nastawgan

autumn 1984 vol. II no.3 quarterly journal of the wilderness canoe association

# cheemaun odawban

Article: Craig Macdonald
Photographs: Mark Scriver and Jim Greenacre

The purpose of this WCA trip, apart from the adventure itself, was to comparatively evaluate three different designs of canoe sled under actual late season travel conditions in the Dorset area of Ontario. Participants included Jim Greenacre, Jim MacLachlan, Graham Barnett, Trish Hennessay, Mark Scriver and myself. Several weeks prior, a profound thaw created ideal canoe sledding conditions - glare ice on the waterways and well developed spring snow in the forests which would support the weight of a man without snowshoes. During pre-trip tests on Lake St. Nora, it was found that on level glare ice a single person could easily pull an enormous load of well over 350 kilograms. However, a few days before the trip several centimetres of snow fell creating more difficult sliding, akin to winter travel. This necessitated tandem hauling (2 persons per canoe) for most of the route to move comfortably the size of loads taken on this trip.

The first day found us leaving from the Menil Road to travel up a chain of four lakes in beautiful but unseasonably cold, clear weather. Indeed throughout the trip, temperatures never rose sufficiently to soften the crust and require the use of snowshoes. As we stopped that day for lunch on the Margaret-Dan Lake portage we were passed by the dog team of Mike Buss who was travelling the Three Island Lake circuit. After this encounter, we had the waterways entirely to ourselves for no dog sled or for that matter no snowmobile could possibly follow our route. Progress was surprisingly rapid and we quickly passed over the height of land between Lake Ontario and Georgian Bay. An early camp was made on a beautiful south facing, pine-clad point on Horse Lake. This allowed us a few hours to explore the waterfalls and rapids on the Black River as well as to clear a couple of windfalls off our next portage.

That night the temperature dropped very low making us thankful of our winter tent and stove. However Mark Scriver amazed us. After working up a sweat while cooking supper over the wood stove, Mark suddenly exited from tent and removed the remainder of his clothes. He then ran bare foot onto the lake and rolled several times in the snow to cool off and get clean. For washing most people usually prefer the indoor hot water sponge bath method.

In response to the low temperature, the lake thumped and groaned with vengance (unusual for so late in season) - this in combination with at least three hooting barred owls and intense northern lights made for an eerie late evening stroll across the lake.

The second day was warmer and just as beautiful. Our next challenge was the steep Horse Lake - Black River portage with its nasty side hill section along Horse Creek. The entrance to this portage was devoid of snow. To get the sleds over some exposed rock faces, sticks and poles were laid down cross wise to the direction of travel at approximately half metre intervals. These sticks and poles came from dead windfall material lying in the bush. The runners will slide very well over wood, wet leaves and grass. However rock and sand are abrasive and will quickly damage plastic or wooden runners. Generally speaking it is faster to place sticks over these hazards than to cover them with shoveled snow.

Our intended plan was to take the canoes off the sleds and paddle the Black River down to the first falls. However, the severe overnight cold froze over several sections of the river. Even where there was open water in the centre of the river, sufficient strength had developed overnight in the ice along the edges to permit reasonably safe sledding. By sledding this section we were spared the time consuming task of breaking out a mid-river channel with axes and poles to pass through sections that had completely frozen over.

Just above the falls the canoes were de-mounted from the sleds. Rather than dis-assembling the sleds they were placed upside down in the canoes on top of loads. We then paddled down a small riffle and across to the north shore to gain entry to the next portage. Using strictly winter equipment, this is a stiff portage as the trail climbs over a high hill at its lower end to avoid rapids and open water. Yet with the canoe sleds, only the upper falls was portaged by sledding. The river below including the next set of rapids could be run in canoes. Because of the unusual cold, we did however, have to break approximately 30m of thin ice with the axe to pass farther down river to Black Lake.

The inflow of the Black River into Black Lake creates a huge eddy which circles counter-clockwise along the north shore until it is deflected by the first point of land and dissipates half way out in the lake. After lunch at the river mouth, we re-mounted the canoes and crossed on a relatively strong strip of ice between the eddy and the Three Island Creek inflow on the south side of Black Lake. The cabin of the recently deceased Orrington Avery, the very last of the old time Dorset trappers, was passed in early afternoon. A short distance down river from the outlet of Black Lake the ice became too thin to carry us, so the sleds were hauled through a forest trail on the north side until we reached open water. By this point the warm sun had increased the air temperature to just over freezing so Mark could now travel in his short pants. From here it was an uninterrupted paddle to our campsite on the Black River above Chalk Creek.

The following day we awoke to a driving blizzard which by night fall delivered 22 centimetres of new snow. Our route took us farther down river by paddle, then by sled following an old snowshoe trail and a chain of four beaver ponds to the height of land. To cross over, the sleds were double teamed on the steepest pitch. We then quickly passed through another series of beaver ponds to Margaret Lake, our final destination.

It is with some regret that circumstances did not permit us to fish at an excellent speckled trout hole, however we were more throughout the trip. Tracks of fox, wolf, otter, marten and moose were much in evidence. The deer yard west of Black Lake was so heavily tracked that it was only by chance that we did not see them. Possibly the highlight was an excellent view of a bald eagle which flew over head at tree top height.

This trip confirmed that canoe sledding is a very practical way to travel at spring break up. If you are interested in trying this type of travel for yourself, I recommend that you read my article "A Rationale for Canoe Sleds and Tips for Canoe Sledders" found elsewhere in this issue of Nastawgan.

# a rationale for canoe sledding & tips for canoe sledders

Craig MacDonald

Spring break up is a technically difficult season to travel Canada's waterways. At this time ice bearing strengths on waterways can never be fully trusted for safe travel using exclusively winter equipment. On land, the spring thaw often turns easy portages into a nightmare of slumping snow surfaces and washouts requiring time consuming detours.

Although spring snow provides good support for walking when frozen, snowshoes must always be carried in the event of new snowfall or above freezing temperatures. With warm mid-day temperatures or rain, the snow will quickly soften and turn into unconsolidated layers of icy pellets which readily collapse with any downward pressure. Even with large snowshoes, one will usually sink deeply into this snow, making travel difficult. Despite the re-emergence of bare ground along shorelines and on south facing slopes, snowshoes may still be required to traverse the more sheltered areas of the forest.

