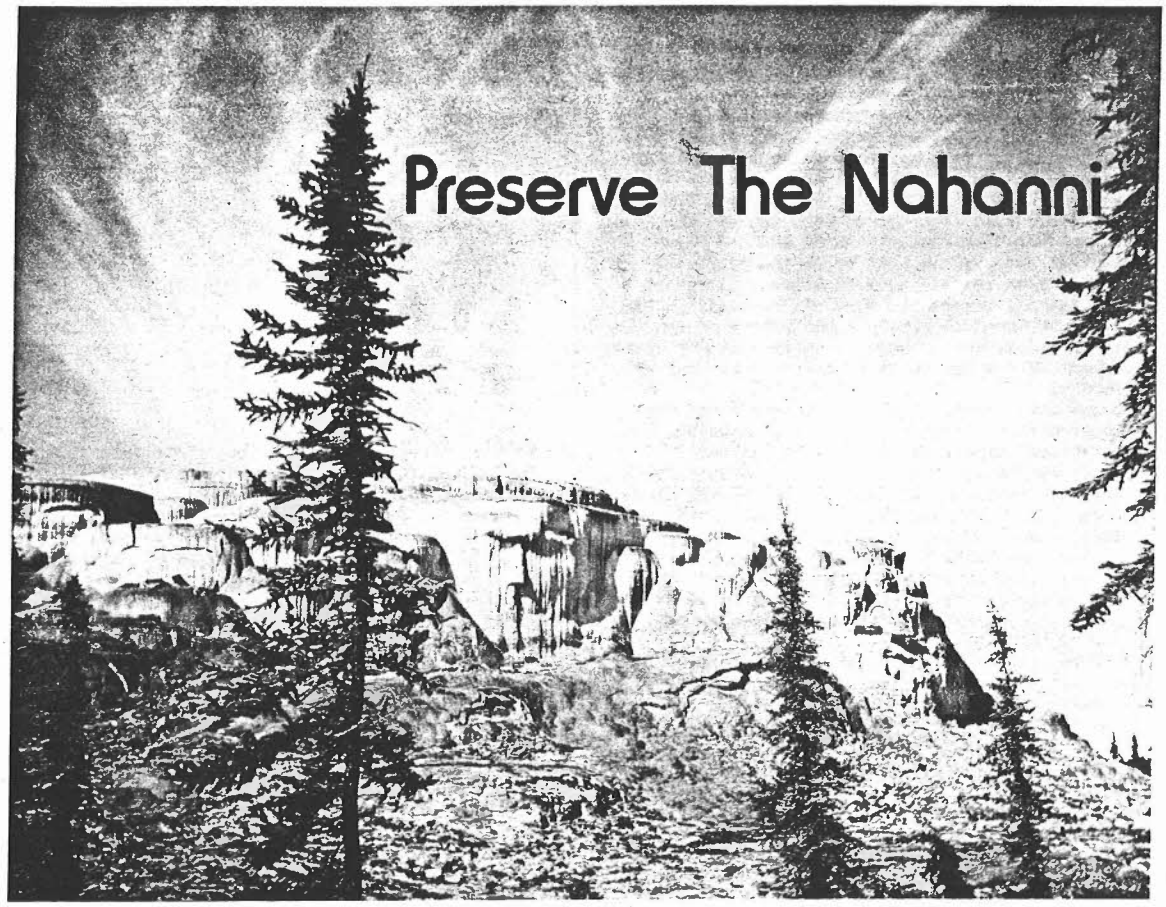
the wilderness canoeist

Volume 4 Number 2 June, 1977



by Bruce & Carol Hodgins

Esthetically, a canoe trip down the South Nahanni is probably incomparable with such a trip anywhere else in the world. Other rivers may have more challenging white water, more ruggedness, more remoteness, but what can surpass in beauty, diversity and awesome majesty a river which combines the stillness of the Moose Ponds, the rushing mountain stream that is the Rock Garden, the silence of Glacier Lake and the towering peaks of the Rugged Range, the mystery of the calcium Rabbit-kettle Hotsprings, the lure of Virginia Falls, Pulpit Rock and the three great Canyons, and the fascination of the Splits. The Slavey-Dene people know it. R. M. Patterson, Albert Faille and Dick Turner knew it, even though none of these illustrious gentlemen apparently ever shot through the Rock Garden into the Broken Skull Valley. Wilderness canoeists and preservationists were therefore delighted when in 1974 the Canadian government designated 1,840 square miles of the Nahanni Valley as a National Park. But the struggle to preserve the Nahanni has only begun.

Wanapitei has now taken two exciting trips down the Nahanni. Both travelled from the Moose Ponds to Nahanni Butte and then down the Liard to Fort Simpson. The one in 1975, led by Marcus Bruce and Mary Ann Haney and involving experienced teenagers, reached Mount Wilson by the short flight from Ross River and Sheldon Lake, whereas the one in 1976, led by the two of us and involving ten other adults, reached Wilson by the long, spectacular flight from Watson Lake. We gratefully made use of the short report prepared by George Luste and the extensive essay by Roger Smith. As part of the fraternity of Nahanni vayageurs, we expect that others will make use of our recorded experience. Already we have had the chance to talk and show pictures with Judy McNiece of Peterborough who was one of a group of six this past summer to paddle down from Fort Nelson, B.C. to the Butte and then paddle, pole and line, if you can believe it, all the way up through the Canyons to Virginia Falls. Even Patterson and Faille used "kickers" for part of the climb. Those of us who have recently tripped the Nahanni have stories and experience to cherish for a lifetime. What then is the worry ?

For one thing, the Park does not include the entire watershed. George Luste and others had been fighting since 1974 to have the boundary extended upstream to Mount Wilson and the various headwater streams. The mining lobby apparently succeeded in containing the Park to a relatively narrow strip which begins just above the mouth of the Rabbitkettle, thus excluding Britnell Creek and Glacier Lake, the very heartland of the majestic Ragged Range. It also excludes Broken Skull Valley and the entire Rock Garden. Already mineral exploration is extensive at the headwaters. Camex is engaged in a major lead-zinc development in the Christie Pass area. Another operation apparently moved its surface operations a few hundred yards to locate them inside the Yukon rather than the N.W.T.; pollution controls are considerably less stringent in the Yukon. The continued

preserve the nahanni

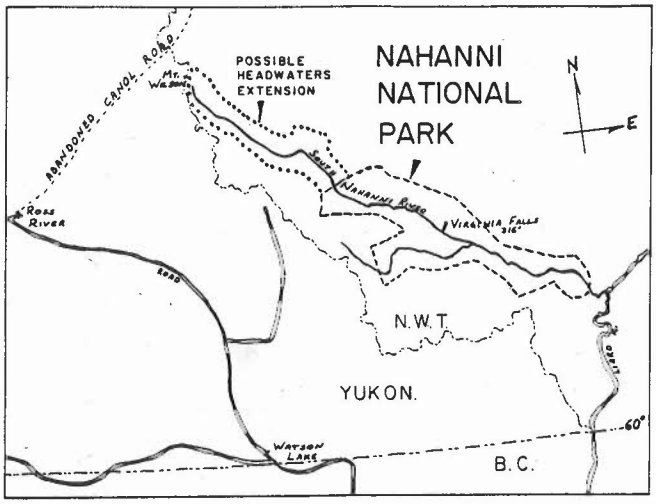
From p. 1

water purity of the upper Nahanni cannot be guaranteed. Heavy road construction is proceeding more-or-less unannounced, north-east from Sheldon Lake along the old abandoned Canol Road to the N.W.T. border and perhaps beyond. Prospectors' helicopters criss-cross the upper valley and land at the Ranger's base in Rabbitkettle Lake, just inside the Park. It is said that some helicopters, with sight-seeing prospectors, even land on the delicate formations, the tufa, of the Rabbitkettle Hotsprings themselves. This must be stopped immediately. Even ordinary boots should be removed before walking on the formations. (Note the article by Professor Derek C. Ford, "The extraordinary lanscape of the South Nahanni", in the February-March 1977 issue of the Canadian Geographical Journal for an excellent description of the Hotsprings.)

Of course we all know about the Cantung Mine at Tungston, N.W.T., reached by a road from Watson Lake and situated by the headwaters of both the Little Nahanni and the Flat Rivers. The flight from Watson Lake up to and along the border to Mount Wilson reveals several other exploration sites close to Nahanni waters. We must all be vigilant,and governments must be urged to preserve the purity of the watershed. And finally, any attempt to revive, in our energy-scarce era, plans to dam the Falls itself must be counter-acted immediately.

All of us who have travelled the river have found the Park authorities most cooperative. They need, however, more than the present one summertime employee to maintain environmental standards all the way from Rabbitkettle to the Falls. Because that employee is charged with keeping close track of all who enter from upstream, the sign-in box must have a clearer and more appropriate location. The same person can hardly keep track of entrants, man the station at Rabbitkettle Lake (located off river for ease in air travel), guard from damage the precious treasure of the calcium Hots Hotsprings and also occasionally patrol up and down the 85 miles of river to the Falls.

In August 1976, at the Falls, we met a park interpreter who was camped at the site for three days. He was preparing a report for Parks Canada on future programmes for the Nahanni. He personally believed that the capacity of the Park to sustain large numbers of visitors without causing damage or without visitors being constrained by annoying restrictions was severely limited. The moss cover on trails over the intermittent permafrost often can only tolerate up to two hundred footprints a season; after that, the trails become eroded, muddy rivulets. Already most of the Faille Portage at the Falls has had to be boardwalked, because of the use by jet-boat visitors from downstream as well as by canoeists. The boardwalk is probably necessary, but one might wish that authorities had not used very slow-growing spruce logs from the site and had added a preservative so that the job, in that damp climate, would not have to be done again in a very few years.



We also learned, from the interpreter and from researchers in Deadman Valley, that a major development plan for the Park is being prepared and that Parks Canada welcomes and is looking for public input, which to date has been rare. Who better than Nahanni voyageurs and members of the W.C.A. could supply vital, interested and important advice? Please write with your ideas to Ron Malis, Director Prairie Region, Parks Canada, Winnipeg, Manitoba. We suggest that the only "development" should be protection against environmental damage and destruction. Professor John Livingstone once said, half seriously, that the best way to destroy a wilderness area was to make it into a park. It then becomes over-used and developed. Those of us who believe that the Nahanni Park should be extended upstream and that mineral exploration should be restricted, must make certain that the wilderness within the Park is itself not endangered.

Surely the Nahanni Valley should be preserved primarily for its own sake, for its extraordinary landscape, its varied vegetation, its Dall sheep, its caribou, black and grizzly bear, and moose. The Nahanni, which should never be too accessible, should secondarily be preserved for the respectful canoe tripper, hiker and researcher. Jet-boat service from Fort Simpson up to Virginia Falls should be severely curtailed if not eliminated, and no impurities should be allowed to enter any of the headwaters or tributary rivers. The struggle to preserve wilderness can never end. We canoeists should be in its vanguard.

Rainstorm on Upper Nahanni River — S. Richardson

by Sandy Richardson

F.O.N. AFFILIATION

The WCA has been accepted as a federated club within the Federation of Ontario Naturalists, joining 44 other such clubs. The affiliation will provide support and advice to t the WCA in conservation work - stimulating public attention to important issues, assistance in the preparation of briefs, etc. It will also give us access to the F.O.N.'s resource library, film and slide library, and speaker roster.

News of WCA activities will go out to the over 12,000 FON members in the news section of the Ontario Naturalist.

As a federated club, the WCA places a member on the FON Board of Directors. Our representative is past-chairman Gord Fenwick who has already attended one meeting, and will be maintaining close liaison with the Conservation Committee.

CONSERVATION COUNCIL OF ONTARIO

The WCA has also been accepted as a member of this influential group - which should also help further our conservation work. Vice-chairman Tom Roach will be our representative.

NON-REFILLABLE SOFT DRINK CONTAINERS

On April 1, new regulations under the Environmental Protection Act went into effect. The new provisions require a retailer to carry the same sizes and flavours of soft drinks in refillables as he carries in non-refillables. He does not need to match brands; he may carry many colas in non-refillables as long as he carries one brand of cola in refillables of the same size as the non-refillables.

