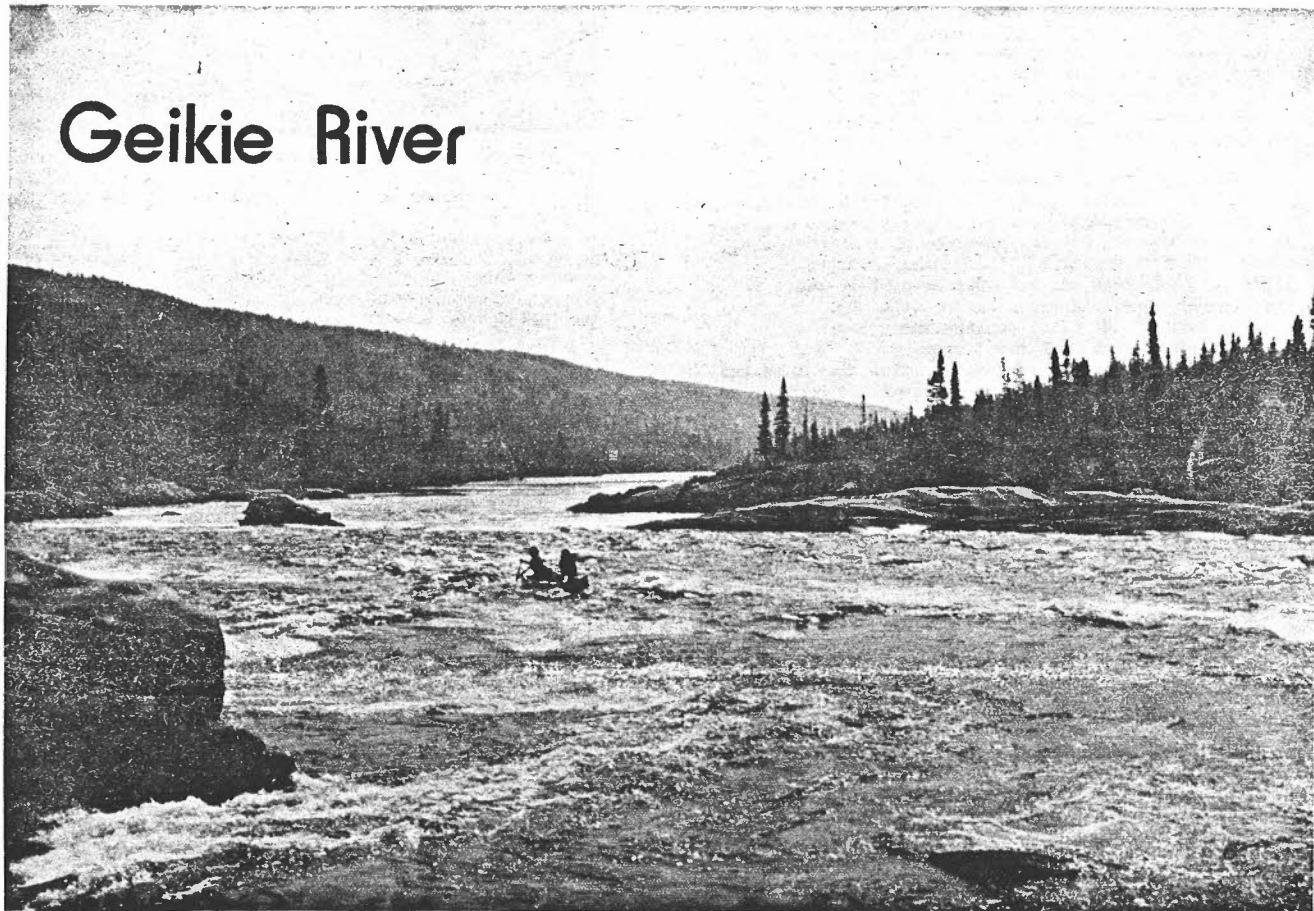


Geikie River



The Beaver aircraft droned on and on, north of the setting sun, and over the green trees and blue water country of northern Saskatchewan. It seemed like a long time since we took off from the little town of Missinipe and headed north towards the headwaters of the Geikie River.

There's an awfully big stretch of wilderness up here and after an hour of watching it drift by below you start getting lonely just looking at it. If canoeing a wild river in a remote and beautiful wilderness is what turns you on, then northern Saskatchewan is the place for you.

We set down on the easterly end of Big Sandy Lake and taxied in to a sand beach. We were able to land the canoe and gear directly ashore without even getting our feet wet.

The Beaver roared away and lifted off into the wind and was soon backgrounded by a dark rain cloud to the east. Sun dogs and dark clouds heralded more rain moving in from the west. One-hundred and sixty kilometres of wilderness river flowed between us and the nearest road. My partner, Doug Elsasser of Regina, Saskatchewan and I moved inland out of the wind and made camp in the jackpines up on the ridge.

Saskatchewan's Department of Tourism has published individual booklets on 55 separate canoe trips throughout the province. Based on individual canoeing surveys, the literature is the most detailed and comprehensive ever produced by a governmental agency in Canada and is proof positive of the government's high regard for the outdoor recreational potential of the rivers and lakes in the vast northern forests.

The Big Sandy lake - Geikie River is number 38 in the canoe trips series and the introduction reads, "This is a far northern trip - between latitude 57 and 58 and is one which is extremely isolated from help in the event of an emergency. This is definitely not a trip for beginners. There are many long and dangerous rapids. Portage trails are poor or non-existent which forces canoeists to shoot tricky rapids and to do a lot of strenuous wading and portaging."

Sobering little blurb, isn't it?

We were totally outfitted by Churchill River Canoe Outfitters in Missinipe and our traditional first night steaks were done rare.

Churchill River Outfitters are obviously convinced that deep wilderness voyageurs should be well provisioned and have extra food in the event of delays and emergencies. Sound reasoning, but we seemed to have enough food for an entire brigade, not just a single canoe.

Perhaps they expected us to succumb to the spell of this lonely and beautiful land and stay over winter. It did cross our minds.

All squared away, we proceeded to cruise down the easterly shore of Big Sandy Lake. It was breezy enough when crossing the mouth of the wide bays, but it was a quartering wind and we logged 16 km before stopping for lunch.

We spotted an old abandoned canoe tied up on an island with a trail leading inland....that would indicate a trapper's cabin. We pulled in to have lunch and explore. The tiny low buildings, two of them plus a lean-to for firewood, were located about 100 m from

the shore. It was a pretty spot except for an unsightly pile of bones from fur-bearing animals piled up a few strides from the front door. Since the trap lines are only worked in wintertime, the proprietor is not around in summer when the weather gets hot.

Doug was startled when he heard what sounded like marching feet. The mystery was resolved when he spotted a porcupine backing down a nearby tree.

By mid-afternoon we reached the end of the lake and immediately negotiated a fast, shallow ripple. It was our first taste of the Geikie and there was a great deal more to come.

We moved down cautiously through some class II pushing class III waters and then the sound got really heavy from around a blind bend. We pulled in to eyeball the situation from shore.

We found a portage trail after a few minutes of bushwhacking and observed that the river stepped down over a small falls and then converged into a high-speed, heavy water chute hemmed in by canyon walls. It was as pretty a spot as one could desire, so we portaged all gear and camped atop the gorge for the night.

Doug, the ever ready angler, got down in the tail of the fast water to try his luck for arctic grayling. The grayling were there and he actually landed a couple in between attacks by big and powerful northern pike. Every time a pike hit, it would clean off Doug's light grayling gear and he would have to re-rig. He got cleaned three times and called it a day.

The rush of the river pouring through the gorge is a soothing sound. We slept soundly.

We had to launch in fast water below the chute the following morning so all gear, particularly cameras, were carefully stowed in watertight bags.

Directly following the fast water was a tiny island and Doug's quick eye and keen ear detected a moose on it. We heard the moose hit the water on the opposite side of the island and strike out for the mainland. We paddled quickly round and had an excellent opportunity to photograph a swimming moose at close range except our cameras were not accessible on such short notice. Once again we were frustrated by the age old problem of white water canoeists: how do you keep your cameras dry and instantly available at the same time?

Next we were confronted with a typical wilderness river rapid and this is where the isolation introduces factors that are minimized on less remote and more frequently travelled rivers.

First the rapids have to be carefully scouted from shore and this means a good deal of bushwhacking as there is no portage trail. Ever present game trails



are utilized if they are located close enough for an unobstructed view of the river but, for the most part, the going is rough and in some instances almost impassable.

There is a constant temptation to skip a section of rapids because of a stretch of almost impenetrable shore line growth but look at every metre of the wild water. Surprises lead to accidents. A river such as the Geikie does not condone trial and error.

This rapid, approximately 500 m long, would involve several course changes to avoid large scouse holes and one particularly dangerous rock garden with a high volume (class III) of very fast water.

To run or line?...that is the question.

If you run, it is with full gear so an upset can be quite serious. Should you have the misfortune to 'horseshoe' your canoe (wrap it around a rock) in this powerful river, you are in very serious trouble indeed.

We took more than an hour to stumble and bash our way down and back but when we returned to the canoe, our course through this tricky stretch was well set in our minds.

IF we did everything right, there would be no problems.

We did do everything right but the element of uncertainty is what makes wilderness river running the fascinating sport it is.

Upon congratulating each other on a successful run, we noted with a touch of concern that this somewhat formidable test wasn't even marked on the map.

From here on, the maps indicated long rapids every few kilometres. This could be a day to remember.

We scouted and ran three major sets of rapids, some a kilometre long; we hung up twice but escaped unscathed in both instances.

The state of excitement maintained during these prolonged periods of frantic paddling and decision-making on a hell-for-leather river, such as the Geikie, puts a heavy drain on the adrenalin. By 4:30 p.m., we were ready to make camp.

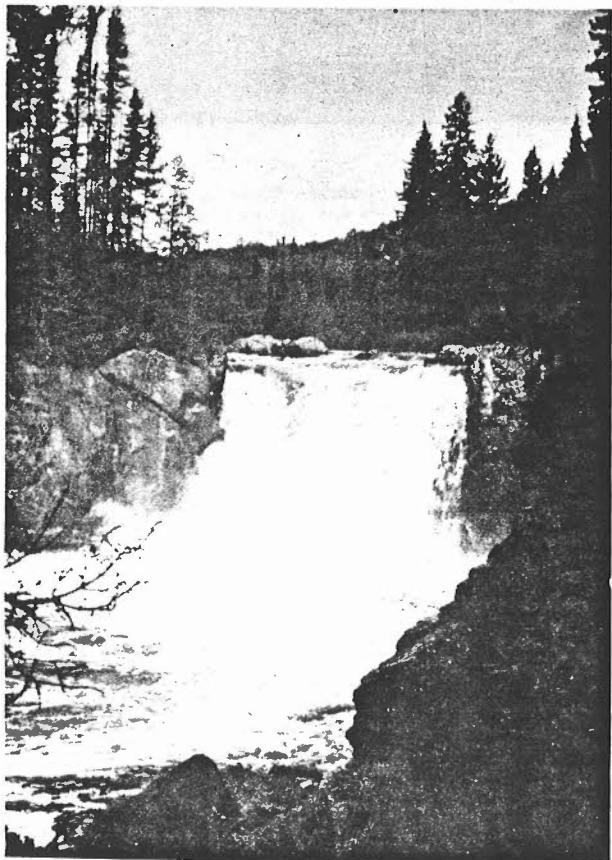
Most canoeists are familiar with the rock outcroppings and rugged grandeur of the Canadian (Precambrian) shield but this is esker country. Eskers are made up of the accumulated sediments deposited by sub-glacial rivers and are high elongated mounds running parallel or, at this location, actually forming the high banks of the present river.