Loose pelletized spring snow is hard on snowshoes. Special guards must be worn to prevent damage. Otherwise the babiche netting along the inside edges of the frame and under the foot will be cut to pieces with just a few hundred metres of travel.

Large di-urnal temperature fluctuations and unpredictable weather conditions require a wide range of equipment to safeguard human comfort. The key pieces of equipment are the winter tent and wood stove, for they can bring warmth and dryness to a camp even in miserably wet and cold weather.

The most formidable difficulty with early spring travel is the combination of open water, solid ice and semi-solid ice that is usually encountered along the route. These completely frustrate an exclusively summer or winter approach to travel on waterways. Although many people try, it is very impractical to drag loaded canoes for any distance over frozen waterways or snow covered portages. Canoes just don't pull well when used as toboggans. It is equally impractical to shoulder canoes and heavy loads while on snowshoes. Even if snowshoes were not required, the frozen sections of most routes are so long that portaging them would be exhausting work. Conversely, winter equipment such as toboggans and sleds certainly cannot be used to travel on open water!

The traditional solution to this conundrum was to use a specially designed sled in conjunction with the canoe. The sled-canoe or sled-kayak approach has been widely used in many areas of North America from the Arctic to southern Ontario. For example, in the Northwest Territories, one need only refer to an engraving of Sir John Franklin's expedition reproduced in Plate VII of Farley Mowat's book Tundra--Selections from the Great Accounts of Arctic Land Voyages for adequate proof of use. Here in Haliburton less than one hundred years ago, the sled and birch bark canoe combination was commonly used by trappers on their annual treks to reach far-off spring trapping grounds in what is now Algonquin Park.

As a result of extensive interviews with native trappers and the experience of our recent WCA trip, I have reached conclusions about canoe sledding equipment and its use. In similar terrain and snow conditions to what we encountered, 7½ feet would appear to be the ideal length for a canoe sled to fit a seventeen foot canoe. Sleds much longer than 8 feet interfere with the bow paddler when carried upside down over the canoe load. We also found it more difficult to pivot the runners around sharp turns on the snowshoe trail with our largest sled which measured 9½ feet long.

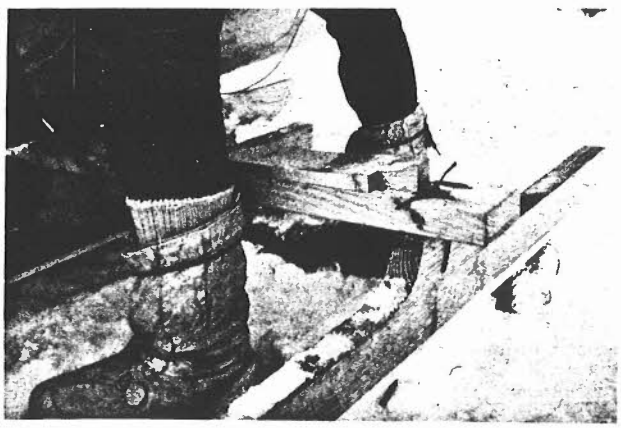
The two designs where the runners curved upwards on both ends, proved superior to the sled which only curved upwards at the front. It required more effort to haul the latter design through sharp gullies and slump holes. Furthermore the sleds that were curved up at each end could be more easily backed up for three point turns on narrow trails.

In the 9½ foot sled, the crossbars were positioned well back from the runner tips. Great torsional forces developed in the runners when this canoe sled passed over uneven ground. This loosened the runner-crossbar lashings more quickly than in the other sleds. Eventually on the last day of our trip, a rear crossbar seat broke off, even though the sled was built with much larger and stronger components than the others. To minimize these torsional forces, it would appear best to place the crossbars very close to the ends of the runners and to keep sled lengths under 8 feet.

A good tool to carry along on a canoe sled trip is the Swiss army knife with the awl blade. This blade is handy for boring holes in wood. We were able to bore a pair of two inch deep holes and effect a complete repair to our long sled in less than 30 minutes.

For hauling canoe sleds it is wise to provide every person with a standard leather 18 foot tumpline, as sledding conditions can change dramatically during a trip. When traveling open level areas, we found it is best to have two people pull from the front, one behind the other. The first hauler should be positioned four feet ahead of the canoe bow and the second at eight feet. Four foot rope tump extensions will be needed for the tails of the leading tumpline. Both tumplines are tied, independent of each other, to rope loops on the front crossbar rather than to the canoe itself.

Where narrow uneven trails require manoeuvering, the lead tump can be looped backwards and stored in the canoe without untying it from the crossbar. One person then pulls from the front using the short tump while the other pushes, pulls and steers the canoe from the rear. Sometimes, if there is a point of attachment at the very



rear of the canoe, a short loop of rope is handy for the rear person because it reduces the amount of stooping required. This loop can be used not only to hold the sled back on downhill pitches but to lift the end of the canoe so pressure is taken off the runners when the canoe is pivoted around a turn or hauled up over windfalls or sharp hummocks along the trail. Steep downhills usually require the front person to hold on to the bow of the canoe on the opposite side of the person at the rear to provide steerage and extra braking power. The short tump can be simply looped back into the canoe and stored with the other tump. On side-hill trails it may be necessary to position the people at both ends of the canoe on the downhill side.

Travel strategy is important. In thawing weather close to spring break up, it is best to travel when the air temperature is below freezing. With the frost, any candled ice on the waterways is made stronger and spring snow in the woods will be hard enough to support the weight of a man without snowshoes. This may mean breaking camp each day at 4:00 a.m. and suspending ice and snow travel as early as 11:00 a.m.