This action by the government to stimulate the use of re refillable soft drink containers is a distinct step forward, and is fully supported by the WCA conservation committee. H However, it is only a partial step toward the elimination of one of the major sources of waste in our society - much of which ends up as litter along our wilderness trails. Hopefully, stronger measures to eventually curtail the use of non-refillables will follow.

Anyone finding retailers not complying with the new regulation should report this at once to the Ministry of the Environment's Pollution Control Branch (135 St. Clair Ave, West, Toronto. (416)965-6971).

ELORA GORGE FACES NEW DANGER

The Grand River Conservation Authority has proposed the construction of a huge dam and reservoir at West Montrose below Elora Gorge. The purpose is supposedly to provide flood protection, water supply and low-level augmentation (sewage dilution), and recreation.

These aims are self-contradictory and examination suggests that they are insupportable. An Ontario government report (1971) has already concluded that a dam at West Montrose cannot be justified on the basis of flood control. Better and more economical methods, such as channel improvement and reforestation, are available.

It is not clear how the dam can be used for both flood control and water supply. One requires an empty reservoir and the other a full one. Also low flow augmentation does not solve pollution problems; it merely flushes the sewage farther down stream. Improved waste treatment and stricter pollution controls would be better long-term alternatives.

Nor is it clear how flooding an area that in its present state offers canoeing, hiking, fishing, X-C skiing, and the unique beauty of Elora Gorge will offer more recreational potential.

It seems that the GRCA is proposing an expensive (35 million) and unecessary project that will destroy many acres of prime farm land (79 percent of the flooded land is class 1 & 2 agricultural land), will cause irrevocable damage to the existing natural environment, and will severely damage scenic Elora Gorge, in order to solve problems that could be better solved in other ways. It appears that long term consequences are again being ignored in favour of short term benefits.

Anyone interested in further information or helping to protect Elora Gorge should contact: Stop the Dam, c/o Doug Ratz, R.R. 2, Elora, Ont., (519) 846-0166. or the Ontario Public Interest Research Group, 214 Old Engineering Bldg, University of Guelph.

DECLINE OF DEER POPULATION IN ALGONQUIN PARK

Recently people in the Algonquin Park area have brought attention to the fact that the deer population both inside and outside the park has suffered a dramatic decline over the levels of 10 to 20 years ago. These people lay most of the blame on wolves, and would like to see large numbers of wolves killed off. But would this help restore the deer population?

The Ministry of Natural Resources has confirmed that the deer population in the Algonquin area has reached rock-bottom levels. (One MNR employee in extensive travels through Algonquin Park in the fall of 1975 encountered 68 moose but only 4 deer.) They cite two main reasons for this decline: habitat deterioration and predators.

There has been severe damage to the habitat in recent years. Many hemlock stands have been cut down. These stands provided ideal browse for deer, and their loss has meant that the area is capable of supporting fewer deer.

The predator problem includes more than wolves. Wild dogs are a problem in the area, and many local residents are shooting them on sight. Humans are also a large factor. Algonquin is close to the large population areas of the urban south making it possible for many people to drive up and hunt on a day basis. This can be very devastating when there is a limited number of animals.

However, many people are laying most of the blame on the wolves. This seems to be too simplistic a solution.

Normally wolves attack the yarded deer in the winter, taking only a small proportion of the herd. However, plots of the deer and wolf populations show that now as the deer population drops, the wolf population holds constant. The wolves do not leave the area of a deer yard, but pick steadily away at the herd right down until the last deer before moving on.

This appears to be due to the fact that the wolves cannot survive on other animal species within the park. They do not have the skills to switch to beaver or the larger moose.

The problem seems to hinge on the fact that the Algonquin area is too small for any balance of nature to exist. In the past, the habitat was reasonably good, and the Warden system controlled the wolf population, which compensated for the disadvantages (deep snow in particular) that the deer faced in Algonquin. The balance that existed was always an artificial one.

In 1959, the Park Warden System was disbanded and with this ended the killing of wolves by the MNR. Also in that year the bounty on wolves was removed.

The general MNR policy on this matter is that wolves are not the whole problem and that it should not get back into the business of killing wolves. They believe that in the long run the wolf population will drop, but do not hold much hope for recovery of the deer population.

If one believes that the once sizeable deer population should not disappear from Algonquin, what is the remedy to the current situation?

A number of suggestions have been made:

1) Return to the Park Warden System and have MNR kill wolves.

2) Restrict hunting in the area completely until herds rebuild, and then have very limited seasons based on the number of deer in the area.

3) Transplant deer populations from areas where they are starving from lack of winter feed to areas with better habitat.

4) Protect habitat against destruction from logging, in industry and development.

5) Put a bounty back on wolves.

6) Establish deer sanctuaries to maintain a source of animals for transport to other areas.

7) Use hunting licence fees to maintain deer populations.

On the other hand, perhaps it is better not to tamper with things, and simply let nature take its course. It appears that any balance set up would be an artificial one.

The Conservation Committee is interested in members' comments, suggestions or further information on this matter. Please contact the committee via the WCA postal box.

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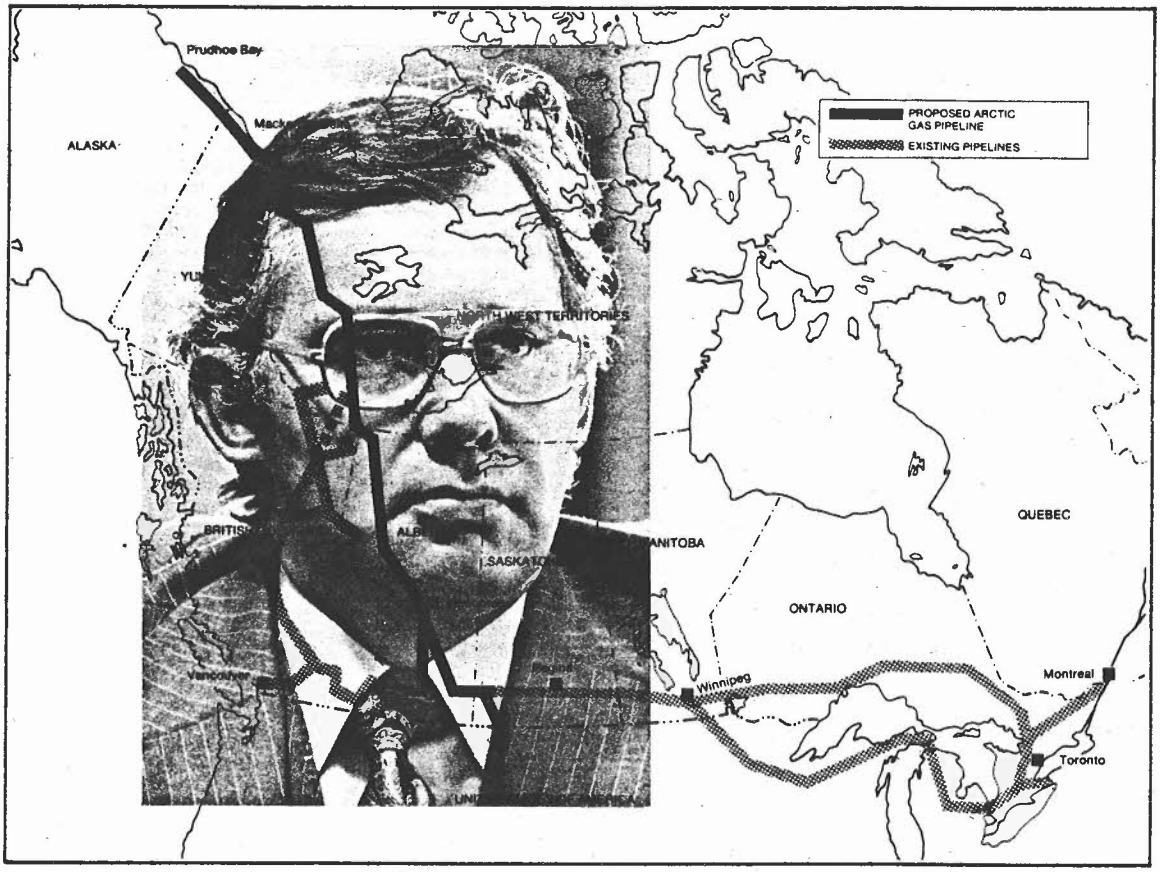
EDITORIAL



letters to the editor

Dear Sirs:

I was pleased to read King Baker's editorial on certification of canoeists in your March issue of the Wilderness Canoeist.

Experience of the environment via canoe should not be restricted only to those acceptable to some closed group. Wilderness canoeing is the romantic foundation of our Canadian heritage. King Baker is right to suggest some will derive personal prestige from running certification courses. Beyond that their value is doubtful.

In all education, as in life, development of skills is only part of the story. Safe, sensitive wilderness travel for maximum experience and personal growth demands the judgement and courage of whole people. Obviously there will be many levels of competence. Of greater concern is the selfish macho approach that may be skilled, but hurts the environment.

Mangeurs du lard earned respect as voyageurs as a result of experience, hardiness, courage and persistance. They did not run certification courses at Montreal! The test of the man was posed by the country and it tested the entire man, not just his package of skills. Only the country has the right or competence to make such a total test.

Yours sincerely,

Bruce Rogers

Cover Photo by M. Bruce
"The Ole Man of the Mountain"
South Nahani River

chairmans letter

Fellow members,

As this issue of the Wilderness Canoeist heads for the printer, Ontario citizens are heading for the polls to elect a new government. As always, this campaign period has produced its share of eloquent protests about the abuse of our natural heritage. But, as always, the thoughtful voter is left to wonder, who really cares about the environment? With the present government, there has been always been a gap between stated policy and actual practice. Many of you have recently expressed to me your growing concern about irresponsible use of campsites and rivers, and the seeming lack of determination to enforce the laws and regulations that have always been in existence to protect the land from foolish people. Moreover, there has been an obvious procrastination on the part of the authorities to begin the programme of quotas, restrictions on use of bottles and cans, and use of motorboats on designated water routes. Why? If these laws were deemed necessary to prevent irreversible damage, more than three years ago, surely they should now be coming into effect.

I was very surprised to discover that the MNR policy in Algonquin Park this year was to postpone application of the new regulations. The very serious forest fire hazard at that time added more weight to the argument for stringent enforcement. When the government neglects these responsibilities, it only encourages one segment of society to proceed outdoors with total neglect for basic principles of safety and conservation, while another segment then begins to call for even more restrictions, certification, and limitations on recreational canoeing.

If this government doesn't have enough faith in its own hard-fought policy decisions, then my hope would be that another party might form the next government and get the job done. Otherwise, the results may be disastrous, in the form of a continuing deterioration of the existing natural resources in our highly populous and mobile society. One has to admit that, if limited measures are not applied in the present, drastic and unacceptable regulations will become the laws of the not-very-distant future.

Beyond these practical considerations, we must always remember that our individual attitudes towards the natural environment are of prime importance in determining our impact upon the rest of society. This summer, let us each take the time to reflect upon the duty we have to demonstrate in all situations the standards of safety, respect for the land, and individual responsibility, that in combination produce a worthwhile example for others to consider.

Hoping to meet more of you on trips, or at the September general meeting,

Yours sincerely,

Roger Smith

news briefs

EXECUTIVE MEETING

The W.C.A. held an executive meeting at the end of April in Colborne. At this meeting the budget was drawn up, and our financial position looks good for the rest of the year.

Committee reports indicated things running smoothly. The Sportsman's Show booth netted approximately $200 for conservation work and generated much interest in the club. Membership currently stands at 235, just slightly below last year's figure at year end. The expanded spring trip programme was as popular as ever, with most trips fully booked.

Plans for longer summer trips were discussed (see trip section), along with details of the September general meeting to be held at the Leslie Frost Centre near Dorset on September 17. Notice of this meeting and an agenda have been sent out with this issue of the newsletter.

W.C.A. SLIDE SHOW

The W.C.A. is planning to put together a permanent slide show, with a taped sound track for use at the Sportsman's Show, those occcasions when other clubs ask us to present a show, etc. The show will attempt to portray what the W.C.A. is all about through representative pictures of our activities. Any members who have one or two good slides taken on W.C.A. outings which they would be willing to donate to the show, are asked to send the slides to Sandy Richardson (address on back page).