Our campsite was halfway up the spine of a high esker and just off to the side of the ever present game trail that leads like a garden pathway through the jackpines. Except for the steep climb from the river, to the top of the eskers, these high ridges, with their beautiful views of the countryside, are among the most beautiful and natural campsites a wilderness paddler is likely to find.

The towering shoreline eskers compressed the river here to form a fast, heavy-water approach to a class III rapids that carried round a blind bend before widening out into a difficult, rock-strewn shallows. It would be a real metal-tester first thing in the morning. It gave us something to think about as we listened to the roar of the river during the night.

That run got my day off to the fastest start in years. We rounded the bend like an arrow. But we were on line and the dangers were past. The canoe did hang up momentarily way down near the end shallows but the current had slowed down by then so all was well.

The reward for such skill and valor appeared shortly when we were obliged to make a short portage around a two-step falls where the river was divided into three channels by high rock outcroppings. It was frustrating not to be able to photograph this



beauty spot to better advantage but the best angles were inaccessible from the shore. We would have tarried here except for the expected rough going directly ahead.

No river run is complete without at least one long, agonizing portage to talk about when you get back home. Our trial by land was at hand. We paddled by the head of the unmarked portage trail and only discovered it while scouting the rapids from the woods. The very existence of a trail indicates that nomadic Indians travelled this river years ago and also that the rapids were too dangerous to be run.

This was indeed confirmed. We soon encountered class VI waters that extended a long way and eventually converged into chutes and falls. We backtracked, located the start of the trail, marked it for future voyageurs and began the long carry (2 km) across in a pouring rain.

Windfalls had to be cut and cleared for the canoe or in many instances walked around. We completed the portage trail weary and soaked, but then the sun reappeared and dried us out.

Two more major rapids were scouted and run plus an almost continuous parade of fast water slicks and ripples. We climbed to the spine of a high esker and camped for the night. It had been one heck of a day.

Elsasser, not one to rest on his laurels for a minute, had assessed the foot of the last rapids as ideal walleye waters. Since it was my turn as camp cook, he hastily erected the tent and paddled back up river to try his luck. He was back within two hours with three five-pounders; enough fillets for tomorrow's brunch and leftovers to nibble on cold during the day.

Successive thunderstorms during the night gave us a good excuse the following morning to gorge ourselves on walleye, while we lay about and waited for our gear to dry out. A bald eagle's nest occupied a tall jackpine within a dozen metres of our tent site.

The 21 km of Middleton Lake provided a change of pace but a steady tailwind made the point-to-point crossings on this big water pass quickly.

Once clear of the lake, we were back into the wild stuff which involved some lining down, frantic paddling and at least one near upset. It was a long rapid and towards the end, we missed our course and got blind-ended in a rock garden. We back paddled furiously but still slammed hard enough for both of us to almost lose our paddles. We were able to lift off and complete the run without swamping but it was a very close call.

This was followed by another hairy run down a creek channel on the near side of an island. When we camped that night, atop another lofty esker, the discussion revolved around the notorious "Long-Mile-Rapids" which we would encounter on the morrow.

Our confidence was buoyed up the next morning by a well-executed run on a demanding little frother that called for precise course changes and coordinated paddling.

We were ready for the "Long-Mile." The Geikie is about 50 m wide and the rapids is estimated to be 2.5 km long with a consistent gradient throughout.

The degree of difficulty ranges from class II and III to areas of class IV that can be avoided by careful scouting and course plotting. We walked the difficult shoreline for an estimated two thirds of the overall distance and decided to attempt the run and pull in at that point.

The unusual length of this rapids combined with a consistent degree of difficulty and heavy water volume makes the "Long Mile" a risky run in an open canoe. You can only maintain a state of responsive super-alertness for so long before you start losing your edge.

It was hectic but we maintained line, executed our course changes right on cue and threaded the needle when arrays of rocks converged to narrow the channels. We were doing so well and were so chock-full of self-confidence we decided to do something stupid to make the experience more memorable. Having completed the scouted portion of the rapids, we continued on without stopping and attempted to run the rest of it blind.

A few minutes later we found ourselves in the inevitable rock garden with no place to go. The canoe hung up between rocks and took water but quick work by the voyageurs got it free without swamping. We spotted a grass-capped gravel bar and swung in to dump out.

Another five minutes of furious paddling to dodge rocks down in the end shallows and we were home free...the "Long Mile" had been run.

We camped that night at the last rapids; tomorrow it would be a 16 km paddle on flat water down to the bridge and Highway 105 where it is possible to drive to this bridge by car by taking Highway 2 north from Prince Albert to La Ronge and Missinipe.

A government operated campground, right at the bridge, serves as an excellent campsite and for parking a vehicle during the canoe trip.

Tony Sloan





CHAIRMAN'S LETTER

Dear Friends:

When I first became aware of the existence of the Wilderness Canoe Association a little over three years ago I immediately felt a strong sense of kinship with the members whose aims and recreational philosophies seemed so similar to my own. I detected a spirit of personal responsibility, independence and a participatory attitude far greater than I had observed elsewhere; in a society where more and more people seem to have the attitude "what will you do for me?", it was refreshing to find the "let us do something together!" philosophy instead. Equally impressive to me was the obvious yet not demonstrative concern about the preservation of our natural environment, a genuine love for the outdoors and the recognition that hand-wringing does not stop the detrimental forces which shrink our wilderness and make the land less habitable. I hope we will continue to reflect this prejudice during my tenure as chairman. We have been very fortunate to have had dedicated members who have given shape and direction to the association, and who can be justly proud of their work. I feel a deep sense of gratitude for their efforts on our behalf, as I am sure you do and I am just beginning to realize how large the effort really is. Many of these individuals continue to serve in various capacities and in this way provide the guidance and assistance your new chairman needs. In this connection I want to point out the desirability of continuity within the executive of the association. Paradoxically, this requires the continual infusion of new blood; perhaps some of you want to become donors in the future. With a greatly expanded outings program and the gradual increase in membership the workload has increased somewhat.

I hope to meet many of you next October 13/14th at the Fall meeting at Evergreen Lodge near Wiarton. Details of the meeting will be mailed to you as soon as everything is finalized. In the meantime, have a good summer.

Herb Pohl

news briefs

WCA T-SHIRTS

Some WCA T-shirts are still available. They are beige with a blue logo on the left breast (approx. 7 cm by 8 cm), and are available in sizes S, M, L, and XL at a cost of \$6 each.

Anyone interested in purchasing a shirt can get one by sending a cheque (payable to Stewart McIlwraith) to Stewart McIlwraith, 38 Rhydwen Ave., Scarborough, Ont., M1N 2E1. Please include your name, address and phone number, the number of shirts desired, and the sizes.

YOUTH ENCOURAGEMENT FUND

This fund was created to assist our student members to participate in major wilderness trips and to attend courses to improve their canoeing or wilderness camping skills.

Thanks to the generous contributions of members, the club has been successfully helping our younger members for two years. The YEF Committee hopes to continue this important work again this summer, and invites interested members to send their contributions to the treasurer. Please make cheques payable to the Wilderness Canoe Association, and indicate that the money is for the Youth Encouragement Fund.

BRIEFS...

BASIC CANOE INSTRUCTION

The Metropolitan Toronto and Region Conservation Authority is offering a canoeing instruction programme and canoe rentals at the Claireville Conservation Area through to the end of September. The conservation area is on highway 7, 3km west of highway 50.

The canoe instruction is in basic flat water canoeing and is designed for interested adults. There is a basic one-hour course at \$2.50 per person, available without pre-registration, and weekend and evening courses for those who wish to develop their skills beyond the basics, at \$15.00 and \$8.00 per person respectively. Pre-registration is necessary for the evening or weekend courses. Intermediate or advanced courses will be scheduled if there is sufficient demand. For further information call 416-661-6600 ext. 252, and ask for Andy Wickens.

WATER GYPSY CANOE CLUB

The Water Gypsy Canoe Club, based in Toronto, runs trips on lakes and rivers in southern Ontario. The members are blind or partially sighted.

The club needs sighted volunteers to drive, paddle and assist with camping, and will provide equipment, gas money and all trip organization in return for your help. Any WCA members interested in assisting the Water Gypsies Club one day or one weekend is asked to contact the president Maureen McKinnon at 416-486-8438 for further information.

CANOEING IN QUEBEC

La Fédération Québécoise du Canot-camping has prepared route descriptions of eleven reasonably accessible river trips in various regions of the province. All are suitable for intermediate canoe trippers and they vary in length from 2 day trips to 3 week trips. For the information package please contact Fédération Québécoise du Canot-camping Inc., 1415 rue Jarry est, Montréal, Qué., H2F 2Z7; phone 514-374-4700 poste 436.

ALBANY RIVER TRIP

Peter Dobruski of Montreal is looking for a partner to make canoe trips from Sioux look-out to Fort Albany, starting about the end of July. Interested members with experience should contact Peter at 155 Bedbrook Ave., Montréal, Qué. H4X 1R7 or at 514-481-8673.

DEADLINE FOR NEXT ISSUE

Our fall issue will be coming out next September. Articles, photographs, trip reports, equipment comments are urgently needed. We would especially like to have stories with photos of members' summer expeditions. Please send contributions to the editor by September 1.

COUNCIL OPPOSES KILLARNEY ROAD

A proposal has been made that a road should be built between Killarney and Whitefish Falls (through Killarney Provincial Park). The road might reduce Killarney's isolation and bring substantial economic benefit to the area. Hough, Stansbury and Associates Ltd., has been retained by the Ministry of Transportation and Communications to conduct a Road Benefit Analysis Study. These consultants will publish newsletters, conduct surveys and hold meetings to ensure effective public involvement. If you would like to be involved, please write or telephone: Mr. James Stansbury, Hough, Stansbury & Associates Ltd., 69 Sherbourne St., Toronto, Ontario. M5A 2P9 (416) 366-8751.

On February 15, 1979, the Conservation Council of Ontario of which the WCA is a member wrote to the Honourable Mr. Snow expressing its opposition to the proposed road through Killarney Provincial Park. The text of the letter follows:

"The Conservation Council of Ontario, composed of representatives of thirty-seven Provincial organizations

together having over one million members has recently debated the proposal to build a road from Killarney through Killarney Provincial Park to Whitefish Falls.

"Killarney Provincial Park is a wilderness park, one of only three in Ontario and the most accessible to residents of Southern Ontario. A road such as the one proposed cannot be built without abandoning this wilderness designation.