Although canoe sleds are designed for weak ice, such travel is slow and dangerous. More daily distance can be

covered either by paddling the canoe in open water or by sledding the canoe over strong ice or snow surfaces. A good strategy is to select a course where changes can be made from one mode to another at locations which avoid weak ice. On rivers try landing or launching the canoe where open water sweeps close to the shore. For lake travel, small points or projections of land become likely locations to check for easy entry and exit with the sled. As the thaw advances, the ice along the shore of lakes melts first to form a margin of open water. However the loose floating plate of lake ice will remain in contact with the land at many points and head lands. Sometimes the shore can be safely reached at these locations even without the use of poles. At this stage of break up it is wise to sled well out from shore giving creek inflows a wide berth.

Additional equipment should be carried when travelling on weak ice. It is helpful to bring along at least 100 ft. of light rope, three 12 foot poles and one 6 foot pole per canoe. Poles can be cut from dead material en route - preferably of spruce. One of the long poles can be positioned cross ways to the canoe and lashed to the centre thwart to serve as an outrigger on both sides. If the sled runners break through the ice unevenly, this cross pole will prevent the canoe from capsizing on its side.

On weak ice, rather than pulling out front with tumps, the canoe should be pushed from opposite ends on opposite sides holding the gunwales. From this position one can quickly vault into the canoe before getting wet as the sled breaks through the ice. Since both weight and time are factors in ice breakage, it is often possible to traverse a very weak sagging section of ice by running with canoe.

The knots used to tie the canoe to the sled should be postitioned over the load. In the event of break through, they can be easily untied from inside the canoe without having to reach down into the water. Since the sled floats, it can quickly be retrieved from the under side of the canoe with the lashing ropes.

To regain solid ice, the cargo is simply shifted towards one end of the canoe so the other end can be paddled up on the firm ice. Poles can then be laid out on the ice parallel to the canoe on either side. The canoeists use these poles to stand on when the canoe is hauled farther up onto solid ice. The cycle is completed when the canoe is re-mounted onto the sled.

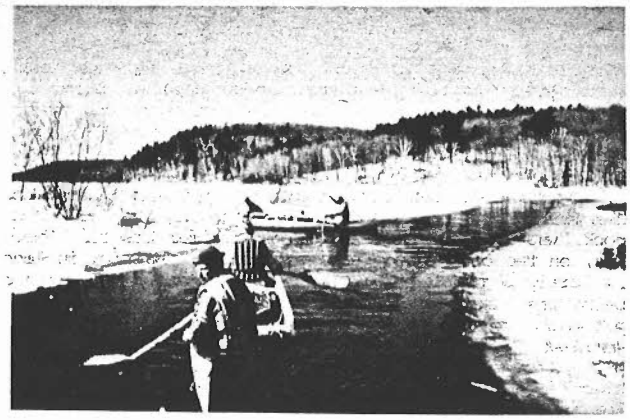
Before trying canoe sledding for yourself, there are several points of safety worth noting. First, when it is necessary to pass over ice of questionable strength one should hold the gunwales of the canoe for additional support. If for some reason it becomes necessary to leave the safety of the canoe, it is wise to carry a light six foot pole in your hands. This pole can serve as a probe, since the visual appearance of spring ice can NEVER be trusted as a reliable indicator of satisfactory ice bearing strength. If the pole goes through the ice with a single blow, the ice is too unsafe for walking.

In the event you happen to fall through the ice, the six foot pole is one of the best aides that can be carried for climbing back out of the hole.

ALWAYS attempt to climb out of the hole in the ice in the direction from which you came. Since the ice over which you walked held you once, it will likely do so again. Unless you can stand on bottom or are only a few feet from shore attempting to climb out of the hole in any other direction is a foolish gamble with untested ice. Many people drown by trying to exit in the direction of a nearby shore, exhausting themselves before reaching firm enough ice to support their weight.

The safety of canoe sledding during the final days of spring break up is largely dependant on the amount of ice formed over winter. As the spring melt proceeds, the ice cover over water bodies deteriorates into a mass of pencil thin vertically oriented ice crystals known as candled ice. During above freezing air temperatures towards the end of break up, the frozen bands between these crystals melt so that the crystals in the ice are only loosely held together. What weight the ice surface can support is largely due to projections on the sides of the crystals which interlock with surrounding crystals to hold the ice cover together mechanically.

Where the maximum ice development does not exceed three feet (all bodies of water in Southern Ontario for most years) the crystals are too short to have sufficient



mechanical interlocks to support the weight of a person when the bonds between the crystals become unfrozen. This means that there is usually a one to three week period immediately preceeding complete ice break up when all travel on water ways must be suspended.

In the far north, the crystals are formed from a much thicker layer of ice and as a result are much longer. Even when the bonds between crystals became completely unfrozen, the mechanical interlock between adjacent crystals is much stronger, so the ice layer will usually support the weight of a person. Although comparatively safe, when one walks on this candled ice, it will hiss like a tea kettle as the water and air are driven out from between the crystals as they are depressed. Because this candled ice is stronger and more supportive, one can often travel by canoe sled right through spring break up to open water conditions with out missing a single day.

# arctic journal

By: David F. Pelly

Photo: Chas. Altschul

Did I not say on this page that there is no activity to match canoeing on the barrens in bringing you close to nature? Well, anyone who has travelled there will surely agree that there is indeed one aspect of life on the barrens, above all others, which confirms this contention. Yes, you've guessed it. It's as unspeakable, perhaps, as it is unavoidable.

But any discussion of life on the barrens would be incomplete without at least passing reference to the more mundane elements of daily routine which take on a whole new perspective and provide a unique set of problems in this environment. Consider, for example, that procedure which every English gentleman looks upon as being his opportunity for a few moments reflective peace, as he reads his Country Estate back issues, perched blissfully alone upon his throne.

The throne itself is the first noteworthy absence. One must learn to seek comfort with only the aid of a rock, whatever size and shape might offer itself. There are, on the other hand, some advantages. Waiting in line is rarely a problem, the supply of rocks in the barrens being more than ample. And one no longer needs reading material, for distraction is willingly provided by the smallest of barren land tormentors, the black flies. While the mosquitoes buzz about your head and face, the black flies are more inclined to surreptitious attack, approaching silently by the rear, as it were.

Some travellers simply await the winds, for when they blow the bugs must go, but for others more regular the solution is not so simple. Some find greater ease by awaiting the nighttime cool which, when pronounced, is enough to send the bugs to cover and leave the patient squatter to himself in peace.