DEADLINE FOR NEXT NEWSLETTER

Anyone with articles or photographs for the September issue are asked to send material in by August 15. Stories about major summer trips taken by members are especially wanted for this issue.

NOMINATING COMMITTEE SEEKS HELP

Now is the time to start thinking about becoming more actively involved in the W.C.A. If you are interested in standing for an executive position next year, or would like to suggest someone else, please contact the Nominating Committee c/o Gord Fenwick via the W.C.A. postal box. (Members are also needed to fill out the Nominating Committee).

NORTHERN ONTARIO CANOE TRIP

Glenn Davy is looking for 2 or 3 canoe teams of experienced canoeists interested in making a two week trip down the lower Missinaibi in late July. Anyone interested should contact Glenn as soon as possible (416-621-9037).

RECYCLE YOUR ENVELOPES

In order to reduce costs and to help cut down on waste generally, members are asked to save their newsletter envelopes to be used again. Please return the envelopes to the next general meeting or return them (perhaps together with some friends') to Ken Brailsford, 21 Kingsmount Park Rd., Toronto M4L 3L2.

BRIEFS...

WHITEWATER COURSES

Following the popularity of these courses last year, the W.C.A. has again arranged with John McRuer and Algonquin Waterways to provide special whitewater training courses for W.C.A. members only at discount prices.

These courses offer members with flat water paddling experience both a theoretical and practical introduction to the techniques of reading and running whitewater.

Details and dates for these courses, along with an application form, have been mailed directly to all members. If you did not receive a notice please contact the chairman.

MEMBERSHIP LISTS AND CONSTITUTIONS

Copies of the WCA membership list and the constitution are now available to any interested members. If you would like a copy of either, please send a stamped, self-addressed envelope to the W.C.A. postal box.

LIAISON WITH OTHER CANOE CLUBS

The W.C.A. is interested in making contact with other canoe clubs with similar interests. Any members knowing of such clubs in their area are asked to send the name of the club and a contact person to: Dave Auger, 65 Peel St., Lindsay, Ont. K9V 3M5.

equipment

TO ABS OR NOT TO ABS? by Brian Back

There has been a recent surge of interest in the latest successor to the billing of "the ultimate in canoe construction." I want to take this opportunity to impart my experience with Royalex canoes.

The opportunity was bestowed upon me last summer, and only reluctantly accepted. Royalexes are reputed to be indestructible, so in conjunction with their economy they appear to warrant a serious consideration for the canoeist's inventory. Camp Keewaydin decided to test the ABS canoe before committing itself to any serious investment, and fate carried that task to my section. The section spent 40 successive days travelling in every kind of terrain, pitting the six Royalexes against more than just nature, but frequently harsh, frustrated masters. Following is a summary of our observations and opinions derived over those 40 days of trials and tribulations, when a good canoe was never more urgently demanded.

Advantages

1. Will not soak up water and gain weight.
2. Contains intrinsic floation (from the polyurethane foam) within the hull so no valuable capacity is lost to bulky flotation aides.
3. Bears any quantity and quality of pounding without suffering damage, except by way of minor dents (which may be removed by heating the damaged spot with a small heat source, such as matches, and molding the hull back into its original shape).
4. Stable in the water.
5. Will turn on a dime (even when you don't want it to).
6. Its chief merit lies in whitewater usage, as its greatest advantage is its durability.
7. ABS certainly doesn't have shocking ability in an electrical storm, cooking ability on those sunny, sultry days, or that tranquillizing clanging of an aluminum canoe.

Disadvantages

1. Complete lack of streamlining (the tire-maker is still embodied in the canoe); it doesn't knife through the water, rather it ploughs through.
2. Water has a greater resistance to ABS than to painted canvas or veralite canoe coverings.
3. Without a keel, it requires unrealistic concentration to maintain a straight course, due to its oval shape.
4. When loaded, the hull's flexibility allows the bottom of the canoe to bulge inward (rather than a normal vaulting outward), and the bottom actually ripples as the canoe moves through the water, especially in choppy water. This creates additional drag on the canoe's movement, and a loss of freeboard because it rides lower in the water.
5. Hitting obstacles in fast water can be more dangerous in ABS because its flex permits loads to be bounced around.
6. Too small for long wilderness trips as it lacks capacity and the freeboard needed with swells. (the 17 ft. Old Town and Blue Holes are exceptions.)
7. Scratches and gouges occur with relative ease, in rapids and lining, to the outer hull, adding to water resistance. (Unfortunately for the environment you will end up leaving a persistent vinyl trail along the route if the rocks are keen enough to take small souvenirs out of your hull.)
8. Although only hearsay from a Camp Wanapitei staff member who crossed our path; he said that they lost a Royalex in rapids when it wrapped itself around a rock. This is not that meaningful, except that the canoe is obviously not 100% indestructible as advertised.

In general, we found the canoe so incredibly sluggish in the water, that this disadvantage outweighed any whitewater advantage it expounded. We roughly estimated, with other sections of Chestnuts that covered common ground with us, that we lost between 10-20% travelling distance over the same time period and with similar efforts expended. This kind of variance, the extra physical effort needed to cover this variance, and the loss of capacity and freeboard, are critical weaknesses, but only as far as long wilderness trips are concerned. Short car-to-whitewater-to-car trips are another story.

(There is also some concern as to how well ABS canoes will stand up to ultraviolet radiation over time. Both Royalex and Oltamar (Old Town) claim to have solved the problem with their vinyl coatings, however, vinyl also breaks down under ultraviolet. Perhaps only time will tell. We hope to have a plastics expert discuss this topic in a future issue -- Ed.)

Temagami Children's Project

Two members of the W.C.A., Jerry Hodge and Roger Smith, have become involved in canoeing programmes for children, as previously reported in the Wilderness Canoeist. In the past three months, some exciting developments have taken place that will allow a number of less fortunate children to participate in an authentic wilderness canoeing programme.

Jerry Hodge has been working with the native childrens' group, Ahbenoojeyug, which is pronounced ben-eh'-yuk, to develop a rounded canoeing and camping programme.

Roger Smith, in association with Camp Wanapitei, has founded the Temagami Childrens' Project, which will provide canoe-camping experiences for small groups of children from underpriveleged backgrounds, and also for emotionally disturbed youngsters.

When the two members found out about each other's projects, a shared programme quickly resulted, and several groups of native children will be going to camp this July and August. The first step for many will be a canoeing and safety instruction weekend at Centre Island in Toronto.

Both Jerry and Roger would like to hear from other members who are interested in helping with these programmes this year. With the instruction weekend on June 18-19, Jerry would appreciate hearing right away from anyone who can lend a paddle or lifejacket for the occasion. His number is (416) 449-9212.

The Temagami Childrens' Project has arisen out of the desire to provide a meaningful wilderness camping experience for every child, no matter what his or her background, financial condition, or level of adjustment. Since this can best be done in very small groups, the initial year of the project will involve a total of about 40 children. Camp Wanapitei is participating, to provide the basic support for such a programme, and the project is being funded privately in its first year as a non-profit agency. Steps are being taken to have the Project named as a registered charitable organization. Besides directing this programme, Roger Smith will arrange two W.C.A. trips for kids, which will happen in August. The first trip, from July 31 to August 7, will involve six W.C.A. members and six children from a downtown Toronto agency. There are still two openings for interested volunteers -- contact Roger before Sunday, June 26, when a planning meeting will be held. (534-0600; 115 Delaware Ave., Toronto.). The second trip will be led by Dave Auger of Lindsay, in the week before Labour Day. Interested members should contact Dave at (705) 324-9359, as soon as possible. The itineraries for these trips are flexible, and will depend upon the abilities of the participants. The purpose is to allow W.C.A. members to develop friendships with less fortunate children, and to share their years of experience and enjoyment of the outdoors with some very deserving kids.

SUMMARY OF THE RECENT HISTORY AND PRESENT STATUS OF FIVE MAJOR REFORMS

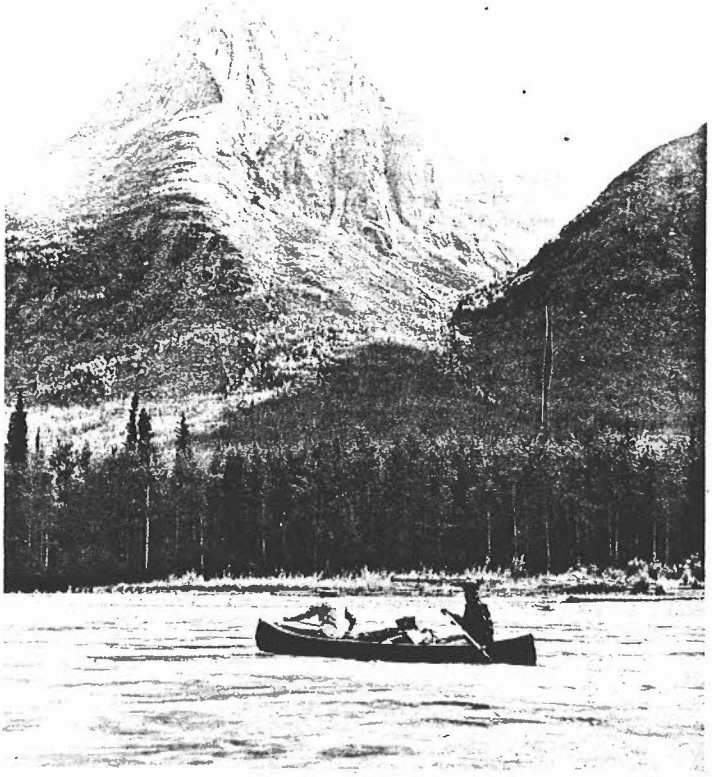
proposed by the Government of Ontario for the management of Algonquin Park 1971-76 with addenda to 1977

	Outboard ban	Mechanical assistance ban	Quotas at access points	Limit on party size	Disposable container ban
Recommendations of the Algonquin Advisory Committee	"Motor boats should be phased out as soon as possible." (May 14/71)				Ban non-burnable food and beverage containers and eating utensils not designed for re-use. Sept. 13/72
Minister's policy statement July 17/73	"In 1974 regulations will be established to phase out outboard motors...except where needed for park management." (p. 6)		"It may be necessary to control the numbers on some canoe routes. (p. 14)		"...cans, bottles and other non-burnable containers will be prohibited in the interior ." (p. 18)
Algonquin Provincial Park Master Plan published Oct. 22/74	Beginning in 1975 the use of motor boats will be phased out except in Lake Opeongo and 26 leasehold lakes. (p. 75)	Beginning in 1975 mechanically assisted interior transport (wheels, rollers or other devices for overland transport of watercraft will be prohibited. (p. 82)	Beginning in 1975 maximum daily quotas will be placed on the number of canoes which may enter the interior through each access point. (p. 58)	Beginning in 1975, large parties entering the interior will be required to break up into camping parties of not more than 9 persons. (p. 58)	In 1975: prohibit non-burnable, disposable food and beverage containers in areas where there is no waste collection service. (Highlights, p. 21)
Pamphlet issued to park visitors in 1975	"It is apparent that many of these new regulations (referring to the above five provisions plus three others) represent a significant departure from past practices. Therefore, during the 1975 season the primary emphasis will be on a program of information and education. It is intended that many of these new regulations will come into effect in 1976."				
Minister's statements during debate on Estimates of the Ministry of Natural Resources Dec. 4/75 (Hansard p. 1303)	"We think that with another year of education, as it relates to the mechanically assisted operations on the portages and the smaller outboard motors, that it will give us a better relationship and more co-operation with the public at large."		"Much of this will fall into place in the year 1977."	"We haven't passed the regulation on that aspect."	"We will again conduct a very extensive educational program for final implementation in 1976."
Letter of Jan. 9/76 from Dr. George Priddle, Chairman, Provincial Parks Council	"It is Council's understanding that this has been postponed by the Minister for one year. Council agrees."		"Council is suggesting the quota program be implemented only on Highway 60 Corridor access points in 1976."	"Council is recommending that party size be restricted to 12 as an interim measure in 1976."	
Present situation Feb. 1/76	Regulation (O.Reg.858/74 s3) passed in 1975, but NO ACTION	NO ACTION	NO ACTION	NO ACTION	NO ACTION
ADDENDA: Results of Government survey taken during 1975 season, querying one out of four interior campers	In favour 79.7% Opposed 20.3%	In favour 62.7% Opposed 28.3% Don't know 9.1% (Only those who were opposed to motor boat ban were asked)	In favour 83.9% Opposed 16.1	In favour 80.4% Opposed 19.6%* *Includes 11.9% who thought 9 persons too high.	In favour 59.0% Opposed 32.9% Don't know 8.1%
Present situation May 1, 1977	NO ACTION	NO ACTION	Implemented for 1976 season	Implemented for 1976	NO ACTION

Courtesy of ALGONQUIN WILDLANDS LEAGUE.

