



the wilderness canoeist

volume 7 number 2

summer 1980

upper missinaibi

Our main objective was to gather experience, information, stories and photographs which we might use in a book we are planning to write about some of our adventures in the Ontario wilderness. Historically, the Missinaibi River has played an important part in the fur-trade which opened up Canada for the white men from Europe, and we looked forward to seeing many of the same sights and places encountered by Indians, trappers, and traders moving up and down this long and sometimes quite difficult river.

Just as we did in 1977, when we canoed the lower Missinaibi from Mattice northward, we took it easy and planned for ample time to enjoy ourselves and to study and photograph. Our motto is simple: "Short Distance in a Long Time," and we always felt sorry for the hurried parties overtaking us and pushing on, because they just didn't have the time to look around and relax and discover what everything was all about. Alas...





Schedule: July 7-August 1, 1979

Car: Toronto-Sudbury-Sault St. Marie-Wawa-Missanabie, 1060 km.

Canoe: Missanabie-Crooked Lake-Missinaibi Lake-Missinaibi River-Mattice, 260 km in twenty-two days. (Missinaibi River from Missinaibi Lake to Mattice is 185 km.)

Truck: Mattice-Hearst, 30 km.

Train (Algoma Central Railway): Hearst-Wabatong, three hours.

Canoe: Wabatong-Wabatongushi Lake-Dog Lake-Missanabie, 45 km.

Car: Missanabie-Highway 129-Iron Bridge-Sudbury-Toronto, 915 Km.

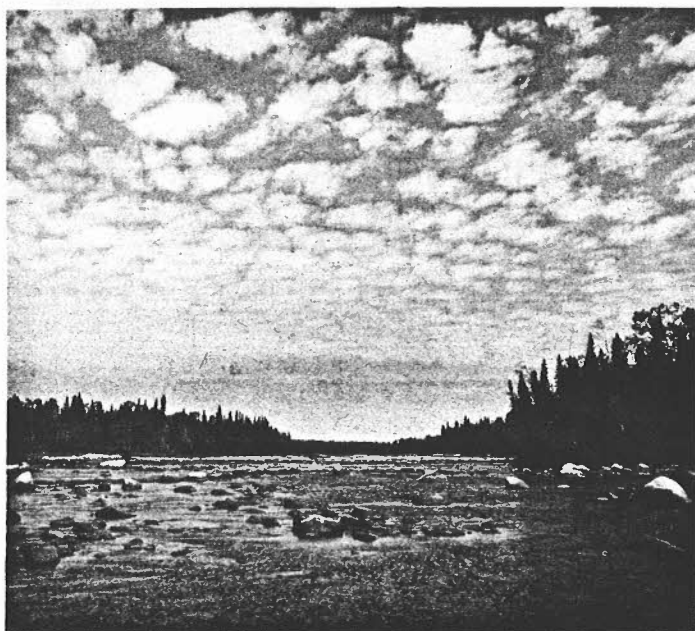
By taking a circular canoe-truck-train-canoe route we avoided a time consuming car shuttle. The rented truck that took us (two people, one canoe, gear) for fifteen dollars - from Mattice to Hearst was obtained on a Sunday (everybody was out playing baseball) thanks to the untiring efforts of the owner of Chez Huguette Restaurant; mille fois merci, Monsieur! The train from Hearst to Sault St. Marie dropped us at Wabatong, mile 206, a whistle-stop near the top of Wabatongushi Lake with only a few wharfs and shacks, no people. The train cost us nine dollars per person and an additional nine dollars for canoe and gear.



Weather:

Mostly sunny, some cloudy days, total of about thirty hours of rain and drizzle, a few short heavy thunderstorms, variable wind mostly from SW to NNW. Maximum daytime air temperature thirty degrees, minimum night time air temperature four degrees, mean water temperature in Missinaibi River twenty-one degrees.

The influence of the wind on the river water level can be quite substantial. When camped near Barrel Rapids, twenty km. downstream from the start of the river, we found that the river level fell at least five cm. after the wind had changed from WSW to NNW and had apparently blown the lake water away from the river entrance for some time. Even this relatively small change can make quite a difference in the runability of some rapids.



The Trip:

We made fifteen camps along river and lakes and one near the station in Hearst. There were seven lay-over days.

We ran, with loaded canoe, about thirty-two rapids and waded eight; the number of portages between Missanabie and Mattice was fourteen and between Wababong and Missanabie three. The longest portage was the thirteen-hundred meter one around Greenhill Rapids and the shortest one was just a liftover in Albany Rapids.

During the canoe trip we saw nine moose (including two calves) and about forty canoeists. The nicest compliment we received was a heartfelt "you are disgusting!" from an envious canoeist who admired us showing off while we smoothly ran Barrel Rapids. (Keep it up, guys from the Soo. All it takes is experience and prayers!) Just to refresh our humility, we had a very wet swamping in Lower Beaver Rapids.

The most unforgettable character was Bill Sheshequin, the seventy-three-year-old owner (part Cree, part French) of the parking/boat rental/camping/landing in Missanabie, who charged us a reasonable ten dollars for twenty-four days car parking.

The most shocked people were a smartly dressed party in bathing suits who discovered to their horror that we were swimming in the nude - gasp, gasp!

We had no poison ivy problems, diarrhea (the mysterious Missinaibi Misery), serious accidents, or encounters with bears. The worst pests were undoubtedly the no-see-ums, which should be renamed damned-well-feel-ums.



Awards:

- Most sorry sight: winter logging roadcuts reaching the river banks from the devastated forest inland.
- Next most sorry sight: motorboats on Missinaibi Lake.
- Offer very sorry sights indeed: the muck and garbage some nature lovers leave behind.
- Most treasured garment: bug vest
- Most delicious taste: wild strawberries.
- Most thought-provoking sight: pictographs made by Indians hundreds of years ago on a rockface at Fairy Point in Missinaibi Lake.
- Most breathtaking moment: drifting slowly on the glassy water surface, while surrounded by six wailing loons, under a colourless, grey, completely windstill sky, just before a violent rainstorm started to fall on the lake.
- Most profound discovery: happiness is a freshly-baked, warm bannock.

Toni and Ria Harting

okefenokee



letter from a peripatetic paddler

Story: Claire A. Brigden

Photographs: Chris Matthews and Anne Snow

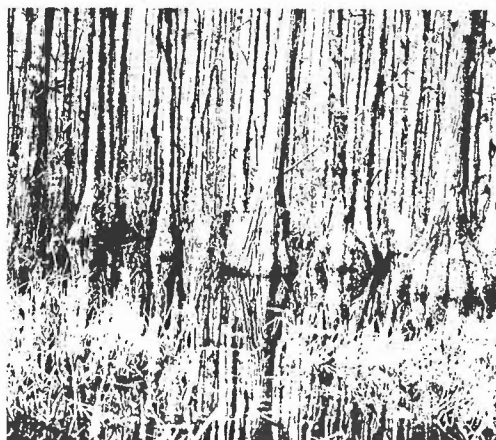
Dear Jonathan:

Well, the Okefenokee was FANTABULOUS. I can see why Walt Kelly staged his little philosophical dramas there with Pogo and his friends. The place lends itself to reflection, and not just because there is over 412,000 acres of water. (Ho, ho).

I sat in the sun on Floyd's Island and thought about Pogo and his pals. There is nowhere you can go in the marsh (it is NOT a swamp at all and the government should stop misleading the public; for after all, a "swamp" denotes dead water), without thinking about something philosophical, either related to the interactions of the myriad life-forms in nature, or Man's interaction with the environment and with his fellow Man. It is a magic place, a secret place, a logical place all wrapped up in one great parcel of land and water. The scenery changes constantly, yet has a sameness; there are miles and miles of water, and yet the solid ground, in small patches, consists of the eternal sand; it is empty, yet full to overflowing; it is vast yet a microcosm, it is a place where one is in awe of nature. It struck me here, for the first time in my life what the pioneers must have felt battling through the unknown North American wilderness; the FIRST pioneers, in the ORIGINAL wilderness. The courage fits in, and the sense of freedom fits in, and the helplessness fits in, and Man's triumph (?) over the wilderness fits in.

Being one of the most perverse Februaries in history, we left Ontario in the embrace of a seemingly eternal autumn and plunged into the white-knuckled grip of winter in Kentucky where the blue (with cold?) grass lay six inches under the white-fisted tyranny of Old Man Winter who showed the whites of his eyes all the way to the Georgia border. Here the famous warmth of Southern Hospitality finally dispelled out fears of chopping through ice in the "Great Swamp", and we motored through palm and peanut country towards our destination, shedding clothes and conceit as we went. The two canoes on top of the van warmed under the sun's rays, and the four of us marvelled at all that sand cradling all those pines and palmettos, flashing past. (Did you know, Jonathan, that with the recession of the last Ice Age and a scooping out of a depression in "all that sand", this great fresh water basin was born, to harbour vast mats of shaking bog, which in Indian parlance for "trembling earth" is known as the Okefenokee?)

Try, therefore, to picture a great shallow sandy basin which is filled with water which overflows into the Atlantic via the St. Marys River, and into the Gulf of Mexico by way of the Suwanee River, and in which floats all this peat bog, and in which grow water lily, pitcher plant, thickets of bushes, acres of grasses, and stands of stately cypress all with their feet in the water and where you may never see another living soul in five paddling days. Lovely carpets of matted bog and living vegetation invite a tentative and exploring booted foot, but lo, the foot squelches and sinks and the "earth" indeed trembles and undulates beneath the weight, and the water oozes and curls around the boot, reminding one of Life's impermanence in BOG.



Anyway, at intervals along the white-staked route through which we paddled, the government has built platforms which are havens, reversed oases, perched in the marsh like wall-less houses, for our use. Oh, the gratitude - for a place to stand, to stretch, to lie out on, to skip upon, to spread things about in the middle of and to look up and down from, after the cramped confines of a whole day in the canoe. Aha, the platforms prove a mocking delusion. They are prisons. Pace one off - twenty feet by twenty-eight feet, no more, no less. Beyond lies freedom. Not here. These are robot structures - for tenting, cooking, sleeping, standing free of a canoe, and THAT IS ALL. Get on with the job. Night comes soon. Daytime is too precious to spend on a twenty by twenty-eight platform. Enjoy the commodious toilets; watch an owl catch a mouse; view the craters of the moon through the telescope; shrink from a thunder storm; snuggle into a cosy sleeping bag; listen to strange night sounds; sleep amidst the rustle; wake up to ice on the canoe or warm filtered sunshine; pack up and at last, nose into the freedom again. Before us are mockingbirds, sandhill cranes, phoebes, egrets, vultures, herons, ducks, warblers, otter, "gators, coons, robins, delicate flowers, new growth, old detritous, grey witches hair blowing from the crowns of cypress, minnows scooting into the depths, snails creeping up slimy self-made paths, old birds' nests reminders of last year's activities, open water, clogged channels, low verdent tunnels, canopies of leafy latticework a hundred feet high, prairies of grasses, and FINALLY a real honest-to-goodness ISLAND.



This is legitimate, not like the platforms. Here turtles can lay eggs, armadillos can trot about on firm ground, and bears can dry their feet. Here are the really tall cypress, pine trees with twelve inch needles, cactus tempting the bare foot in sunny open places, and palmettos like a million green fans with handles stuck higgledy-piggledy into the ubiquitous sand. There are coon tracks, bear scats, old skulls (testimonials to some past tragedy), seed pods cast to earth, wax myrtle stretching heavenwards, ants, mice, butterflies and a haven for Man from the great thunderstorms which roll over the marsh and strike fiery spears into the very heart of the Earth itself.

I don't recall, now, whether Miss Kitty was a skunk or a bobcat, but she must have lived on one of these ten major islands, when not mooning about in Pogo's punt. Pogo, too, of course would have been island-bound were it not for his precious punt. The pole was appropriate, for it implies both physical and philosophical effort, through the depths and shallows of life. A punt, with shallow draught was also appropriate in the Okefenokee, for it gives a chance for pause, for reflection, and a chance to stand while steering, the better to plot the way and gaze above the grasses and above the narrowness of a restricted "point of view", and to pry oneself through the Bog of Life.

The Okefenokee puts Man where he belongs - back into the insignificance of "man". Pogo knew this. He tried to point out man's weaknesses and foibles, and in a subtle way poked fun at our stupidity. I doubt that any politician ever shrank down to his actual size as a result of Pogo's gentle satire, but the philosophies of Walt Kelly fit the place, and the creatures of his creation were of the place, and the place certainly engenders the philosophies.

Oh, Jonathan, of course I'm going back. The place calls and entreats. It will probably be April next time when it is warmer and busier, but it will be just as eerie and just as grand and just as mysterious and just as vast and I'll be just as vulnerable in a thunderstorm and among the alligators, and it will shrink me down to size again, where I belong. You know, visits to the Okefenokee by small groups of politicians in little boats might do them a lot of good. The smaller the group and the boat, the more good. In fact, a miracle might be effected if one politician were to go alone. It might scare the Hell out of a politician. It might make a MAN of him.

Affectionately,

Clarissa



news briefs

WCA FALL MEETING - OCTOBER 3-5

We have decided no longer to try mixing business with activities at WCA meetings as has been the practice in the past. Now, our Annual Meeting in the Spring will be a one-day meeting devoted solely to the business of the club. Our Fall meeting will, on the other hand, be a weekend get-together given over to activities, workshops, and outings, with plenty of time for members to relax and get together to talk over past and future trips.

Arrangements have been made to hold our meeting this Fall at Camp Kandalore near Dorset on the weekend of October 3-5. The following outlines the workshops and activities planned to date, and gives general information about accommodation, meals, and costs:

The Weekend

Friday (October 3)

Evening: Slides of WCA outings and trips made by members during the Spring and Summer.

Saturday (October 4)

Morning: Workshop on "First Aid in the Wilderness" with Dr. Bill King.

A look at "Paddles and Canoes of the Original Canadians" with Richard Nash.

Afternoon: Workshop on "Cooking and Nutrition in the Wilderness" with Carol Hodgins.

Evening: Nick Nickels, author of Canoe Canada, has kindly consented to speak on "Some Aspects of Canoe Routes".

Sunday (October 5)

Morning: Workshop on "Nature Photography" with Betty Greenacre. A discussion of the essential ingredients necessary for making good nature photographs will be followed by a field trip to put the theory into practice.

Outings, both hiking and canoeing, will be arranged on some of the several trails and canoe routes near the camp. (Canoes will be available for rent from Camp Kandalore if you don't bring your own.) Details of the trips planned will be provided with the registration forms.

Accommodation & Meals

Cost for the weekend, from Friday evening to Sunday noon, is \$21.00 per person, which includes accommodation in cabins (bring your own sleeping bag) and all meals. Alternately, it is possible to obtain individual meals if so desired; the cost will be listed on the registration forms. Or, if this is still too confining, you can put your tent up and cook your own meals, at no charge for use of the grounds. However, it should be understood that there is no area set aside for camping on the property; it is strictly a matter of finding a suitable site for your tent - not that this should present a problem.

Registration

Registration forms, including a timetable for all activities, will be mailed to members the first week of September. There will be a \$2.00 registration fee per membership (or \$2.00 per person for non-members) to cover the costs of incidentals.

MEMBERSHIP LISTS FOR MEMBERS

Any members who want a copy of the 1980 membership list can obtain one for the cost of duplicating and mailing. Contact membership chairperson, Paula Schimek.

CHANGE OF ADDRESS

Please send all change of address information to the membership chairperson Paula Schimek, so that all club lists can be updated.

ADVENTURE BOUND

Adventure Bound is a low key operation selling quality lightweight camping equipment, canoes and kayaks at good prices. It is run on a part-time basis by Doug and Lyn Scott out of their home in Burlington. Their main concern is outfitting people with equipment that really suits their needs, rather than just selling merchandise.

They carry a complete line of Eureka tents, Camp Trails sleeping bags and packs, and Old Towne Oltonar canoes, as well as camping accessories. For more information contact them at 3535 Braemore Place, Burlington, Ontario, L7N 2N1, (416-637-3645).

FUR TRADE CANOE ROUTES - NOW IN PAPERBACK

Eric Morse's informative book Fur Trade Canoe Routes of Canada/Then and Now, originally published in 1969, is now in its third printing. The new edition has been revised and is published in paperback by University of Toronto Press at \$5.00. We will be reviewing it in our next issue.

ATTAWAPISKAT RIVER TRIP

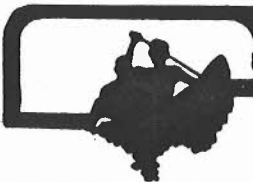
Last minute cancellation has reduced the numbers for this trip. A fourth person is needed for a trip down the Otoskwin and Attawapiskat Rivers, July 11-27. For reasonably fit and experienced canoeists. Contact John Waller at work 416-362-1973 (Toronto) or at home 416-526-4193 (Hamilton).

DEADLINE FOR NEXT ISSUE

Articles, photographs (black & white or colour prints, and colour slides are all acceptable), trip reports, book reviews, equipment comments, etc. are needed for our next issue.

In particular, we would like stories and photographs of members' summer trips, both for the Fall and future issues.

Please send material to the editor by September 2 for inclusion in the Fall issue.



BACKWOODS ETHICS: ENVIRONMENTAL CONCERNS FOR HIKERS AND CAMPERS

Authors: Laura and Guy Waterman
Publisher: Stone Wall Press Inc., Boston, Mass.
Reviewed by: Jim MacLachlan

This book is a medley on various backpacking subjects, some chapters being articles extracted from Backpacker and Appalachia magazines. As such, it seems to be somewhat disjointed in spite of an attempt at logically clustering the chapters into four sections. But aside from this apparent lack of directed flow, the book is very enjoyable reading.