"The Conservation Council of Ontario is opposed to the proposal to build the road on the grounds that Killarney's unique wilderness qualities must be preserved and abolishment of the Park's wilderness designation is unjustified.

"We are well aware of the problems facing the residents of Killarney and of the Road Benefit Analysis Study now being conducted by consultants. We strongly urge your Ministry to thoroughly explore all possible options to a new road through the Park and which will allow Killarney's wilderness classification to be retained."



June 30 - July 2 SPANISH RIVER EXPRESS

organizer: George Barnes 416-928-2003 (B)
416-489-6077 (H)

book immediately

This will be a long weekend trip on a favourite river. Early Saturday morning we shall fly to Spanish Lake (cost \$43 per canoe), and paddle 55 km back to our vehicles, arriving by Monday noon. Camping, perhaps cabin, will be available Friday night. Continuous rapids, possible headwinds, isolation, and schedule call for intermediate or better whitewater/tripping skills and reasonable physical condition. Limit 6 canoes.

August 4-6 UPPER OTTAWA RIVER

organizer: Norm Coombe 416-293-8036
416-751-2812

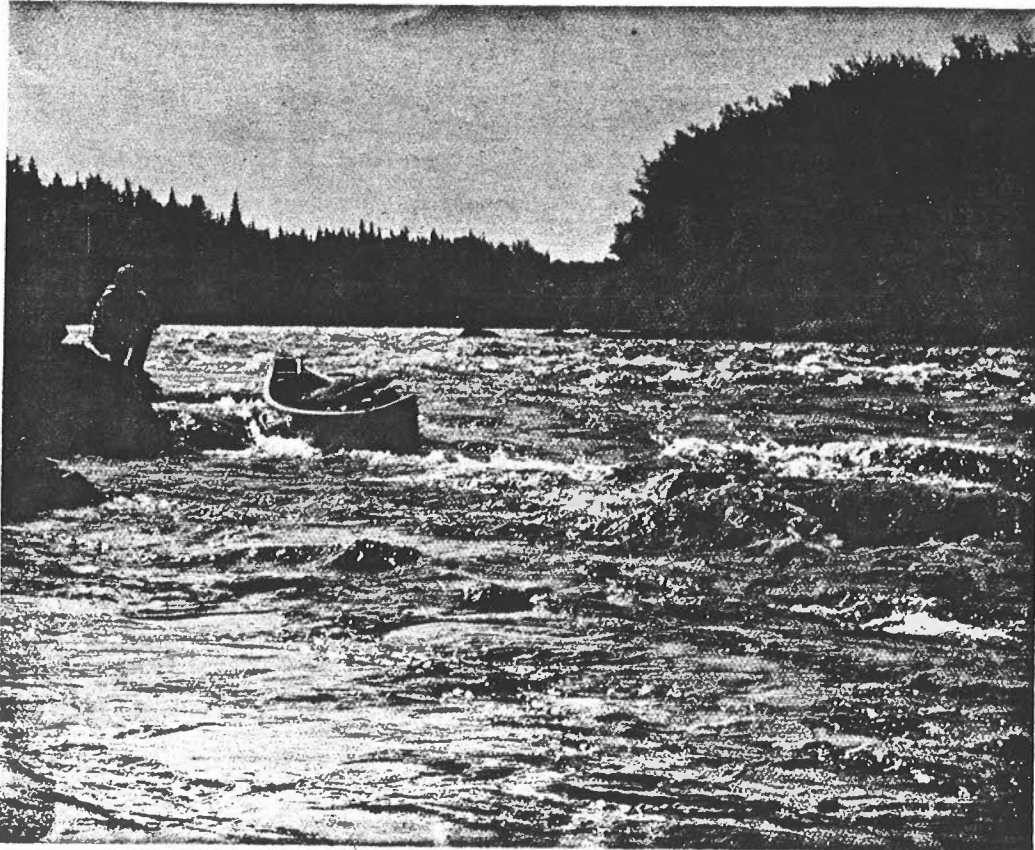
book between July 8 and July 22

This scouting trip on the upper Ottawa River is suitable for intermediates or better. Limit 4 canoes.

August 18 - 19 BLACK RIVER

organizer: Karl Schimek 416-222-3720
book between July 24 and August 4

This trip, suitable for novice canoeists will cover a 40 km stretch of the scenic Black River in Muskoka. Limit 6 canoes.



July 28 - August 4 COULONGE RIVER

organizer: Richard Lewis 613-283-7020
book immediately

This trip includes flying in to Lac Brûlé and descending the Coulonge River for 200 km to Fort Coulonge. Canoeists should be experienced in wilderness travel and moving water. Limit 4 canoes.

September 1-3 FRENCH RIVER

organizer: Jim Greenacre 416-759-9956
book between August 5 and August 19

This trip will consist of a loop on the French River around Eighteen Mile Island with a few rapids which are easily portaged. Suitable for novices with some river experience. The first day will be strenuous followed by easy going travel. Limit 5 canoes.

September 8 OAKVILLE CREEK

organizer: George Barnes 416-928-2003 (B)
416-489-6077 (H)

book between August 26 and September 2

This will be an exciting grade III run, courtesy of the Halton Region Conservation Authority who are providing a water release for the Ontario Wild Water Championships. We shall run the river after the last racer has been started (no fair overtaking them) making this an afternoon trip. In the event of insufficient water for a release, we shall run the lower Credit from Streetsville to the Golf Course. Suitable for intermediates or better. Limit 6 canoes.



September 15 - 16 LONG LAKE NEAR BURLEIGH FALLS

organizer: Glenn Spence 416-355-3506
book between August 18 and September 1

This trip will involve lake paddling only with a total length of approximately 25 km including six short portages. Suitable for novices and families. Limit 5 canoes.

September 29 - 30 BACKPACKING - TOBERMORY PENINSULA

organizer: Barry Brown 416-823-1079
book between September 4 and September 21

This will be a leisurely two day backpacking trip along the most spectacular section of the escarpment with time to photograph and explore the fascinating shoreline and limestone caves enroute. Suitable for novices or better there will be a limit of 8 hikers.

October 13 - 15 SPANISH RIVER

organizers: Bill Kipkie & Stewart Gendron
705-692-9261

book between September 16 and September 30

An interesting section of a beautiful river, north-west of Sudbury. Suitable for intermediates or better. Limit 4 canoes.

October 20 - 21 BACKPACKING in ALGONQUIN

organizer: Herb Pohl 416-637-7632
book between September 23 and October 7

We will be hiking the small loop of the Western Upland Trail, approximately 35 km. Saturday will be strenuous with easy going on Sunday. Limit 6 hikers.

October 28 UPPER CREDIT RIVER

organizer: Jim Greenacre 416-759-9956
book between September 30 and October 14

A one day trip in the area immediately to the north-west of Metropolitan Toronto. Suitable for novices with basic canoeing experience. Limit 6 canoes.





salmon river

Glenn Spence

True to the WCA tradition our trips will be held, no matter what. So, the cold, damp weather did not deter us from our appointed trip. Undaunted, our merry group of 8 canoes assembled in Roblin for our white water trip. We had 4 Grummans, 2 Pinetrees, 1 Mad River, and a brand X fiberglass in our party. It is always interesting to compare the performances of the various makes of canoes.

We divided into two groups, so that we could maintain the WCA principle of travelling in small groups. Thus, we only saw each other briefly at lunch and at our destination.

The first rapids we encountered, were a tricky dog-leg to the left, with the current taking you into a cliff on the right. If the bowman is paddling on the left, good draw strokes are needed in order to get through this bend. All canoes successfully negotiated this one, this year.

From here to the lunch spot, we paddled through many grade one rapids which required no scouting.

Shortly after lunch, we had a fairly long portage around two dams. Where we put in, created a problem for us because we had to paddle from a bay into the main current which makes a 90° turn to the left. If we took a right angle run directly at the current, chances are we would dump. Just past the bend was a curl on the right which complicated matters. If one entered slowly along the right edge, into the current, then drew hard to the left of the curl, one should make it. Unfortunately, one crew could not navigate this, which resulted in a dump. Slight injuries were incurred by the crew. Also, their Pine-tree Abitibi Kevlar canoe suffered two punctures below the gunwales. Unfortun-

ately, they were not able to continue the trip. They changed into dry clothes in a nearby store while waiting for the return car shuttle.

After we had made sure they were alright, we continued down the river. After a short distance, we paddled by beautiful Buttermilk Falls which you can just see on a creek which runs into the Salmon from the right.

From here we had many more grade one rapids which required no scouting. There were several little waterfalls which ran down over cliffs into the Salmon which were very picturesque.

During the calm stretches, some crews just drifted leisurely with the current while others practised eddy turns, and back-ferrying.

When we passed Rock n' Roll farm we knew our last rapid was near where our club members could practise their techniques while waiting for the car shuttle to be completed.

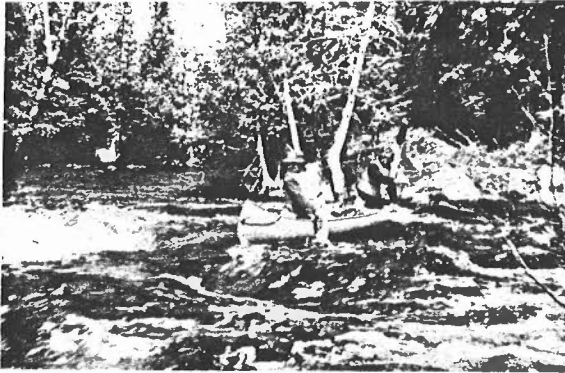
Once again, the Salmon provided us with an excellent spring run through some wildlife such as ducks and swallows. Canoeing, once again, certainly proved to be quite an invigorating sport!

COMMENT: The rating for this river will be raised to intermediate next year. I have to do this because there has been one dump each year for the last four years, either at the dog-leg or at the right-angle bend. Neither of these stretches can be avoided by portaging. You have to paddle through these! I feel, that in order to have a safer trip, we must adopt this new rating.

Also, in order to make things easier for the organizer, the number of canoes will be limited to four.

beaver creek

Gord Fenwick



As Good Friday dawned mild and partly cloudy we reached the crest of the last hill on the road to our put-in point only to find a minor traffic jam with two cars on the top and two cars bogged down in the snow of the unploughed road below. However everyone was "of good cheer" as per my prior instructions and a few hours later we had all the five cars back to safety at the top of the hill and finally about 9:30 we set forth upon the river.

The river was high and the rapids tempting, but often much too deadly, so we trudged off through the snow of the bush finding our own way with increasing ease and efficiency from the continual practice of that first day. On several occasions we had great fun circumventing a rapid by sliding the full canoes across the snow like tobaggons.

By 4:30 p.m. we reached a rocky outcrop by a small chute, cooked our tasty dinners over our various cooking stoves and set camp, carefully preparing for what the cold damp winds and darkening skies told us would be a long night of rain.

The misty, blowing rain on Saturday morning dampened our spirits little, and by lunch time we were having a lively discussion on who to vote for in the upcoming Federal election.