The Wilder

George



A meadow pond
at the height of land
amongst the snow patched peaks
in the Mackenzie range.

We beheld its quiet magic
and felt the warmth of welcome
in the evening afterglow...
camped on the infant South Nahanni.

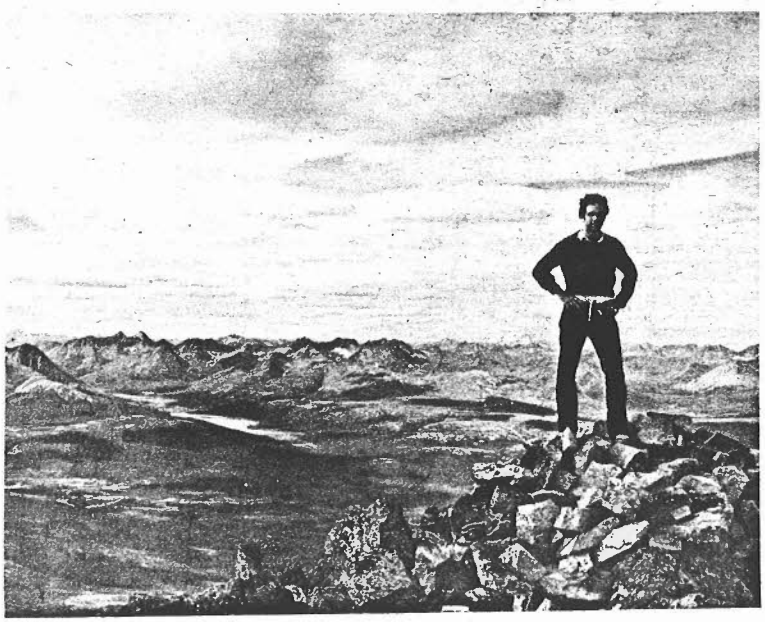
Why do we come?
There is no common answer.

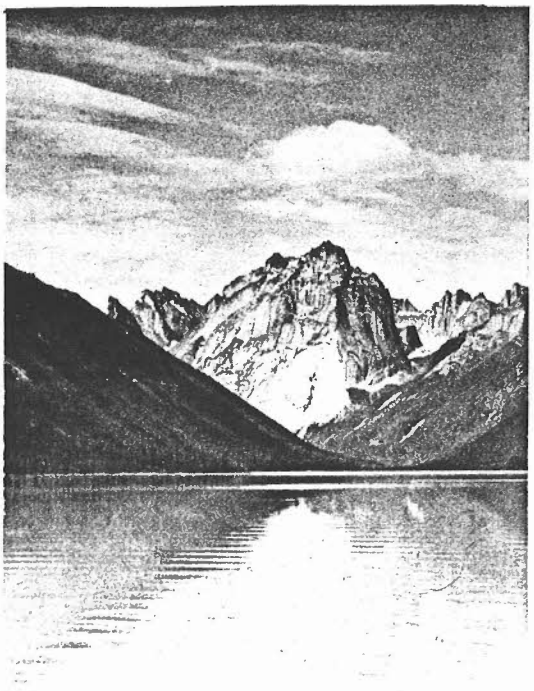
The wilderness beckons,
with a silent melody
it haunts the spirit
and moves the soul.

It flickers within,
burns and vanishes
like the northern lights...
unexplained, unpredictable.

To follow the course of a stream
as it grows and gathers her branches
is to revel in rapids and motion
and to learn the music of water.

Slipping silently
parting the water
leaving a swirl at the paddle
quickly erased
prehistoric form
a link to the past
our craft our canoe.





In The Wilderness Spirit, George shares through his photographs and poetry some of his thoughts and feelings during a canoe trip down the Nahanni. The poem originally appeared in North magazine.

ness Spirit

Luste

Froth and sound,
ever rushing
always yielding water,
and stubborn solid rock...
locked in ageless combat.

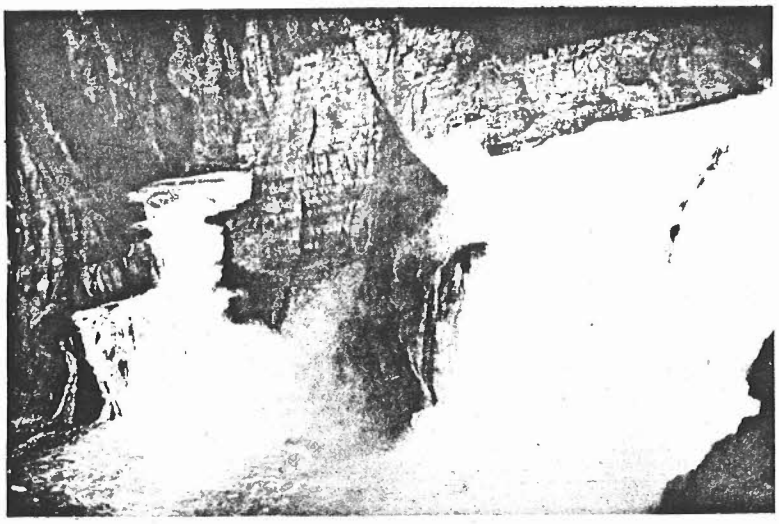
Why does Man
enslave these wild free spirits
within a concrete cage?

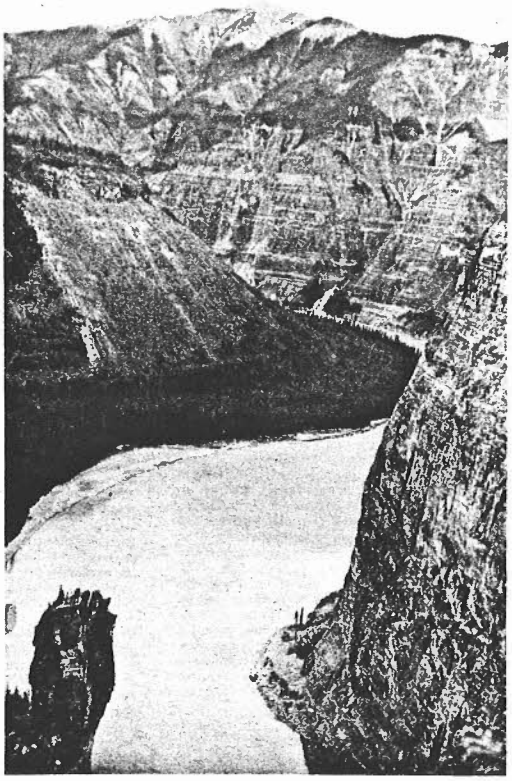
Secret caverns,
towering canyon walls.
A cathedral in the wilderness,
hallowed, sculptured by
time and wind and water.

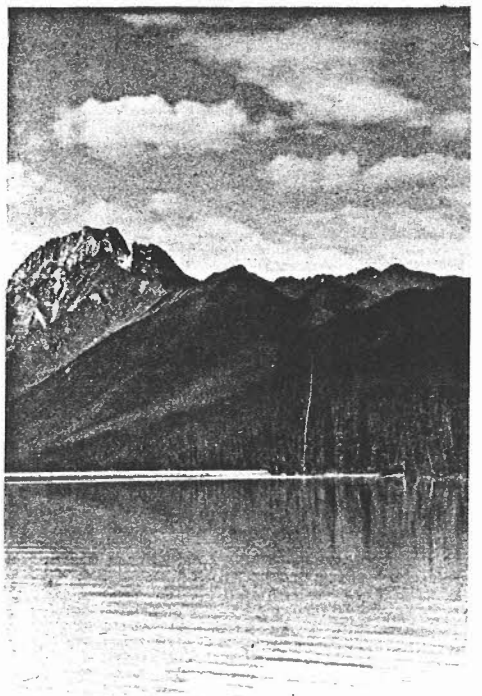
The spell of a setting sun,
the silver gleam
upon a glassy lake.
The deepening shadows
darkness and the presence
of our forefathers.

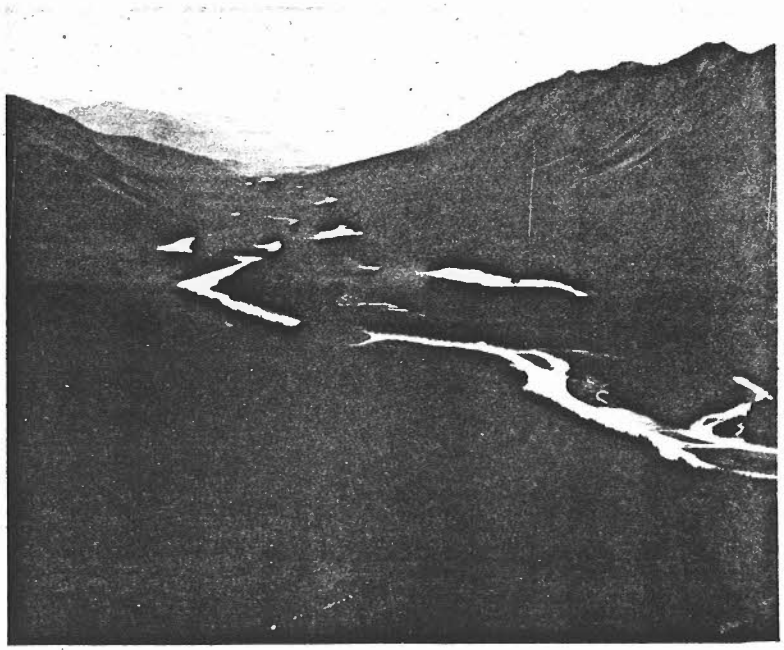
In wilderness is the
preservation of the world.
In beauty
tranquility
harmony.

Solitude and peace,
communion with life
the Wilderness Spirit.









MacKenzie Valley Pipeline Inquiry

The following is the complete text of the introduction to NORTHERN FRONTIER - NORTHERN HOMELAND: The Report of the Mackenzie Valley Pipeline Inquiry, Volume I.

The Honourable Warren Allmand
Minister of Indian Affairs and Northern Development
House of Commons
Ottawa, Ontario

Dear Mr. Allmand:

We are now at our last frontier. It is a frontier that all of us have read about, but few of us have seen. Profound issues, touching our deepest concerns as a nation, await us there.

The North is a frontier, but it is a homeland too, the homeland of the Dene, Inuit and Metis, as it is also the home of the white people who live there. And it is a heritage, a unique environment that we are called upon to preserve for all Canadians.

The decisions we have to make are not, therefore, simply about northern pipelines. They are decisions about the protection of the northern environment and the future of northern peoples.

At the formal hearings of the Inquiry in Yellowknife, I heard the evidence of 300 experts on northern conditions, northern environment and northern peoples. But, sitting in a hearing room in Yellowknife, it is easy to forget the real extent of the North. The Mackenzie Valley and the Western Arctic is a vast land where people of four races live, speaking seven different languages. To hear what they had to say, I took the Inquiry to 35 communities – from Sachs Harbour to Fort Smith, from Old Crow to Fort Franklin – to every city and town, village and settlement in the Mackenzie Valley and the Western Arctic. I listened to the evidence of almost one thousand northerners.

I discovered that people in the North have strong feelings about the pipeline and large-scale frontier development. I listened to a brief by northern businessmen in Yellowknife who favour a pipeline through the North. Later, in a native village far away, I heard virtually the whole community express vehement opposition to such a pipeline. Both were talking about the same pipeline; both were talking about the same region – but for one group it is a frontier, for the other a homeland.

All those who had something to say – white or native – were given an opportunity to speak. The native organizations claim to speak for the native people. They oppose the pipeline without a settlement of native claims. The Territorial Council claims to speak for all northerners. It supports the pipeline. Wally Firth, Member of Parliament for the Northwest Territories, opposes the pipeline. I decided that I should give northerners an opportunity to speak for themselves. That is why I held hearings in all northern communities, where the people could speak directly to the Inquiry. I held hearings in the white centres of population, and in the native villages. I heard from municipal councillors, from band chiefs and band councils and from the people themselves. This report reflects what they told me.