There are several entertainingly written chapters for background (supposedly) before the book touches down on the subject of its title. Even the sometimes dry subject of low-impact camping is enlivened with pertinent anecdotes and new ideas. Have you ever considered trying a hammock with a fly sheet instead of a tent? Think of it the next time you have trouble finding a place to put down your tent because of uneven ground or underbrush.

A very fine feature, and an elaboration on Gerry's "Wilderness Travellers Creed," is the "Thirty Tenets of Clean Camping." Some of these tenets are intended for high-country trail walkers, but the rest can be applied to the low land hiking and canoe-camping most of us are involved in.

As the book moves on, away from the camper's past in preservation towards the realm of management of wild lands, the parallels between the backpacking scene and the canoe-tripping scene become quite apparent. The dilemmas faced by managers of trails and parks in the northeastern United States are similar to those experienced by their counterparts in Ontario managing our own waterways and parks. The book does not offer any simple solutions, but encourages thought. It leaves us with such questions as: "What backwoods environment do we want?" - very serious questions that we are apt to consider inadequately.

I fear I may have given the impression that this book can be rather heavy reading. Quite the contrary; the spirit is very lively. Winter campers will be delighted by the amusing chapter devoted to explaining the attractions of this wilderness activity.

Campers, canoeists, and hikers will all find food for thought and entertaining reading in this book.

ALPINE CANADA

Author: Andy Russell
Photography: J.A. Kraulis
Publisher: Hurtig, 1979
Reviewed by: Sandy Richardson

Of the many books that have been written about the mountains, Alpine Canada is unique. "Instead of standing back and admiring only the big picture formed by the mountains themselves, we went to the meadows, glaciers, cliffs, valleys, and summits and tried to capture the smaller pictures of life within the mountains: the beauty of a landscape, the flowers, the insects, and the creatures of the wild."

Andy Russell, who has lived his sixty-five years in intimate acquaintance with the mountains, is able to see beyond the obvious grandeur and majesty of the mountains to the more subtle beauty and life within. In Alpine Canada he looks not at the massive peaks, but at the clear alpine lakes nestled among these peaks, at the surging rivers and waterfalls that flow through the mountain valleys, at the plants that clothe the slopes and meadows, and at the birds and animals who make the mountains their home. He looks at the alpine country from the border to the arctic, from the foothills to the Pacific, as it changes through the seasons; and shares with us a wealth of observations, insights and comments about the delicate web of life in his beloved mountains.

The superb colour photographs (one-hundred and eight in all) of Janis Kraulis show a sensitive understanding of the many moods of the mountains, and provide a perfect accompaniment and counterpoint to Russell's text. Like Russell, he has looked beyond the big and the obvious to focus on the inner world of the mountains, and has succeeded in capturing subtly and sensitively both the dynamic power and the delicate beauty of the alpine world through all four seasons.

Both men obviously love the mountain wilderness, and together have produced a book that is both informative and beautiful. Alpine Canada is not just another book about the mountains, but a unique work that captures both the feeling and spirit of the alpine landscape.

BRIEFS...

WCA AT THE SPORTSMEN'S SHOW

The WCA's exhibit at the Sportsmen's Show in Toronto enjoyed a new size, site and format this year. While some mistakes were made, the comments both from the public and our own membership were generally favourable. Receipts were up a lot (if that is any sort of barometer), helping to defray the substantial first-time costs of the new booth. The layout was largely the work of Jerry Hodge and Barry Brown (who also supplied most of his household furnishings). They deserve special thanks.

Thanks also to those members who donated time and effort to constructing, staffing or dismantling the booth. These include: Dave Auger, Sandy & Don Austin, George Barnes, Graham Barnett, Tom Boardman, Claire Bridgen, Sandy Bruchovsky, Sandy Button, Penny Clarke, Norm Coombe, John Cross, Glenn Davy, Diana Dennis, Ken Ellison, Helen, Gord & Lisa Fenwick, Jim Greenacre, Bob MacLelland, Rita & Bill Ness, Rick Paleske, Herb Pohl, Sandy Richardson, Cam Salsbury, Paul Skinner, Carol Thwaites, Suus & Jan Tissot, and last but not least, the muscular second-generation Kings.

Members who were not contacted but would like to help - please don't be shy! Contact the organizer next Fall. There's a lot to do!

Bill King

CANOE PADDLES

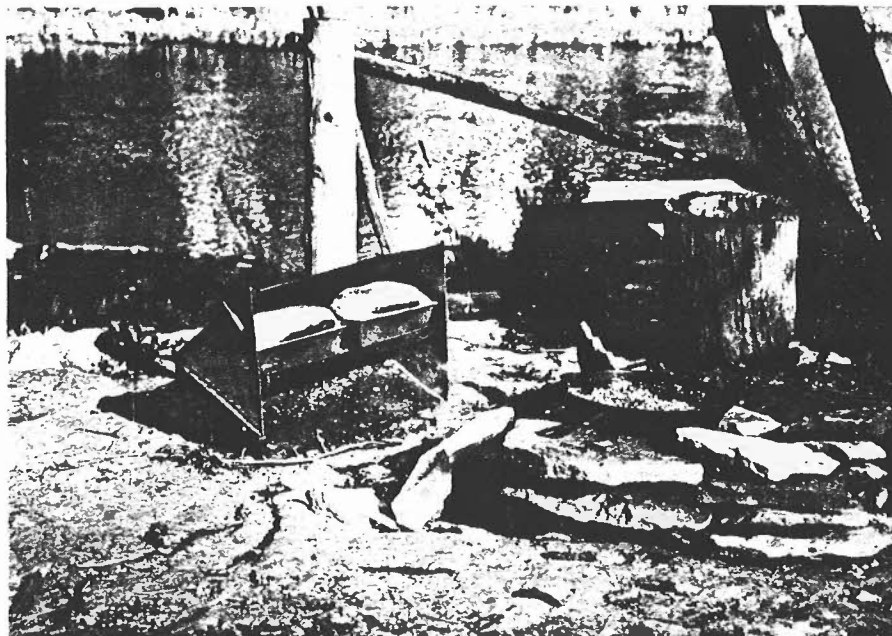
Naiad Marine, 3570 St. Clair Ave., E., Toronto (416-261-4467) have some samples and will order a variety of shapes and sizes of light-weight laminated wood paddles of superior quality from a Quebec manufacturer. (Recommended by Bob MacLelland, 416-488-9346, and Claire Bridgen, 416-481-4042.)

COTTON TENTS - PACK LINERS - CAMERA BAGS

I would like to hear from people interested in making their own large cotton tents. Cotton for tents is not plentiful nowadays, and sometimes sailmakers will only sell it if they can get rid of the whole lot at once (enough for perhaps 2 or 3 tents).

I would also like to hear from people willing to come in with me on purchasing a lot of industrial grade garbage bags (like they use in park trash cans) for use as waterproof pack liners. Smallest lot available is, I believe, 100 bags.

Another lot of waterproof rubber gas mask/camera bags may be in by the time this newsletter is out. Phone John Cross at 416-487-0678 (Toronto).



cooking and nutrition on wilderness canoe trips

Story: Carol Hodgins
Photos: Carol Hodgins
Jamie Benedickson
Bob Boutilier

Food is an integral part of any canoe trip. It plays a big part in the health and happiness of the participants. The preparation and eating of food should be a highlight, not an ordeal.

Wherever I have tripped--be it in Ontario, Quebec, Northern Saskatchewan or the North West Territories, with adults or youths--a good meal does wonders for the morale of the trippers after a day of canoeing and portaging.

Nutrition, cost, weight, and, last but not least, taste and appeal are all important considerations. One is limited in the amount of fresh food one can take. Smoked meats, jerky and cheese keep well. Freeze dried foods (with less than 3% moisture) are the lightest to carry but the heaviest on the pocketbook. Dehydrated foods (with about 25% moisture) are next in weight. One wishes to severely limit the number of cans one takes along, and these few should be burned, crushed and carried out again. When planning a menu think about basic nutrition as well as the "taste buds" of the trippers.

Food is necessary to give energy and to build and repair body tissues, but at the same time it should be attractive and appealing.

An average, well-trained, thoroughly conditioned adult body is 50%-65% water. Therefore, we mustn't forget that we need a lot of fluids. Also needed are varying amounts of 13 different vitamins and 18 minerals, along with carbohydrates, fats and proteins. The percentages in our diet of these latter three are approximately as follows:

Recommended Balanced Diet
30% fat, 60% carbohydrate, 10% protein.

Average North American Diet
40-45% fat, 40% carbohydrate,
15-20% protein.

Recommended Diet for Training Athletes
40% fat, 45% carbohydrate, 15% protein.

To refresh memories for types of food for a balanced diet, refer to Canada's Food Guide:

Milk and milk products contain:
Vitamin A, calcium, riboflavin (B₂),
protein, vitamin D, phosphorus.

Fruit and vegetables contain:
Carbohydrates, vitamins A and C

Meat or alternatives (beans, dried peas) contain: protein, B vitamins, iron.

Cereals, breads, pastas contain:
Carbohydrates, B vitamins, iron.

The average North American eats more protein than is necessary. If we consider a canoe tripper as being akin to a training athlete, his/her intake of protein only needs to increase 5% over a non athlete. The total food consumption, of course, would be increased somewhere between 500 and 1500 calories.

Carbohydrates are the first food to be digested. They are easily broken down into simple sugar (glucose), which is used for energy. Only a small amount can be stored and any excess is changed into fat. They are the most efficient fuel source with respect to the amount of oxygen utilized. They are the primary source of energy during extremely vigorous and prolonged exercise. It is a misconception that carbohydrates are fattening. It is the excess amount of carbohydrates or the excess of what one eats with them that is fattening. Carbohydrates and proteins both contain 4.1 calories per gram. Fat contains 9.1 calories per gram. Carbohydrates need to be eaten in combination with fats and proteins. If eaten alone one will feel hungry in an hour or so, but if eaten in combination one will not feel hungry for several hours.

One should try and cut down on sugar consumption. Our refined sugar is the driest food we eat. It only has about 1% of water and it contains only traces of nutrients. Think of the extra useless weight being carried across portages. Honey has a very distinctive flavour and is always enjoyed on trips. (If substituting honey use only one-half as much as sugar and reduce other liquid in the recipe 1 cup for every cup of honey.) Nutritionists, however, claim that honey has about the same nutritional value as sugar. It may have enough nutrients for a bee but not for us.

Proteins are made up of Amino Acids of which 22 are essential for good health. All but 8 of these are manufactured within the body. Proteins are

used to build and repair body tissue and are not normally used as an energy source by the muscles during exercise. No foods contain protein alone. They are combined with either carbohydrates or fats. For example cheddar cheese is about 24% fat and 25% protein whereas a good steak might be about 50% fat and 50% protein. Animal protein, meat, fish, eggs and milk contain certain essential amino acids in greater abundance than do vegetable proteins and are considered complete proteins. Legumes (dried peas, lentils and most varieties of beans, cereals and flour with the germ removed) lack some of the essential amino acids and are considered incomplete proteins. If eaten alone, they are insufficient. Some of these legumes are deficient in only one or two amino acids and strong in others whereas grains are the reverse. Therefore, by eating combinations of these foods one can get the essential amino acids or complete proteins in a meal.

Food combinations to make a complete protein are:

- a) Grains (cereal, pasta, rice) + legumes (beans, lentils, dried peas)
- b) Grains + milk products
- c) Seeds (sesame, sunflower) + legumes.

For example 1 cup peanut butter + 1 cup milk powder or 1 cup oatmeal + 2 tablespoons soy grits make a complete protein. These combinations are known as food complements. Knowing something about these combinations can be very useful in meal planning for a canoe trip, since animal protein may be difficult to take along. For more information see Diet For a Small Planet by Frances Moore Lappe.

The need for protein is constant, and the body is unable to use its daily need at one time.

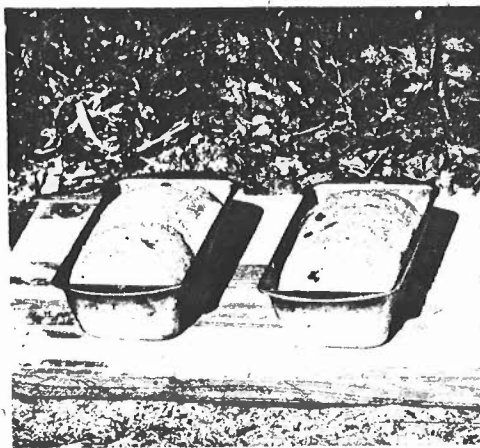
Fat is necessary in the diet. Combined with carbohydrates and protein, it enables the latter two to be more efficient. If food is completely stripped of fat it does not stay in the stomach long enough to be metabolized. Fats are digested slowly and have good staying power. They are stored in the body as a ready source of energy. They are the only sizable reserve supply of food energy. They are good, therefore, for people doing muscular work, during light to moderate exercise.

Evolution in food technology has been so fast that it is difficult for the government to guarantee the nutritional value. It is estimated that there are about 12,000 food products on the market (*Globe and Mail* 2/20/80). Additives are used to improve the nutritive value of some food. They are also used to increase the life of a product, to improve the flavour, texture and appearance. It has been asserted that in 1970 we each ate about 5 lbs. of additives a year and by 1977 this had increased to 9 lbs. If we eat a well balanced diet we do not need to be too overly concerned, but many do not. We have to use some additives but why use so many? It has also been asserted that North Americans obtain about 60% of their calories from refined foods. Phosphates and nitrates are added to many foods (eg. cured meats). In excess, nitrates have been linked to cancer.

Ready-to-eat cereals are both refined and processed. Rolled oats are not, and are therefore the most nutritious. The rolling process is less destructive than other processing. Also there is little cellulose (fibre content) left in highly processed food. Intestinal diseases such as diverticulosis are linked to the lack of fibre in the diet. The fibre content in the intestinal canal gives added bulk for the muscles to move along, and therefore, helps prevent constipation. It acts somewhat like a sponge in its ability to hold water. Bran has more cellulose in it than any other common food. This is removed during processing. White flour has the bran removed. Bread made from whole grain retains the bran as well as some minerals and vitamins which are not found in white bread. If we use less processed food we decrease our intake of additives, increase the nutrient value and the fibre content of our diet, and I think make much of our food more interesting and tastier. However, one should not suddenly go from a diet lacking in fibre to one that is heavy in fibre content; the intestinal tract couldn't cope with it. My message is to keep in mind good nutrition, and to always use common sense. On a canoe trip if you are having a big dinner one night heavy on whole grains and beans, the next night could be macaroni and cheese or something else that is light in fibre content. Since what can be a problem to take on a canoe trip, vegetarian meals (with plenty of milk, eggs and cheese) are quite useful. Vegetarian meals require more planning in order to get the complete protein needed and to be tasty they often require a lot of spicing. Nevertheless, one can prepare many varied combinations.

Metabolic rates vary, appetites and desires differ and some people are just plain fussy and won't try anything new. Try and be reasonable when introducing new foods. One cannot cater to every whim, particularly if someone will not try anything new or different. Some tastes have to be acquired.

The quantity of food to take along is always a problem. The trippers should have plenty to eat without gorging themselves, while at the same time they should not have to carry much excess weight across portages. Age, activity, and weather are other variable factors. No one is going to eat as much after an easy lake paddle on a warm sunny day as after a heavy day of shooting white water and portaging in cold or wet weather. I feel it is important for people to learn not to waste what they cannot eat. Gross waste is an offence against the conserver society.



Plan your menu around your trip. Check your route. Is it likely to be difficult or easy? Are you going to have lots of time to spend on food preparation and cooking or would you prefer quick and easy meals? Is the weather where you are going likely to be warm or cold? If you are tripping in the far north you will want to take a lot of soup including heavy "campsite" made soups. They are easy to carry. However meals with extra fats will also be necessary.

Some trippers like to carry their main staples in bulk and do their mixing at the campsite. I prefer to do as much mixing of breads, cakes, etc. before I leave, only adding ingredients like oil, honey and water at the campsite. Remember when doubling recipes increase the salt only half as much again. Another point about salt. When cooking beans do not add it while they are cooking. It tends to make them hard. Add at the end. Also a word about salt tablets: They are potentially harmful because frequently insufficient fluids are consumed along with them and this may lead to dehydration. Salt tablets drain water from the tissues into the intestinal tract and often produce nausea and vomiting. If perspiring a lot add extra salt to the food or drink water to which salt has been added (½ teaspoon dissolved in 1 qt. of water).

Breakfast is probably the most important meal of the day. It usually has been a long time since the last meal and a lot of energy will be needed following it. Physical performance declines when breakfast is omitted.

Most of us are in the habit of getting a lot of our vitamin C in the morning although there is no reason why we have to do so. Daily dosage of vitamin C should not be less than 30 mg and regularly not more than 200 mg (150 mg saturates the blood). One orange supplies about 66 mg. Some juice crystals have 40 mg per cup added, but apart from the vitamin C content these crystals are "junk" food; they contain no other nutrients. Why can the food manufacturers not come up with a tasty juice crystal with more nutrients and less sweetener in it? If one is lucky to find a blueberry patch one cup contains about 20 mg of vitamin C. Other sources of vitamin C such as broccoli, asparagus and cantaloup are not exactly suitable for canoe trips. Cabbage if kept dry will carry very well and one cup contains 84 mg. However, as soon as the leaves begin to wilt cabbage begins to lose its vitamin C.

Granola is a very popular item for a cereal or for a snack during the day. It can be made ahead, and it is very nutritious. You can use many combinations to suit your own taste. Of the grains, I like to use at least half rolled oats. Wheat flakes, rye flakes, bran, and wheat germ can be added along with nuts of your choice, milk powder, seeds, or soy grits if desired. One or more dried fruits can be used and these should not be added until after the granola has been baked. About one cup of oil (corn, sunflower or safflower) for every 12 cups of dry ingredients (except the fruit) along with one cup of honey makes a good mixture. Brown sugar, molasses or corn syrup can all be used. You can have lots of fun experimenting.