In most other barren lands activities the problem is solved with constant motion - this produces the rather confused scene of all members of the party parading back and forth erratically across the beach, each holding his cherished bowl of victuals chest-high and spooning furiously. But the problem is not the same. Squatting and walking are mutually exclusive activities.

One of the first adaptations which must be made, of course, is to the actual venue. That quick trip to the loo may become a half-mile hike. Any privacy one manages is most often based on the limitations of human eyesight - if you go far enough off across the tundra you become a muted blur for any accidental observers back in camp.

Yes indeed, nowhere but in the barrens, with its lichen-lined carpet before you and its wilderness vista beyond, its smooth-rock comfort and (if the well-advised nighttime option is chosen) the inspiration of the full moon rising gracefully overhead, . . . nowhere else could one more aptly answer the real call of nature.

* * *

Having jotted these thoughts in the closing days of a seven-week trip on the Kazan River, I'm moved now to remember my turn of mind when I returned to that same river in mid-winter. We were on a trip over the barrens to check Tulurialik's fox traps. A bad blizzard had confined us to our iglu. On the third day I recorded a memorable event.

"The decision was finally made this afternoon that we had to go outside. Just those preparations took at least half an hour: dressing, rolling up the caribou skins. Then the door was cut away and the violence of the storm became immediately evident as snow swirled in on the winds. Visibility was 30 metres at most, in snow blowing horizontally over a completely white landscape. I had a singular purpose - that evolution which can be postponed only so long, which in the summer is made tortuous by bugs. I now know that it is even less pleasant in an arctic blizzard. Tulurialik says that this part of life rules all - as decreed by bugs in summer and blizzards in winter.

After that experience I swore I would never again complain about the rocks, the half-mile hikes, or even the tiny tormentors that are such a part of life during a barren lands canoe trip.

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Arctic Journal, by WCA member David F. Pelly is a series of articles on various aspects of barrens canoeing. David is a freelance writer whose work has appeared in Canadian Geographic, Outdoor Canada, and North/Nord amongst others, and is author of the book EXPEDITION, An Arctic Journey Through History on George Back's River.

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nastawgan is an Anishinabi word meaning 'the way or route'

## CHAIRMAN'S LETTER

There's a nip in the air now, and a blaze of colour on the hilltops that tell you summer is drawing to a close. I know it's been a memorable summer for many of our members with major canoe trips having been made across Labrador; down the Nahanni, Stikine, Winisk, Moisie, and others of you were trekking through Alberta's Rockies.

Since we're always anxious to hear about the adventures of our fellow paddlers on these and other trips. Claire Brigden and Cash Beldon have generously agreed to organize another wine and cheese party cum slide show for Friday November 30 at George Brown College in Toronto.

Closer to home, a lot has been going on this summer.

The Conservation Committee has continued to keep a watchful eye on the famous, or infamous, Temagami Canoe Tour and Festival. In response to our report, we have received support and encouragement for our position from Canoe Ontario, the Federation of Ontario Naturalists, The Wildlands League, the Environmental Experiences Club, Eric Morse, and Bill Mason. Claire Brigden, and Claire and Richard Smerdon have spent considerable time in Temagami, inspecting the proposed routes, and discussing the Tour with the local residents. The Committee is currently reviewing their findings as well as recently received correspondence, and a full report will appear in the winter newsletter.

Also, in the realm of conservation, Five Winds Touring Club, concerned about possible loss of access to their ski trails due to the upgrading of Hwy 69 to a limited access highway, has enlisted our support in their cause. Our response appears elsewhere in this issue.

Since the August first deadline cited in the summer newsletter has passed and none of you could conclusively prove that Mike Wills was involved in any shady real estate transactions involving unnamed middle eastern financiers and numbered Swiss bank accounts, he has been confirmed in the position of 1984 auditor. Welcome aboard, Mike.

On a sadder note, our Membership Secretary, Phyllis Tiffany, has had to resign from her position due to personal time constraints. I know that you will join me in thanking Phyllis for the great job she has done for us over the past year. The task of looking after memberships has now been taken on by our club secretary Ria Harting.

Since we're talking about jobs well-done, let me share with you the comments of the editors of the newly-published Lamont's 1984 Annual Canoe Guide on the quality of our newsletter: "Nastawgan (is) the best club publication we have seen. In fact, we feel that this newsletter alone is reason enough to join the W.C.A." Congratulations to Sandy and the Communications Committee.

Bill Ness

# news briefs

### WINE, CHEESE AND SLIDE PARTY

For your enjoyment, the WCA will be having a social evening Friday November 30, between 7:00 p.m. and midnight, in the Staff Lounge of George Brown College, (Casa Loma Campus) at 160 Kendal Avenue.

Parking in the George Brown lot, and on Bridgman Ave., is limited, but the Dupont - Spadina subway station is only three blocks away and public transit might prove more convenient for many.

Wine, cheese, painless punch, coffee, and other light refreshments will be available until midnight.

As this issue goes to press, we can promise you quality slides of a hiking trip in the Rocky Mountains, and of a canoe trip down the Churchill River.

The cost of the evening will be $5.00. To assure yourself, and any friends you may wish to bring along, of a gala evening please send $5.00 per person to: Claire A. Brigden, 120 Braemar Avenue, Toronto, Ontario, M5P 2L4 by November 15.

### WCA MEMBERSHIP LISTS

Membership lists are available to any members who wish one. Please send $1 to the WCA Postal Box.

### SIERRA CLUB OF ONTARIO DONATES ROBERT BATEMAN NOTES

The Friends of Quetico, a non-profit, charitable organization dedicated to the preservation of Quetico Provincial Park has received a generous donation from the Sierra Club of Ontario. The hasty notes entitled "Quetico Moose", displaying the work of famed Canadian Wildlife Artist Robert Bateman. The hasty notes, designed for resale by the "Friends of Quetico and the Park Museum which operates at Dawson Trail Campground within the Park. The donation, made possible by Robert Bateman and the Sierra Club of Ontario, commemorates the 75th Anniversary of Quetico Provincial Park.

