLER SHOULD NEVER BE WITHOUT: A FIRST-AID KIT AND CANOE REPAIR KIT. ONE CONVENIENT METHOD OF HANDLING THESE ITEMS AND ENSURING THEY ARE AT HAND AND NOT LEFT BEHIND IS TO PURCHASE THE HARD PLASTIC BOXES (AVAILABLE FROM OUTFITTERS SUCH AS BLACK'S AND EDDIE BAUER) AND PACK A REPAIR KIT INTO ONE, FIRST-AID KIT INTO THE OTHER. THESE BOXES (APPROXIMATELY 8" x 5" x 3") CAN BE SEALED AGAINST WATER, ALTHOUGH THE MOST CONVENIENT WAY IS TO WATERPROOF THE CONTENTS WITH PLASTIC BAGS AND LEAVE THE CONTAINER TO BE OPENED EASILY.

THESE KITS CAN THEN BE MOUNTED IN PERMANENT RACKS IN THE BOW AND STERN OF THE CANOE. THEY ADD LITTLE WEIGHT AND, IF CAREFULLY MATCHED, CAN STILL PRESERVE THE BALANCE OF THE CANOE FOR PORTAGING. FOR SIDE TRIPS AFOOT, THE FIRST-AID KIT CAN BE REMOVED AND CARRIED IN A PACK.

NEXT MEETING

THE NEXT MEETING FOR W.C.A. MEMBERS WILL TAKE PLACE AT A RURAL SITE NEAR ORONO . . . NOT JUST A PURELY BUSINESS MEETING, BUT A FAMILY PICNIC, WITH A CHANCE TO DISCUSS AND SEE PICTURES OF, OTHER MEMBERS' SPRING AND SUMMER OUTINGS. DETAILS ON TIME AND PLACE THIS SUMMER.

NEW MEMBERS

IF YOU HAVE A HOT PROSPECT FOR MEMBERSHIP, TEAR OFF THE FORM BELOW AND SENT IT ALONG. OR . . . ADDITIONAL COPIES OF THE NEWSLETTER CAN BE OBTAINED BY WRITING OR PHONING PAT ARMSTRONG OR ALEX STODDART.

NAME _____

SURNAME

GIVEN NAME(S)

ADDRESS _____

MEMBERSHIPS:

FAMILY - \$5.00 _____

SINGLE - \$4.00 _____

STUDENT- \$3.00 _____

(UNDER 18)