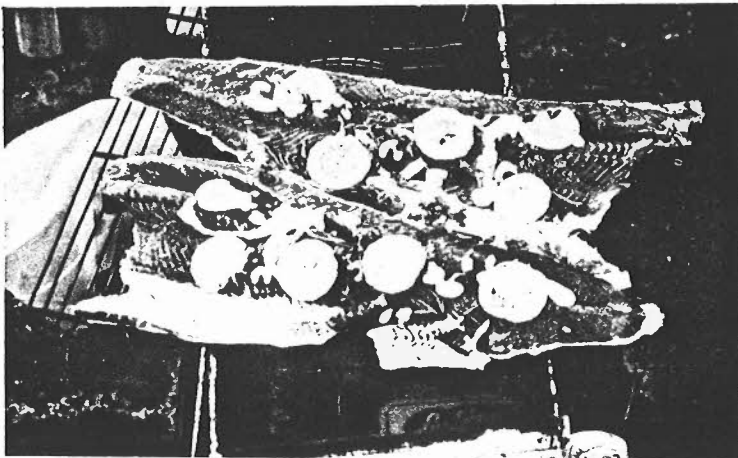
A great way to start off a cold day is with hot porridge. Rolled oats have 5 mg of protein per cup. Spice up your porridge if you're tired of 'blah oatmeal'. Add some dried fruit, raisins, currents or apples along with some cinnamon and honey. If you want to increase the nutritional value add a tablespoon each of bran, wheat germ or soy grits. Add milk powder directly to the cereal. Experiment; it is fun. Try other hot cereals.

Some bacon is great to have on the trip. I don't like to keep it too long, although I have met groups who say it is fine even when it is turning green. I don't like having it regularly because of the high concentration of nitrates used for its preservation. I also don't like to take fresh eggs for more than a day or so, but one could if the weather is cool. Fortunately the food industry has really improved the quality of dried eggs in recent years. You can have scrambled eggs, omelet or souffle, make them simple or gourmet by adding onions, mushrooms or other ingredients. Add lots of spice.

Pancakes can be great but plan them for a morning that you're not wanting a fast start. There is the old argument about being almost instantly filled by a pancake or two, but in about an hour being hungry again. If you think about the carbohydrate-protein-fat balance you will know why. Commercially bought pancakes are primarily carbohydrate, and if eaten alone would be used up in about an hour. At home one probably wouldn't have porridge along with pancakes as one often does on a canoe trip. If you use commercially bought pancakes add other nutrients to them. However, pancakes are very easy to make yourself. Add a mixture of whole wheat and white flour. Add a bit of bran and wheat germ or substitute corn meal for some of the flour. Add milk and egg powder along with salt and baking powder. A bit of nutmeg is also good. Add raisins or other dried fruit or best of all camp in a blueberry patch. If you are lucky enough to find a strawberry patch as well, a hot strawberry sauce is excellent. You can have delicious and nutritious pancakes that won't leave you feeling hungry in an hour.

One can bake completely out of whole wheat flour, but I find it too heavy. About half whole wheat makes a good mixture. Whole wheat flour has 20 gm of protein per cup compared to 11 gm in unbleached white flour. Wheat germ has 28 gm and soy flour has 82 gm. Soy flour is very heavy so never use more than ¼ cup of soy flour to one cup of other flour. Even this can be too heavy, particularly if using along with whole wheat flour. The mixture will not rise as well. Other breakfast suggestions to go along with various cereals are cinnamon buns, bran muffins and corn bread.

For lunches take along plenty of easy-to-prepare soups. Take extra onion soup. It is great for spicing. Many trippers do not want a hot lunch every day; but if it is wet or cold, hot soup is very welcome. A cold lunch can consist of one of the many breads or bannocks which can be baked the night before. Bannock can be varied by using a mixture of different flours, white, whole wheat, rye, etc., corn meal, or some instant potatoes. Some tasty trip breads are oatmeal, carrot, wheat, logan or a date orange nut loaf. Or adapt a recipe from home. Oil can be carried on a trip but margarine or shortening can usually be substituted. I suggest strongly that one use baking powder breads unless one has a rest day or a day without portages and a guarantee of warmth and sunshine so that the yeast bread can rise in the centre of someone's canoe. To go along with the bread take peanut butter, jam, honey, cheese, smoked meat, jerky or tuna. Dried fruits and instant puddings are easy lunch desserts or have cookies that require no baking such as nutballs or peanut butter balls. Or one can bake cookies the night before. Fresh fruit can be taken along for the first day and if portaging is not a problem some canned fruit can be taken along. Fruit cans tend to be heavy though, so one doesn't want to carry too many.



Many of us have used freshie and kool aid, but it bothers me because it is basically flavoured water with sweeteners and additives, has no food value and is fairly costly. As well as tea and coffee, hot chocolate is very popular. Cocoa is now very expensive. Try substituting carob powder which is cheaper. A hot lemon drink also hits the spot.

If one wants a hot lunch and is using freeze dried or dehydrated food remember you need extra spicing. Also, the quantities stated on the package are not sufficient for an active, healthy tripper. Add extras such as dried onion soup, cheese, or vegetables. Soy grits, soy (beef granules) or bacon chips can also be added. Hot soup along with grilled cheese sandwiches is a relatively easy hot lunch meal. If you catch fish but not enough for a large fish meal make a chowder, or if there is no fish have a corn chowder. Or have fried rice with vegetables (cook the rice the night before). Since this latter is a meatless meal add some soy grits to the rice or have a cheese sauce or for dessert have an instant pudding which requires milk; in this way you will have your complete protein balance. If you want a soup as the main part of your meal make your own - potato, cheese lentil or split pea are all good. Cheese soup can be made by making a white sauce the thickness you desire. Add salt, pepper, paprika, garlic, dried onion soup or any other spicing that will give it a gourmet flavour. And of course, add cheddar cheese. Make bannock the night before and you have a dandy fondue. If you've left your fondue forks behind just pour the fondue into individual cups so that each tripper has his own to dip into. Be sure to make enough for everyone to have at least two good cupsful. It is filling and nutritious. Top it off with a dessert of fruit compote (mixed chopped dried fruit simmered with a small amount of water and a tiny amount of honey - for flavouring not sweetness, and a dash of cinnamon). This tends to be very sweet so one doesn't want too much. Split pea soup is a slower meal so it should be scheduled when you have a long lunch break. The peas can be soaked the night before in water which has been brought to a boil and simmered for a few minutes - to hasten the cooking time. In the morning drain the pot and carry them in a plastic bag or jar. On a northern trip you are usually guaranteed some cold weather so I like pea soup. While it is cooking fry up some chappatis (unleavened bread) for a change from bread or bannock.

The evening is the time to do your baking. Some meals take much longer than others so be flexible about substituting at the last minute if you need to, because of bad weather. One of the most popular meals with all ages is "your own homestyle, campsite pizza". One, however, does not wish to bake a pizza during a heavy rain storm, or after a long heavy day if the hour is late unless one is far enough north to enjoy the mid-night sun. And if the only wood available is willow be prepared for a very late meal. It is a slow meal and you need a good fire. It is a good idea to begin this meal with an easily prepared soup so the trippers can remain content while the pizzas are baking in the reflector oven. Sometimes people raise their eyebrows and think you aren't eating well when they hear you're having pizza on a canoe trip. I disagree. Make your own bannock crust using a mixture of flours. On top of this spread tomato paste (one 13 oz. can is enough for 5 or 6 individual pizzas) mixed with onion soup and other herbs or spices. Spread cheddar cheese on top along with mushrooms and summer sausage or whatever else you want to take along. It tastes great in the bush. Since this is very filling but also takes a long time to prepare, have an easy but light dessert. Dehydrated apple sauce is one suggestion.

If possible, I take fresh meat, fresh vegetables and fresh fruit for my first dinner. One has to be very careful about the condition of the meat particularly if the weather is warm. It is best if it is frozen when you leave. Hamburg will not keep very long so don't use it for your canoe trip if it has already been thawed and sitting around for a couple of days, unless it is to be eaten within a couple of hours. Onions, carrots, potatoes, turnip and cabbage all carry well if they are kept dry and the weather is not too hot. Put them in a brown paper bag and then put this in a plastic bag. This allows for some breathing to take place. Beans and seeds can be taken along and sprouted on the way. Mung beans and alfalfa seeds take about 3 or 4 days to sprout. This provides a fresh treat and is high in B vitamins. Meals take some thought and planning. If, for example, you are baking pizza for dinner you do not want to be baking a dessert for that night or a bread or bannock for the next lunch. On the other hand if you are having spaghetti or macaroni you have lots of time to bake.

If you are having spaghetti for dinner make your own sauce. As a base use tomato paste and add dried spaghetti sauce. To it add dried onion soup, spices and herbs and some grated cheddar cheese. Freeze dried tomatoes can be added but these are very expensive. There are lots of rice meals, just use your imagination or look through some cook books. I prefer brown rice, both from a nutritional point of view as well as taste, except for rice pudding and then I prefer white. Brown rice does take a lot longer to cook. The white or polished variety has the vitamins stripped away and instant rice is further cooked and dehydrated which removes even more nutrients. Parboiled or converted rice, however, does retain a high mineral and nutrient content which is lost in the polished rice. Curried rice with dried fruit, and if desired some freeze dried chicken, is delicious. Or try a sweet and sour chicken and rice meal. Take along a small amount of vinegar, it doesn't take very much. Use a small plastic jar. Go and see your friendly pharmacist; he only throws out his empty bottles if you don't want them. Have a rice and vegetable dish or a rice pilaff.

I feel that making your own macaroni and cheese is far superior to the prepared ones which contain phosphates and nitrates. Make a white sauce with cheese in it. One can add tuna fish or tomatoes or whatever else one desires.

I never liked the dehydrated chili meals, so I started making my own. This is a slow meal because of the kidney beans; take this into consideration during your meal planning. The kidney beans need to be soaked overnight as do the split peas. This is a good baking night, so make an upside down cake and perhaps a date-orange nut loaf for the next lunch.

Fish, if available, can be eaten in many ways; in chowder, as mentioned earlier or it can be rolled in flour or cornmeal with spices added and fried. If large enough it should be cut in steaks, rolled in flour or cornmeal, sprinkled with butter, herbs and lemon juice, wrapped in foil and baked. It melts in your mouth. Nothing can compare. Some people like to have fish as an hors d'oeuvre, marinated in herbs and spices and eaten raw.

An easy casserole meal is cheese, potatoe and onion. Cabbage rolls using rice and soy-beef granules with lots of spice added topped with a cheese or tomato sauce is another tasty meal. Dried sour cream can be used to make a stroganoff. Lentils, barley and vegetables or lentils and vegetables plus lots of spicing as well as various bean combinations can be used for hearty one pot meals. Serve them with bannock or put dumplings in them.

Cakes, apple crisp, raisin and date squares are all popular baked desserts. Berries if found can be eaten fresh, or put in pies, cakes, pancakes, or muffins or even made into sauces.

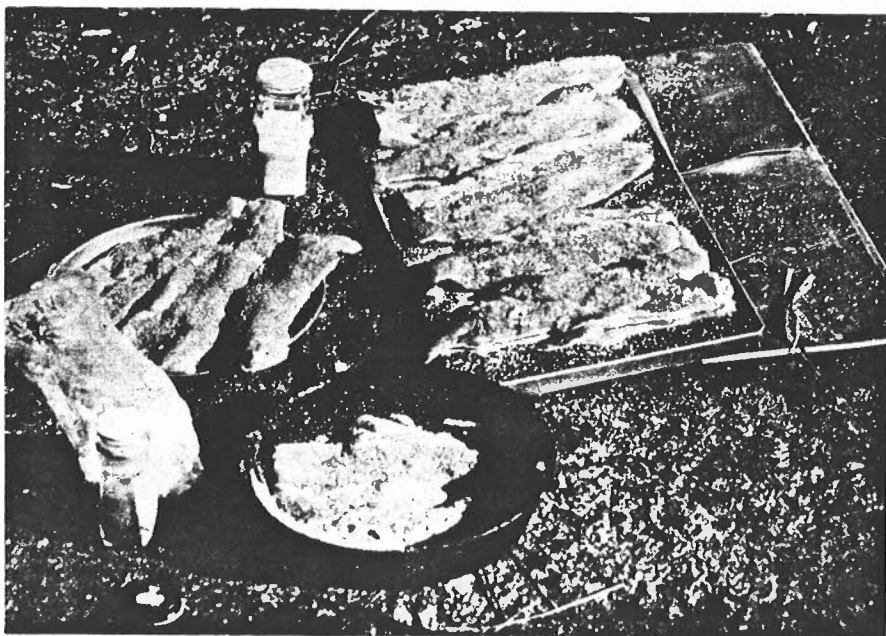
Herbs and spices make any meal more interesting, but it is not necessary to take all your spices and herbs from home. Along with salt and pepper, garlic, curry and cinnamon are the most popular. I also like to have paprika, chili, oregano, red pepper and parsley along, and sometimes nutmeg, ginger and cloves depending on my recipes.

On our Coppermine River trip I knew we would be catching fish, so I packed some fennel and dill as well as fresh lemons. The lemon was also a big hit when we had iced tea using ice from the glacier after a hike up the Coppermine mountains.

For certain rice dishes I also like tamari or soy sauce.

Be sure your food is well packed. Double bag all your dry ingredients in plastic bags and then group them together in larger bags. It is almost disastrous if your food gets wet. Have you ever tried to cook soggy, wet, stuck together spaghetti--it's almost impossible. Plastic bottles are great for spices. They are also useful for sugar, honey, margarine etc. They can also be refilled.

Make sure that you know where your food is. Make a couple of lists, in case one or the other gets wet or lost. Remember that wanagons are perfect containers for kitchen supplies and certain staple foods (ie. spices, peanut butter, margarine).



Whether you want a simple or a gourmet meal depends upon the time and thought you wish to invest. On a canoe trip, cooking can be an enjoyable experience as well as a necessary function. Each meal becomes a social event, as good friends and companions gather around the campfire.

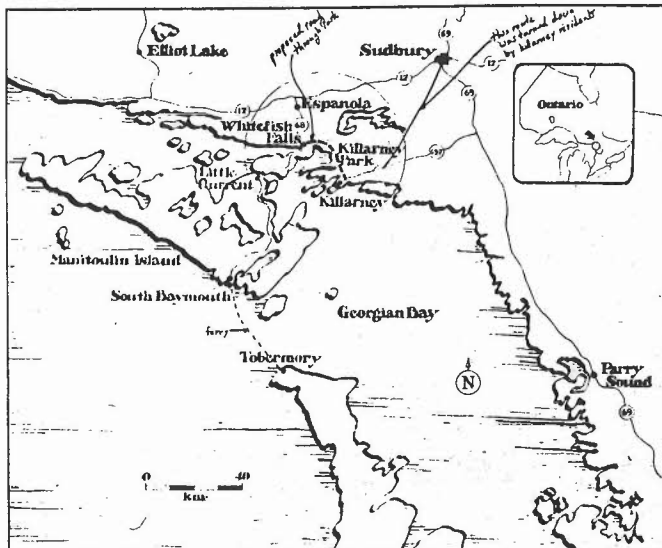


JERRY HODGE

THE KILLARNEY ROAD

With the publication of "Routes 4" by Hough, Stansbury and Michalski Ltd., the Killarney Road took yet another turn. At a meeting in May in Toronto the firm above held its last public meeting to consider the feasibility of putting a road through Killarney Provincial Park to connect Killarney to Whitefish Falls and thus to Espanola - some 50 km. from Killarney. At present, residents of Killarney have to travel to Sudbury which is 120 km. away. While there is an elementary school, a seasonal doctor and a nursing station in Killarney, there is no high school, hospital and only minimal government

The study's final recommendations turned down the road and suggested improvement of Highway 637, improvement of school bus transportation to and from Sudbury, development of a helicopter landing site at Killarney for emergencies, improvement of fire protection and sewage treatment, an expansion of tourist facilities, market of Killarney's uniqueness and coastal waters, extend the park boundaries, and produce a master plan for the region, BUT NO ROAD. Jerome Davis and Victor Dunn continue to fight against the road in spite of the study's agreement with the "no road concept". They feel it will continue to appear in some form or other. "Like a witch, you've got to kill it three times before it's dead."



services. The road link to Espanola would partially alleviate these problems although Sudbury still provides the most complete services. The moot point here is that a new road would travel through the western edge of Killarney Park which is designated as a wilderness park and contains within its boundaries some of the most beautiful, unspoiled (except by acid rain) terrain in Ontario. The interior of the park is now accessible only by canoe and hiking trails.

Environmentalists feel the road would despoil the near-wilderness, extensively painted by the Group of Seven, permitting car access to a large part of the more remote areas of the park with the resultant environmental deterioration. Besides which the description of "wilderness park" should be respected in perpetuity if it is to mean anything at all.

Killarney residents argue that the road is needed for hospital services, schooling for its children, government services, and economic development of the town. From the map it is clear that a road would provide a shorter "circle tour" of Georgian Bay with the added bonus of the La Cloche Range to add to tour interest.

It appears to me from the meeting that residents are split along economic grounds. The residents of Killarney represented by Mr. East, the owner of Killarney Lodge, are in favour of the road. Mr. Dunn and Jerome Davis who are Sudbury residents (and could be bypassed by the new road) were opposed. Sudbury is a watering hole along the trans-Canada and Sudbury merchants do very well on summer tourism. The new road permits tourists to bypass Sudbury. Economically Sudbury's loss is Killarney's gain. Espanola residents were largely split on the concept. If they felt tourists would go north from Whitefish Falls thereby going through Espanola they were in favour. If they felt tourists would go south from Whitefish Falls thereby missing Espanola they were opposed.