A package of five notes with envelopes is available from the Friends of Quetico, P.O. Box 1959, Atikokan, Ontario, P0T 1C0, for $1.50 per package.

### DEADLINE FOR WINTER ISSUE

Articles, trip reports, photographs etc. are needed for our next issue. Material may be either typed or hand written, but should be double spaced.

Please send articles to the editor no later than November 30 for inclusion in the winter issue. Material received after this date will not appear in the winter issue, but will be held for use in a later issue.

## LETTER TO THE EDITOR

Dear Editor,

This letter concerns the interesting subject of the highest point of land in the province of Ontario. For many years, I had believed that this highest point was "Tip Top Mountain" in the hilly area north of Sault Ste. Marie. This was often depicted on road maps as being 2150 feet above sea level, "the highest point in Ontario". Recently, on a canoe trip through the Temagami district, we climbed Maple Mountain, which is about 2080 feet above sea level according to the topographic map for the area.

About 20 kilometres west of Maple Mountain is another north-south ridge which is apparently the highest point in Ontario. This ridge, which I have heard called "Ishpatena Ridge", has two summits above 2250 feet. One of these appears to be about 2280 feet, and is located at 47°19'N, 80°45'W. There is a trail to this summit from Dick Lake about 1 km to the south.

This discovery led me to search the topographic sheets north of Sault Ste Marie for "Tip Top Mountain" or any other points of land higher than 2100 feet. There are many peaks in the range 1900 to 2100 feet in the Lake Superior region, and I believe that a peak of 2142 feet at 47°05'N, 84°23'W, is likely to be Tip Top Mountian, although no name appears on the map. A lower peak to the west is named Batchawana Mountain. There are no higher peaks in the region.

Therefore, I conclude that the unofficially-named Ishpatena Ridge, at about 2280 feet above sea level, is the highest point of land in Ontario. I am hoping that this letter will stimulate three discussions:

- is there in fact any point of land in Ontario higher than Ishpatena Ridge?
- what is the derivation of the name Ishpatena, and is this name likely to become official?
- what steps can be taken to educate the public about the existence of this fact, given that most provinces and states in Canada and the U.S.A. have a recognized "highest point"?

Thank you for bringing this matter to your readers' attention.

Roger Smith.

P.S.: I have used feet rather than metres because all of the topographic maps concerned in the discussion are in feet. 2280 feet is about 695 metres above sea level. 2142 feet is about 653 metres above sea level.

### MEMBERSHIP NUMBERS

You may have noticed that the WCA has "gone computer"! Mailings have beautiful computer-generated labels (thanks to Cash Belden). You may also have noticed a number in the upper right hand corner of the label. This is your personal number by which the computer will always recognize your membership. If you use this number on membership renewals and other correspondence with the WCA, it will make the computer very happy. After all, you don't want to make the computer angry, do you?

### WCA PHOTO CONTEST

Again this year the WCA will be holding a photo contest in conjuction with annual meeting. Full contest details will appear in the next issue. In the meantime, start sorting through your trip slides and plan to enter one or two of your favourite wilderness shots.

### 1985 CANDIDATES FOR BOARD OF DIRECTORS

Three positions on the Board of Directors will become vacant this spring, with elections for a two year term, to be held at the A.G.M. The office is open to all paid-up members who have reached the age of majority, or will do so within ten days of election. Candidates should notify the the Secretary of their intention to run. Although nominations may be made up to the time of election, candidates are requested to declare themselves prior to the deadline for the winter newsletter so that they can publish a brief platform.

### LAMONT'S 1984 ANNUAL ONTARIO CANOE GUIDE

This 95 page guide provides the canoeing enthusiast with up-to-date information (current prices, specifications, addresses, telephone numbers, etc.) on Ontario's canoe builders, paddle makers, outfitters, fly-in operators, and canoe clubs and associations. Send $6.95 cheque or money-order to Lamont Press, 5 Caitheness Avenue, Toronto, Ont., M4J 3X6.

### WCA CRESTS AND DECALS

Attractive crests and decals showing the WCA logo in two shades of blue and white are available to members. The crests measure 24 cm X 48 cm and cost $3.00 each. The decals are 74 cm X 148 cm and sell for $1.00 each.

Both crests and decals will be on sale at WCA meetings and events. Members wishing to order by mail should send a cheque or money order payable to the Wilderness Canoe Association to: Bill King, 45 Himount Dr, Willowdale, Ontario, M2K 1X3. Please include a stamped, self-addressed envelope, or add 35¢ for postage.

### TORONTO GUILD FOR COLOUR PHOTOGRAPHY

An effective way to increase one's enjoyment of photography is to participate in the various activities organized by the members of a photo club. In the Toronto area there is such a club which should be of particular interest to WCA-members because of the very high quality of its nature photography. This is the Toronto Guild for Colour Photography, one of the largest and most prestigious camera clubs in Canada. Beginners as well as intermediates and more advanced photographers find in the programmes and activities offered by the Guild much that can help make their photographic efforts more enjoyable and successful.

General meetings are held on the first and third Wednesdays of each month from September to April in the Eglinton United Church Hall at 65 Sheldrake Boulevard in Toronto. Programmes include competitions, clinics, instructional shows, and entertaining presentations by outstanding professional and advanced amateur photographers. There are also workshops, slide evaluation groups, social activities, and photographic outings in or near the city or in the country-side. "Local Colour", the official bulletin of TGCP, is published at regular intervals during the club year.

The membership fees are $20 for single and $30 for joint membership; fulltime student and associate member $12. For further information contact the TGCP Membership Committee Chairperson Judy Robertson (416-494-1745), WCA-member Toni Harting (416-964-2495).

QUETICO SUPERIOR

1909·1984

75TH ANNIVERSARY

# HISTORY OF QUETICO - SUPERIOR - II

By Shan Walshe
(Research assistance by Shirley Peruniak)

Photos courtesy Quetico Provincial Park Archives.