We all had a great time running countless challenging rapids and renewing and improving our skills from the previous year. We all exercised reasonable caution despite our enthusiasm and finished the trip about 6:30 p.m.

bonnechere - opeongo

Ken Ellison

After numerous phone calls and meticulous planning, general plan 7 of the impossible dream was scheduled for Friday May 18. Glenn and Cam Spence, Jerry Hodge and Gord Fenwick were to reach Crotch Lake at about 10:00 pm Friday, pick up the interior camping permit and arrange the car shuffle. Five hours later the car shuffle was completed.

Jerry Hodge, Gord Fenwick, Karl and Suzie Schimek, Glenn and Cam Spence, Gerry Gaudin and myself were assembled by 4:00 am at Crotch Lake. Considering the chilliness of the predawn we were all anxious to get on the water and generate some warmth. We were on our way by 5:00 am enjoying the pleasant serenity of the morning sunrise. After paddling for about 20 minutes we were faced with the stark reality of a portage. Having barely wakened, the prospect of carrying a canoe was not too exciting. However the way Karl and Suzie took off up the trail I had little time to think about how tired I was. This portage was one of a series that would eventually lead us to McKaskill Lake and the Bonnechere River. We crossed these portages quickly although a broken thwart on my canoe did necessitate a double portage. However, considering the very early start we were well ahead of our schedule. We continued up McKaskill Lake to the northern most island where we met Herb Pohl who had been finishing a week long trip in the park.

The upper section of the Bonnechere River is very small and swampy with numerous log jams. This necessitated many portages and lift overs. The river meandered through pleasant marsh land interspaced with shallow drops. We continued for about 15 km through the marshy area before camping in a small clearing among some pines. It had been a long hard day and we could hardly wait to get supper and crawl into a nice, warm sleeping bag.

We set off the next morning at 7:45 am after being constantly reminded that today would be the hardest day. The river now began to straighten out with the degree of difficulty increasing. For a 6-8 km stretch the river

drops on an average of 8 m/km. Many of the rapids were shallow which required very precise manoeuvring and a complete lack of concern about the bottom of your canoe. The rapids continued with numerous portages around falls. Due to the rockyness of the river the canoes were taking a beating. The aluminums were having particular trouble since they were tending to stick to rocks, consequently they would frequently ground out. This would later take its toll as leaks developed in both Glenn's and Karl's canoes. The paddles were also taking a beating; Gord rather unceremoniously propelled his paddle into the water breaking the blade. We stopped to have lunch on a calm section where Gord, Karl and myself went for a refreshing swim while the others basked in the sunshine. Herb, meanwhile, meticulously tended to his pot of tea. After grabbing another handfull of gorp and watching Jerry and Gord digest some rather suspicious looking mushrooms they had gathered, we set off down the river. The remaining portion of the river was much the same, however the drop was decreasing and the river was levelling out.

We finally arrived at the cars at about 7:00 pm. After loading the canoes on the vans in between cups of Karl's fantastic coffee, we headed to Crotch Lake and the Opeongo River the next day.

Everyone was looking forward to the Opeongo River; if it was anything like the Bonnechere River we were in for a very exciting day. As it turned out we started early, minus Glenn and Cam who had decided to call it quits after putting a hole in their canoe the previous day. The Opeongo, unlike the Bonnechere, is a much wider river and able to hold more water. We found the level perfect and were able to run almost every set of rapids. The day proved to be very exciting as we ran rapid after rapid, finally ending at the junction of the Aylen River.

The weekend proved to be physically demanding, however the good weather and good company made it a most enjoyable experience.

guidelines for wca trips

- Trip information will be circulated in the newsletter prior to WCA trips.
- All trips must have a minimum impact on the environment. To ensure this, trips organizers will limit:
 - the number of canoes (or participants) permitted on the trip,
 - the type of equipment and supplies used for camping.
- Participants must register with the organizer at least two weeks (but not more than four) prior to the trip. This is necessary:
 - for participants to get detailed information about meeting places, times, changes of plan etc. (It is suggested that organizers send out written information),
 - to avoid having too large a group,
 - to screen participants as to skill, if necessary.
- Food, transportation, canoes, camping equipment, partners, etc. are the responsibility of each participant. (In some cases, however, the organizers may be able to assist in these areas; particularly the pairing of partners.)
- Participants are responsible for their own safety at all times, and must sign a waiver from. (Organizers should return completed waivers to the Outings Committee to be kept on file.)
- Organizers reserve the right to:
 - exclude participants based on experience level,
 - determine paddlers' positions in canoes by experience,
 - exclude any canoe deemed "unsafe" for any particular trip.
- In the event of any dumping or other potentially dangerous situation occurring on a trip, the organizer and participants involved will fill out a Mishap Report to be sent to the Outings Committee, immediately after the trip.
- Lone paddlers and / or Kayaks are permitted on trips at the discretion of the organizer.
- Non-members are permitted to participate in only two trips.
- Organizers should write a brief description of the trip (or arrange to have this done) and send it to the newsletter editor as soon as possible after the trip.

trip ratings

In order to avoid confusion over the level of difficulty of WCA canoe trips each newsletter description will state the level of experience required. The following international river rating system, advocated by the Canadian White Water Affiliation, should serve as a guide.

CLASS	DESCRIPTION	MINIMUM EXPERIENCE REQUIRED
	<u>Very Easy</u> : moving water with no rapids, some small riffles, and wide passages.	Beginner (with some instruction)
I	<u>Easy</u> : some small rapids with small waves and few obstacles. Correct courses easy to recognize. River speed is less than hard backpaddling speed.	Novice (beginner with some practice)
II	<u>Medium</u> : frequent but unobstructed rapids. Passages easy to recognize. River speed occasionally exceeds hard backpaddling speed.	Intermediate
III	<u>Difficult</u> : numerous rapids, large waves, and many obstacles requiring precise manoeuvring. Courses not easy to recognize. Current speed usually less than forward paddling speed. General limit for open canoes.	Advanced
IV	<u>Very Difficult</u> : long rapids with irregular waves, boulders directly in current, strong eddies and cross-currents. Scouting and fast precise manoeuvring is mandatory. Courses difficult to recognize. Current speed often exceeds fast forward paddling speed.	Expert
V-VI	<u>Exceedingly Difficult</u> : very strong current, extreme turbulence, big drops, steep gradients, many obstacles. <u>Limit of navigability!</u>	Team of Experts in covered canoe)

NOTE: This rating system is flexible, and just a rough guide. It is not based exclusively on the above descriptions. Factors such as remoteness, water temperature, river width, etc. can make a river more or less difficult, and vary the level of skill required. Further, a river may change its rating drastically depending upon the time of year. Finally, a stretch of river may be classed as easy, but may contain rapids of any grade which may influence the overall rating of the trip very little.

Lake trips cannot be so readily rated for difficulty. Generally, lake trips are suitable for beginners; however, strong winds on a large lake can be dangerous for any canoeist, no matter what his experience.

THE RATING OF TRIPS IS THE DECISION OF THE ORGANIZER.

canoe safety rules

SIGNALS

(These rules are to be applied at the discretion of the trip organizers.)

- Paddlers will not be allowed on any trip without:
 - a flotation jacket that can be worn while paddling,
 - a "safe" canoe (minimum length 15 ft for 2 paddlers),
 - lining ropes (at least 25 ft) on bow and stern.
- Paddlers should always bring:
 - spare clothing, well waterproofed,
 - extra food,
 - matches in waterproof container.
- The signals used on WCA river trips should be known ahead of time.
- On rivers, canoes should maintain a definite order. Each boat is responsible for the one behind, giving signals after finishing any rapid, and positioning itself below the rapid ready to assist in case of trouble. Always keep the canoe behind in sight.
- Canoes should keep well spaced in rapids. Do not enter a rapid until the preceding canoe has successfully completed its run and signalled.
- The organizers' decisions on all trips are final.



difficult - use own judgment



danger - do not run



all clear - with caution

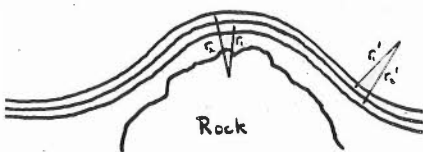
equipment

STRENGTH IN CANOE HULLS

It is practically de rigueur for canoe makers to claim their hull material is "strong", and most of us would probably say we desired "strength" in our canoes (or "strength per unit weight", if we wish to be precise and to foil those wags who would suggest to us brick canoes), but, on thinking carefully we see that "strength" can mean many things. It may be claimed, for example, that Kevlar is "five times stronger than steel, pound for pound", but would you really expect a 250 lb. steel canoe to be punctured more easily than a 50 lb. Kevlar one? Which one would be easier to drive a nail on an old log chute through? One of the makers of U. of T.'s latex-impregnated-concrete canoe (15 ft. long, 75 lb.) explained that it resisted extremely well any initial impact, but did so by altering its molecular structure to absorb energy: a series of fairly light taps at the same point would crack the hull. Plainly, "strength" is a complex quality.

Kevlar canoe makers who adopt more precise language sometimes say that the tensile strength is far greater than that of steel: in other words, a Kevlar fibre will support more weight than a steel wire of equal weight/unit length. This is all very well, we may say, but how does tensile strength contribute to hull strength? Hold up a sheet of woven fibres and poke it with your fingers: it will yield, of course, whether it is 15 oz. Kevlar or your living room curtain; the tensile strength of the fibres is not engaged. For a single sheet of cloth, in fact, virtually the entire resistance to deformation - the stiffness - comes from the flexural strength (resistance to bending) of the resin with which the fibres are impregnated. (This is the case with chopper-gun canoes - and very brittle they turn out to be.)

Only when the canoe is so designed that deformation will stretch the fibres is their tensile strength put to work. If we poke a finger - well, all right, a rock into a sheet made of two layers of cloth firmly bonded to each other, we deform it thus:



Notice that at the centre of the dent, the inside layer is bent to the same curve as the outside, but at a greater radius; in other words, it has had to stretch. Around the edges of the dent, the outer layer is stretched with respect to the inner. So, the laminate made of fibres with the greatest tensile strength will require more force to make a given dent (hence, under a given deformation, is more likely to crack) - but will dent less from a given force. (An entirely separate question is whether the dent will be permanent or not, i.e. the elasticity of the material. If aluminum is bent far enough it will not return to its original shape. Plastics like ABS "remember" their old shape, and the dent will often disappear given enough time or heat. In fiberglass hulls, the inelastic & breaking yield points are quite close together, i.e. the material either snaps back to shape immediately or suffers some cracking.)