It is clearly obvious that this is largely an economic issue. The environmental concerns are only issued as a concern of those opposed to the road. The telling point for me was that Killarney residents were offered a direct road to Sudbury overland along a flat terrain which would have shortened the trip by 20 minutes. They turned it down!

THE SPANISH RIVER

As I am sure the membership is aware, the Spanish River is one of the finest canoe rivers in the Georgian Bay area. There are at present three developments which could affect it.

The most serious development is a proposed Power Dam sponsored by INCO which could flood a large area of the Spanish River from below Graveyard Rapids to well above Spanish Lake, a distance of about 40 km! Both Sandy Richardson and Roger Smith have written letters and submitted briefs about this project pointing out the degradation of the environment the project creates. The project is still under study.

One alteration during the course of the discussions has been the reduction in the height of the proposed dam site to reduce the effect on Spanish Lake and take about ten miles off the river impoundment. The effect is to reduce the flooded area to about 35 km. It would produce a dam about 170 feet high (55 metres).

A second development affecting the Spanish involves the development of a Nuclear Generating Station at Thessalon. This station is the next to be developed after Darlington and in itself has some large environmental consequences. Power lines from the new station would cut across the Spanish in three different corridors. Hydro has been having public meetings to assess which of these corridors is the best, but in the long term, with the projected size of the station all three corridors will be used to maintain the "integrity" of the system. Three Spanish crossings!

The third development is one discovered by Bill King while he was minding the booth at the Sportsmans Show. A forester looking at the Spanish map indicated that the upper Spanish is going to be logged again soon. I will try to provide more information on this development in the next issue.

In view of all this I think it would be wise to canoe the Spanish soon with a camera to show your kids what it used to be like.

LETTERS ON THE MISSISSAGI

I have included two letters from the recent FON magazine retitled SEASONS which speak to proposals to dam (or damn) the Mississagi. I would be interested in hearing from any member who would be willing to keep a closer watch on this development. I think we should send a brief but I've had no experience with this river.

Hydro replies on the Mississagi

Thank you for your expression of interest and concern relating to further development of the hydroelectric potential of the Mississagi River.

In July 1978, the Ontario Hydro Board approved a program of investigation of seventeen of the more significant undeveloped or underdeveloped hydroelectric sites in the province. Our objective was to reassess hydraulic potential relative to current economic and environmental considerations of generation requiring use of fossil fuels. Engineering feasibility investigations have since been conducted at a number of these sites, including the one to which you have obviously referred, namely Patten Post on the Mississagi River. Since the office engineering work on this proposed site won't likely be completed until approximately June 1980, we cannot comment on its technical or economic feasibility at this time.

As to procedures in the event that the proposal is determined to be feasible for integration into a long term program for orderly development of hydraulic potential, you may be assured that the comment of the public, and particularly of the river users, would be sought and would be incorporated, together with all pertinent data relating to the natural and social environment, in an environmental assessment to be presented for subsequent review and hearings.

As you have noted, our engineers certainly agree as to the existing scenic and recreational potential of the Mississagi River. The Patten Post site is being evaluated as an alternative to development of the Gros Cap site at the upper end of Tunnel Lake, because of the fact that it does represent substantially less flooded area and disruption to the recreational community. There is no question that such a development would constitute a change from existing white water conditions but at the same time would offer some positive potential for multiple use as does Tunnel Lake at present. Positions expressed by concerned individuals and groups, such as the Federation, would obviously be considered valuable input to any ensuing environmental assessment.

Hugh L. Macaulay
Chairman of the Board
Ontario Hydro

Dams the lesser evil?

The Chairman of Ontario Hydro has forwarded to me a copy of your letter to him concerning the lower Mississagi River proposed development and I am taking the liberty of sending a comment to you on hydro power generally, since you will be aware of my own enthusiastic interest in the subject.

As the Chairman has pointed out, any hydro project will be subjected to environmental assessment. Incidentally, the first hydro has ever subjected to environmental assessment! The other thing I should point out from an environmental point of view, hydro power represents the least offensive most benign form of electric power generation. I am sure the members of the Federation would prefer water impoundment to nuclear waste proliferation or carbon dioxide and nitrous oxide emissions into the atmosphere that we are getting at such an alarming rate at the present time. I suggest that (it is) time for the Federation of Naturalists to look upon water power in a most objective manner so that we can do what we can to minimise these other contaminants which are destroying our natural environment.

Julian Reed, MPP (L)
Halton-Burlington

PRESERVATIONISTS AND CONSERVATIONISTS

One of my idiosyncrasies is monthly and somewhat secretive visits to a branch of the Royal Bank of Canada. I have no account there but each month they produce a Monthly Letter. It can be on any of a large variety of themes that usually have nothing to do with the dreadful state of the Canadian economy. In each letter there are tidbits of the kind of wisdom commonly associated with writers of the nineteenth century. I have even kept a file of them over the years and occasionally browse through them looking for some little glimmering of Truth that will unclog my sodden brain. Why a Bank feels the necessity to produce such literature I have no answer but I still find my way to the bank most months. I may even open an account there someday, a small one, perhaps, with monthly deposits of particularly well-earned money, out of gratitude for their effort.

In July, 1978 the topic was "A Knowledge of Nature" and if I may be allowed to quote a few passages perhaps some WCAers may join me in my monthly visits. (Really good Bank jobs need gangs of people.)

"In his incessant thrusting for more living space and his incessant obsession with his own perceived welfare, man has ousted all sorts of wildlife from the homes Nature has provided for them. People gave little thought to sharing the land. They wanted it all and they got it; and in the process created their own wastelands."

"Lately, however, the human invasion of the natural world has grown more peaceful. In an increasing number of national parks and other such preserves, the rest of creation is offered at least a share of nature's wealth..."

I can scarcely agree with the last statement in view of the Killarney Road mentioned below and a list of the litter found in Yosemite National Park which included 6 human skeletons, 2 churchpews and a bathtub. Our natural preserves are in danger of being overrun by humans escaping from humanity. But, it is nice at any rate to have the Royal Bank on our side. Really, the mighty Royal Bank of Canada, its gold-plated head office planted solidly on Toronto's bosom recognizes that we have a "deep-seated need for Nature" and the "spiritual sustenance" that Nature provides. The Letter concludes by saying:

"The nineteenth century has now been succeeded by another in which human transgressions against the natural order have pushed it close to the point of self-destruction. It has become a plain matter of survival for man to learn the limitations of his role in the world."

Now if we can only convince INCO.

The bank in which I collect my Monthly Letter is a small branch with most of its tables and counters covered with wood-grained plastic. Although I have never been in the head office branch I imagine it to be a little more opulent perhaps with gold windows and marble counters. However I believe if I were a customer of either branch and they couldn't find my money I would have the same sort of nasty remarks to make in each place. The moral I'm rather desperately trying to make is that when its your money the environment you're in doesn't seem to matter very much. If you examine the articles in the Conservation Report on Killarney, on the French/Nipissing/Sturgeon and on the Spanish and the letter from the MPP from Hamilton I think you will see the importance of economics vs. environment in each article.

That finally brings me to the point. For those groups most intimately concerned with resource extraction and development, economics will always take first place. Conservation for them means save money. Government agencies such as the Ministry of Natural Resources are pace-setting agents for conservation but in the sense of developing recreational resources for tourism and for Ontario's general public to enjoy. Development is required for Provincial Parks, canoe routes, reforestation, management of fisheries and mammal populations, mining and logging. These developments are not always in the best interests of the environment, but are concerned with the best, perhaps vested, interests of some citizens. Environmental Assessment has been the tool of the Ontario Government to minimize the impact of development on those affected and on the environment in the vicinity.

There is, however, a third approach represented by environmental groups, which at the extreme, fight against any development which created environmental damage. The WCA because of its history and its very name supports the third option and has spoken and written in the past often in defense of large scale and local environmental preservation, no matter whose money was at stake.

In practical terms we must always choose among high-impact development of our resources to minimize costs and maximize profits, low-impact development to protect the environment as best we can and finally the preservation of the environment from development. The Federation of Ontario Naturalists also supports the third option with the recognition that someone must speak for the preservation of natural systems against business and government development. I recognize that a defense is an impractical course on occasion but large scale development such as has occurred in the United States need not occur here if the environmental hazards are brought forward into the discussion. Not to fight is to reap the whirlwind.

THE WOODSMAN'S CODE

Accompanying this issue of the Wilderness Canoeist is a copy of the Woodsmen's Code. It was prepared by the Conservation Council of Canada from a publication of the Canadian Camping Association entitled "Woodsmanship Leaders' Guide (1979)". I very strongly believe we all have a role to play with our friends, club members and families. By showing a comfortable respect to the environment through which we pass we can demonstrate our concern to others without much more than a few words of explanation.

As canoeists, hikers, and skiers who travel by choice in areas that are remote and relatively inaccessible to the general public there are some aspects of the Woodsmen's Code which I find insufficient. If we wish to apply pressure on governments and industries to keep our environment from further deterioration and to work to improve these areas already despoiled, we must ensure our own standards are very high.

Travel in the wilderness is in itself relatively clean. Canoes leave no trace; skis leave few long-term effects and, with care, hiking boots on marked trails affect only the immediate vicinity. The trouble begins when we stop for the night or for a meal.

Most W.C.A.ers carry portable stoves and few carry an axe. Some of the smaller portable stoves weigh less than an axe including a weekend supply of fuel. Charcoal is virtually indestructible - carbon-14 dating of charcoal remains is used to date prehistoric sites. In remote places fires should be used for warmth, not cooking. They should be small and they should be fed

fire pit. If you must leave, take burnable garbage to the next site and use it as tinder. Don't leave it half burned. Many pack foods have inner aluminum liners. They don't burn but deteriorate to little chunks which decorate many campsites. Pack them out. Plastic releases nitrogen oxides into the atmosphere. The smoke from burning plastic is poisonous. Pack it out.

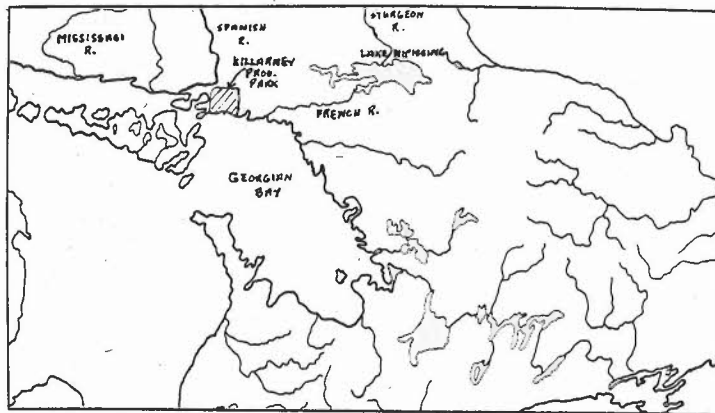
In remote areas the campsite itself can be left so that your presence is undetected. Leaving evidence of "good" campsites makes that area available to future use by other less careful campers and promotes deterioration. Let others find their own campsites. In heavy use areas stick to campsites in use to avoid further deterioration of untramelled areas. Use "wood craft" projects as firewood and use the facilities in the campsite as above.

In its environmental assessment for developing canoe routes the Ministry of Natural Resources is proposing to implement a set of strategies for providing the best service for canoeists with the least impact on the environment. I found the following quote most interesting:

"Of the three alternative means, or forms of canoe route development identified earlier, namely:
-designated campsites with facilities,
-designated campsites without facilities, and
-no designated campsites or facilities,
the latter has the greatest potential for impact. The uncontrolled nature of this form of canoe route allows for indiscriminate dispersion of impacts in addition to requiring more extensive and thus more costly maintenance. However, it is recognized that some canoeists demand this unstructured experience. Because it is anticipated that those people will seek this experience irrespective of Ministry involvement, the Ministry need not generally encourage or promote this type of experience. It is dealt with primarily as a maintenance issue as one of the many uncontrolled uses of Crown land.

In fact, this lack of promotion serves as a viable management strategy for preserving some routes of wilderness or near-wilderness character."

In simple terms the rather more stringent controls showing environmental concern mentioned above, rather than the ones imposed in the Wilderness Code which I believe are not quite sufficient, answer the Ministry concern of abuse to the environment of undesignated canoe routes. Take care!



with small diameter wood not with standing dead wood. Dead trees to a forest are what fertilizer is to your garden. They also provide food and homes for numerous plants and animals. Clearing an area of all dead wood for large fires too hot to sit close to is simply unfortunate. Let the fire burn down completely. Scatter the dead, wet ashes and hide the doused scar by replacing the forest cover you thoughtfully removed before the fire was set. There should be no trace of your presence when you leave. At organized campsites, use the traditional fire pit. Keep the fire small (wood is at a premium here) and leave a small stack of protected wood for the next visitor. It will save him trampling the bush for firewood when he arrives.

Tent sites in remote areas should leave as much natural vegetation intact as possible. Modern floored tents are water-proofed up their walls and do not require trenching. Clearing the area under the tent of all vegetation is time-consuming and destructive. Remove what is required for your comfort and take the trouble to return the tent site to as near as possible its original condition.

Needless to say, pack out all garbage. If previous campers have abused the site, take the trouble to do a little maintenance. If you set a garbage fire, make it small and hot so that garbage is reduced to ashes not left as part of the wet ruins in the

AN ENVIRONMENTAL MAGNA CARTA

MPP Brydon placed a private member's bill before the legislature in Ontario on June 3rd. The Bill seeks to permit ordinary citizens to have the right to bring charges against a polluter or developer in spite of the fact that they have no money interest nor any ownership of affected lands. Up to now, in order to lay charges a citizen must have a "pecuniary or proprietary" interest in the matter. A number of chemicals, for example, have become widespread toxins in the environment. PCB's, Dioxin, DDT, mercury and acid rain affect large areas many miles from their sources and in some cases were unheard of as little as ten years ago. It's time for people to have a strong voice in controlling the origins of these poisons. The Environmental Magna Carta gives larger access to the public and a larger voice for people who are ultimately affected by environmental degradation. It deserves your support.

A similar bill introduced by Dr. Smith in November was quashed as are most private members' bills. If you could write a letter supporting the idea perhaps it might go to second reading.

Herb Pohl received a letter dated May 15 /80 from the Canadian Recreational Canoeing Association (CRCA). In it a brochure entitled "The Sturgeon River/ Lake Nipissing/ French River Water Management Study" was enclosed. The purpose of the study I have set down verbatim below:

"The Sturgeon River - Lake Nipissing/ French River watershed has experienced numerous problems due to flooding, as well as low water levels over this past year. Flooding has, by far, been considered the more serious problem in terms of damage costs. Serious floods have occurred in the years 1947, 1960 and 1979 with the most seriously affected community during the 1979 flood being the Village of Field. The potential also exists for flood damage around the perimeter of Lake Nipissing and on the French River.

In addition, low water levels on Lake Nipissing and the French River have been of concern to the many resort operators and tourist interests on these waterways. Previous studies of hydrological, biological

and economic aspects of the system have revealed the complexity of the watershed, its critical aspects of watershed management and the importance of the watershed to a large sector of the area's population.

Today, the problems described above have been compounded by continuing development in flood-prone area and by adverse criticism being directed at the operation of the control structures throughout the system.

As a result the Steering Committee of the Federal/Provincial Flood Damage Reduction Program has established the terms of reference and objectives for the study which are: 'Develop and recommend option(s) to reduce current and future flood related property damage and risk of loss of life on the Sturgeon River/ Lake Nipissing/ French River system in its entirety, recognizing other competing uses within the watershed such as fisheries, recreation, tourism and industry.' "

The Issues

"Some of the major issues or problem areas the study will be dealing with are:

- the hydrological characteristics of the watershed
- operating criteria for the existing and potential control structures
- the floodlines or water levels that will

result from various operating alternatives

- the effects of high and low water levels on shoreline land uses and on biological habitats
- the effects of alternative operating criteria on use of the waterways by public, governmental, commercial and industrial interests
- the determination of benefits/costs of feasible operating options
- recommendations for immediate and long term measures that will alleviate and improve the current problem areas"

I shall keep you informed of developments of this issue of concern to us. As well as the possibility of affecting large areas of land with entrappings to regulate the flow of water through Lake Nipissing, a large scale scheme could seriously alter the recreational use for canoeists of a large watershed which has an extraordinary historical value to canoeists. It appears to me there is a potential here of killing a fly with an elephant gun. Floods which have serious impact on a small number of people every 20 years seem not to require major flood control measures. It would make more sense to protect the areas of concern in some simple way than to change the whole watershed.

nature

BULLFROGS

In a wistful moment over two thousand years ago, the Greek philosopher, Theocritus, wrote those immortal lines "Oh to be a frog, my lads, and live aloof from care."

Today, even if living one's life as a frog may not be everybody's first choice, we still think most people can see considerable merit in the idea. After all, you could do a lot worse than soaking up the sun all day while stretched out on a nice smooth lily pad, and we are sure just about every camper associates the droning rumble of a bullfrog chorus with pleasant memories of drifting off to sleep on warm summer nights in years gone by.

Now, this ancient and idyllic picture of froggish life is all very well, but recent studies of our common bullfrog reveal a quite different and more interesting picture.

Although it is the largest species of true frog and is a formidable predator in its own right — not hesitating to attack and eat smaller frogs or even birds and small mammals on occasion — the bullfrog must nevertheless contend with a long list of deadly perils.

The first is a tiny leech that attacks the eggs, sometimes even before the female has finished laying them. Although the jelly-like layer around each egg partly frustrates and slows down the attacks, an average of fifty percent of all eggs in each egg mass are eaten before they can hatch. Incidentally, while it is true that all eggs are equally defenceless before the onslaught of the leeches, the eggs laid by large females and fertilized by large males have much better chances of surviving. Large females confer an advantage to their eggs simply because they lay so many more of them (as many as twenty thousand, or three times the number laid by small females) that each individual egg has less chance of being found and eaten by a leech. Large males improve the chances of the eggs they fertilize because, being large and therefore strong, they control the most favourable mating and egg-laying territories. What makes a territory particularly favourable is warm water temperatures that speed up development within the eggs, reduce the time required for hatching, and, as a result, lessen the time available to leeches for finding and destroying the eggs.