The first steps in the preservation of the Quetico-Superior country were taken in 1902 by Christopher C. Andrews, Minnesota Forestry Commissioner, who persuaded the lands office to withdraw from sale to homesteaders, 500,000 acres in northeastern Minnesota. Burned over in 1863, 1874, and 1894 the area was described as of little value and containing no pine. Andrews thought the young forest and countless lakes would make a good fish and game preserve. He was strongly supported by Pinchot and Teddy Roosevelt, who had became U.S. President in 1901.

On a canoe trip from Basswood Lake to Crane Lake in 1905 at the age of 77, Andrews was impressed by the beauty of the border lakes and their islands and subsequently recommended withdrawal of an additional 141,000 acres of timber on Crooked Lake and Lac la Croix.

At this time, Andrews also asked the government of Ontario to preserve the islands and shores along the Canadian side of Crooked Lake and Lac la Croix. He believed that, "together, the reservations would create an international forest reserve and park of very great beauty and interest." The Ontario Minister of Lands and Forests replied that "he would do all in his power to preserve natural beauty spots."

In 1905, a Conservative government under Sir James Whitney ousted the Liberals, using as one of their political platforms, the conservation of natural resources, claiming that timber was capital and should not be regarded as current revenue. Frank Cochrane was appointed Minister of Lands and Forests, with Aubrey White as his deputy. Both men were strong and of impeccable character and provided strong honest, and progressive leadership in forestry affairs. A School of Forestry was soon established at the University of Toronto.

Further support for the preservation of the Quetico-Superior country came in 1907 when the famous nature writer, Ernest Thompson Seton, announced his support for a forest reserve along the international boundary.

In 1908, W.A. Preston, M.P.P. for Rainy River, asked the Canadian National Railroad for help in establishing a forest reserve on the Canadian side of the border to protect moose from summer hunting for antlers. Preston had observed the carcasses of nine moose that had been killed solely for their antlers.

On February 18, 1909, President Teddy Roosevelt established the Superior National Forest and the State of Minnesota created the Minnesota Game Preserve which included the Superior National Forest. On April 1, 1909, Ontario followed suit by designating, by order-in-council, as a forest reserve, "the celebrated Quetico region which contains one of the largest bodies of pine timber in the province." Christopher Andrews, the man who had first conceived the idea, predicted "their elevation, pure water, and salubrity would make the reserves valuable as a health resort."

The spring of 1909 saw a unique transaction take place between Ontario and the United States. In Ontario W.A. Preston and Arthur Hawkes of the Publicity Department of the Canadian Northern Railway alarmed at the slaughter of moose by trophy hunters and logging and mining camp meat hunters, urged the establishment of the Quetico Game Preserve. Deputy Minister of Lands and Forests, Aubrey White, suggested it also be made a Forest Reserve. Frank Cochrane, Minister of Lands and Forests, then promised that, if the United States set aside a similar area on their side of the border, Ontario would follow suit.

In the United States, President Theodore Roosevelt, Chief Forester Gifford Pinchot, and Chief Forest Warden of Minnesota, General Christopher Andrews finally overcame the three basic attitudes behind resistance to reserves, the pioneer attitude, the speculator's attitude, and the lumberman's attitude.

The Pioneer Attitude
"Land is there to be used. Resources are there to be used. And the sooner the better. If, in the using, they are used up, what has the future done for us, that we should worry about the future?"

The Speculator's Attitude
"What we want is people and business. If the settler we bring in fails to make a go of it - well, we've sold him this and we've sold him that and he's been a whole lot better for the country than no settler at all."

The Lumberman's Attitude
"This is our baillwick. This lumber is here to be cut and we are going to cut it, come hell or high water."

In February, 1909 President Roosevelt set aside 1,018,638 acres as the Superior National Forest, and the Minnesota Game and Fish Commission established the Superior Game Refuge of 1,200,000 acres. In April, Ontario created the Quetico Forest and Game Reserve of 1,000,000 acres.

"This was the first time the adjoining territories of two countries were simultaneously dedicated to conservation of the outdoors and surely the first time a state and a province took action upon their respective domains without exchanging a document or a word on the subject" (from the files of the Quetico-Superior Council).

Robert Readman, first chief fire ranger of the Quetico Forest and Game Reserve came to Fort Frances from Gravenhurst in 1906 and began working in the Quetico area with a crew of four fire rangers under William Martin. In 1908 Readman was promoted to Chief Fire Ranger with a crew of ten men, including Ernie Joyle, Stewart Campbell, Milton Adams, Billie Isherwood and Billy Katz. Rangers earned $75 a month and reported to Crown Timber Agent Watts in Fort Frances.

Highlights of the year 1908 in northwestern Ontario include a report of wolves feeding on caribou about 60 kilometres north of Atikokan, the establishment of a sawmill on Calm Lake west of Banning by the Rat Portage Lumber Company and the drawing up of a treaty between Britain and the U.S. which established a commission to locate and put monuments on the international boundary line. The same year, a small U.S. survey party carried out contour surveys along the border as groundwork to printing topographical maps and the Ely Miner wondered why intelligent, well-to-do farmers from the Mississippi Valley continued to flock to the Canadian wilderness.

Also in 1908, a group of Jesuit instructors from St. Boniface, Manitoba finally located the site of Fort St. Charles and the skeletal remains of twenty-one Frenchmen killed in the Sioux massacre of 1736 on Lake of the Woods.

After the establishment of the Quetico-Superior Reserves in the spring of 1909, the Root-Bryce Treaty between the U.S. and Canada set up the International Joint Commission with jurisdiction over all cases involving the boundary waters and with the power to settle any matter of any nature that the governments of the two countries agreed to refer to it. The Commission was composed of three Canadians and three Americans.

In August, 1909, famous conservationist, Ernest Oberholtzer, canoeing through the Canadian reserve with his Indian companion, Billy Magee, said of Quetico: "It seemed to be a primitive country, a wonderful place, and it was no wonder the Indians felt spirits in there. It had a spirtituality. You felt you were in a kind of magic land." Referring to a pictograph on the tall cliffs along the north shore of Quetico Lake, Ober said: "At about half-way along the cliff in a deep protected niche of the rock with concave top is the best-preserved Indian painting I have seen. There is a dancing figure of a man with his hands over his head, the head of a bull moose with wide-spreading antlers, several other animal figures, some magic crosses and a number of indistinct images, the whole constituting a very elaborate picture."