The North is a region of conflicting goals, preferences and aspirations. The conflict focuses on the pipeline. The pipeline represents the advance of the industrial system to the Arctic. The impact of the industrial system upon the native people has been the special concern of the Inquiry, for one thing is certain: the impact of a pipeline will bear especially upon the native people. That is why I have been concerned that the native people should have an opportunity to speak to the Inquiry in their own villages, in their own languages, and in their own way.

I have proceeded on the assumption that, in due course, the industrial system will require the gas and oil of the Western Arctic, and that they will have to be transported along the Mackenzie Valley to markets in the South. I have also proceeded on the assumption that we intend to protect and preserve Canada's northern environment, and that, above all else, we intend to honour the legitimate claims and aspirations of the native people. All of these assumptions are embedded in the federal government's expressed northern policy for the 1970s.

The Corridor Concept and Cumulative Impact

The proposed natural gas pipeline is not to be considered in isolation. The Expanded Guidelines for Northern Pipelines, tabled in the House of Commons on June 28, 1972, assume that, if a gas pipeline is built, an oil pipeline will follow, and they call for examination of the proposed gas pipeline from the point of view of cumulative impact. We must consider, then, the impact of a transportation corridor for two energy systems, a corridor that may eventually include roads and other transportation systems.

The construction of a gas pipeline and the establishment of an energy corridor will intensify oil and gas exploration activity all along the corridor. The cumulative impact of all these developments will bring immense and irreversible changes to the Mackenzie Valley and the Western Arctic. And we must bear in mind that we have two corridors under consideration: a corridor from Alaska across the Northern Yukon to the Mackenzie Delta, and a corridor along the Mackenzie Valley from the Delta to the Alberta border.

The Project: Its Scope and Scale

A gas pipeline will entail much more than a right-of-way. It will be a major construction project across our northern territories, across a land that is cold and dark in winter, a land largely inaccessible by rail or road, where it will be necessary to construct wharves, warehouses, storage sites, airstrips – a huge infrastructure – just to build the pipeline. There will be a network of hundreds of miles of roads built over the snow and ice. Take the Arctic Gas project: the capacity of the fleet of tugs and barges on the Mackenzie River will have to be doubled. There will be 6,000 construction workers required North of 60 to build the pipeline, and 1,200 more to build gas plants and gathering systems in the Mackenzie Delta. There will be about 130 gravel mining operations. There will be 600 river and stream crossings. There will be innumerable aircraft, tractors, earth-movers trucks and trailers. Indeed, the Arctic Gas project has been described as the greatest construction project, in terms of capital expenditure, ever contemplated by private enterprise.

Engineering and Construction

The gas pipeline across the North from Prudhoe Bay and from the Mackenzie Delta will confront designers and builders with major challenges of engineering and logistics. These relate not only to the size and complexity of the project but also to its remote setting, the arctic climate and terrain, and those components of the project and its design that are innovative or lack precedent.

The question of frost heave is basic to the engineering design of the gas pipeline. Both Arctic Gas and Foothills propose to bury their pipe throughout its length, and to refrigerate the gas to avoid the engineering and environmental problems resulting from thawing permafrost. But where unfrozen ground is encountered, in the zone of discontinuous permafrost or at river crossings, the chilled gas will freeze the ground around the pipe, and may produce frost heave and potential damage to the pipe.

The pipeline companies are obviously having trouble in designing their proposal to deal with frost heave. They are making fundamental changes in the methods proposed for heave control; the methods seem to be getting more complex, and the conditions for success more restrictive. It is likely that the companies will make yet further changes in their proposals, changes that are likely to increase costs and to alter substantially the environmental impact of the project.

Another issue is construction scheduling. The pipeline companies propose to construct the pipeline in winter. But we have limited experience of pipelining in far northern latitudes and in permafrost. There are uncertainties about scheduling, so far as logistics, the construction of snow roads, and productivity are concerned. In this respect, the greatest challenges will be encountered in the Northern Yukon, which is also the most environmentally sensitive area along the route. I am not persuaded that Arctic Gas can meet its construction schedule across the Northern Yukon. Should this occur, there is a likelihood of cost overruns, of construction being extended into the summer, or even of a permanent road being built to permit summer construction. The environmental impact of a change to summer construction would be very severe. The project would then have to be completely reassessed.

I recognize, of course, that the proposals of the pipeline companies are in a preliminary, conceptual stage, not in their final design stage. I recognize, too, that improvements will appear in the final design. But my responsibility is to assess the project proposals as they now stand.

Given the uncertainties relating to design and construction, illustrated by the foregoing comments on frost heave and scheduling, and given the bearing they have on environmental impact and the enforcement of environmental standards, it seems to me unreasonable that the Government of Canada should give unqualified approval to a right-of-way or provide financial guarantees to the project without a convincing resolution of these concerns.

The Northern Environment

There is a myth that terms and conditions that will protect the environment can be imposed, no matter how large a project is proposed. There is a feeling that, with enough studies and reports, and once enough evidence is accumulated, somehow all will be well. It is an assumption that implies the choice we intend to make. It is an assumption that does not hold in the North.

It is often thought that, because of the immense geographic area of the North, construction of a gas pipeline or establishment of a corridor could not cause major damage to the land, the water or the wildlife. But within this vast area are tracts of land and water of limited size that are vital to the survival of whole populations of certain species of mammals, birds and fish at certain times of the year. Disturbance of such areas by industrial activities can have adverse biological effects that go far beyond the areas of impact. This concern with critical habitat and with critical life stages lies at the heart of my consideration of environmental issues.

We should recognize that in the North, land use regulations, based on the concept of multiple use, will not always protect environmental values, and they will never fully protect wilderness values. Withdrawal of land from any industrial use will be necessary in some instances to preserve wilderness, wildlife species and critical habitat.

The Northern Yukon

The Northern Yukon is an arctic and sub-arctic wilderness of incredible beauty, a rich and varied ecosystem inhabited by thriving populations of wildlife. The Porcupine caribou herd, comprising 110,000 animals or more, ranges throughout the Northern Yukon and into Alaska. It is one of the last great caribou herds in North America. The Yukon Coastal Plain and the Old Crow Flats provide essential habitat for hundreds of thousands of migratory waterfowl each summer and fall. This unique ecosystem – the caribou, the birds, other wildlife, and the wilderness itself – has survived until now because of the inaccessibility of the area. But it is vulnerable to the kind of disturbance that industrial development would bring.

The Arctic Gas pipeline, to carry gas from Prudhoe Bay, Alaska, to markets in the Lower 48, would cross this region, either along the Coastal Route or, as a second choice, along the Interior Route. Once a gas pipeline is approved along either route, exploration and development in the promising oil and gas areas of Northern Alaska will accelerate, and it is inevitable that the gas pipeline will be looped and that an oil pipeline, a road and other developments will follow.

Gas pipeline and corridor development along the Coastal Route, passing through the restricted calving range of the Porcupine caribou herd, would have highly adverse effects on the animals during the critical calving and post-calving phases of their life cycle. The preservation of the herd is incompatible with the building of a gas pipeline and the establishment of an energy corridor through its calving grounds. If a pipeline is built along the Coastal Plain, there will be serious losses to the herd. With the establishment of the corridor I foresee that, within our lifetime, this herd will be reduced to a remnant. Similarly, some of the large populations of migratory waterfowl and sea birds along the Coastal Route, particularly the fall staging snow geese, would likely decline in the face of pipeline and corridor development.

Gas pipeline and corridor development along the Interior Route would open up the winter range of the caribou herd. The impact of this development combined with that of the Dempster Highway could substantially reduce the herd's numbers and undermine the caribou-based economy of the Old Crow people.

Thus, I have concluded that there are sound environmental reasons for not building a pipeline or establishing an energy corridor along the Coastal Route. There are also sound environmental reasons for not building a pipeline or establishing an energy corridor along the Interior Route, although they are not as compelling as for the Coastal Route. A pipeline and corridor along the Interior Route would have a devastating impact on Old Crow, the only community in the Northern Yukon. All the people in the village told me they are opposed to the pipeline. They fear it will destroy their village, their way of life, and their land.

I recommend that no pipeline be built and no energy corridor be established across the Northern Yukon, along either route. Moreover, if we are to protect the wilderness, the caribou, birds and other wildlife, we must designate the Northern Yukon, north of the Porcupine River, as a National Wilderness Park. Oil and gas exploration, pipeline construction and industrial activity must be prohibited within the Park. The native people must continue to have the right to hunt, fish and trap within the Park. The Park must indeed be the means for protecting their renewable resource base.

You and your colleagues will have to consider whether Canada ought to provide a corridor across the Yukon for the delivery of Alaskan gas and oil to the Lower 48. I recommend that no such route be approved across the Northern Yukon. An alternate route has been proposed across the Southern Yukon, along the Alaska Highway. Some of the concerns about wildlife, wilderness, and engineering and construction that led me to reject the corridor across the Northern Yukon do not appear to apply in the case of the Alaska Highway Route. It is a route with an established infrastructure. In my view, the construction of a pipeline along this route would not threaten any substantial populations of any species in the Yukon or in Alaska. But I am in no position to endorse such a route; an assessment of social and economic impact must still be made, and native claims have not been settled.

The Mackenzie Delta and the Beaufort Sea

The Mackenzie Delta and Beaufort Sea region supports a unique and vulnerable arctic ecosystem. Its wildlife has been a mainstay of the native people of the region for a long time, and still is today.

In my opinion, unlike the Northern Yukon, oil and gas development in the Mackenzie Delta-Beaufort Sea region is inevitable. Notwithstanding the disappointing level of discoveries so far, the Delta-Beaufort region has been rated by the Department of Energy, Mines and Resources as one of three frontier areas in Canada that potentially contain major undeveloped reserves of oil and gas.

A decision to build the pipeline now would act as a spur to oil and gas exploration and development in the Mackenzie Delta and the Beaufort Sea. Future discoveries will probably lead to offshore production. It is the impact of this whole range of oil and gas exploration and development activity that must concern us.

In order to protect the Delta ecosystem, the birds and the whales, I recommend that no corridor should cross the outer Delta. This means that the Arctic Gas Cross-Delta Route must not be permitted. Also, strict limitations will have to be placed on other oil and gas facilities on the Delta, particularly the outer Delta. Special measures will be needed to avoid disturbance to fish populations within the Delta. I also propose that a bird sanctuary should extend across the outer part of the Delta to protect migratory waterfowl, giving the Canadian Wildlife Service jurisdiction to regulate industrial activity in the sanctuary.

The white whales of the Beaufort Sea – 5,000 in number – come to the warm waters bordering the Mackenzie Delta each summer to have their young. To preserve this population from declining in the face of pipeline construction and the cumulative stresses imposed by ongoing oil and gas exploration, production and transportation, I recommend that a whale sanctuary be established in west Mackenzie Bay covering the principal calving area. If the herd is driven from its calving area, it will die out. Unlike the bird sanctuary, the whale sanctuary will be an area in which oil and gas exploration and development would be forbidden at any time of the year.

Much of the oil and gas potential of the region is believed to lie offshore beneath the Beaufort Sea. You and your colleagues have decided that the risk entailed in the Dome exploratory drilling program in the Beaufort Sea is acceptable, on the ground that it is in the national interest to begin delineating the extent of these reserves. I am not offering any opinion on that decision. I am, however, urging that, once the Dome program is completed, careful consideration be given to the timing and extent of the drilling and development that may take place thereafter. A proliferation of oil and gas exploration and development wells in the Beaufort Sea will pose an environmental risk of a different order of magnitude than the risk entailed in drilling 16 exploration wells to see if oil and gas are to be found there.

The matter is not, however, simply one of Canadian drilling activity in arctic waters. We have preceded all of the other circumpolar countries – the United States, the Soviet Union, Denmark and Norway – across this geographic and technological frontier. We are pioneering on this frontier and establishing the standards that may well guide other circumpolar countries in future arctic drilling and production programs.