However, even if they get past the leeches and make it to the tadpole stage, the success of the would-be bullfrogs is far from assured. Their careers may be abruptly terminated by a fish or a dragonfly nymph, of there just may not be enough food, sunning places, or cover to accommodate all of the growing tadpoles and some will lose out in the competition for limited resources.

When winter closes in, the survivors are exposed to yet another grim reaper — mass suffocation resulting from the exhaustion of the oxygen supply in the water beneath the ice. If this happens, there will be thousands of dead tadpoles floating on the pond when the ice finally does go out in the spring.

Even when the tadpoles change into adult, air-breathing frogs in their second or third summer, they are far from being out of danger. Up on land, there are raccoons, herons, and many other predators which are totally ready to put a casual, quite unemotional end to what has been until then the frog's miraculous survival against enormous odds. In fact, the chances of a bullfrog egg becoming a sexually mature adult are about one in ten thousand. Such odds may be about a hundred times better than your chances of buying a winning lottery ticket but, even so, no one would dream of calling them good.

And so, what are the rewards for the tiny handful of survivors in these unforgiving sweepstakes? Although young females cannot produce as many eggs as older, and larger ones, they are not otherwise held back from assuming full, adult behaviour, and attempting to produce at least some young before fate catches up with them also, as it has long since done with most of their brothers and sisters. Young males, however, find themselves totally outclassed by older, larger males in the intense competition for good mating territories. About all the young males can do is lurk quietly near territory-holding males and attempt to intercept and seize a female which has been attracted by the roaring calls of the territory owner.

You might assume that if the young male manages to survive another two or three years and becomes a truly large frog, that his "worries" would be over. He would be able to seize and hold a good territory, and he would be able to attract many females. This is all true but there is one final "horror" that lurks in the ooze of just about every bullfrog pond. In fact, the ultimate irony in the bullfrog's long battle against overwhelming odds is that the biggest, strongest, loudest, and seemingly most successful male is also the most likely to attract the attention of and be slowly stalked by the almost imperceptible menace. And then, at the very pinnacle of bullfrog success, he may be seized from below by guillotine jaws, dragged underwater, dismembered, and gulped down by the unseen snapping turtle. In a few seconds, all trace of the "successful" bullfrog has disappeared forever.

No, a frog's life is not all it may seem.

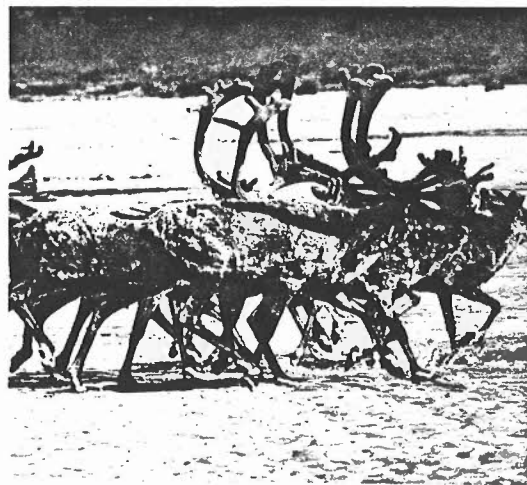
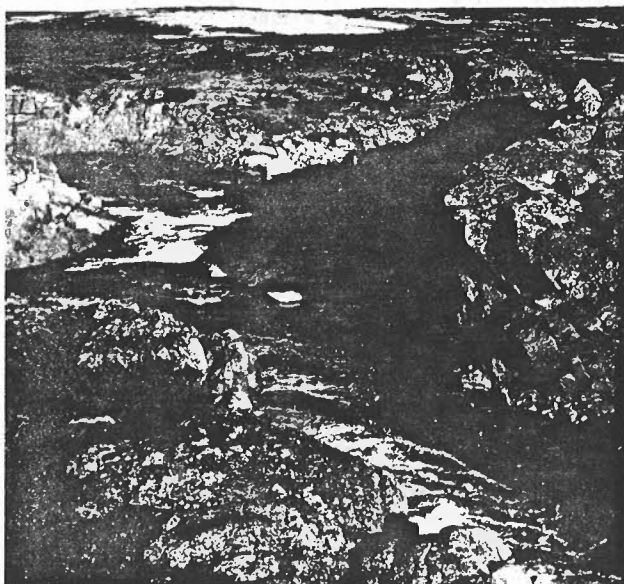


One would think that the animals of the Eastern definition of a game sanctuary. Immediately after the animals appeared. Caribou swam across the river on a sandy spit; moose nibbled on willows; and musk along marshy edges.



The common route into this unique community is Not being overly fond of extended portaging, we select route into the Sanctuary, following the Elk and Thel Elk River has everything for the canoeist: excellent to exceptional backcountry hiking along eskers which

If one successfully ventures north of the 60th return again. There will be a few extra bugs, some but the land is alive.





thelon

Arctic were aware of the Ottawa
 ve entered the Thelon Game Sanctuary,
 r by our canoes; a grizzly bear lounged
 oxen, those prehistoric souvenirs, ambled

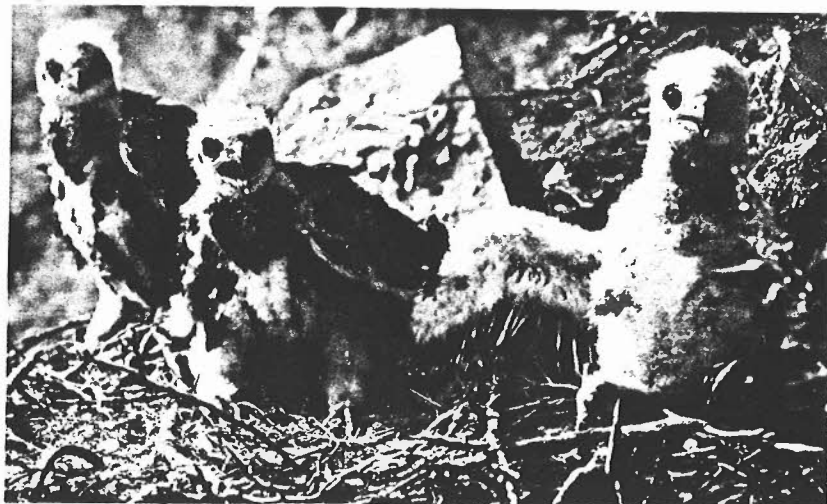
via the Hanbury River to the west.
 cted a less arduous and less publicized
 on Rivers north from Rennie Lake. The
 whitewater, good campsites, and access
 come right to the river's edge.

parallel, it is difficult not to
 cooler water, a few wind-bound days,

John Fallis



Photography: John Fallis
 Norm Frost
 Lorraine McDonald



Réal Bérard

manitoba's artist-voyageur

Tony Sloan

Artists of many modes -- painters, writers, photographers, poets and lyricists -- have striven, each in his or her own way, to capture the stirring but elusive impressions of a wilderness experience.

Réal Bérard of Winnipeg does it in a unique and very effective way. Manitoba's artist-voyageur combines his talents as an illustrative artist with the range of interest of the restless wanderer; a wilderness canoeist who has actually lost count of the number of rivers he has paddled throughout the vast wilderness waterways of Manitoba in western Canada.

He refers to his work as simply "canoe maps" and they are indeed detailed and descriptive cartographic records of rivers he has travelled by canoe. To a canoeist with a historian's turn of mind, the maps are a joy to behold. The beautiful pen and ink illustrations of carefully detailed historic figures, Indian and pioneer artifacts, flora, fauna, and geological formations depicting the human and natural history of the rivers, trigger the fantasies of the viewer and the curiosity of the reader.

Titles such as Grass River Canoe Route, Mistik Creek, Rat River, Sasaginnigak Canoe Country and Land of Little Sticks are examples of the eleven titles completed to date and are available from the Maps Office of the Manitoba Government.

Bérard's grandparents moved to Manitoba from Quebec in 1905 and Réal was born three decades later in St. Pierre Joly, a town forty-eight kilometres south of Winnipeg.

His interest in art dates back to his early school days, but his initial artistic effort for a governmental department was painting signs during the summer of 1954 for the Manitoba Parks Branch. His sign painting admonishing the public to prevent forest fires drew attention to his other work and his flair for expression boded bigger and better challenges for the budding young artist.

He studied Manitoba history and became acquainted with the interrelated stories of the Indians, the fur traders and voyageurs, the settlers and pioneers and the trappers and miners of a more recent day. He then proceeded to travel throughout the province by canoe, to observe first hand the remote and historically significant places that mark the rich and exciting early history of the province. In many instances he has recorded contemporary history by listening to tales and stories told by old-timers still living along the old abandoned canoe routes.

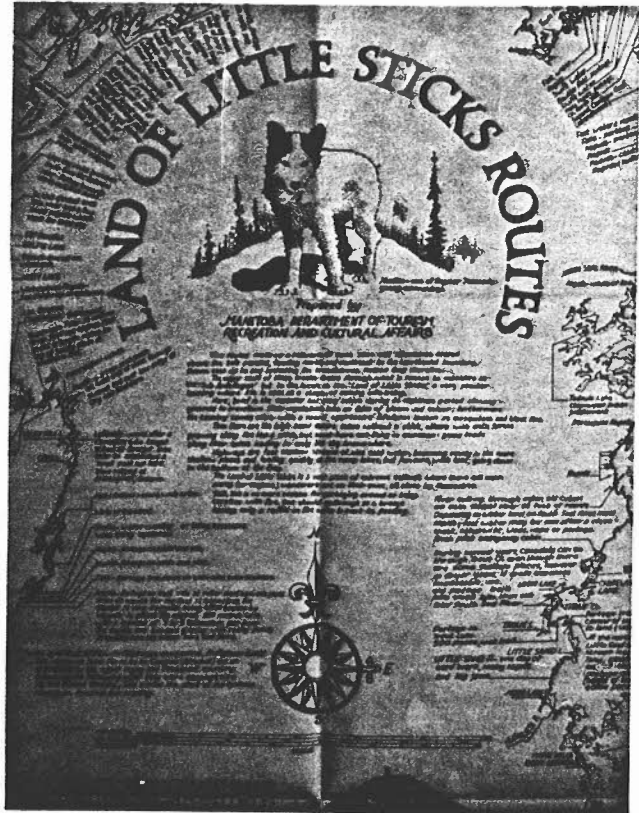
The map data and drawings convey a most effective form of illustrated history. Printed on buff colored stock, the scroll-like maps wouldn't likely be subjected to the wear and tear of an actual canoe trip, but the information can be copied and the original retained to hang on the den wall.

When asked to choose a particular river trip or memory from among his many expeditions into the wilds (he has made as many as six trips during a single summer), Réal puffed contemplatively on his curved pipe and recalled the Land of Little Sticks.

The area Bérard referred to is the transition zone between the great boreal forest belt and the northern tundra that lies to the southwesterly coast of Hudson Bay. Aptly named rivers such as the Caribou, Loon and Wolverine are the travel routes here. It is a remote and lonely land and conjures up vivid memories for Bérard.

"It was a tough trip," he recalls, "the Caribou River was very low at that time of year and we had to wade and walk the canoe through very shallow water and carry over many rocks. One day we only made three kilometres."

"And then there were the voices in the muskeg country. The Indians called them 'water gods' and I heard the voices but there was no one there. It's hard to explain, I don't know what the answer is."



"The land of little sticks ...no trees of any size but there is a kind of magic, a loneliness that really grips you. I would like to go back when the water is higher and travel would be easier...the Seal River?...yes, it's the wildest river I've ever run. No, I don't carry a gun and I have yet to see a polar bear."

His current map project entitled "The Oiseau - Manigotagan Waterways" dwells more extensively on the trappers, prospectors and miners who played an important roll in the early twentieth century discovery period of the remote region. His informative biographical sketches depict contemporary history at it's fascinating best. Shown are such men as Duncan Twohearts, the Indian trapper who led the intrepid Major Pelletier to the gold-bearing rock that resulted in the East Central Manitoba Gold Rush of 1911. He recounts the skill and daring of the period's canoe freighters such as Donald Currie and Charles Wynne who transported supplies in and high-grade ore out of the rugged rock and river country of the Canadian Shield.

In addition to the historical data, detailed trip information on both the Black and Wanipigow Rivers are there for the use of all forthcoming voyageurs.

Bérard, who is married and has three daughters, intends to continue producing the artistic records of his wilderness wanderings as well as doing paintings of the more memorable sights encountered.

A complete set of Réal Bérard's maps (eleven to date) may be obtained for 40 cents per map plus 50 cents handling charge per order from: Maps Sales Office, 1007 Century Street, Winnipeg, Manitoba, R3H 0W4.

george river



Karl and Paula Schimek

For many years Karl dreamed of canoeing the George, and last summer it finally became a reality. We planned our trip for the first half of July. We had experienced good weather at this time on our previous trips and, except for some rain on the first few days, we had again generally good weather.

We had only three weeks including travel to and from the river, and had planned to fly in from Sept Isles to Lake Talon and start our trip on the Rivière de Pas which runs into the George River. But due to high flight costs and bad weather we had to change our plans, take the train to Schefferville, give up the Rivière de Pas, and fly in to where the George River becomes Indian House Lake.

After saying good-bye to our friendly pilot and having some lunch we were ready for our trip to Ungava Bay four-hundred kilometres away. Since Indian House Lake lies in a mostly north-south direction, we encountered some wind; but only one day of heavy wind made it necessary to stop and then only for a few hours. Already on the first day we were overcome by the beautiful scenery all around us, the mountains, not too high, but shaped by glaciers into varied and interesting forms.

We reached the first rapids after three days, having canoed about ninety-five kilometres. After careful scouting, we ran the first set, which was two and a half kilometres long, without difficulty, just before time to make camp. In the morning we were ready for the next set, four kilometres in length. It took us several hours to scout and run these rapids and we realized by then that scouting from shore would be too time consuming, and we would not reach Ungava Bay until Christmas as predicted by the dispatcher of the air service.

The George River drops about four-hundred and fifty metres between Indian House Lake and Ungava Bay. There is only one falls, but many challenging rapids at an average of one and a half kilometres in length, with standing waves over a metre high in the middle. We had no problem running them close to shore and scouting by eddy hopping. We had to line the canoe a number of times. Our home-made spray cover served us very well; without it we could have swamped several times. To find good campsites was no problem although sometimes it was necessary to carry our gear high up from the river to find a flat spot.

The landscape changed from sparsely-wooded areas to tundra-like vegetation. Becoming more barren farther north, George River brings one close to an arctic environment in a relatively short time. There were still patches of snow on the mountains, and farther north, ice banks beside the river.

We saw hundreds of caribou, grazing on hillslopes, silhouetted against the sky while wandering on mountain ridges, or crossing the river. It was an amazing sight to see them swim through heavy rapids, bulls with big antlers and new-born calves close to their mother's bodies for protection. They are very shy, but passed by close to one campsite before becoming aware of our presence. An arctic wolf followed us along the shore for several kilometres, curious at our passing. We saw only one bear and another animal which we believe was a wolverine. Of course black flies and mosquitoes

were numerous and some days unbearable, but on other days almost non-existent. We took many short hikes, climbing up on eskers that made it easy to reach the highland, where one could see as far as the eye would allow.

On the eighth day we reached Helen Falls and the only portage of the trip, one kilometre in length. The falls were an impressive sight, consisting of several drops interrupted by heavy rapids, ending in a large bay where we found a beautiful campsite beside a large sandbank. Before we went to sleep, the aurora borealis with its eerie light appeared.



We started out early for the last day on the river. The tide was felt shortly after Helen Falls and required careful consideration. Otherwise we would be faced with heavy tidal rapids and dry bays. The topographic map was our only source of information; we had no write-up or any detailed information, and were somewhat surprised not to find George River settlement where it was marked on the map. It was already late and time to make camp. We awoke to a cloudy and windy morning which developed into two rather stormy days in which it was impossible to canoe. We hiked to the original site of the settlement, but found no trace of it. On the third day we crossed over to Ford Island where we found a fishing camp and learned from the Eskimos the present location of the settlement, moved farther downstream some ten years ago. Declining the invitation of the people to spend the night, we travelled on and reached the bay after a two hour paddle. We met no other canoeists, only a few people at the fly-in fishing camps; we were told that only three or four parties a year are seen on the river.

There is a regular flight service three times a week to Fort Chimo. We continued on a scheduled flight via Quebec City to Sept Isles, back to our car and civilization - back to haste and noise.

The trip exceeded our expectations - words are not enough to express our feelings about this great experience.



winter camping adventure

Story: Lisa Fenwick

Photos: Gord Fenwick

After a supper of half frozen macaronni, Wendy and I went back to sleep. The rest of the group went on another excursion but this time to look at the many stars in the dark blue sky. Wendy became very cold so we zipped our sleeping bags together. In the night I heard what could have been wolf calls. I called back but when my father came back he said that he was howling and a wolf had howled back to him.

We, the Weebers and Fenwicks, packed and left ahead of the rest of the group. Both days had been beautiful with almost no wind. I enjoy winter camping everytime I go; I will go many more times, and I am sure that anyone who goes will enjoy it also.

After a long drive to Haliburton, Wendy Weever, myself and our fathers arrived at Raven Lake, the starting point for our "Winter Camping Adventure." While we were eating our breakfast, Herb Pohl, Penny Clark, and Glen Davies arrived. We left our parking spot with Glen and Penny skiing together under the strain of their heavily equipped packs. Herb led the way to our campspot.

Our experimental toboggan was a success. Our equipment was tied on. The toboggan slid easily across the snow with little effort. When we arrived at our campsite, the group ate lunch and set up our tents.