On August 25, 1909, visiting Rebecca Falls on Iron Lake, Ober remarked: "The southern fall, though of less volume, is more finely proportioned and set. A bare pink granite hill slants into a wall of huge pink blocks crowned with a luxuriant growth of low cedars. The water foams down this trough at great speed, spouting out of the crevices between the blocks of granite as if it were issuing from the rocks. The finest fall yet."

On Poohbah Lake, Ober and Billy saw signs of beaver, a scarce animal outside Quetico in those days.

In the autumn of 1909, Bob Readman and his partner, Ephram Crawford, newly-appointed deputy game and fish wardens, set out on the first winter patrol of Quetico. From a cabin on Basswood Lake, they snowshoed around Hunter's Island pulling a toboggan with tent, stove blankets, and supplies. 1909 was also the year well-known guide and conservationist, Bill Magie, of Duluth, at the age of seven, accompanied his father on his first canoe trip into Quetico.

The summer of 1910 was the driest in thirty years and many fires occurred in Quetico and Superior National Forest. Plans were made to harvest large quantites of fire-damaged timber. A timber licence to cut red and white pine and poplar in the Quetico Lake area was granted to Shevlin-Clarke Lumber Company, but logging activity did not begin for several years.

Oberholtzer, back again in Quetico, this time with Albert Bruyere, met Bob Readman and three other fire rangers at a sand beach on Quetico Lake. Smoke from the great forest fires of 1910 was all around them.

Two timber berths, certain mining locations, and two Indian Reserves were excepted from Quetico in 1909. The Indian population of the Lac la Croix Reserve numbered approximately 120 people, while the Sturgeon Lake Band, which often spent the summer at the mouth of the Kawawiagamok River, numbered 23. Indians of both the Lac la Croix and Sturgeon Lake Bands frequented Kahnipiminanikok Lake with its abundance of moose, ducks, wild rice, and fish. Bob Readman noticed a wooden flag pole on the north bank of the Kawawiagamok River approximately four kilometres upstream, perhaps the site of a former trading post. He also noted graves at the site of McLaurin's Trading Post on Sturgeon Lake and in the northeast arm of Agnes Lake. Powwows were regularly held at Net Lake, Minnesota, at Lac la Croix, and at Jackfish Bay on Basswood Lake. Oberholtzer also heard that the Indians had many ceremonies on Darky Lake in Quetico. Former ranger, Bob Wells, said that in 1909 the Indians were half starved, as most of the fur had been decimated by over-trapping and disease. Only in the Quetico-Superior Reserve, he said, was there an abundance of wildlife.

In the winter of 1910-11, Robert Readman and Ephram Crawford were instructed to remove all trespassers from Hunter's Island (Quetico) to protect the game and fish. Notices were posted on many portages. Leo Chosa, a trapper who kept a small trading post on an island in Basswood Lake near Hoist Bay protested this order to no avail.

Upon establisment of the Superior National Forest, the U.S. Forest Service appointed John S. Baird as

J. McDonald, Col. Young, R.E. Readman and Bert Lock, Quetico Rangers at camp on Lac la Croix, Quetico Provincial Park, 1911.

temporary Forest Supervisor. Ten weeks later Scott Leavitt from Fremont National Forest in Oregon took over as Acting Forest Supervisor in Ely and remained until April, 1910 when he was replaced by Forest Supervisor, Joe Fitzwater, who held the position until 1914. Early forest rangers were called Forest Guards and were all skilled woodsmen (loggers, trappers, surveyors, etc). They travelled by canoe, foot, and horsepower, and had to be resourceful and hardy as they were often out of contact with their supervisors for months. Forest guards made $1200-$2500 a year. Besides Acting Forest Supervisor, Scott Leavitt, the 1909 staff included Alex Cummings, John Handberg, Charles Taylor, Leslie Brownell, Mel Cummings, Calvin Dahlgren, and Guy Terry.

The first job of the Forest Service men was to reopen the portages abandoned earlier by trappers and Indians when trapping was prohibited. Many of the old portages were difficult to find.

They also had to establish a series of fire lookout stations and string telephone wire to these. Fire fighters had no fire pumps, only water bags which they had to carry a long way. Sometimes they went days and nights with no sleep. In 1910 big fires in Minnesota claimed 27 lives and left 10,000 homeless.

Joe Fitzwater and Les Brownell made the Ely-Buyck Trail (now the Echo Trail) from Ely to Crane Lake. The going was tough and they used moose trails wherever possible. Joe said he hated birch bark canoes because they always leaked and made his feet wet. He had to tar the canoe at every portage. He also said that, in 1910, there was nothing left but jack pine in the Superior National Forest, as all the red and white pine had been cut. Some rangers used to scorn jack pine, reciting the poem "There, there littlejack pine, don't you sigh, you'll be a white pine by and by."

In 1909, Leslie Beatty was a helper on the George Shiras III photographic expedition in Superior National Forest which travelled from Tower to Lake Vermilion, Trout Lake, Little Indian Sioux River, Pauness, Shell, Lynx, Ruby, Hustler, Oyster, Nina-Moose and Anges Lakes, Lac la Croix, Loon Lake, Loon River, and Crane Lake. He recalls the following highlight of the trip: moving a 400 lb. Mackinaiw boat (for use of the photographer) over all the portages; seeing 57 moose in one afternoon in a three-mile stretch of the Nina-Moose River between Lake Agnes and Nina-Moose Lake; seeing Indians burying dead companions on an island in Oyster Lake; and observing a gigantic water spout (tornado) hit the shore of Oyster Lake, uprooting many trees.

Author Shan Walshe is the Quetico Park Naturalist, a position he has held for the past 14 years, and knows the Quetico-Superior area like the back of his hand. He is the author of the recently published book: Plants of Quetico and the Ontario Shield. Shirley Peruniak is the Park Historian and is also very knowledgeable about the Quetico-Superior area from first hand experience. She has researched and written extensively on the cultural aspects of Quetico Park.