Now let us take the design a step further. Since the inner and the outer layers will be curved around the greatest radii, the middle layers need not be strong; a light, cheap material will do, so long as it fills up space. Many canoes have a layer of non-directional mat sandwiched between much stronger woven cloth. This is particularly important in the bottom; around the turn of the bilges (which necessitates a "differential cut" to the layers) inhibits flexing, but on a flat surface, the action of the water causes "oil-canning", a flap-flap-flapping of the bottom which slows the boat. In this case the radius of curvature (of the

concavity in the bottom) is so large that considerable separation of the laminae is required to prevent oil-canning. This is done with foam in the 6-H Daron, end-grain balsa in the Old Town Carletons, wood planks in the "strippers" and resin-soaked, cardboard, I think, in some others. It is also done with foam (between the sheets of ABS) in Royalex. Neither foam nor balsa is very strong, but, like the centre section of an I-beam, they don't need to be; their function is to position the high-strength layers to protest most vigorously any deformation of the hull. (They also improve flotation and heat insulation.) However, for the sandwich construction to function effectively, the bonding between "bread" and "cheese" must be secure;

otherwise, we have in effect three nested canoe hulls bending (and breaking) independently. An ex-maker of fiberglass-balsa sandwich canoes told me that this canoe, he felt, were the strongest for their weight (40-50 lbs. for a 16 footer) in their resistance to overall hull buckling; he could support the ends on sawhorses and leap up and down on the middle. (I believe he was well over 200 lbs.) However, he admitted, a more localized impact could cause delamination; he felt ABS hulls could better withstand such collisions. Bear Mountain canoes had the same problem with polyester resin in their cloth-stripper-cloth canoes; they feel wood-saturating epoxy resin to be the answer. Sandwich construction is quite important for ABS hulls, because ABS, in common with other plastics, though it may resist tremendous impacts without breaking, has little inherent stiffness. The 18' Old Town Chipewyan I tried (flat-bottomed, based on their 18' Guides model) oil-canned badly, though the problem might not be so acute if it were loaded for a long trip; Mad River stiffens their bottoms (which they say, improves the tracking ability) with a V cross-section; Sawyer, like Mad River a devotee of the USCA cruiser shape, has just introduced a longitudinal internal ridge (like a car's drive-shaft hump) with their ABS boat. Other plastic (polyethylene or polyolefin) canoes must add some supporting member: most makers seem to prefer a "pogo-stick": a vertical strut which transfers force from an aluminum tube laid lengthwise in the keel to the centre thwart and hence the gunwales. (In the Coleman company's TV demonstration, by the way, notice how they loaded the dice in their own favour by hitting the Coleman canoe directly on the keel, on the pogo-stick; on the aluminum, they aimed the rock off the keel and between the ribs, and the fiberglass canoe they used looked like a cheapie chopper-gun.)

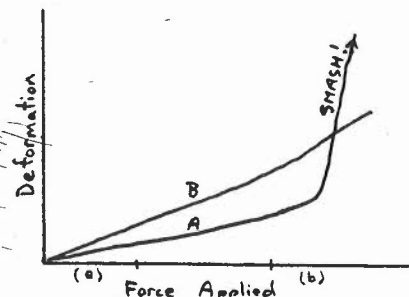
The polyolefin River Runner kayak ("7 times as strong as fiberglass") requires centre-wall stiffeners to prevent the hull from buckling; this can constitute a real danger in heavy water, since a pinned boat which bends around a rock may trap its occupant, while a stiffer glass boat would break up, allowing his escape. A saleswoman told me that some racers prefer to use their stiffer, finer glass boat for racing, but own a second, more abuse resistant (and cheap!), plastic kayak for playing in. The same objection (of bending without breaking) is raised to Kevlar; the problem would appear to be to build a kayak hull which is locally puncture- and dent-proof, but which breaks on massive folding. In this context, we would like to see someone with sufficient knowledge write an article on glass-propylene-glass glass-nylon-glass laminates and their cousins.

Returning to fiberglass open canoes, we see all manner of stiffeners being used on non-sandwich hulls: internal and external keels, integral fiberglass ribs, side bulges which look a bit like sponsons but aren't (see ColemanCraft, not to be confused with Coleman "Ram-X" canoes, for a strong combination of these three), pogo-sticks (usually on cheapies), embedded graphite strips (Woodstream Kevlar models), and, of course, gunwales, thwarts, and decks on every canoe since Hiawatha's.

Speaking of which, there seems to have arisen a myth that traditional rib-plank-and-flexible-skin canoes are unbearably fragile, which it is time to contradict. Perhaps canvas is rather susceptible to ripping on sharp rocks, but consider the following experiment (which must have involved blunt ones): two 17' Chesnut Prospectors swamped on the upper Nahanni, broached, and slammed into rocks, open ends upstream. This is a classic canoe-smashing accident and of course the ribs and planking broke up; the canvas, however, which, like glass cloth unstiffened by resin, had no resistance at all to bending, did not. By the time we saw them on the lower river, they were travelling contentedly downstream, essentially canvas bags filled with splintered wood, which regained some semblance of their original shapes every morning when loaded up with packs, wannigans, people, and dogs. They could get away with this because the waterproofing function and stiffening function were divorced; ribs and canvas covering operated (and failed) independently (and could be repaired independently: individual ribs can be ordered from Chesnut; see also the American Red Cross book *Canoeing* for a description of building up a rib from veneer strips). When a fiberglass rib built into the hull breaks, on the other hand, the hull is likely to crack with it, but there is no reason why the principle of independent stiffening and covering members can not be applied to fiberglass boats and, indeed, someone has done it. Cedarcraft boats, made in Elmvale, are exactly like wood-canvas canoes except that (1) there is no planking (which, while it reduces weight, puts a tremendous stress on the covering when a rock strikes between two ribs) and (2) the canvas has been replaced by Kevlar (whose enormous tensile strength can be employed against just such stresses). The Kevlar in this case is single layer only, impregnated with a flexible resin, so that it will not crack or delaminate, and the shape maintaining function is left to the ribs. Since the Kevlar is not bonded to the ribs, they can be replaced, as they cannot in the many fiberglass-covered rib-plank canoes available. I suppose it would round off the description nicely to say that the ribs were made of synthetic yak horn or grown sapphire, but in all solid parts, the maker has stood on tradition.

A piece of gossip picked up at the Sportsmen's Show: Woodstream has built a prototype all-graphite canoe (cost about \$5000.) which is supposed to be fantastically stiff as well as resilient. It will be interesting to see what they decide after they've kicked it around for a year. (Bear Mountain can add a "scuff-resistant graphite coating" to the bottom, so perhaps graphite is the rich man's everything-proof of the future.)

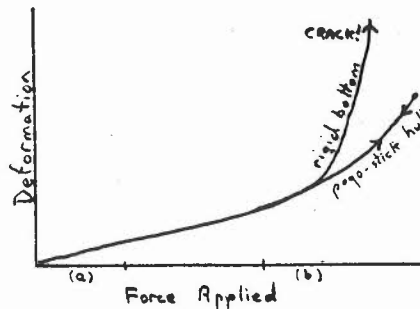
Please note again the distinction between stiffness (resistance to being bent at all) and resiliency (capacity to be bent and come back fighting). If you are not lucky enough to find a construction that offers both qualities, the intended use of the canoe will influence your choice. Suppose the response of two materials (when formed into a hull) is as shown below:



We suppose interval (a) to represent the range of forces possible from wave action on the hull and (b) those forces typical of a collision with a solid object. Plainly, material A makes the faster boat; it will not oil-can as much as B, which however, can survive more

"STRENGTH" IN CANOE HULLS.....

severe impacts. A practice example: Midwestern Fibreglass's 18½' Jensen is available in two constructions: a sandwich bottom, and a flexible bottom supported by a pogo stick (this, however, is not a cheapie). The sandwich boat (46 lb. without a gel-coat) is much the lighter, and the choice of racers, who, however, must take care to avoid too heavy collisions with gravel bars. The flexible hull, with just as much resistance to wave action due to its supporting pogo stick, is heavier (63lb.), but can survive a run over a rock, since hull and pogo stick absorb the shock. We might depict their responses thus:



(The two-way arrow for the heavier hull denotes its return after bouncing; the inherently rigid bottom suffers irreversible changes.) Although the sandwich

construction reduced its flexure under a given loading, it increased the tendency of the given weight of fibreglass to crack for a given deformation.

Please notice that little has been said about tear strength - nylon and Kevlar are supposed to be very strong in this respect; ABS (so some say) tears more readily if a rip is started along a broken gunwale (hence the debates about proper gunwale material among ABS canoe makers). Nor about fatigue (a well-known problem with aluminum; what about plastic?), nor deterioration with time due to chemical reactions or ultraviolet absorption. Nor abrasion resistance. Cold-moulded veneer, moulded plywood, double-plank, rib-and-plank, and canvas-covered frame construction were not mentioned. Choice of hull materials is a simple matter only in the manufacturer's brochure.

by John Cross.

Early Recreational Canoeing in Ontario

Jamie Benidickson

Canoeing is most often associated in Canadian historical writing with the exploits of the voyageurs or the traditional Indian lifestyle. Relatively less consideration has been given to the many forms of recreational canoeing which have appeared in the last hundred years. Recreational canoeing was particularly popular in the quarter century preceding the outbreak of World War I. Indeed, in 1908 Outdoor Canada declared that "in Canada canoeing has been for many years the foremost aquatic sport." Recreational canoeing included a diverse range of pleasurable activities, sports and pastimes united by their mutual reliance upon the canoe. Organized canoe clubs featuring canoe-sailing and races existed in a great many Southern Ontario cities; sportsmen travelled by canoe on fishing and hunting expeditions either for a day's outing or for periods of longer duration; finally, wilderness travel or canoe camping by individuals and organized youth camps was rapidly becoming a popular pastime, fulfilling an identifiable social need in an era of rapid urbanization. English and American visitors to Canada often participated alongside Canadians, both men and women, in most of these activities.

Recreational canoe camping and guided fishing expeditions took place in all parts of the province and wilderness canoeists became increasingly active in the Muskoka, Algonquin and Temagami districts; the more adventurous recreational paddlers travelled as far as James Bay. The impact of canoeing was also widespread in economic terms, directly involving canoe manufacturing companies in several cities and towns, local outfitting operations and retail suppliers as well as guides. Canoeing also offered a focus for the promotional efforts of railways, resort hotels, lodges, and children's summer camps. It was not long, of course, before various government offices became concerned with the regulation, development and even promotion of recreational canoe travel.

Like most practitioners of any sport or recreational activity, early twentieth century canoeists actively debated materials and techniques, although the pre-occupation with design modifications in specialized sailing canoes was more evident in the U.S. than in Canada. By 1903 James Edmund Jones' manual Camping and Canoeing had appeared, while advice and commentary on canvas canoe repair, white-water travel, routes, camping equipment, and the problem of troublesome insects was widely available. This paper is intended to survey the formative period of Canadian recreational canoeing and to comment upon its significance.

For certain sections of society, canoeing had an important social and intellectual significance in a transitional era of urbanization with its attendant pressures. The appeal of recreational canoeing was often recognized in conjunction with the attractions of camping which was becoming popular during the 1880's:

It is becoming more and more the endeavour of all classes in the city to be in the country for a while at least, if not possible for the whole summer. The confining influences the year round, and the impure atmosphere in the hot season, necessitate the change apart from the natural predisposition which exists more or less developed in every being.

The apparent continuation of this trend had established the summer outing as something of a Canadian ritual by the turn of the century. With the passing of Spring into Summer, the thoughts of city residents turned towards vacationing for "the prospect and anticipation of an outing in the country does much to make bearable the lot of a city man."