Without realizing the time, Wendy and I fell asleep in the comfort of our sleeping bags while the rest of the group went on an excursion and observed the beautiful peaceful landscape. We awoke ready to eat breakfast, pack up and head home. Wendy and I did not believe that it was only supper time until the sun started to set.



black river day

Bill King

High water and perfect weather greeted the Black River group who assembled at Cooper's Falls on April 20th. Due to the season and organizer's inability to say no, a small armada of nine canoes was present. Participants ranged from a very bright and co-operative two year old to the organizer who, due to lack of sleep, was feeling particularly ancient that morning.

Car shuttle accomplished, we set out about 10:30. With the exception of the bridge rapids, which at this water level was a class IV maelstrom, the morning's paddle was mostly deep, gentle water flowing through clay and rock banks and birch forest. We alternated chatting and paddling and were only aware of the speed of the current when our lunch spot appeared much sooner than any of us had expected.

This site, a huge rock on the river's left bank is an extremely pleasant spot in the "pre-bug" season. The swamps which lie behind it provide a home for many varieties of waterfowl. They seemed to be holding a convention with many heated discussions. After a leisurely lunch-break our trip continued through numerous grade I and occasional grade II rapids. The Island Rapid, normally a portage, was a straight-through run at this level; the upper ledge was completely submerged. The final canyon was "iffy" due to large waves. We chose to portage through the cottage land on the right bank but each seemed to find his own re-entry point and then wait for the others to show up. Finally reassembled we completed the trip in the warm afternoon sunshine. A good time for all of us!

mattawa - ottawa - noir

Norm Coombe

A weekend sampler - Yes - three rivers in one weekend was the unplanned pleasure of the small party that went to scout the Ottawa River. After a long drive on the August first weekend, we arrived in foggy darkness at a very crowded Samuel DeChamplain Park. Not finding a site we set up on a flat spot to wake up next morning in a parking lot! We soon found our other party, Dave Berthelet and his charming daughter Chantal. We combined resources on a proper campsite and planned our first day.

The Mattawa

Saturday morning we had a warmup on the lovely and historic Mattawa. Historic indeed, two-colour portage signs hung over bronze plaques outlining facts and anecdotes about the river or that specific portage. Some interesting rapids were run and new partners grew accustomed to each other. Lunch under gorgeous Paresseux Falls made the trip especially worthwhile. In the afternoon we checked out the Amable du Fond River and found it much too dry.

The Ottawa

The Voyageurs Canoe and Kayak Club had shown Herman Kerckhoff's movies of the Canadian National whitewater team on the majestic Ottawa and I wanted to see if this stretch of the river was suitable for open canoes. We do need an alternate to the busy Madawaska for summer whitewater weekends.

We broke camp Sunday morning and drove off to find this wildwater with sketchy directions reluctantly given by Christa Kerckhoff who was apprehensive about directing open canoeists into such a turbulent stretch of river. After some false starts and some local help we finally found the shuttle points and nervously began our run at noon. We soon came to the first rapids - awesome - almost all of the mighty Ottawa charging down a twenty-five degree slope and forming a four metre "v" at the bottom followed by a turn and impossibly complex haystacks. We lifted down a side channel. We had a group of whitewater boats ahead of us but never caught up to meet them. Months later we found they were old friends from the Toronto area.

This was mid-summer and the Ottawa was giving us a massive flow of water. The volume of water, its speed, the size of waves, tricky cross currents and treacherous eddies make this river the ultimate challenge for the open-canoeist. A great experience for advanced canoeists, preferably with sprayskirts! Do not go alone!!

We ran most rapids, parts of some, and portaged past the worst. Portaging here entails rock hopping on and over huge riverside boulders. There do not seem to be any offshore trails.

At the last rapids Dave and Chantal took the straight-through course on the left involving pretty rough water, but had no problems. Dianna, Dennis and I chose calmer water involving more manoeuvring. Underestimating the speed and force of the current we couldn't make our moves and ended up going through a sharp chute. As they say in the song we "dove deep and took on water". With Dave's help and using King Baker's training we did the canoe-over-canoe rescue, got back in and paddled to shore. There we found our waterproofing wasn't waterproof, and our dry clothes weren't dry; another

lesson learned! Our educational dump was in the huge pool at the takeout point where parking and camping can be arranged for a small fee.

The Black

Dave became trip leader now and drove us up alongside Quebec's Black River on a wild and woolly lumber road. Canoeing across the river in the dark we spent the night in the cabin of a large hunt and fishing camp he shares.

Monday we started down the Black. It began like the Madawaska with flat stretches and short chutes and rapids. The river then settled down into a marvelous steady descent of grade-two water that went on for kilometres. The sky was blue, the water clear and the scenery free of human intrusion. The wide river with its steady grade-two water provided an excellent opportunity to teach and practice canoeing techniques. This was one of the finest days I have spent in a canoe. Thanks Dave!

It was a long drive home, but worth it considering the diversity of our experiences over the weekend.

(Note: Dave and Norm are planning to run a trip for the club on the Black and Ottawa Rivers in August.)

bonnechere river

John Cross

Given the meagre snowfall last winter, whitewater enthusiasts were somewhat anxious about this spring's opportunities. Luckily, some heavy spring rains appeared to have filled the rivers by late April-early May. Reasonably high water is essential for the Bonnechere (Algonquin Park steep stretch) - whenever we bumped down the shallower rock gardens, we thought how lucky we were not to have left it till next weekend. To be sure, flood conditions would also cause problems, particularly landing among the alders to scout ahead.

When we set out for this section, planning on an empty-canoe day-run, we knew little about it except that: (1) Gord Fenwick's trip last year had done it in less than a day, loaded with camping gear; (2) the river drops almost 400 feet; (3) "we ran most of it" (Herb Pohl.) On narrow, twisty rivers like the Bonnechere, particularly if the banks are heavily brushed, visibility is very restricted, so we stuck rigidly to rule one: never shoot anything where you can not see a place to stop farther down. So often on the Bonnechere the rapids become worse by degrees, harder to stop in, and terminate in something impassable (like a twenty foot falls), so we add rule two: never run anything where you could not stop even if swamped.

While a camping trip may reach the Bonnechere by portaging through a chain of lakes to the headwaters, a day trip will want to use the road that passes Basin Depot, a deserted field which could be camped in Friday night.

The main road appears to reach the river near the power lines; however, a side road makes a shorter run possible. The run begins in a meandering section, which though marshy, is swift and pleasant.

When the hills close in, the river steepens and the contour lines get ticked off. There are almost no trails where needed, so scouting and portaging are both bush-thrashes. Sometimes an hour's scouting was required for a five-minute run; not scouting could have been disastrous and not running would have been unpleasantly tiring. Two of the largest falls and all of the rapids are unmarked on the map. However, most of the rapids are equipped with canoe-size channels, although the incidence of scattered boulders are unkind to most canoe bottoms (thought I, in my Grumman, watching the ABS canoes slip easily over obstacles.)

Like most small, rarely travelled rivers, the Bonnechere appears to offer rewards to the wildlife spotter, particularly if he is looking for blackflies. We were glad that the cold weather ruined our luck in that respect; few flies emerged to take advantage of the six slow, rapid-scouting feasts in the sheltered, breezeless valley. Instead, we saw a deer, a rabbit, and an otter.

We ended the day's run at Basin Depot, and departed for the Madawaska, whereon to enjoy a cool, flyless Sunday.



french river mouth

John Cross

The shores of Georgian Bay, being rocky and covered with islands, are excellent cruising ground for canoeists, particularly those interested in photography, as they were for painters half a century ago. Unfortunately, these same scenic attractions have come to the attention of motorboats, so the canoeist who desires some quiet must seek sections of coast which are either dangerous or in some other way inconvenient for boats of deeper draft than his own. Such a one appears to be the Western outlet of the French River. There is one lodge shown on the topographic map on Lodge Channel, but on the whole, cottages appear to be confined to the Main and Eastern Outlets.

It is not hard to see why. The Western Outlet splits into many channels, the Voyageur Channel, the Old Voyageur Channel, and a group of others known collectively as the Bad River Channel. These intersect an east-west fault, the Cross Channel (after my ancestor Gaston Cross, *Sieur d'Hôtelmielporrij*), which empties through Old Fort Channel, Lodge Channel, and others unnamed to the open Bay. In this labyrinth are many rapids, all short, some runnable, some not, but none (sigh!) with marine tramways like the one over on the Eastern Outlet. This barbarous state of affairs may explain the solitude we found at the mouth of Old Voyageur Channel (no garbage either!).

Old Voyageur Channel, by the way, does not appear on the current edition of the topographic maps, though it will appear on forthcoming ones. If you study the current map, you will see, east of the Voyageur Channel (so-called), a rapid dropping into a dead-end bay. Wonder where all that water is going to? Right! It is a through channel. In fact, it was the one used most often by the voyageurs. (See Eric Morse, *Fur Trade Canoe Routes of Canada/ Then and Now*, pp. 63-64.)

To be particularly recommended is a paddle eastward on the Cross Channel at dawn, so that the great rock ridge which blocks the end of it (the water pouring through a narrow hole in the wall called the Devil's Door) appears in silhouette against the light. From its summit, there is a splendid view in all directions: forest, islands, and channels to the east, north, and west, and Georgian Bay to the south. (Incidentally, beware of rattlesnakes.) You can pick out a route for the rest of the day among the channels exposed to view.

Eastward toward the main outlets, the tangle of islands continues. We found it motorboatless, though whether this was due only to the many rocks or partly to the weather and season I don't know. It was Victoria Day weekend, a bright sunny day, and from the still frigid waters of Georgian Bay, a dense fog was sweeping inland. This was not only beautiful to behold, but also made navigation an interesting exercise, although for us, with our low speed and shallow draft, there was little to fear so long as we threaded our way among the rocks and kept the roar of breaking waves off to the right.

We ascended the Main Outlet, although I have since heard that the Pickerel River Outlet is more interesting and without cottages. Our approach to the mouth, down the French River from Highway 69 and back up the Pickerel, could also be improved on since these are both heavily used. By starting and finishing at Hartley Bay, a party will traverse and leave behind "Outboard Country" fairly quickly. The Wanapitei River from Highway 637 is another fairly private access route. And, of course, it is possible to follow the route of the voyageurs farther, west to Killarney and the North Channel at Manitoulin Island.



beaver creek

Story: Gord Fenwick

Photos: Gord Fenwick
Dave Chang
Dave Berthelet

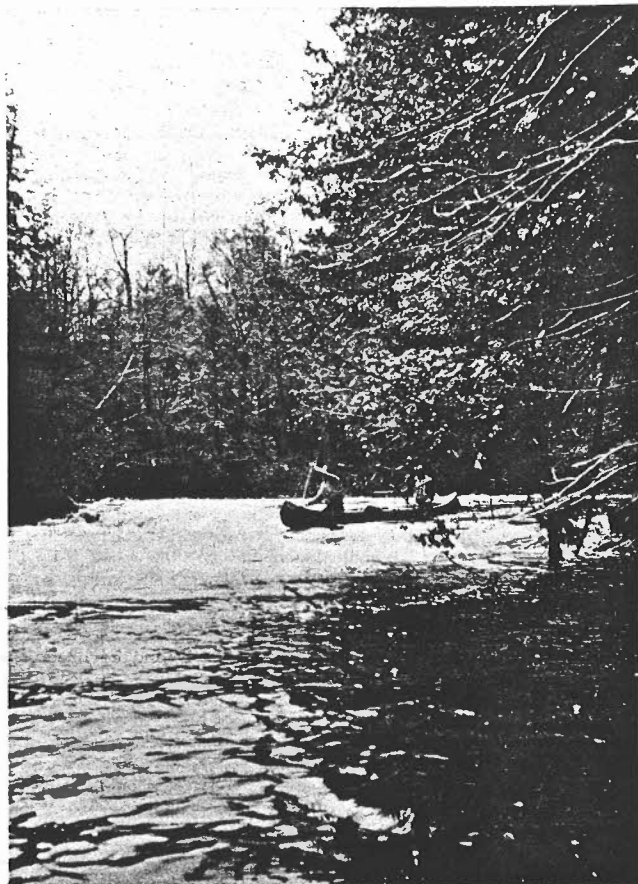
At 3:00 a.m. on a cool Saturday Morning, we awakened Dave Berthelet at the designated meeting place and quickly transferred his canoe to my van as the police circled their cruiser around that area of Marmora with considerable curiosity. On the bridge at our finish point we heard the river surging below in the blackness and Dave Chang's flashlight illuminated a patch of river showing high water and a promise of a great trip.

We then moved quickly over the back roads through the darkness under a grand multitude of stars ashed with the mikly way in all its splendour. Four a.m. slipped by as we aroused our third canoe team at the starting point along with the arrival of the first faint light of day. After readying canoes and equipment, getting acquainted and having hot drinks we canoed away from the flooded ditch into the creek and paddled slowly ahead with gloves covering our numbed hands and shortly afterwards felt the first warmth of sunrise as the sun crept above the horizon and shone through the trees and faint mists. By 8:30 we had reached our breakfast spot and some of us even had time for a short nap.

Portaging across the Glanmire cement bridge and down the east side of the river we ran down through a light rapid and then continued to enjoy the countless and varied bird calls that came from all sides. Relaxing in the late morning sun, we glided leisurely down six kilometres of slow moving current winding and cutting through a section of flooded forest.

By afternoon we were portaging many large drops, at times down steep slopes as there were no trails and our routes often left much to be desired. However, late in the afternoon we were able to run more rapids and I was really excited when we reached my favourite portage of nearly one kilometre. Bending away from the river through the sparsely treed woods up a gently sloped hill and then slowly downhill, winding between small hills and then paralleling a small creek running into the river fifty metres below the dangerous obstacle. Shortly afterwards we reached our campsite near the junction of Dickey Creek at 5:30 p.m.

We all feasted on supper and enjoyed the pleasant company and beautiful evening which was so agreeable that even a few neigh bourly mosquitoes decided to pay us a visit.



Shortly before dusk I took a kilometre hike up Dickey Creek and although darkness was falling fast, just had to climb a steep rocky hill outlook to see Dickey Creek stretching flat, wide and peaceful into the distance. There was barely enough light for me to find my way back down the hill and follow the sound of the creek and then the calls of the group back to camp. Chatting around the campfire ended a fantastic day and I found out about a new first in the morning when Dave told me that I had spent part of the night humming in my sleep!

Sunday was warm and cleared towards mid-afternoon. We ran many rapids and Dave and I ran one rapid through a small gorge which we usually portage. We had Dave Berthelet and Norm Coombe wait at the bottom with their canoe and we fully expected to be swamped by the time we reached the large waves at the bottom. But we came out on top with half a boat full of water and slowly eased the canoe to the safety of the shore. We ran many of the abundant rapids but often pulled ashore to avoid a number of very dangerous areas near heavy rapids and falls.

Near the end I went off a portage trail and ended up leading the group into a Cedar swamp; then came the "Devils Eye" where Penny Clarke and Graham Barnett ran the edge over a shallow shoal on the right and minutes later we ran the last rapid down to our finish point by a cement bridge. Our 6:30 finish ended what had been for all of us a very enjoyable weekend.

lost in the southern ontario wilderness

John Cross

It was without the faintest premonition of discovering a new Northwest Passage into the depths of the continent that we casually embarked from the shores of Wollaston Lake, Hastings County, on the Victoria Day weekend. True, this was a Gord Fenwick trip, cause enough to anticipate the penetration of hitherto unknown wilderness, but perhaps our intuitions were dulled because the car shuffle was over at a normal hour, and we would have got a full night's sleep had it not been for the other inhabitants of the trailer park at Wollaston, who were celebrating the long May weekend in the usual fashion. We lazily waited till the sun was actually up before rising, and then proceeded down the Deer River, first of the routes-to-be explored.

Though not so designated in Ministry lists (good!), it turned out to be a fine canoe route, at least for the early part of the season. Long stretches of elm swamp provide a home for a bird orchestra which performs non-stop; these reaches are guarded above by a couple of short portages and below by a long stretch of cataracts in a narrow canyon, necessitating a bushwhack portage which itself crosses a steep tributary canyon. Rocky shallows near the end inhibit passage except in high water.

In the course of the morning, we descended the Deer to its junction with the Crowe and the Crowe (including some fine long whitewater sections) to Tangomong Lake. For the afternoon, we further descended to Whetstone Lake, and began the second voyage-of-discovery segment. Now Dickey Creek runs southeastward to Beaver Creek, which three of the four of us had been down before, so it should form a useful connecting route. A few weeks before, Gord had climbed a ridge from Beaver Creek, near a small rocky outlet he thought was Dickey, and, like stout Cortes, when with eagle eyes he stared at the Pacific, had seen a wide, level reach stretching away in the distance. The significance of the legends on the map, "Kingdom of Saguenay" and "Here be dragons", did not dawn on us until later.

Accordingly, we began our portage into the unknown over an abandoned mine road, making for a bridge over Dickey Creek four kilometres away. To judge from the number of places in which creeks had overflowed the road, it was being allowed to decay for the Canadian remake of *The Wages of Fear*; our attempts to match these creeks to those shown on the map were discouraging, and since two kilometres felt like four, when we came to a bridge, we said this is it. After splashing through muck and shallows for twenty metres, we looked at each other with a wild surmise: the current was flowing the wrong way! So back we splashed, up went the canoes again, and on to the next bridge; now surely this is it. After a kilometre of meandering water lily culture, we were stopped by a beaver dam, a jungle set for Tarzan of the Frogs, and the sight of the road reappearing. We looked at each other with another wild surmise, silent in a swamp in Hastings County, and deduced that we were on the wrong creek! Up with the canoes again - we never did find that bridge - could it have been that place where the entire road was deep under water, so we paddled along it? A kilometre farther, we met the creek again - yes, certainly and for sure, this was Dickey Creek, and all we had to do was to keep on down it till we reached the familiar, many-times-travelled Beaver Creek.