The greatest concern in the Beaufort Sea is the threat of oil spills. In my opinion, the techniques presently available will not be successful in controlling or cleaning up a major spill in this remote area, particularly under conditions involving floating ice or rough water. Therefore, I urge the Government of Canada to ensure that improvements in technology for prevention of spills and development of effective technology for containment and clean-up of spills precede further advance of industry in the Beaufort Sea. I further urge that advances in knowledge of the environmental consequences of oil spills should likewise keep ahead of offshore development. Here I am referring not only to impacts on mammals, birds and fish in the Beaufort Sea area but also to the possibility that accumulation of oil in the Arctic Ocean could affect climate. In this I am referring to the possibility that oil spills from offshore petroleum development by all the circumpolar powers could diminish the albedo (the reflective capacity of ice), causing a decrease in the sea ice cover and hence changes in climate. Canada should propose that research be undertaken jointly by the circumpolar powers into the risks and consequences of oil and gas exploration, development and transportation activities around the Arctic Ocean.

The Mackenzie Valley

The Mackenzie Valley is a natural transportation route that has already seen several decades of industrial development. It is the longest river system in Canada, one of the ten longest rivers in the world, and one of the last great rivers that is not polluted.

I have concluded that it is feasible, from an environmental point of view, to build a pipeline and to establish an energy corridor along the Mackenzie Valley, running south from the Mackenzie Delta to the Alberta border. Unlike the Northern Yukon, no major wildlife populations would be threatened and no wilderness areas would be violated. I believe that we can devise terms and conditions that will allow a pipeline to be built and an energy corridor established along the Mackenzie Valley without significant losses to the populations of birds, furbearers, large mammals and fish. A pipeline along the Mackenzie Valley would impinge on the outer limits of the winter ranges of the Bluenose and the Bathurst caribou herds, but would not cross their calving grounds or disturb their main migration routes. These herds are not threatened.

However, to keep the environmental impacts of a pipeline to an acceptable level, its construction and operation should proceed only under careful planning and strict regulation. The corridor should be based on a comprehensive plan that takes into account the many land use conflicts apparent in the region even today.

Comprehensive land use planning in the Mackenzie Valley can emerge only from a settlement of native claims, but, on purely environmental grounds, there are several areas of land that warrant immediate protection. I recommend sanctuaries to protect migratory waterfowl and the already endangered falcons. These sites have been identified under the International Biological Programme, namely: the Campbell Hills-Dolomite Lake site, which is important to nesting falcons, and the Willow Lake and Mills Lake sites, which are of importance to migratory waterfowl.

Northern Science and Research

Throughout the Inquiry, we found that there are critical gaps in the information available about the northern environment, about environmental impact, and about engineering design and construction on permafrost terrain and under arctic conditions. I have already referred to the inadequate state of knowledge about frost heave. This is a very practical question. Others, such as the albedo question, that seem to be less definite or to lie far in the future also demand our attention now. There is a whole range of issues that fall between, many of which are discussed in this report.

We are entering an era in the North when the government, its departments and agencies will have to be in a position to assess – and to judge – the feasibility, desirability and impact of a whole series of proposals for northern oil and gas exploration and development. Industry proposes; government disposes. But for government to make an intelligent disposition of industry's proposals – whether they be for pipelining in permafrost, for drilling in the Beaufort Sea, for under the sea transporation systems, or for tankering in arctic waters – it must have an independent body of knowledge. A continuing and comprehensive program of northern science and research is called for.

Cultural Impact

It is, however, the people who live in the North that we ought to be most concerned about, especially the native people. Euro-Canadian society has refused to take native culture seriously. European institutions, values and use of land were seen as the basis of culture. Native institutions, values and language were rejected, ignored or misunderstood and – given the native people's use of land, – the Europeans had no difficulty in supposing that native people possessed no real culture at all. Education was perceived as the most effective instrument of cultural change: so, educational systems were introduced that were intended to provide the native people with a useful and meaningful cultural inheritance, since their own ancestors had left them none.

The culture, values and traditions of the native people amount to a great deal more than crafts and carvings. Their respect for the wisdom of the elders, their concept of family responsibilities, their willingness to share, their special relationship with the land – all of these values persist today, although native people have been under almost unremitting pressure to abandon them.

Native society is not static. The things the native people have said to this Inquiry should not be regarded as a lament for a lost way of life, but as a plea for an opportunity to shape their own future, out of their own past. They are not seeking to entrench the past, but to build on it.

Today white and native populations in the Mackenzie Valley and Western Arctic are about equal in number. But it is the native people who constitute the permanent population of the North. There they were born, and there they will die. A large part of the white population consists of public servants, employees of the mining industry and of the oil and gas industry and their families. Most of them do not regard the North as their permanent home, and usually return to the South. There are, of course, white people in the North who have lived there all their lives, and some others who intend to make the North their permanent home, but their numbers are small in comparison to the native population.

So the future of the North ought not to be determined only by our own southern ideas of frontier-development. It should also reflect the ideas of the people who call it their homeland.

Economic Impact

The pipeline companies see the pipeline as an unqualified gain to the North; northern businessmen perceive it as the impetus for growth and expansion. But all along, the construction of the pipeline has been justified mainly on the ground that it would provide jobs for thousands of native people.

We have been committed to the view that the economic future of the North lay in large-scale industrial development. We have generated, especially in northern business, an atmosphere of expectancy about industrial development. Although there has always been a native economy in the North, based on the bush and the barrens, we have for a decade or more followed policies by which it could only be weakened and depreciated. We have assumed that the native economy is moribund and that the native people should therefore be induced to enter industrial wage employment. But I have found that income in kind from hunting, fishing and trapping is a far more important element in the northern economy than we had thought.

The fact is that large-scale projects based on non-renewable resources have rarely provided permanent employment for any significant number of native people. There is abundant reason to doubt that a pipeline would provide meaningful and ongoing employment to many native people. The pipeline contractors and unions have made it plain that native northerners are not qualified to hold down skilled positions in pipeline construction, and that they will be employed largely in unskilled and semi-skilled jobs. Once the pipeline is built, only about 250 people will be needed to operate it. Most of these jobs are of a technical nature and will have to be filled by qualified personnel from the South.

I have no doubt that terms and conditions could be imposed that would enable northern businesses to expand during the construction of the pipeline. But there are hazards for northern businessmen. Construction of the Mackenzie Valley pipeline could produce a serious distortion of the small business sector of the Northwest Territories. This would raise problems for the orderly development of regional economic and commercial activity in the long run.

If communities in the Mackenzie Valley and Western Arctic are made to depend exclusively on industrial wage employment and if the production of country food for local consumption ceases to be an important component in the economy, then the self-employed will certainly become the unemployed. The point is simple enough: the extension of the industrial system creates unemployment as well as employment. In an industrial economy there is virtually no alternative to a livelihood based on wage employment. Those who are unable or unprepared to work for wages become unemployed and then dependent on welfare. To the extent that the development of the northern frontier undermines the possibilities of self-employment provided by hunting, fishing and trapping, employment and unemployment will go hand-in-hand.

I do not mean to suggest that native people will not want to participate in the opportunities for employment that industrial development will create. Some native people already work alongside workers from the South. Many native people have taken advantage of opportunities for wage employment – particularly in the Delta – on a seasonal basis to obtain the cash they need to equip or re-equip themselves for traditional pursuits. But when the native people are made to feel they have no choice other than the industrial system, when they have no control over entering it or leaving it, when wage labour becomes the strongest, the most compelling and finally the only option, then the disruptive effects of large-scale, rapid development can only proliferate.

It is an illusion to believe that the pipeline will solve the economic problems of the North. Its whole purpose is to deliver northern gas to homes and industries in the South. Indeed, rather than solving the North's economic problems, it may accentuate them.

The native people, both young and old, see clearly the short-term character of pipeline construction. They see the need to build an economic future for themselves on a surer foundation. The real economic problems in the North will be solved only when we accept the view the native people themselves expressed so often to the Inquiry: that is, the strengthening of the native economy. We must look at forms of economic development that really do accord with native values and preferences. If the kinds of things that native people now want are taken seriously, we must cease to regard large-scale industrial development as a panacea for the economic ills of the North.

Social Impact

I am convinced that the native people of the North told the Inquiry of their innermost concerns and their deepest fears. Although they had been told – and some indeed had agreed – that the proposed pipeline would offer them unprecedented opportunities for wage employment, the great majority of them expressed their fears of what a pipeline would bring: an influx of construction workers, more alcoholism, tearing of the social fabric, injury to the land, and the loss of their identity as a people. They said that wage employment on the pipeline would count for little or nothing when set against the social costs. I am persuaded that these fears are well-founded.

The alarming rise in the incidence of alcoholism, crime, violence and welfare dependence in the North in the last decade is closely bound up with the rapid expansion of the industrial system and with its intrusion into every part of the native people's lives. The process affects the close link between native people and their past, their own economy, their values and self-respect. The evidence is clear: the more the industrial frontier displaces the homeland in the North, the greater the incidence of social pathology will be. Superimposed on problems that already exist in the Mackenzie Valley and the Western Arctic, the social consequences of the pipeline will not only be serious – they will be devastating.

The social costs of building a pipeline now will be enormous, and no remedial programs are likely to ameliorate them. The expenditure of money, the hiring of social workers, doctors, nurses, even police – these things will not begin to solve the problem. This will mean an advance of the industrial system to the frontier that will not be orderly and beneficial, but sudden, massive and overwhelming.

Native Claims

Native people desire a settlement of native claims before a pipeline is built. They do not want a settlement – in the tradition of the treaties – that will extinguish their rights to the land. They want a settlement that will entrench their rights to the land and that will lay the foundations of native self-determination under the Constitution of Canada.

The native people of the North now insist that the settlement of native claims must be seen as a fundamental re-ordering of their relationship with the rest of us. Their claims must be seen as the means to establishing a social contract based on a clear understanding that they are distinct peoples in history. They insist upon the right to determine their own future, to ensure their place, but not their assimilation, in Canadian life.

The federal government is now prepared to negotiate with the native people on a comprehensive basis, and the native people of the North are prepared to articulate their interests over a broad range of concerns. These concerns begin with the land, but are not limited to it; they include land and land use, renewable and non-renewable resources, schools, health and social services, public order and, overarching all of these, the future shape and composition of political institutions in the North.

The concept of native self-determination must be understood in the context of native claims. When the Dene refer to themselves as a nation, as many of them have, they are not renouncing Canada or Confederation. Rather, they are proclaiming that they are a distinct people, who share a common historical experience, a common set of values, and a common world view. They want their children and their children's children to be secure in that same knowledge of who they are and where they came from. They want their own experience, traditions and values to occupy an honourable place in the contemporary life of our country. Seen in this light, they say their claims will lead to the enhancement of Confederation – not to its renunciation.

It will be for you and your colleagues, in negotiations with the native people, to determine the extent to which native claims can be acceded to, and to work out the way in which self-determination might be effected in the North, whether by the establishment of native institutions on a geographical basis or by the transfer of certain functions of the Government of Canada and the Government of the Northwest Territories to native institutions.

The idea of new institutions that give meaning to native self-determination should not frighten us. Special status for native people is an element of our constitutional tradition, one that is recognized by the British North America Act, by the treaties, by the Indian Act, and by the statement of policy approved by Cabinet in July 1976. It is an ethnic thread in our constitutional fabric. In the past, special status has meant Indian reserves. Now the native people wish to substitute self-determination for enforced dependency.

The attainment of native goals implies one thing: the native people must be allowed a choice about their own future. If the pipeline is approved before a settlement of claims takes place, the future of the North – and the place of the native people in the North – will, in effect, have been decided for them.

The construction of the pipeline now will entail a commitment by the Government of Canada and the Government of the Northwest Territories to a program of large-scale frontier development, which, once begun, cannot be diverted from its course. Once construction begins, the concentration on the non-renewable resource sector and the movement away from the renewable resource sector will become inexorable. The goal of strengthening the native economy will be frustrated.

An increase in the white population in the wake of pipeline construction will entrench southern patterns of political, social and industrial development, will reduce the native people to a minority position, and will undermine their claim to self-determination.

The settlement of native claims is not a mere transaction. Intrinsic to settlement is the establishment of new institutions and programs that will form the basis for native self-determination. It would be wrong, therefore, to think that signing a piece of paper would put the whole question behind us, as if all that were involved was the removal of a legal impediment to industrial development. The native people insist that the settlement of native claims should be a beginning rather than an end of the recognition of native rights and native aspirations. In my opinion a period of ten years will be required in the Mackenzie Valley and Western Arctic to settle native claims, and to establish the new institutions and new programs that a settlement will entail. No pipeline should be built until these things have been achieved.