Active outdoor experiences such as hiking, canoeing and camping were said to be more valuable than a resort or cottage holiday; tent-dwellers were "of higher caste in the society of the red god's worshippers, because they live closer to nature and their love for the open is more sincere." Another camping enthusiast discussed his "rest cure" in a canoe:

The thoughts of the crowding multitude of things which in the city present their insistent claims were beginning to melt away and become as a dim memory of unessentials...The chief impression left on the mind is of a Bigness, a freedom, that in the city or even in the trim countryside, is altogether lacking.

And at least one early commentator felt that it was important to distinguish between canoeing and boating which might appear to accomplish the same ends:

Boats are for work; canoes are for pleasure. Boats are artificial; canoes are natural. In a boat you are always an oar's length and gunwale's height away from Nature. In a canoe you can steal up to her bow and peep into her very bosom.

Occasionally writers even speculated on the cultural significance of the canoeists' sport whether engaged in strictly as a means of wilderness travel and enjoyment, or as a means of reaching remote hunting and fishing districts. For essentially geographic reasons the canoeing vacation was considered "typically Canadian." "No other civilized country has a great northwoods combined with lakes and rivers, where the lover of nature can study her unadorned loveliness in all its grandeur." In a still more reflective vein some commentators sensed an historical and spiritual relationship between contemporary canoeists and the tradition of the voyageurs. "We may live in imagination and in fact in a life which, save to the devotee of canoe and wild, had faded forever into the past." The Canadian canoeist was sometimes distinguished from his American counterpart in this historic association with the landscape. The wilderness tradition was increasingly recognized--by Canadians and by visitors--as the distinguishing feature of canoeing in Canada, in contrast with canoe-sailing and closed-canoe paddling which dominated parts of the United States and Britain. The most explicit statement of this sentiment linking canoeing experience with national feeling in Canada appeared in Rod and Gun in 1915:

There is a secret influence at work in the wild places of the North that seems to cast a spell over the men who have once been in them. One can never forget the lakes of such wonderful beauty, the rivers, peaceful or turbulent, and quiet portage paths, or the mighty forests of real trees. It is really getting to know Canada, to go where these things are. After having made camps along the water routes, one feels a proud sense of ownership of that part of the country, which must develop into a deeper feeling of patriotism in regard to the whole land.

The restorative and therapeutic influence of a canoe holiday was also widely assumed. "For the man who leads a sedentary life, there could be no better prescription than a trip of this kind, where he will have nothing worse to worry him than how to satisfy a voracious appetite; and will return bright of eye and with a wealth of memories that will not end with a summer vacation." For the development of character, canoeing offered the ideal experience for "the canoeist's life was seen to be simple, elemental and primitive, although this was not always true. "Those who seek the pleasures afforded by the canoe and its infinite waterways," argued the author of an early canoeing guidebook, "have a great reward in the exercise of ingenuity, the overcoming of obstacles, in developing a creative instinct."

Young Canadians might also benefit from canoe travel, for as the brochure of a leading Temagami youth camp explained, "nothing is so fascinating to the adventurous spirit of a boy as a trip of this nature." Camp Temagami ran trips ranging in length from a few days to several weeks to provide experience in portaging, tent pitching and outdoor cookery. Each boy would "take turn at similar duties for his own instruction and the general good of the party." Whether with an organized youth camp or in the company of their fathers, boys would benefit from improved physical health and the proper formation of character: "And what lessons of manliness, cheery stoicism and self-reliance the primitive life in tents must teach them."

Sometimes canoeing was viewed as more than a means to develop character: it was occasionally regarded as the preserve of those whose character was already well-formed.

There is something primitive and poetical about the canoe, and canoeing is one of the few pastimes which has not degenerated like many of its fellows. A writer some time ago put it aptly when he said: 'All gentlemen are not canoeists, but all canoeists are gentlemen.'

But canoeists' demonstrations of their gentlemanly upbringing could get out of hand as in the case of four university students canoeing the Rideau who presented themselves at Newboro hotel dressed for dinner in white flannels and crimson felt hats.

Organized canoeing, centered on the activities of canoe clubs, was essentially urban in its primary orientation and featured racing - both paddling and canoe sailing - as the focus of the canoeing programme. Summer regattas were common canoe club activities, and if the 1905 Orillia programme is in any way representative, a wide range of competitions was typically included: men's singles, crab race, men's tandem, fat men's race, four paddle, gunwale race, three paddle, upset doubles, flip, and war canoe race, the latter originated by the Toronto club in 1889 and regarded as a descendant of the freight canoes of fur trade days. Canoe club camps, generally of two weeks duration, were held in various centres throughout the province, sometimes in cooperation with the American Canoe Association.

The Toronto Canoe Club was formed with fourteen members in 1880; membership reached 318 in 1900 and by 1908, with six hundred members, the Toronto Club claimed to be the largest of its kind in existence. Reports on the affairs of the Toronto club often appeared in Forest and Stream magazine alongside notices of the American Canoe Association; The Toronto Canoe Club, like most Canadian Canoeing clubs belonged to the northern division of the A.C.A. Other southern Ontario clubs were to be found in Lindsay, Kingston, Peterborough, Smith's Falls, Brockville, Barrie, Orillia, Galt, Carlton Place, and Ottawa where \$3.50 would purchase an annual membership in 1900. In that year steps were also taken to establish a Canadian Canoe Association at Brockville. Forty-seven canoe clubs existed in Canada before the outbreak of the First World War.

Most Ontario canoe clubs numbered outdoorsmen among their members:

Cruising and camping are leading features of the club, and many of the men have their complete outfit, carried in the canoe, for shelter, food and sleep.

Some clubs, notably in the Ottawa area, even emphasized long-distance racing for open canoes as a highlight of the season's programme. In 1914, the two-hundred mile Ottawa River race was won by a pair of canoeists from the Rideau Aquatic Club who completed the course in under sixty hours including two compulsory rest periods of nine hours, and an unscheduled three hour delay. This and many other regular activities of the organized canoe clubs were abandoned for the duration of the war, but rebuilding was soon underway. The Ottawa-New Edinburgh Canoe Club undertook to revive its traditional two hundred mile race in 1919 and invited Prime Minister Borden to preside over the start of the event:

Canoeing is distinctly a Canadian national sport, and the Two Hundred Mile Canoe Race, taxing as it does to the utmost the strength, endurance and skill of the competitors, easily ranks first among the athletic events of the world.

By 1922 the Toronto Canoe Club had begun to publish a regular newsletter, The Red Ring, with notices and commentary concerning canoeing and other sporting activities in Toronto.

Some tension was bound to develop between canoe-camping or cruising and the generally less rugged forms of canoe club paddling. Thus, a contemptuous American canoe cruiser denounced his less adventurous associates:

The average canoeists today wears white ducks and is afraid to soil them; a pretty shirt he is afraid to wet, and a nobby cap that is pretty, but useless. If by chance he is induced to cruise, he must take a hotel with him or find one where he can sleep each night; he must go around the falls in a stage coach instead of shooting the rapids, and, if by chance it rains, the cruise is off; a sunburn is a disaster, and a blister is frightful. The fact of the matter is that the sport suffers from a super-abundance of lazy, fireside kid-glove canoeists, and a lack of paddlers.

In Ontario, however, the camping and cruising tradition was soon identified as the most appropriate form of recreational canoeing and it grew in popularity accordingly.

Recreational canoeists covered much of Ontario—including the north—in the course of their holiday travels. James Edmund Jones in Camping and Canoeing listed two dozen popular routes in the province and described the location of rapids, portages and other important features. Michie's, a Toronto outfitting company specializing in camping sales, produced an even longer list of canoe routes and supplied maps. Periodicals of the day including The Canadian Magazine, Rod and Gun, Athletic Life, Outdoor Canada, The Dominion Illustrated, Forest and Stream, Outing, Scribner's and Recreation carried stories on wilderness canoe travel presented as a pleasure and challenge in itself, or as a means of access to remote fishing and hunting territories.

The Rideau Canal Route between Ottawa and Kingston which the Toronto Canoe Club travelled in 1886 provided a pleasant and picturesque short cruise. "To the canoeist the Rideau route is a region of pure delight; to the angler canoeist, an earthly paradise." Towns with comfortable hotels and eating places were frequently encountered along this relatively well settled passageway.

The popular Kawartha Lakes region was widely known as an attractive tourist district where "the steam-launch, sailboat, row-boat and canoe are everywhere in evidence." Canoeists supplies were readily obtainable at several points along the waterways by 1900. However, Reginald Drayton, a resident of the region, recorded in the diary of his 1893 canoeing and hunting trip that the many portages were "an unspeakable bore." Drayton's view was perhaps unusual, for other Kawartha district residents had enthusiastically canoeed, hunted and fished the same waterways for pleasure for over thirty years.

Slightly further north, many well known canoe routes, (some of them still travelled today), could be found in the Muskokas. These routes helped to attract tourists to another region of Ontario where summer vacationing, including canoe camping, alongside resort life, played an increasingly important role in the local economy.

In the same way in which club canoeing and flat water outings led some paddlers to more adventurous canoe camping expeditions and river travel, the existence of less accessible waterways lured others into the remoter regions of Ontario. New routes had an attraction in themselves while Ontario's older tourist regions appeared overly populated to some wilderness vacationers even before World War I:

The Muskokas and Kawarthas have felt too deeply the devastation of civilization, and these regions are related geographically and for cruising advantages to the Lake of Bays country very much as Algonquin compares to them, and Temagami to Algonquin. Each is wilder and woodsier than its neighbour to the south.

As early as 1880, Charles Paradis, a colonizing oblate, claimed to be Temagami's first tourist. Railway promoters and engineers of the 1880's and 1890's predicted a promising future for Temagami as a tourist region and recreational paddling through the area became increasingly common. In 1893 W.R. Wadsworth travelled through the district after three or four summers' canoeing experience in Georgian Bay. By the end of the decade, the meanderings of tourists were regularly recorded in the journals of the Hudson's Bay Company post of Bear Island.

In 1903, then, when James Edmund Jones described a series of trips through the Temagami country which was still not accessible by rail, the district was already becoming well known to recreational canoeists. The neighbouring Mississauga area enjoyed a comparable period of popularity for its fishing and canoeing potential immediately following 1900. Desbarats often served as an outfitting centre for trips in this latter region.

However, even as Temagami was reaching an early peak in its appeal, the introduction of resort hotels, youth camps and cottagers on the main lake encouraged a few venturesome wilderness travellers to look still further northward for places to enjoy their sport:

The tame wilderness of Temagami is good, but having had a taste of the wilds, you like the simple, and experience in your soul a hankering for the real thing where there are no hotels to go back to, and where high collars are unknown.

Well before World War I, recreational wilderness canoeists crossed the arctic watershed in Ontario. Extended summer vacation travel to James Bay was still a major undertaking and in the absence of reliable maps of the northern waterways, Indian guides were generally employed. A remarkable exception to this pattern was the unguided trip of four Toronto youths to Moose Factory in 1896.