The going was slow at first because of the many cataracts that had to be lifted over, waded through, or portaged past; but as the sun echoed over the trees and the cry of the mosquito sank slowly in the west we found ourselves paddling down the last level stretch of Dickey Creek toward the junction with Beaver Creek. Since the good campsite on Beaver Creek might be occupied, we camped beside a small waterfall on Dickey, where the campsite was just as good...in fact, Graham remarked how much like the other this site was...

In the morning, under rainclouds demonstrating how energetic they could be the day after a night of carousing, we set off down what must surely, finally, be the last kilometre of Dickey Creek. Surprising, really, that it

had gone on this long! Twice the evening before we had felt sure we had reached the terminal kilometre of cataracts, only to have them shrivel at our approach to a beaver dam or a short ledge. Sure enough there was a rapid, but after portaging through the bush a short distance, we were warned by the fading sound of the water that this was just another short one and we would have to take to the river again.



Another kilometre of flat elm-swamp went by...now surely this must be the end! How long could four kilometres of creek extend themselves, anyway? Two more kilometres went by...it was awfully wide for a small tributary creek - it was as if we had somehow got onto some great canal taking us across toward Ottawa.

Gord (to himself, remembering that he had overlooked the end of Dickey Creek from a ridge): "Where have all the hills got to? The land is opening out flat."

Graham: "I don't suppose we could have got onto some other river by accident?"

Me: "There's no other in the area."

Graham: "Well, I can tell you one thing. We're not going to make the cars tonight. Last time it took us all day to get from the campsite by the falls to the end, starting at eight in the morning. What's it now, about ten? And we're not even to the end of Dickey Creek yet."

Me: "No, and I can't see the ridge of hills which are supposed to appear at the end either. Perhaps we'll have to spend an extra night out in the bush."

Graham: "How much food have we got left for an extra supper and breakfast?"

Me: "Oh, a couple of extra ounces of cheese...and some chocolate chips...and all the peanut butter and honey...no extra bread to put it on though..."

Two more kilometres of rain-soaked elms went by...perhaps if we ate sparingly of the lunchtime salami there would be some left over for tomorrow...more reeds, elms, and not a sign of any hills...A landing with parked cars appeared on the bank. Gord paddled over and said, "We're on Beaver Creek!" We looked at each other with one more wild surmise.

That night, we set up the cars for a day's run on the Crows River from Tangamong Lake to Cordova Lake. One the way, we stopped off at the Havelock Gardens for supper, where Dave's fortune cookie read: "A trip to China awaits you." Strangely enough, nothing of the kind took place the next day - the Crowe River turned out to lead straight back to Graham's car.

in search of a new canoe route

Herb Pohl

Anyone who has taken the traditional Victoria Day week-end run down the Petawawa will agree that for relatively little paddling Toronto-area residents are in for a lot of driving. To shift the balance in favour of more canoeing and to do a little exploring at the same time (even shorten the car shuffle), we decided to start a day earlier from Achray, paddle into Carcacou Bay, portage around High Falls and from there work our way over lakes and portages to Greenleaf Lake. The exploratory part was trying to get from there to the Petawawa by following the outflow from Greenleaf Lake to Traverse Creek and the latter to the normal starting point on Lake Traverse. The Ministry informed me it was definitely not a canoe route and they were right; well, almost anyway.

We included myself, Ken Ellison, and Steward McIwraith who, incidentally, provided some very memorable comments during the trip. For example, at chow time, "I'll finish it, if no one else want it"...a deep one, that Steward - possibly bottomless; or Ken, who had a tendency to repeat himself: "I hate portaging!" Actually, the poor chap suffered dreadfully from an allergy - sneezing, red eyes, runny nose; it vanished the moment he put his canoe back on the car, although I don't understand the significance of this coincidence.

We started with ideal weather, warm enough to put the shorts on, yet not so hot as to make the portages uncomfortable and breezy enough to keep the bugs at bay. Once past the first portage the land is undulating Canadian Shield country, the low parts occupied by small lakes, beaver ponds and marshy stream beds. These are ringed by stony hills with pine trees clinging to every crack in the rocks. As the day wore on the feeling of exhilaration which the scenery produced diminished, subdued by the demands of eleven portages, and we were quite content to stop at Greenleaf Lake for the night.

The next morning consciousness returned courtesy of a large flock of Canada Geese practicing their flying formation which seemed to require a great deal of vocal communication. Two hours, and a last "I'll finish it, if no one else want it" later, we were paddling towards the north end of the lake which is bordered by high cliffs on one side and ends with a series of small ponds separated from one another by driftwood and rock outcroppings - the beginning of Greenleaf Creek and a ruggedly beautiful scene in the morning sun. Within a few hundred metres one member of the party rediscovered his dislike of portaging as we tried to by-pass a series of obstructions. The rest of the morning was spent in wading and lifting the canoes over dozens of deadfalls and rocks, with the occasional beaver dam thrown in for variety. Two kilometres from the lake the creek enters a marshy region and with trees set back from the edge of the stream, deadfalls became less of a problem and we made better progress. At one lift-over Stewart discovered a large turtle of sourly disposition - my efforts to urge it on its way were rewarded by an attempt to damage my paddle - not very sporting I say.

After fighting our way through alder bushes for several more kilometres we finally reached the railroad which more or less parallels the creek for most of the rest of the way to Lake Traverse. At one point the stream divided into two branches and we chose to follow the larger, unobstructed arm which at this point was about five or

six metres in width and on a course parallel to the tracks. It did not take us long to recognize that the farther we went the narrower the channel became albeit the water still flowed swiftly along. After what may be described as "dry paddling" for a little while longer our craft could go no further and it was painfully obvious we were trying to navigate through the drainage ditch created and maintained by the Canadian National Railway. What a devastating realization! This search for a new canoe route, a venture just one step removed from the search for the North West Passage, bogged down (sorry!) in a drainage ditch. Fortunately only a few birds saw us, and they pretended not to care. Well, with the true spirit of the explorer we decided to look across to the other side of the tracks and good fortune smiled on us - there was an unobstructed stream of about two or three metres in width flowing swiftly on a course parallel to the tracks. After a brief delay - somehow the other canoe ended up pointing in the wrong direction and had difficulty turning around - we were on our way again. It did not take us long to recognize that the farther we went.....This process was repeated several times. It was during this time that we perfected our "culvert running" technique; I don't want to go into the details here except to say that a canoe in a forty-two inch culvert is a tight fit. Culvert running also seems to be emotionally more beneficial than portaging for I saw Ken smile several times during this interval; he never smiled on a portage.

Eventually railway and creek went their separate ways and it was back to lifting over deadfalls and boulders but now the occasional riffle made it's appearance. As we neared Lake Traverse the gradient increased noticeably and with an extra fifteen centimetres of water this section could make for a super run. As it was, the maneuvering was tricky enough for me to lose my hat and gain a crack in the canoe.

Up to now the weather had been sunny and cool but by the following morning a steady rain was falling which had the effect of dampening one's enthusiasm to risk a potential dump and consequently we carried around several of the drop-offs below Traverse. For me it must have been a premonition because I snapped my new double-bladed paddle in a riffle which no doubt would have undone me in any difficult set. During the afternoon we began to look out for the participants of the WCA trip scheduled for the same week-end and finally stopped at seven p.m. below the last rapids without making contact. Mercifully it stopped raining about this time. With the end of the trip just two hours of paddling away and a plentiful if not overly tasty supper consumed around a hesitant fire the consensus was that despite the fairly strenuous demands it had been a most enjoyable experience even though we probably wouldn't do it again.

At a quarter to six the next morning we were roused by the perfect alarm clock: Mr. and Mrs. Woodpecker were in the process of renovating their home and it happened to be next to our tents. Breakfast brought some anxious moments, by ten o'clock Stewart showed some of the signs of pancake hernia and we had to close the kitchen to prevent further damage. Meanwhile a steady stream of canoes passed by and after patching my craft we fell in line, unhappily. And now the search begins anew for another improbable canoe route next spring; suggestions, anyone?

the way it was

Excerpt from Mountains, Rivers and Lakes

Author: David Thompsom, explorer.

"The sortie of this lake is the Niagara River so named by the Natives from its celebrated Falls of about 153 feet in perpendicular height, but above this Fall of water there are Rapids of two miles in length, with a descent of 65 feet between bold, rocky banks. I may relate what I know to be fact, for I was on the ground, in the year 1818. While I was on the survey of this River a sad accident happened, to say no worse of it. An Indian fully half drunk crossed from the American side to a small sandy cove on the British side near the head of these powerful Rapids. He hauled his canoe more than half ashore on the sandy beach, then lay down in it and fell asleep. This cove was near the public road. An American of the lowest miscreant order saw the Indian sleeping in his canoe (August). With the innate hatred of such miscreants he went to the canoe, and pushed it into the

water. It was soon on these rapids. The tossing of the waves soon awakened the poor Indian. He saw inevitable death before him. Placing his canoe in good position for the waves of the rapid, he coolly took his flint and steel, struck fire on some touchwood, lighted and smoked his pipe with apparent apathy. He was seen by several persons, but no help could be afforded to him. He was soon hurried to the fatal precipice of the Niagara Falls, on arriving at which he laid down his pipe, covered his head with his blanket and descended the Fall of about 153 feet. Not a fragment of himself or his canoe were ever found. Here is an instance of a canoe of birch rind of about 15 feet in length by thirty inches in width descending in safety the rapids above Niagara Falls of thirty-two feet six inches per mile."

Reference: Archives of Ontario, Reference Code M U-1142, T.W. Gibson Papers.

Submitted by Isabel M. Boardman



Here again is our schedule of outings for the summer and early fall season.

Once again many of our most active members are off on major summer trips and hence are unable to help with summer activities. We look forward to receiving their help again next fall.

Our trip guidelines, safety rules, and river rating system are included again this year in the summer issue, and everyone is asked to read these carefully before participating in an outing. Also please remember that the trip organizers are not paid professionals, but fellow members volunteering their time to help put a trip together, and that each participant is responsible for his own transportation, equipment, and safety. (Trip organizers will, however, endeavour to match up people who may be missing either equipment or transportation.)

We hope that all our members will have a safe and enjoyable summer of canoeing and wilderness experience.

August 2 - 4 NOIR, COULONGE and OTTAWA RIVERS

organizers: David Berthelet 819-771-4170
Norm Coombe 416-293-8036
416-751-2812

book between July 14 and 18

Three one day trips for advanced canoeists are planned, one on each of the aforementioned rivers. Precisely which rivers will be run will depend on the conditions at the time. If the water levels are low more time would be spent on the Ottawa. There could be a large number of logs on the Coulonge, and this could be hazardous. Spray covers would be an asset for the Ottawa River which offers unusually powerful chutes. Solo canoeists welcome. Limit 4 canoes.

August 9 - 23 or 30 LABRADOR OR A QUEBEC NORTH SHORE RIVER

organizers: David Berthelet 819-771-4170
Penny Clarke 613-654-9805

book between July 7 and 18

A major wilderness river trip for advanced canoeists in good physical condition. The trip will be planned by the group, and the selection of the particular river will depend both on the water levels and the experience and interests of the group. The Moise River is being considered, but is reputed to be a difficult trip; if the water levels are low it might be considered. Limit 2-3 canoes.

August 30 - September 1 ALGONQUIN PARK

organizer: Jim Greenacre 416-759-9956
book between Aug. 11 and 21

We will meet mid Saturday morning, north of Huntsville, and enter the Park on the west side to paddle down the Tim River to Resebary Lake. There we will set up camp for the weekend. Sunday will be spent exploring the area of Longbow Lake, Bog Pond, Ranger Lake, swimming, fishing and relaxing. We will return on Monday to our cars. The Tim River is narrow and meanders through a wide valley, twisting and turning through marsh land with a number of beaver dam lift overs. Suitable for beginners. Limit 6 canoes.

September 13 FLORA GORGE

organizer: George Haeh (formerly Barnes)
416-962-2951
book between Aug. 17 - 30

This is a very scenic and rewarding trip. Low waterlevels at this time make it suitable for intermediates. Limit 6 canoes.

September 20 - 21 UPPER MAGNETAWAN RIVER

organizer: Karl Schimek 416-222-3720
book between Aug. 20 and Sept. 5

The upper Magnetawan between Ahmic Lake and Wahwashkesh Lake consists of stretches of flat water frequently punctuated by short and challenging rapids which can be easily portaged. Waterlevel will determine just how many portages are involved. Good campsites are virtually absent and the river is lightly travelled despite its scenic beauty. Suitable for intermediates. Limit 3 canoes.

September 20 - 21 BURLEY - HARVEY RECREATIONAL ZONE

organizer: Glenn Spence 416-355-3506
book between September 2 and 12

This 35 km trip offers a wide variety of canoeing experiences such as lake travel, creeks, lift overs, beaver dams and, of course portaging. There is no white water. Note: Participants be prepared for single trip portages. Suitable for novice canoeists. Limit 4 canoes.

September 27 - 28 BLACK & HEAD RIVERS

organizer: Ken Brailsford 416-691-2358
book between Aug. 30 and Sept. 13

These two rivers near Orillia offer a relatively easy trip through scenic country, with a few short rapids. Suitable for novices or better. Limit 4 canoes.

October 11 - 13 THE BARRON RIVER

organizers: Herb Pohl 416-637-7632
Ken Ellison 416-826-3120
book between September 15 and 28

We will start from Achray just inside the east boundary of Algonquin Park. The river is flat and follows a steep-walled narrow valley with many scenic spots. There are six medium length (less than 700m) portages. We will end at Black Bay 25km west of Pembroke. Suitable for novice canoeists. Limit 4 canoes.

October 18 UPPER CREDIT RIVER

organizer: Jim Greenacre 416-759-9956
book between October 1 and 9

This 20km trip will be down the easier sections south of Terra Cotta and Norval. Low water could mean wet feet when "walking" the canoe over shallow spots. Suitable for novices with flatwater experience. Limit 6 canoes.

October 19 MORE FALLS LOOP

organizer: Rob Butler 416-487-2282
book between Sept. 28 and Oct. 12

The trip will follow the Gull, More, Black, Sheldon, Cooney, Victoria and Lutterworth Lakes loop near Minden. The water is flat and the portages are all less than 1.5 km in length. Suitable for novices or better in good physical condition. Limit 4 canoes.

guidelines for wca trips

1. The Outings Committee shall arrange a schedule of appropriate wilderness trips organized by unpaid volunteers from the membership of the corporation to be published in the newsletter.
2. All trips must have a minimum impact on the environment. To ensure this, trips organizers will limit:
 - a) the number of canoes (or participants) permitted on the trip,
 - b) the type of equipment and supplies used used for camping.
3. Participants must register with the organizer at least two weeks (but not more than four) prior to the trip. This is necessary:
 - a) for participants to get detailed information about meeting places, times, changes of plan etc. (It is suggested that organizers send out written information),
 - b) to avoid having too large a group,
 - c) to screen participants as to skill, if necessary.
4. 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.)
5. 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.)
6. Organizers reserve the right to:
 - a) exclude participants based on experience level,
 - b) determine paddlers' positions in canoes by experience,
 - c) exclude any canoe deemed "unsafe" for any particular trip.
7. 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.
8. Lone paddlers and / or Kayaks are permitted on trips at the discretion of the organizer.
9. Non-members are permitted to participate in only two trips.
10. 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 maneuvering. 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 maneuvering 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

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

- 1.) Paddlers will not be allowed on any trip without:
 - i) a flotation jacket that can be worn while paddling,
 - ii) a "safe" canoe (minimum length 15 ft for 2 paddlers),
 - iii) lining ropes (at least 25 ft) on bow and stern.
- 2.) Paddlers should always bring:
 - i) spare clothing, well waterproofed,
 - ii) extra food,
 - iii) matches in waterproof container.
- 3.) The signals used on WCA river trips should be known ahead of time.
- 4.) 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.
- 5.) Canoes should keep well spaced in rapids. Do not enter a rapid until the preceding canoe has successfully completed its run and signalled.
- 6.) The organizers' decisions on all trips are final.

SIGNALS



difficult - use own judgment



danger - do not run



all clear - with caution

equipment

MINAY-GOBA-YOU TO THE RESCUE

One of the most serious of modern man's conceits is that we invented sophisticated technology. Well, it may be true that we have brought things to an unprecedented level of complexity, but so-called primitive man had many devices and techniques that were every bit as ingenious as the gadgets we are so proud of today.

This was brought home to us in rather dramatic fashion while on a rough, seldom-used canoe route on the north side of Algonquin Park. Having paddled far later into the evening than one should, we had a sudden, unscheduled encounter with a particularly nasty submerged rock. It left us with a dime-sized hole near the keel, and a canoe that strongly resembled our spirits (both sinking fast). In fact, by the time we got to shore, only ten feet away, there was already two inches of water in the bottom of the canoe and, with no repair kit and little remaining day-light, there was nothing to do but make camp and turn in right where we were.

The next morning, contemplating our pretty fix, we remembered that the Algonquin Indians used spruce gum, or "minay-goba-you" as they called it, to caulk birch bark canoes. We couldn't recall exactly how it was prepared but decided to give it a try. First, we put a hard, fist-sized lump of white spruce gum and about one-tenth as much white pine pitch in a pot of boiling water.

Then, because the Indians used to add animal tallow to keep the final product from becoming brittle on cooling, we put in a teaspoon of butter (the quantity was a pure guess). Soon, at the surface of the boiling water, there was a golden-brown scum which we skimmed off and applied directly to the hole in the canoe. It cooled so quickly that we hardly had time to shape its contours with our fingers and, within seconds it had hardened to an amazingly tough, lacquer-hard consistency.