It would therefore be dishonest to try to impose an immediate settlement that we know now – and that the native people will know before the ink is dry – will not achieve their goals. They will soon realize – just as the native people on the prairies realized a century ago as the settlers poured in – that the actual course of events on the ground will defy the promises that appear on paper. The advance of the industrial system would determine the course of events, no matter what Parliament, the courts, this Inquiry or anyone else may say.

In recent years in the North we have witnessed a growing sense of native awareness and native identity. The same phenomenon can be observed throughout the country. It is not going to go away. To establish political institutions in the North that ignore this fact of life would be unwise and unjust. Special status can be – and ought to be – a constructive and creative means by which native people, through the development of institutions of their own, can thrive in a new partnership of interests.

If There is no Pipeline Now

If the native people are to achieve their goals, no pipeline can be built now. Some will say this decision must mean that there will be no economic development in the North. If a pipeline is not built now, so the argument goes, the northern economy will come to a halt. But this view misconstrues the nature of the northern economy and northern development.

If there is no pipeline, the native economy based on hunting, fishing and trapping will scarcely be affected. The mining industry, which is the largest component of the private sector of the economy of both the Yukon Territory and the Northwest Territories, will not be greatly affected. Government, the largest employer and the main source of income for white northerners, and the federal and territorial bureaucracies are not likely to decrease in size simply because a pipeline is not built now.

A decision not to build a pipeline now would not necessarily bring an end to oil and gas exploration. There will be a setback to Imavik and, to a lesser extent, to other Delta communities. If exploratory drilling in the Delta and the Beaufort Sea ought to continue in the national interest, the Government of Canada has the means to see that it does.

I am convinced that non-renewable resources need not necessarily be the sole basis of the northern economy in the future. We should not place absolute faith in any model of development requiring large-scale technology. The development of the whole renewable resource sector – including the strengthening of the native economy – would enable native people to enter the industrial system without becoming completely dependent on it.

An economy based on modernization of hunting, fishing and trapping, on efficient game and fisheries management, on small-scale enterprise, and on the orderly development of gas and oil resources over a period of years – this is no retreat into the past: rather, it is a rational program for northern development based on the ideals and aspirations of northern native peoples.

To develop a diversified economy will take time. It will be tedious, not glamorous, work. No quick and easy fortunes will be made. There will be failures. The economy will not necessarily attract the interest of the multinational corporations. It will be regarded by many as a step backward. But the evidence I have heard has led me to the conclusion that such a program is the only one that makes sense.

Implications

There should be no pipeline across the Northern Yukon. It would entail irreparable environmental losses of national and international importance. And a Mackenzie Valley pipeline should be postponed for ten years. If it were built now, it would bring limited economic benefits, its social impact would be devastating, and it would frustrate the goals of native claims. Postponement will allow sufficient time for native claims to be settled, and for new programs and new institutions to be established. This does not mean that we must renounce our northern gas and oil. But it does mean that we must allow sufficient time for an orderly, not hasty, program of exploration to determine the full extent of our oil and gas reserves in the Mackenzie Delta and the Beaufort Sea. Postponement will offer time for you and your colleagues to make a rational determination regarding the priorities to be adopted in relation to the exploitation of all our frontier oil and gas resources, at a time when the full extent of our frontier reserves has been ascertained.

I believe that, if you and your colleagues accept the recommendations I am making, we can build a Mackenzie Valley pipeline at a time of our own choosing, along a route of our own choice. With time, it may, after all, be possible to reconcile the urgent claims of northern native people with the future requirements of all Canadians for gas and oil.

Yours truly,

Thos R. Berger

crowe river adventure

Story & Photo: Gord Fenwick

In the cold pre-dawn light a comet stood out brightly on the southeast horizon as we drove toward our rendezvous at the river. A few hours later our ten paddlers met near Chandos Lake and excitedly canoed upstream to test our skills on a medium difficulty grade 2 rapid.

The sun had risen over the trees and the temperature was rising. We breathed in the fresh air slowly, with pleasure. As we moved up the sparkling current of the river the blackflies camed forth to greet us, still sluggish from their cold night's rest, and hampered by a slight breeze.

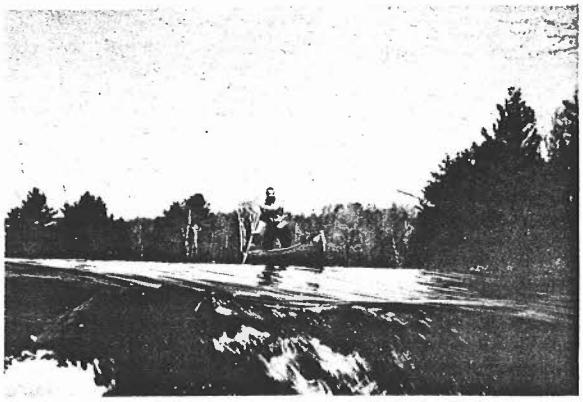
We all ran the first rapids with varying degrees of success. As Finn and Mary-Jo ran the chute their canoe hit a rock, and their 100 lb. husky, sitting amidship with an expression of concern on his face, shifted his weight to the downed gunwale; all three swam out the bottom. Another canoe, in doing an eddy turn at the end of the run, hit a jagged rock, putting a 3 inch crack in the canoe below the waterline.

The doused canoeists were soon warm in dry clothes, and the holed canoe repaired with waterproof tape. However, the results of our practice runs were cause for some concern. After a lazy lunch we cautiously began our trip down the river.

Our group moved slowly and cautiously through light rapids, pausing in one eddy after another to scout the next section. As the rapids intensified, we portaged 1/4 mile along the side of a raging rapid that smashed into a rock wall, then surged right and dropped about 40 feet into a long narrow gorge foaming white between sheer rock walls far below us. Our feet were numbed by the cold water as we waded a shallow rock-filled channel to get to a launching below the gorge. The numerous rapids that followed required considerable scouting, planning, and caution. Everyone made their own decisions whether to run or portage.

Evening was upon us as we paddled into Tangamong Lake. Entering the lake we spotted hundreds of wild geese resting quietly in a bay, tired from their long day's migration. Spotting us they called out, beat the water loudly with their wings and took to the air. The flock rose, then was rippled as it hit an air pocket; but soon the familiar "V" formed as they circled the lake and headed off into the approaching darkness.

It was with a great feeling of pleasure and contentment that we paddled at a relaxed pace across the calm lake, drinking in the last warmth of the evening. Across the lake we split into three camping groups to minimize our impact on the area.Soon our tents were up and supper was cooking over our small stoves.



We were distracted somewhat from the view of the lake from our hilltop campsite by the hordes of blackflies swirling around us. After supper we walked down the hill to chat and have tea with the others before turning in. The frosty night chilled me through my light sleeping bag, but soon it lightened and we were up having breakfast before the blackflies came out for the day.

Starting down the river, we scouted a semi-falls dropping about 5 feet. Our canoe paddled over the brink slamming into the churning white water of a hole above a submerged rock shelf. The canoe teetered and we drew hard as the current hurled us to the right past the shoal into the calm pool be beyond. Finn decided to run it solo, but the rapid was angry! His canoe slid down the chute, then as he braced for a draw, two rocks opened wide and grabbed his paddle, pulling him overboard in an instant. The rapid then spat him out the bottom bobbing like a cork. The ruffled canoeist was equally stubborn as the rapid and would have none of this nonsense! Minutes after being rescued by the canoe at the bottom, he portaged back to the top and ran the rapid successfully.

As we continued down the river we were continually turning our gaze skyward as "V's" of honking Canada Geese crossed the sky heading to their northern breeding grounds.

It was a long and beautiful day. We worked down the river carefully through many rapids to Mud Turtle Lake where we struggled against a stiffening breeze as the sun continued its journey across the sky. At the end of the portage out of the lake I took my third dip in the river for some relief from the flies who appreciated my shorts, T-shirt and sunburnt body.

With the practice of many rapids we were all improving our skills, and were keeping much better control by using the technique of backpaddling and back-ferrying to position our canoes and descend the rapids slower than the current. We were also starting to function much more efficiently as a group.

There was still the odd minor mishap however, such as one canoe slamming into a shelf at the top of a chute and grinding slowly free to dribble out the bottom. Later another canoe glanced off a rock and was forced to finish its run out of the gorge backwards to avoid coming broadside to the rocks.

We were all tiring as we neared the end of the trip. In the last two hours we portaged three cataracts and ran rapids in between to finish with the fading light of evening.

After retrieving our cars and stopping for coffee, it was 4:00 a.m. on Monday before the last of us reached home. We all enjoyed the trip even though it turned out to be longer than any of us had expected - except perhaps my partner who said that he does not expect to finish early when he comes on a trip with me, despite anything I might say ahead of time.

black river and beaver creek

Story: Finn Hansen
Photos: Gord Fenwick

Black River is an appropriate name. Even where shallow, the water seems black and opaque, and the rocks are extremely hard to see - that is, until they are marked with paint or alluminum from passing canoes.

The water was low and not very powerful. This saved us a lot of scouting and portaging, because where necessary, we could lump out and hold the canoe. Many difficult sections were lined or walked, and we lifted over or portaged a few falls. It was a relaxed day. We covered the eight miles by late afternoon; indulged in a delicious gourmet dinner of German cuisine at a local Bavarian chalet; and discussed plans for the next two days on Beaver Creek.

Next morning we broke camp early and were on the water by 7:30 in order to enjoy the early morning mists and bird calls on this quiet stretch of the river. We paddled 8 miles before breakfast — much to my vociferous objection! (I finally had to give in to my grumbling stomach and eat a cold breakfast "on the run".)

The creek soon became a chain of rapids with shorter and shorter stretches of calm water, culminating in a drop of 50 feet in 3/4 of a mile. We ran almost everything (again thanks to the low water level, and thus low level of risk), including one rapid which Jerry Hodge described as being "steep as a barn roof". What a ride! It was the climax of a perfect whitewater trip; a solid day and a half of the most exciting canoeing that this writer has ever experienced.

salmon river

Glenn Spence

On Sunday, April 24 we had our annual excursion down the Salmon River. Once again, it was an excellent training session for the 11 canoes and 20 participants. We timed our trip nicely, with the clouds "opening-up" as we were loading our canoes on our vehicles.

Unfortunately, two canoeists were "stood up" on the morning of the 24th. As a result, they had a chance to practise their solo techniques. However, on some of our trips this could have caused greater problems. It is proper canoeing etiquette to notify your partner well in advance of the trip that you cannot go, not at 5:30 a.m. on the day of the trip! Also, there were people on standby who could have gone!

The skill of our WCA members seems to be increasing; since we had no capsizes this year.

The water level was quite low which does not auger too well for th summer's canoeing.

Thanks to all of our participants who helped to make this another successful WCA outing.

lower eels creek

George Yamada

The weather was perfect as our 3 canoes carrying 6 eager paddlers set out from Haultain down the lower section of Eels Creek bound for Stony Lake.

The creek lived up to its reputation as a scenic trip. It provides an ideal, short, leisurely journey for the novice looking for a few easy rapids, but none of any great difficulty. After having negotiated a few easy portages, we came to the beautiful High Falls — at the base of which we took time out for a lunch break to enjoy the delightful scene.

Early in the afternoon we reached the point where we had planned to end the trip. But to extend our enjoyment a while longer, we decided to explore a few miles of the lakeshore. We stopped at an island where a loon appeared out of nowhere, showed characteristic curiosity, then made a farewell dive. While I enjoyed a snooze, two visitors arrived to inform us that we were not allowed to camp on their private property. We went on our way after leaving the 'friendly' gentlemen at ease about their concern.

There were many delightful camping spots along both shores that will entice us back to this river again, perhaps for a longer stay.