Ten years later, in July 1907, two University of Toronto students sailed from Depot Harbour near Parry Sound en route to Port Arthur from whence they proceeded to Nipigon. Here they fished and arranged for guides while awaiting the eventual arrival of their canoes. "The railway people have handled them pretty badly." By mid August the canoe trip itself was underway. The party travelled via the Ogoke and Albany Rivers to Fort Albany on James Bay before beginning the return journey along the coast to Moose Factory and then upstream via the Abitibi toward the northern end of the Temiskaming and Northern Ontario Railway line. At McDougall's Chute the canoes were sold and the homeward rail journey begun. George T. Marsh's account of a similar trip from which he returned by way of the Missinaibi was presented to the readers of Scribner's Magazine in 1912.

On more than one occasion the idea was expressed that "rapids are to canoers what fences are to fox hunters." Residents of north-western Ontario, for example, enjoyed the challenges of a day outing on the Kaministiquia: "One of the joys hereabout is to run the many rapids of this river, in a canoe, and under proper conditions it is a pleasure likely to last for some years." Nonetheless, white water travel was generally approached with some caution by recreational paddlers who were aware of the risks involved. Robert Pinkerton's manual The Canoe, Its Selection, Care and Use emphasized the potential for tragedy but attributed many accidents to carelessness and ignorance. The challenges of white water were frequently accepted. Dr. N.A. Powell has left a very straightforward observation:

The rapids we try to divide into two classes:—those which can be run and those which cannot. That mistakes are made in relegating certain of these to their proper class, is demonstrated by wrecks of canoes to be seen in a number of places.

Jones, in Camping and Canoeing, provides several sensible suggestions: paddlers are encouraged to examine the rapids in advance, to space canoes out in the rapids, and to lash in guns and other heavy articles of baggage.

The thrill and excitement of white water was lyrically celebrated in the poem "Shooting the Rapids," from which the following stanza is taken:

Oh, the pleasures we find,
In a bounding canoe,
With muscles like steel,
And an eye that is true.
We love the wide waters,
and the wild wooded shore,
We risk every danger,
New scenes to explore.

Mishaps did occur, of course, due to inexperience or carelessness, and were sometimes discussed for the benefit of future travellers. "Running the Rapids with an Amateur" and "All Because of a Piece of Pork" are examples of articles designed to give canoeists warning and advice. Such articles may have been intended to safeguard recreational canoeing from criticism which would certainly arise in the wake of fatal white-water accidents. But rapids were not the recreational canoeist's only hazard: the death of the poet Archibald Lampman in 1899 was partially attributed to illness, brought on by a vigorous canoe-holiday in Temagami a few years before.

Despite occasional accidents, the wilderness forms of recreational paddling assumed a prominent place in the range of summer sporting activities enjoyed by Ontarians and Canadians in general. From at least the 1880's recreational canoeing began its first widespread rise to popularity as an adjunct to fishing or hunting, and increasingly as a fulfilling activity in itself. As *Canada Today* described the situation in 1913, "A canoe trip may be considered as an attraction per se or it may be regarded as a means to an end."

The closed sailing canoe, often resembling a kayak and commonly known as the "Rob Roy" after John McGregor's famous mid-century vessel of this type, aroused enthusiastic interest in the United States and Britain. This model made some inroads into Canada, but here a distinctive tradition of design and use persisted alongside and eventually triumphed. The differences lay in the Canadian preference for an open two-man canoe which was better suited to fishing, camping and wilderness travel.

One attempted explanation of the slower rise of the Canadian canoe up to the 1880's critically referred to John McGregor's influence on the British and American tradition:

If Rob Roy McGregor [sic] had not been able to transform his no doubt very ordinary cruises on the Baltic, the Elbe, the Danube, the Rhine and the Jordan, into one of the most delightful series of books of travel in the English language, would his civilized kayak, by her own merits, have ever become the most famous of small boats, or produced the school of English canoeists?

Not only has the Canadian canoe been deprived of all the advantages resulting from the efforts of a single inspired and gifted inventor, but it has never been blessed with a prophet.

Although the closed canoe briefly enjoyed popularity among racing enthusiasts, the Canadian canoe ultimately established its position as the most satisfactory model for camping and wilderness travel.

The distinctions between canoe-sailing and canoe-camping were sufficiently understood that one contributor to the American sportsmen's journal *Forest and Stream* could assert in 1890 that "canoeing in the States is essentially different from that in Canada." Contemporary opinion was probably not so firmly divided; the canoeing volume in the widely circulated Spalding's Athletic Library series considered the Canadian open canoe models in contrast to the decked (closed) one-man British or American sailing-canoe to be the "best general cruising boat."

The important question of the evolution of this Canadian style canoe is not entirely clear although the crucial role of builders in the Peterborough district from the mid-nineteenth century is generally accepted. A lengthy essay on "The Canadian Canoe" in *Forest and Stream* credits the Strickland family of Lakefield with making the greatest advances from the dugout design as early as 1855. Regattas held in the area at Little Lake and Gore's Landing encouraged the circulation of the new board design and boat-builders such as Dan Herald and John Stephenson continued to refine and improve the construction methods of the Peterboro model. This canoe was typically built of basswood in lines which are still familiar. Some larger versions were produced but the basic Peterboro was usually sixteen feet long and about twelve inches deep with a thirty inch beam. Herald's highest-priced canoe, a seventeen foot craft, sold in the United States for forty-five dollars in 1878.

In northern Canada something resembling the modern Canadian canoe was also being developed directly from the birchbark model which was occasionally built with a canvas cover. The replacement of birchbark by canvas was popularly assumed to be the key process in the design transition to the modern Canadian canoe. Not surprisingly, turn-of-the-century canoeing enthusiasts debated this early innovation in a manner comparable to more recent debates between advocates of aluminum and wood-canvas "traditionalists." Indian-made birchbark canoes were sometimes purchased by recreational paddlers in northern Ontario after 1900 but the decline of the traditional craft was unavoidable, even though this meant breaking a direct link with the native craftsmen and the important continuity that this association symbolized. One former birchbark devotee openly discussed his change of heart:

I, too, once worshipped at the shrine of the birchbark; knelt in spirit before the creation of the Indian; believed in Longfellow's panegyric, and scoffed at those practical men who hinted at any imperfections in it. But I have had a change of heart.

The cedar or basswood vessel could apparently be made lighter than a birchbark canoe of similar length and capacity. And the birchbark would soak in more water in the course of an extended trip. The hulls of a birchbark canoe were "highly prejudicial to speed" so that "given equally good men in a cedar and in a birchbark canoe, and on still water the former will draw away from the latter one foot in every ten." The author of these remarks, among others who participated publicly in the early debate, had some reservations about the Peterboro's suitability for work in rapids but it was agreed that the fault could be remedied. Robert Pinkerton, in 1914, summarized the disadvantages of the vanishing craft:

...you will have to travel much more slowly with the same expenditure of energy, and you must always carry a can of pitch wedged in the bow. Your craft will be harder to handle, especially in a wind, and, unless you rig some sort of a low seat, you must kneel in the Indian's position when you paddle.

The increasing use of the canvas-covered canoe which was popularized in Peterborough and by the American Old Town Company stimulated discussion about equipment maintenance. Articles on "The Canvas Covered Canoe and Its Repairs" became common in the Canadian sportsman's magazine *Rod and Gun*. Mr. C.F. Paul of the Montreal Star described the application of two new strips of canvas to his canoe:

I began by tacking this canvas along the keel, beginning at the centre of the boat and working both ways. I found that by soaking the canvas with water that I was able to stretch it better with the pliers than when dry, so kept it wet throughout the operation. After tacking the full length of the keel, - that is up to where the bend begins toward the bow and stern, - I stretched it tightly toward the gunwale, tacking it to the side of the boat close to the gunwale and on to the gunwale itself.

Recounting her experience in re-canvassing the smaller Rob Roy canoe, Miss Helen Merrill of Toronto noted that "the second cover adds not a little to the weight of the canoe, and for this reason a light weight canvas is advised." Canoe repair was also discussed in Jones' 1903 Canadian guidebook, *Camping and Canoeing*.

Consideration of design and style in turn-of-the-century canoes invites some discussion of the commercial dimensions of recreational canoeing. Recreational canoeing contributed—along with the extension of mineral prospecting into the northern Ontario shield country—to the proliferation of canoe manufacturing firms throughout the province. Canoe-building enterprises in Ontario varied in nature and size from small, craftsman-owned and operated companies exclusively devoted to canoe building, to larger operations where canoe manufacturing was carried on alongside a comprehensive boat-works including skiffs and motorized launches. The early canoes varied in design but in general they were cedar or basswood vessels usually without canvas covers. An undifferentiated list of Ontario canoe-manufacturing companies whose advertisements appear in turn-of-the-century periodicals includes the following:

J.H. Ross Canoe Company, Orillia.
The Lakefield Canoe Building and Manufacturing Company.
The H.I. Bastien Boat and Canoe Works, Hamilton.
The William English Canoe Company, Peterborough.
Peterborough Canoe Company Ltd.
The Capital Boatworks, Ottawa.
The Canadian Canoe Company Ltd., Peterborough.
The Walter Dean Canoe Company, Toronto.
H.E. Gidley and Company, Penetanguishene.
The H. Ditchburn Boat Manufacturing Co. Ltd., Gravenhurst.
J.W. Stone Boatworks, Rat Protage (Kenora).
The Toronto Canoe and Boat Company

Canoes manufactured in Toronto were available from Eaton's at least as early as 1901 when the first *Summer Catalogue* appeared. The sixteen foot basswood model sold for \$25.00 with paint or \$32.00 for a varnished finish. Cedar or butternut craft of the same design were somewhat more costly; a good bird's eye maple, walnut or cherry paddle could be obtained for \$2.00. The William English design, the distinctively styled Sponson and the American-made Old Town had been added to Eaton's canoe selection list by 1914.

In addition to canoe manufacturing, the commercial dimensions of recreational canoeing involved outfitting and guiding businesses, summer camps, lodges and resorts and the ancillary transportation services provided for canoeists and sportsmen by the Canadian Pacific, the Grand Trunk, the Temiskaming and Northern Ontario and the Canadian Northern Ontario Railways. Suppliers such as Michie's of Toronto provided information on vacation opportunities. *Michie's Tourist Topics* contained advice for canoeists on routes, equipment and provisions which Michie's was prepared to supply and deliver. The popularity of Michie's services in the early 1900's was at least partly a consequence of the firm's early interest in provisioning travellers in the northern lakes and rivers of Ontario: the firm began to give special attention to the "northern" districts in the 1880's. In a series of pamphlets celebrating the recreational pleasures found along its routes, the Grand Trunk Railway noted canoeing possibilities alongside references to fishing, hunting, boating and resort life. "As for the canoeists," the Grand Trunk wrote of the Kawartha Lakes, "This midland district of Ontario is one broad, continuous network of lakes extending to James Bay, and the voyages to be taken by the enthusiastic lover of the canoe have but one limit - the time at the disposal of the voyager." To facilitate camping parties, the Canadian Pacific offered travelling arrangements which will no doubt surprise today's railway passengers. A group of five or more outdoorsmen travelling together to CPR shooting and fishing resorts could obtain one month return tickets at reduced rates. Two hundred pounds of baggage and camp equipment including tents, canoes or skiffs under twenty feet in length and fifty pounds of captured fish or game "will be carried free in certain specified territory for each sportsman." Vacationers wishing to rent canoes could do so readily in most resort districts. In Temagami, for example, the Hudson's Bay Company Post on Bear Island kept a small fleet of canoes available for tourist use at 60¢ per day or \$3.50 per week.