We could hardly believe that the "minay-goba-you" had worked so well. In fact, we continued on with our trip as planned for another two days and didn't take a single drop of water.

The modern, technological counterpart to spruce gum is fibreglas but, having now tried them both, we wouldn't hesitate to recommend "minay-goba-you". It's absolutely free, you don't have to carry it with you (since it's always close by), and it hardens much faster than fibreglas —thereby getting you back en route much more quickly.

As far as we know, "minay-goba-you" is presently available in only one colour but, since it happened to match our canoe almost perfectly, we didn't argue the point.

Reprinted from The Raven, courtesy of the Ministry of Natural Resources.

WILDERNESS CANOEIST: CUMMULATIVE INDEX

INTRODUCTION: BRIEF HISTORY OF THE WILDERNESS CANOEIST

The wilderness canoe Association was formed in 1974; that first year one newsletter was published under the name Beaverdam, a 6-page Xeroxed and stapled letter. Little else happened and the club nearly foundered. In 1975, a new executive set about revitalizing the club, emphasizing an active programme of trips and the putting out a quarterly newsletter to facilitate communication among members.

From 1975 (Volume 2) on, four issues of the newsletter have been published each year in March, June, September and December (designated as Spring, Summer, Autumn and Winter since Summer 1979). The first three issues in 1975 were published under the slightly modified title Beaverdam, as Xeroxed letters. In December 1975 the title was changed to The Wilderness Canoeist, and the current newspaper format adopted.

Over the past five years the newsletter has printed many articles of general interest to wilderness travellers, stories of members' major trips, reports of WCA trips, equipment reports, book reviews and conservation articles and reports (as well as club news and trip listings). In response to many questions asking where specific information or articles can be found in past issues, the following cumulative index for Volumes 1 through 6 (1974 - 1979) has been compiled.

GENERAL

- "Ahbenoojeyug"; March 1977
- "Birth of the Abitibi Freighter"; M. Martin, April 1974
- "Black River Will Not Behave (Yet)"; R. Smith, June 1976
- "Canoe Country: Northern Manitoba and Saskatchewan"; A. Brailsford, Sept. 1977
- "Canoe Routes"; April 1974
- "Canoe Trip Leader Certification Workshop"; L. Winn; Autumn 1979
- "Canoe Trips for Kids"; R. Smith, Dec. 1976
- "Canoeing and Canadian Wilderness: A Highly Selective Background Bibliography"; B. Hodgins, June 1978
- "Canoeing Standards: Whose Responsibility are They?"; S. Richardson, March 1975
- "Early Recreational Canoeing in Ontario"; J. Benidickson, Summer, 1979

"Following-Franklin"; J. Fallis, March 1978

"Growing Pains for the WCA"; R. Smith, June 1976

"Hey! There's A Bear Out There"; E. O'Connor, June 1978

"High Country"; R. Brown, Winter 1979

"Historic Maps"; J. Cross, Dec. 1978

"Hypothermia-The Cold Killer"; P. Shipton, (2 parts) Dec. 1976, March 1977

"Joys of a Trip Organizer"; G. Davy, June 1978

"Junior Ranger Programme"; Sept. 1978

"Killarney in Winter"; S. Richardson, March 1978

"Life Jackets and Standards"; K. Baker, March 1976

"The MacKenzie Valley Pipeline and the Dene Declaration"; S. Richardson, March 1977

"MacKenzie Valley Pipeline Inquiry" (Reprint of Introduction to the Commission Report); June 1977

"Maps and Wilderness Canoeing"; E. Morse, March 1978

"Memory of the North"; G. Luste, Sept. 1975

Meeting Reports: "WCA Fall Meeting 1976" Dec. 1976

"WCA Annual Meeting 1977" March 1977

"WCA Annual Meeting 1979" Summer 1979

"WCA Fall General Meeting 1979"; Winter 1979

"Canoe Ontario Annual Meeting 1976"; G. Fenwick, Dec. 1976

"Canoe Ontario Annual Meeting 1977"; J. Greenacre, Dec. 1977

"Missinaibi: Our Common Wilderness"; G. Luste, June 1976

"Missinaibi River"; M. MacMillan, Sept. 1975

"Old Fort William: Voyage Into the Past"; G. Spence, Dec. 1978

"Outward Bound School": (Views of student and instructor); A. Cunningham, Y. Pak, Dec. 1977

"Paddle, Portage and the Great Horned Owl"; S. Barnard, Dec. 1978

"A Question of Standards"; R. Smith, Dec. 1977

"Rating Rivers and Yourself"; S. Richardson, March 1976

"Regulation, Standardization and Institutionalization of Recreational Canoeing on a National Scale"; G. Fenwick, June 1975

"Reminiscences"; H. Franklin, Sept. 1975

"Revival of the O-Daw-Ban"; C. Macdonald, March 1979

"Rivers, Currents and Rapids"; G. Fenwick, (3 parts), Sept. 1975, Dec. 1975, March 1976

"Running the Spring Waters"; B. Back & S. Richardson, June 1978

"Saga of John Dennison: Algonquin Park Settler"; R. Beagan, March 1979

"Summer Canoe Trips in Canada"; R. Smith, June 1976

"Temagami Children's Project"; R. Smith & A. McAuley, (2 parts) June 1977, Sept. 1977

"To Temagami by Canoe From Near Toronto"; B. Hodgins, Autumn 1979

"Two Lop-Sided Trippers"; E. McHenry, Winter 1979

"Wanapitei Project Trip"; D. Rumbolt, Dec. 1977

"The Way It Was in Winter"; T. Sloan, Winter 1979

"Wild Rivers Survey (Listing of Rivers Surveyed)"; Sept. 1977

"The Wilderness Experience"; G. Luste, June 1977

"The Other Wilderness I Remember"; E. O'Connor, March 1978

"Winter Survival Notes"; B. Glass, March 1976

"You and Hypothermia"; C. Bridgen, June 1978

"Your Views and Standards (Response to WCA Survey)"; Dec. 1976

"Youth Encouragement Fund"; March 1977

MEMBER'S TRIPS

- "Attawapiskat River"; C. Salisbury, Dec. 1975
 "Autumn Touches Superior"; G. Fenwick, Dec. 1977
 "Auyuituq"; R. Brown & S. Richardson, Sept. 1978
 "Canoeing in Florida"; N. & S. Coombe, March 1977
 "Clearwater"; D. Bertholet Dec. 1978
 "Coppermine"; S. Richardson, Autumn 1979
 "Coulouge River"; D. Auger, Sept. 1976
 "From Sioux Lookout to Fort Albany"; R. Hartog, March 1979
 "Geikie River"; T. Sloan, Summer 1979
 "George River"; Y. Pak, Sept. 1976
 "Groundhog River"; W. Richardson, Autumn 1979
 "Hiking the Great Divide Trail"; B. Brown, Sept. 1976
 "Killarney Winter Outing"; M. J. Cullen, March 1976
 "Lost in Black Spruce Country"; B. & M. Rogers, Dec. 1977
 "Mattagami River"; G. McCallum, Sept. 1977
 "Missinaibi Memories"; T. & R. Hartin, March 1978
 "Missinaibi River"; G. Davy, Sept. 1977
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 "Moiisie River"; G. Fallis, 1975
 "Nahanni"; R. Hartog, June 1975
 "Nestawkanow River"; G. Fenwick, Dec. 1975
 "North to Ungava Bay (Kanispiscou R.)"; J. Fallis, Dec. 1976
 "Northern Quebec: Two Impressions"; G. Fenwick & J. Greenacre, Winter 1979
 "Otoskwin-Marten Drinking Rivers"; J. Cross, Sept. 1977
 "Pacific Rim"; R. Paleske, Dec. 1978
 "Parts from the Journal of NWC Canoes in Year '70"; from Grande Portage into Lake Winnipeg; P. Emory, March 1975
 "Pelly Lake Expedition"; D. Pelly, Dec. 1977
 "Pukaskwa Coastal Trail"; T. Sloan, Autumn 1979
 "Rapids and Waterfalls on the Missinaibi River"; D. Norman, Sept. 1975
 "Sarvagtuug (Kazan River)"; S. Richardson, Sept. 1977
 "Spanish River"; K. Baker, March 1978
 "Upper Missinaibi River"; D. Bent, Sept. 1976
 "Whitewater in the Smoky Mountains"; K. Baker, June 1976
 "Winisk River"; R. & D. McGuire & H. Pasila, Winter 1979
 "Winiskisis River"; J. Cross, Sept. 1978

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a) Canoeing

- "Algonquin"; C. Brigden, Autumn 1979
 "Amable du Fond"; R. Smith, June 1977
 "Anson's Creek and Tim River"; G. Davy, Sept. 1977
 "Beaver Creek"; G. Fenwick, June 1978
 "Beaver Creek"; G. Fenwick, Summer 1979
 "Black River and Beaver Creek"; F. Hansen, June 1977
 "Bonnehore-Opeongo"; K. Ellison, Summer 1979
 "Credit River"; K. Brailsford & R. Wallace, Dec. 1976
 "Credit River Day"; C. Brigden, Winter 1979
 "Crowe River Adventure"; G. Fenwick, June 1977
 "Dumoine River"; M. J. Cullen, Sept. 1975
 "Riviere Dumoine"; C. Salisbury, Sept. 1977
 "Lower Eels Creek"; G. Yamada, June 1977
 "French River"; C. Thwaites, Winter 1979
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 "Kennisis River"; D. Auger, Sept. 1976
 "Lady Evelyn River"; J. Hodge, Sept. 1976
 "Long Lake"; G. Spence, Winter 1979
 "Madawaska River"; J. Greenacre, Sept. 1976
 "Madawaska River"; S. Richardson, June 1976
 "Madawaska River"; S. McIlwraith, Dec. 1977
 "Madawaska River-Two Trips"; G. Spence & N. Coombe, Sept. 1977
 "A June Bummel On the Lower Madawaska"; D. Shimeld, Autumn 1979
 "Magnetawan River"; K. Brailsford & R. Wallace, Dec. 1975

- "Magnetawan River"; M. J. Cullen Sept. 1977
 "Riviere Mattawa"; C. & F. Salisbury, Dec. 1977
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 "Spanish River"; G. Barnes, Autumn 1979
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 "Vermilion River"; Y. Pak, Sept. 1976
 "Wanapitei River"; H. Pohl, Dec. 1978
 "Wildcat Route"; J. Greenacre, Dec. 1977
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b) Hiking

- "Algonquin Park in Autumn"; B. Brown, Dec. 1976
 "Bruce Trail Hike"; B. Bassett, Dec. 1976
 "North Pickering Hiking Trail"; B. King, Winter 1979
 "Sandbanks Park"; C. Brigden, Dec. 1978

c) Winter Camping

- "Algonquin New Year"; D. Callifas, March 1977
 "Algonquin Park: Winter Trip"; D. Auger, March 1975
 "Black Lake"; G. Davy, March 1978
 "Coon Lake Camping"; G. Fenwick, March 1978
 "Coon Lake"; G. Fenwick, March 1979
 "Killarney at Christmas"; S. Whittall & L. Winn, March 1979
 "North Lake"; S. McIlwraith, March 1977
 "Quetico Winter"; K. Brailsford, March 1977
 "Silent Lake"; J. Greenacre, March 1979

CONSERVATION

- "Atikaki"; A. Brailsford, June 1976
 "Conservation and the Promotion of Canoeing"; U. Hunger, March 1977
 "Conservation or Destruction"; B. Boulding, March 1977
 "Council Opposes Killarney Road"; Summer 1979
 "A Heritage of Wild Rivers"; E. G. Carls, June 1978
 "Missinaibi"; (Sierra Club Brief), Dec. 1977
 "More on Wolves in Algonquin"; E. O'Connor, Dec. 1977
 "The New Wilderness Ethic: Leave No Trace"; S. Richardson, Dec. 1975
 "Preserve the Nahanni"; B. & C. Hodgins, June 1977
 "Too Bad About Kluane"; J. Theberge, Winter 1979
 "Trails Council Report"; S. Richardson, June 1978
 "Wilderness Ethics and the Environment"; G. Fenwick, June 1978
 "Committee Report (Sept. 1976)":
 i) Elora Gorge
 ii) Legal Rights of Nature
 iii) Ontario Trails Council
 iv) Spanish River
 "Committee Report (Dec. 1976)":
 i) Atikaki Proposal
 ii) Elora Gorge Update
 iii) Joining the F.O.N.
 iv) Missinaibi Wild River Park
 v) Ontario Trails Council
 vi) Wilderness Ethics
 "Committee Report (March 1977)":
 i) Atikaka Generating Station
 ii) Canoe Ontario Routes Catalogue
 iii) Elora Gorge-Fight Net Given Up
 iv) Madawaska River Park Proposal
 v) Missinaibi Wild River Park
 vi) Ontario Trails Council
 "Committee Report (June 1977)":
 i) Conservation Council of Ontario
 ii) Decline in Deer Population in Algonquin Park
 iii) Elora Gorge Faces New Dangers
 iv) F.O.N. Affiliation
 v) New-Refillable Soft Drink Bottles
 "Committee Report (Sept. 1977)":
 i) Lake Superior Provincial Park
 ii) Missinaibi River
 iii) Northern Inquiry Set-Up
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 "Committee Report (March 1978)":
 i) Algonquin Park Master Plan: The First Five Years
 ii) Atikaki
 iii) Ontario Heron Inventory
 iv) Ontario Hydro's Mandate Should Be Changed: Conservation Critical
 v) Polar Bear Park Plan
 vi) Polar Gas Pipeline
 vii) Road Through Killarney Park
 viii) Save Our Streams
 "Committee Report (June 1978)":
 i) Madawaska River
 ii) Missinaibi River
 iii) Pukaskwa National Park
 iv) Road Through Killarney
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"Committee Report (Sept. 1978)":

- i) Elora Gorge
- ii) INCO Sulphur Emissions
- iii) Madawaska Threatened Again
- iv) Musquash and Gibson Rivers Threatened
- v) Niagara Farmland
- vi) Northern Wild Rivers Seminar

"Committee Report (Dec. 1978)":

- i) Contraban Proposal Thwarts Proper Escarpment Planning
- ii) INCO Sulphur Emissions
- iii) Madawaska River
- iv) Niagara Escarpment
- v) Northern Wild Rivers Seminar

"Committee Report (March 1979)":

- i) Killarney Park's Wilderness Status Should Not Be Forgotten
- ii) Motorboats in Quetico
- iii) Parks Canada Vague About Wilderness
- iv) Save Our Streams

"Committee Report (Autumn 1979)":

- i) Acid Rainfall Pollution
- ii) Credit River
- iii) Elora Gorge Bridge Project
- iv) Killarney Park Road

"Committee Report (Winter 1979)":

- i) Acid Precipitation Study and Conference
- ii) Killarney Road

EQUIPMENT

- "Canoe Materials: Past, Present, & Future"; W. Henderson, Sept. 1977
 "Canoes"; Sept. 1975
 "Canoes: Testing the 14' Kinsac"; M. Martin, Sept. 1975
 "Cleaning Down Sleeping Bags"; S. Richardson, March 1975
 "Down Booties"; April 1974
 "Goolak Backwoods Co-op is Here--Why?"; S. Richardson, June 1978
 "Goolak Defended"; S. Barnard, Dec. 1978
 "Paddle, Selecting a"; M. Martin, March 1975
 "Paddling Boots"; K. Boggs, June 1978
 "Repairs, Materials, & Kits"; D. Dennis, June 1978
 "Shipping Canoes by Rail"; J. Cross, Sept. 1978
 "Ski-Treads"; S. Richardson, Dec. 1978
 "Stoves for Wilderness Travellers"; March 1975
 "Strength in Canoe Hulls"; J. Cross, Summer 1979
 "Tents"; June 1975
 "To ABS or Not to ABS"; B. Back, June 1977
 "To ABS or Not to ABS: A Response"; S. Bruchovsky, Dec. 1977
 "Tumpline, Joys of a"; J. Cross, March 1978
 "Vapour Barriers"; S. Richardson, Dec. 1975
 "Wannigan Boxes"; J. Cross, Sept. 1977
 "Wannigan Boxes"; (Outdoor Canada Reprint), Dec. 1977
 "Waterproofing Your Equipment"; Y. Pak, March 1977

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(Reviewer Listed in Brackets)

- The All-Purpose Guide to Paddling; (K. Baker), Dec. 1976
Basic River Canoeing; (A. Brailsford), June 1977
Cache Lake Country; (B. King), March 1979
Canoe Canada; (H. Franklin), March 1977
The Canoe and Whitewater; (J. Benidickson), Sept. 1977
Canoeing With the Cree; (R. Butler), Summer 1979
The Complete Light-Pack Camping and Trail Foods Cookbook; (C. Brigden), Autumn 1979
The Complete Wilderness Paddler; (D. Auger), March 1977
Fort Temiskaming and the Fur Trade; (B. Hodgins), March 1978
99 Days on the Yukon; (L. Winn), Summer 1979
The Outdoorsman's Guide to Wilderness Camping; (S. Richardson), March 1978
The Starship and the Canoe; (J. Hodge), Winter 1975
The Survival of the Bark Canoe; (D. Pelly), Winter 1979
Tom Thompson: The Silence and the Storm; (J. Benidickson), Dec. 1977
Wilderness Adventure '77; (S. Richardson), June 1977
Wilderness Canoeing and Camping; (L. Winn), Summer 1979
Wilderness Medicine; (B. & J. King), Winter 1975
Wildlife Country and How to Enjoy It; (P. Skinner), Sept. 1978

products and services

Wilderness Medicine:

In this handbook by William W. Forgey, 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 Rutstrum, 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 479, Lakefield, Ont., K0L 2H0.

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NAME: _____ ADDRESS: _____

_____ phone _____

Please check one of the following: () new member application
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Notes: -This membership will expire January 31, 1981.
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Canoe Association) to the membership committee chairman.