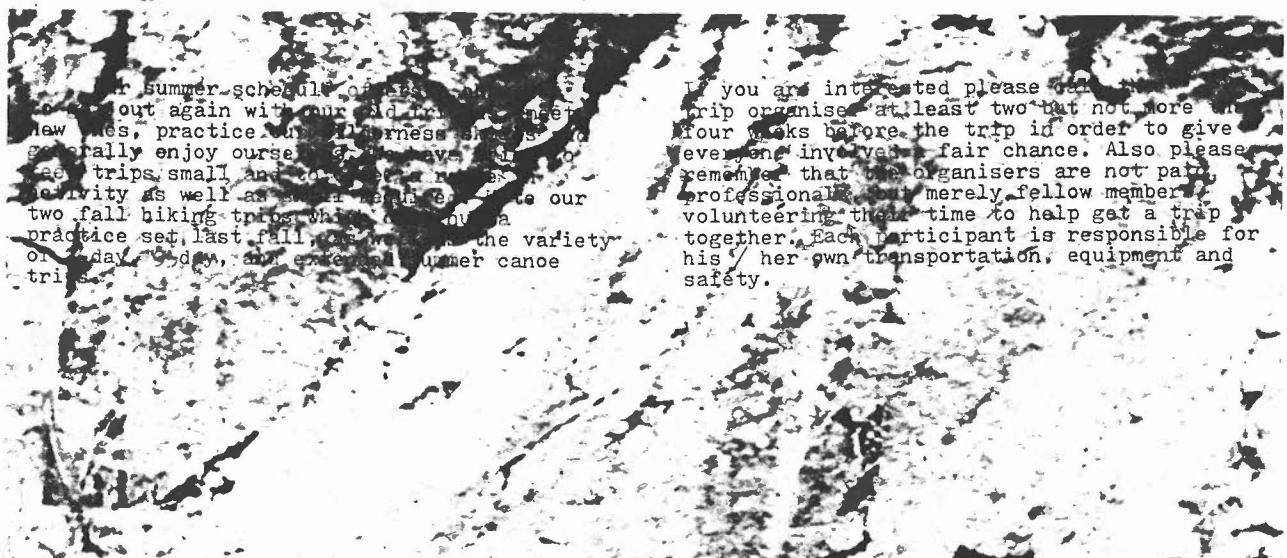
amable du fond

Roger Smith

The Amable du Fond is a favourite of the white-water canoeists of Ontario, because of its great variety of challenging rapids. Eleven members of the W.C.A. met on May 14-15 to run this scenic river, a tributary of the Mattawa.

After an introductory rapid, the river winds placidly among the low hills, until it begins its steady drop. Except for three major chutes, all of the rapids are potentially runnable, although some are best handled by canoes with spray covers and no packs aboard. Some of the longest stretches of grade two and three water in central Ontario make the first day an exhilarating one indeed. This year, water levels were moderately low, but there was still enough power in the current to require definite control in the boulder-strewn rapids below Gravelle Chute.

For some of the participants, the Amable provided an introduction to truly wild white water, and the response was very enthusiastic. For the more seasoned, the Amable represented an additional variation on the theme of wild river paddling. Although the river is quick to lose its volume of flow after the spring, we found it very enjoyable this year in mid-May, and would recommend a similar time of year in the future.



r summer schedule of
to get out again with our old
new ones, practice our wilderness
generally enjoy ourselves. We have
trips, small and
activity as well as
two fall hiking trips, which
practice set last fall,
of day, 2 day, and extended summer canoe
trips.

If you are interested please
trip organiser at least two but not more than
four weeks before the trip in order to give
everyone involved a fair chance. Also please
remember that the organisers are not paid
professionals, but merely fellow members
volunteering their time to help get a trip
together. Each participant is responsible for
his / her own transportation, equipment and
safety.

July 1 - 3: Ansons Creek

Organiser: Glenn Davy (416) 621-9037
Assistant: Ken Brailsford (416) 691-2358

An exploratory trip for experienced canoeists in the area to Black River Area. It is a [illegible] over 40 miles over the 3 day weekend. Limit of 4 canoes.

July 1 - 3: Magnetawan River

Organiser: Roger Smith

An intermediate trip from Wahwashkesh to Britt including a variety of rapids and scenic lake paddling. Bring your fishing rod. Please write [illegible] 15 Delaware Ave, Toronto. M6H 2S[illegible] 4 canoes.

July 9 - 10: Tim River

Organiser: Glenn Davy (416) 621-9037

A 25 mile novice trip in Algonquin including many lakes and a few simple portages. Limit 5 canoes

July 23 - 24: Madawaska River

Organiser: Glenn Spence (416) 355-3506

A white water river in July! An interesting trip including lots of rapids for experienced canoeists (intermediates or better) Limit 5 canoes.

July 25 - 29: Dumoine River (P.Q.)

Organiser: Cam Salsbury (416) 445-9017

A wilderness trip in Quebec involving lots of white water. It will be necessary to fly in from Des-Joachims on the Ottawa River, so join early to insure a flight reservation! Limit of 3 canoes.

August [illegible] - 2: Madawaska River

Organiser: Pam Hansen (416) 922-0151

Another chance to try the Madawaska. Lots of white water and beautiful scenery. Experienced canoeists. Limit of 4 canoes.

August 13 - 14: Musquash River

Organiser: Jim Greenacre (416) 759-0057

A relatively easy trip for novices or better, the Lower Muskoka offers a combination of rivers and lakes with few portages. Limit of 4 canoes.

August 20 - 21: South Muskoka

Organiser: Glenn Davy (416) 621-9037

A 26 mile stretch from Baysville to Bracebridge suitable for novices. Limit of 6 canoes.

September 10 - 11: Highland Hiking Trail.

Organiser: Barry Brown (416) 823-1079
Assistant: Tony Paton (416) 822-6380

A 2 day backpacking trip on the Algonquin Highland trail for those wanting lots of time for photography, nature study, etc. The 11 mile route covers some interesting terrain as it crosses the Madawaska River and works its way around Provoking Lake. Limit of 8 people.

September 18: Haliburton Activity!

Organiser: Dave Auger (705) 324-9359

An activity of some sort will be planned in the Haliburton area for those who want to make a full weekend of the WCA annual general meeting.

September 24 - 25: Big East Hiking Trail

Organiser: Glenn Davy (416) 821-9037

A novice trip in the Haliburton area near VanKoughnet, this 2 day hiking trip will cover a total of four miles. Limit of 6 people.

BASIC RIVER CANOEING

by Robert E. McNair
Published by the American Camping Assoc., 1972.

Reviewed by Alan Brailsford

Basic River Canoeing is one of the few books on whitewater canoeing aimed at the open canoeist.

The book begins with a discussion of the equipment needed for a whitewater trip that includes a number of interesting ideas not often encountered in this part of the world, such as knee braces. Following this is a description of paddling strokes, with reference to their use in various situations. However, the reader should not expect a detailed description of how to do these, as the author has assumed a basic background of paddling techniques.

A detailed, and amply ilustrated, account of reading whitewater is given, including what river currents indicate and how they affect the canoe. Tactics on the river and the use of the various strokes described, in situations common to most rivers, are also discussed in another well illustrated chapter.

These individual discussions are interestingly tied together as the author invites the reader along on a hypothetical river trip. On this trip one meets most of the situations encountered on rivers all in one trip, sees how they are handled, and shares in some of the emotion and excitement that make up a whitewater trip.

This book has something to offer both whitewater novices and experienced rivermen, who may pick up a few new strategies to try on their next trip. However, it will be most useful to those with previous lake paddling experience and a little river experience who would like to get into whitewater paddling.

WILDERNESS ADVENTURE '77

Edited by Harry M. Roberts
Published by Wilderness Camping Magazine.

Reviewed by Sandy Richardson

Wilderness Adventure '77 is the first annual put out by the editors of Wilderness Camping magazine. Its 100 pages are filled with some of the best articles from past magazine issues, plus a fair number of new articles.

It is aimed primarily at those who are new to wilderness travel, with articles on the mechanics of walking, carrying a pack, getting in shape, equipment, route finding, fireless foods, planning, and many many more. Along with these are articles on wilderness canoeing and hiking that are certain to make you want to get up and out there yourself.

Of special interest to canoeists are articles on technique and equipment that include two real classics. One is Howie La Brant and Harry Roberts on "Canoe Design". This "tell it like it is" article may tell canoe manufacturers a thing or two, and should be read by anyone planning to lay out good money for a canoe. The other gem is Charles Walbridge's widely quoted article on "Reading Whitewater". As they say in the introduction about this piece: "Don't paddle moving water without digesting this article!" Both make good reading for any canoeist, no matter how experienced.

All of these articles are written and put together in the style that has made Wilderness Camping magazine such a joy to read. Although aimed primarily at novices, this book provides a source of much useful information, and much enjoyable reading for any self-propelled wilderness traveller.

Pelly Lake Expedition

This summer David F. Pelly and three companions will be carrying out an expedition that began as a dream five years ago. They will be travelling by canoe to remote Pelly Lake in the midst of the Barrens. The lake is named after Sir John Henry Pelly, Baronet, Governor of the Hudson's Bay Co. (1822-1852), and David's great-great-great grandfather.

The expedition's goals are two-fold. First they simply wish to journey into a region that holds great allure to many Canadian adventurers today, and perhaps a key for the Canada of tomorrow. Ultimately though, they plan to do more. They will be gathering material to publish an account combining their adventures of 1977 with the history of Sir John Henry Pelly and the HBC in the north. The expedition and subsequent book will aspire to commemorate and record the life of Sir John and his contribution to Canada's rich history.

Many hours of research have gone into the project, and assistance has been received from the Hudson's Bay Co., the Federal and N.W.T. governments, the Royal Canadian Geographical Society, the N.W.T. Historical Advisory Board and many individual patrons. Anyone interested in assisting this historical project as a patron or receiving more information should contact David Pelly at 318 Patricia Ave., Apt. 23-C, Kitchener, Ont. N2M 1K1. All patrons will receive recognition and a copy of their report when it is completed.

products and services

Coleman Craft Canoes are now available in fiberglass, fiberglass & polypropylene, and fiberglass & Kevlar, in 12' 8", 14' 8", and 16' L.O.A. (available with laker-type keel or shallow keel for river use). Custom made and sold only at our shop. Maximum production is limited to 100 per year. Please phone if you are interested in viewing films of our canoes and discussing their features. Bill Coleman, Galt; (519) 623-1804/1894. Shop located at 333 Dundas St. (Hwy. 8), Galt, Ont.

Mad River Canoes are now available through Rockwood Outfitters in Guelph — in particular the 16' 6" Royalex Explorer. For information about these canoes contact Rockwood Outfitters at 31 Yorkshire St., S., Guelph, Ont., N1H 4Z9. Phone: (519) 824-1415.

Nahanni River Trip: Camp Wanapitei has a few openings on its Nahanni trip, July 9-31. Cost is $780 per person plus transportation to Watson Lake. Contact Tom Roach, 7 Engleburn Pl., Peterborough, Ont.; phone (705) 742-5049.

Wilderness Camping: Subscribe to this fine magazine through the WCA and help out our club. (We get $2 for each new subscription, and $1 for each renewal.) Send $6.95 , payable to Wilderness Camping, name and address to: Subscriptions c/o the WCA postal box.

Repellant Jackets: The WCA is placing a second order of SHOO-BUG retreatable insect repellant jackets. Members interested in obtaining one for $20 (a third off regular price) should contact Roger Smith at the WCA postal box.

Discounts on Camping Supplies: WCA members who produce a membership card will receive 10% discounts on non-sale items at:

MARGESSON'S, 17 Adelaide St. E. Toronto.

DON BELL SPORTS, 164 Front St., Trenton.

A.B.C. SPORTS, Yonge St. (S. of Wellesley), Toronto.

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(416) 429-3944

WILDERNESS CANOE ASSOCIATION

MEMBERSHIP APPLICATION

I enclose a cheque for:
$5.00 __ student under 18
$8.00 __ full time students
$10.00 __ single membership
$12.00 __ family membership

for membership in the W.C.A., which entitles me to receive THE WILDERNESS CANOEIST, and give me the opportunity to participate in W.C.A. outings and meetings.

NAME: _____

ADDRESS: _____

_____ PHONE: _____

Canoe Trips Taken: _____

Interested in serving on committees? _____

Please send completed form and cheque (payable to the Wilderness Canoe Association) to:

Mary Jo Cullen, 122 Robert St., Toronto, Ont. M5S 2K3.

Membership expires January 31, 1978.

Publication of this paper is partially funded by a Wintario grant.