Thus, all forms of recreational paddling were well-established in pre-World War 1 Ontario. A multi-faceted rationale emphasizing social and cultural factors closely associated with Canadian life supported popular interest in canoeing, often linking this sport with the country's past or the natural environment. British and American visitors could adopt all but a few of these motivations. In urban areas, organized canoe clubs offered convenient and attractive recreational programmes throughout the summer season. Finally, canoe manufacturing companies made the required equipment readily available and a vast range of commercial concerns considered it to their own financial advantage to stimulate and service canoeists' needs.

This article was originally published in the *Canadian Journal of Sport History*, and is printed here with permission. The author is continuing to gather documentary materials on recreational canoeing in Canada, with the hope of preparing a more complete history at a later date. He would be grateful for any information concerning printed, archival or photographic records on the subject. Please write Jamie Benidickson, 313 Brunswick Ave., Toronto, Ontario M5R 2Z1.



CANOEING WITH THE CREE

By: Eric Sevareid
Publisher: Minnesota Historical Society (\$6.75)
Reviewed by: Rob Butler

In 1930, with little research, inadequate maps, inexperience, but lots of good fortune, the seventeen-year-old embryo newsman and a nineteen-year-old friend took an old cedarstrip canoe 3000 kilometers from Minneapolis through the Minnesota, Red, Echimamish and Gods Rivers to York Factory.

The dauntless youth made observations which admirably evoke the canoeists' empathy with nature and provide comparisons with our own experiences. This is a fine story for a winter's evening of light reading.

The book first appeared in 1935 and has now been published by the Minnesota Historical Society.

99 DAYS ON THE YUKON

By: Thomas McGuire
Publisher: Alaska Northwest Publishing Co.
Reviewed by: Lennabelle Winn

This daily journal comments on a trip by Tom McGuire and Charles Wolf in their canoe the 'Sans Souci'. From the icy days of early May to the

beginning of the fall migration in late August, they travel the Yukon River from Johnson's Crossing on the Teslin to Bethel on the Kuskikwim.

Charlie Wolf, gentleman canoeist and an inveterate canoeist of many seasons shows Tom McGuire, rookie camper, how to live comfortably in the bush. This account of visitations with the locals from village to village on the Yukon provides an evening of light reading on 'bush travel' in touch with civilization.

WILDERNESS CANOEING AND CAMPING

By: Cliff Jacobson
Publisher: E.P. Sutton, New York
Reviewed by: Lennabelle Winn

Mr. Jacobson offers many practical suggestions for travel in "comfort", realizing his is not necessarily the only way but is, so far, the best for him. He speaks from personal experience of racing and wilderness tripping on flat and white-water.

Among the hints, he suggests using a garbage can inside a duluth pack for a pack basket and bug repellent carried in a used roll-on deodorant bottle. A basic and brief instructional book dealing with canoeing and camping skills, it is nonetheless well worth reading for those who appreciate new ideas.

annual meeting

The annual meeting of the WCA was held at the Leslie Frost Centre near Dorset last March.

The major part of the business meeting was spent working on the constitution in preparation for incorporation of the WCA. Major changes in the new constitution allow two votes for family memberships and have replaced the old Executive with a six person Board of Directors. Directors will hold office for staggered two-year terms, with three people retiring and three new directors elected each year. In order to make the Board as representative as possible, voting will be by cumulative ballot. The Officers of the club consist of the Chairman and Vice-chairman, who are elected by the Board of Directors from among their number and a Secretary and Treasurer appointed by the Board.

The Directors elected at this meeting for a two-year term were Dave Auger, Barry Brown and Herb Pohl, with John Cross, Roger Smith and Glenn Spence elected for a one-year term. Herb Pohl was selected as Chairman and Dave Auger as Vice-chairman. The new officers and committee chairmen appointed by the Board of Directors are listed under WCA contacts.

The weekend meeting was not all business however, as a number of activities were available to members. In addition to ski and snowshoe trips, there was a visit to the Kanawa Canoe Museum, where new curator Rick Wash was building a beautiful 14 foot birch bark canoe. Craig Macdonald displayed various types of snowshoes and toboggans for us, and gave a talk on their use and history.

Two evening slide shows got members thinking ahead to summer canoeing.

Cam Thompson and Rick Wood showed slides of a canoe trip from Rocky Mountain House to Montreal, while George Luste presented a collection of slides widely separated both geographically and in time that showed his evolution as a wilderness canoe tripper.



products and services

Coleman Craft Canoes:

Coleman Craft Canoes, of hand-layed-up fiberglass, are available in 12'8", 14'8", and 16' L.O.A., with either a lake 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: (519) 623-1804/1894. Shop located at 333 Dundas St. (Hwy. 8), Cambridge (Galt), Ontario.

Mad River Canoes:

Mad River Canoes will be available again this year from Rockwood Outfitters, in particular the Kevlar and royalex Explorers. We have some royalex Explorers for rent. As well we handle an assortment of other excellent lines of fiberglass and Kevlar canoes such as Bluewater, Nova Craft and Woodstream. Come up and see us in Guelph. ROCKWOOD OUTFITTERS, 15 Speedvale Ave. E., Guelph, Ontario, N1H 1J2. Telephone (519) 824-1415.

Spray Covers:

Custom made for any canoe from waterproof nylon. Contact ROCKWOOD OUTFITTERS, 15 Speedvale Ave. E., Guelph, Ontario, N1H 1J2. Telephone (519) 824-1415.

Grumman Canoe For Sale:

Seventeen-foot whitewater model with anti-glare decks and neoprene padded seats. Excellent condition. Contact Ron Bent at (705) 799-5673.

Wilderness Medicine:

In this handbook by William W. Forney M.D. are diagnosed from an instant-reference clinical index, sicknesses and injuries encountered in the bush by the canoeist, backpacker, climber, and cross-country skier. Medical treatment from A (abdominal pains) to Y (yellow fever) using two different self-assembled, multifunctional medical kits, is explained. Previews of the handbook acclaimed by Calvin Kutstrum, Sigurd Olsen and other prestigious outdoor authorities/authors. Published by Indiana Camp Supply Inc., June 1979. Format 5 1/2" X 8 1/2"; 124 pages; 20 line drawings; paperback; \$7.50. Order from the Canadian distributor: Nick Nickels, Box 478, Lakefield, Ont., K0L 2H0.

Wanapitei:

Canoeing experiences for the young and the old, the expert and the enthusiastic novice. Wanapitei offers opportunities to experience the Canadian Wilderness for as low as \$140 a week (prices vary with the length and nature of trips). For information pertaining to either the summer camp or the adult tripping programme, write: Bruce Hodgins, 7 Engleburn Pl., Peterborough, Ont., K9H 1C4, or phone (705) 743-3774.

Adventure Bookshelf
Box 6169 Long Island City, NY 11106

CANOEING?

HERE IT IS! ALL THE INFORMATION YOU NEED!
Adventure Bookshelf's descriptive
Canoeing and River Touring Bibliography
(IN ONE SMALL, 5 1/2" X 8 1/2" - 66 PAGE BOOK!)

CONTAINING:

- * Descriptive bibliography of over 200 currently available, "in print", books on canoeing & river touring.
- * Selected bibliography of over 50 "out of print" books on the subject. (Available at many libraries.)
- * Selected bibliography of magazine articles about canoeing and river touring.
- * List of free pamphlets and booklets on canoe routes, published by various government agencies.
- * List of over 800 major popular canoe routes, indexed as to which guide book contains the description.
- * List of over 200 canoe manufacturers and addresses.
- * Names and addresses of over 350 canoe clubs.
- * List of over 750 canoe Tiveries with their addresses and phone numbers.
- * Some selected films on canoeing.
- * Major canoe magazines and subscription information.
- * Extensive glossary of canoe terminology.

SEND \$2.00 PER COPY TO: ADVENTURE BOOKSHELF
Post Office Box 6169
Long Island City, NY 11106

Discounts on Camping Supplies:

WCA members who present a membership card will receive ten percent discounts on many non-sale items at:

- Margesson's, 17 Adelaide St. E., Toronto
- Don Bell Sports, 164 Front St., Trenton
- A.B.C. Sports, 552 Young St., Toronto
- Rockwood Outfitters, 15 Speedvale Ave. E., Guelph.

Members should check at each store to find out what items are discounted.

BOARD OF DIRECTORS

Herb Pohl (Chairman),
480 Maple Avenue,
Apartment 113,
Burlington, Ont.
L7S 1M4
416-637-7632

Dave Auger (Vice-Chairman),
65 Peel Street,
Lindsay, Ont.
K9V 3M5
705-324-9359

Barry Brown,
1415 Everall Road,
Mississauga, Ont.
L5J 3L7
416-823-1079

John Cross,
106 Strathnairn Ave.,
Toronto, Ont.
M6M 2G1
416-654-9805

Roger Smith,
582 Piccadilly St.
London, Ont.
N5Y 3G8
519-433-6558

Glenn Spence,
P.O. Box 121,
Colborne, Ont.
K0K 1S0

SECRETARY

Debbie Davy,
590 The East Mall,
Apt. 1504,
Islington, Ont.
M9B 4A7
416-621-9037

W.C.A. POSTAL ADDRESS

Box 901,
Postal Station A,
Scarborough, Ont.
M1K 5E4

TREASURER

Rob Butler,
47 Colin Avenue,
Toronto, Ont.
M5P 2B8
416-487-2282

OUTINGS

Cam Salsbury,
70-3 Castlebury Cres.,
Willowdale, Ont.
M2H 1W8
416-498-8660

CONSERVATION

Roger Smith,
582 Picadilly St.,
London, Ont.
N5Y 3G8
519-433-6558

NEWSLETTER EDITOR

Sandy Richardson,
5 Dufresne Cr.,
Apt. 2705,
Don Mills, Ont.
M3C 1B8
416-429-3944

YOUTH ENCOURAGEMENT FUND

Cam Salsbury,
70-3 Castlebury Cres.,
Willowdale, Ont.
M2H 1W8
416-498-8660

MEMBERSHIP

Paula Schimek,
139 Goulding Ave.,
Willowdale, Ont.
M2M 1L5
416-222-3720

wca contacts

WILDERNESS CANOE ASSOCIATION MEMBERSHIP APPLICATION

I enclose a Cheque for \$10 — student under 18
\$15 — adult
\$20 — family

for membership in the
WILDERNESS CANOE ASSOCIATION. I understand that this entitles me/us to
receive The Wilderness Canoeist, to vote (two votes per family member-
ship) at meetings of the Association, and gives me/us the opportunity
to participate in W.C.A. outings and activities.

NAME: _____ ADDRESS: _____

phone _____

Please check one of the following: () new member application
() renewal for 1979.

Notes: -This membership will expire January 31, 1980.
-Please send completed form and cheque (payable to the Wilderness
Canoe Association) to the membership committee chairman.