This is the third of a series of articles on Quetico and the Quetico-Superior 75th Anniversary.

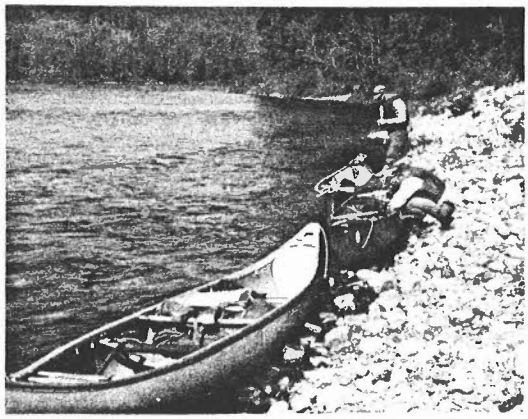
# a week of riv

Quebec City must be the whitewater capital of the North. In every direction from the city there are exciting rivers to test every level of the paddler's skill. Many have such strong drops and such imposing holes as to be restricted to kayaks, but most can be run by open boats, at least after the spring runoff.

Partly because we wanted to see a new and truly beautiful part of the province and partly because we had heard so much about the rivers of the region, we chose the Lac Saint Jean area north of Quebec City for our week of rivers. Our choice included a four-day run down the Chamouchouane, and day trips on the Chicoutimi, the Belle and - just west of Quebec City - the Jacques Cartier. We had planned at least one more day of paddling but gave it up in order to watch part of the national closed boat championships at Jonquiere. (At least that was what we told one another; the truth was that we were all worn out from a couple of days of heavy paddling, about which more below.) We were pleased to conclude that this famous white water course could in fact be run by open boats, though not in the style of closed boats. It was amusing to think of how the spectators would react to the stodgy deliberate skill of the canoeist dipping in and out of eddies compared with the slapdash of the kayakers shooting across rollers and backing through gates.

We selected the rivers to run mainly on the basis of information in the excellent book by Gilles Fortin (see box at end of article). Detailed descriptions of each river can be found there, so my comments here can be more general. There were four of us, all running solo, two in Blue Holes, and one each in a Mad River and an Old Town. The summer of 1984 was a wet one, so water levels at the end of July were higher than normal, at least "moyenne" and perhaps "haut-moyenne" in Fortin's terminology.

The classic run on the Chamouchouane (which means "Where the Caribou Cross" according to Fortin but "Where One Watches the Bear" according to the notes from the Federal wild river survey of 1973) begins north of Chibougamou at Mistassini Post. However, this is a long trip (400 km to St. Felicien) and begins with four days of upstream work. An attractive alternative is to start where Highway 167 crosses the Chamouchouane in the Chibougamou Game Reserve. This option includes the best of the whitewater, but loses the truly wilderness portions of the trip (one is never far from a logging road, even in the Reserve). In either case, it is worth taking out at the southern limit of the Reserve for thereafter the country becomes populated and the river very wide. This gave us a trip of 120 km which can be



done in three to five days. (Good campsites are scarce along the river, and finding one of them might indicate that an early supper is in order.) Note that it is necessary to have a permit to camp in the Chibougamou Game Reserve and that one can be obtained by writing to the Ministere du Loisir, Direction Regionale, 3950 boul. Harvey, Jonquiere; the fee (without fishing) is $1.50 per person-night.

The Chamouchouane is a big river, nearly the size of the Ottawa, and the rapids are powerful. Nevertheless, all of the rapids are conceivably runnable except those above and at Chaudiere Falls. The rapids on the upper reaches are mainly Class II/III drops through huge boulder fields that are very difficult to scout. They have steep pitches and sharp eddy lines (just how sharp our companion in the brand new Old Town found out quickly), and they can extend for a kilometre or more before the river quiets down. In between, there is generally a good current, riffles or long Class I rapids, depending upon water level.

Care must be taken at Fer a Cheval rapids, which we found runnable except for one ledge that is easily lined or hauled over on the right. Further downstream, but well above Chaudiere Falls, there are two large rapids, about 500 m apart, with long, strong tongues leading right into them that should be runnable at lower water. We were able to utilize a technical highwater route to paddle around the upper one, and to use a combination of running and lining on the lower (in both cases on the left). More accurately, three of us took the running/lining option on the lower rapids, but the big tongue was too much of a tempation for the fourth. His plan was to ride the tongue down and then move into the eddy above the final rocky drop. The river had other plans; the tongue ws so strong that, once in it, he could not move toward the eddy and was carried (shot!) all the way down. Fortunately, either he or his canoe found a way through and he ended upright with surprisingly little water in the boat.

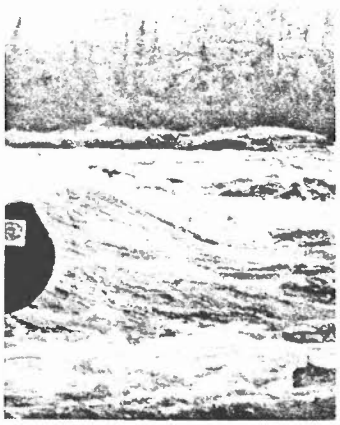
The highlight of the trip down the Chamouchouane has to be Chaudiere Falls and the canyon below it. Commonly shown as a three kilometre portage, the carry can be cut considerably by carrying around the first drop and then paddling the half kilometre or so of relatively flat water to the park that extends from above to below the falls. At this point, the portage, perhaps 1.5 km, is entirely on a road. But don't hurry. You will want lots of time to look at the falls, and at the huge potholes it has carved, some with water surging in them to indicate that some how they must connect to the falls itself. The total drop over big and little Chaudiere is at least 40 metres.

Below the falls is the canyon section, 15 kilometres of steep banks, waterfalls, and Class I rapids that takes little more than an hour to run. It ends in the delightful Class II Rapide Pas de Fond. And from here to the lake Out there is nothing to slow the canoeist but the occasional rapid, the sheer beauty of the scenery and an occasional dip. Fishing is said to be good in the Chamouchouane though we did not try it. We saw some small mammals and lots of birds, but no large animals.

After taking out from the Chamouchouane, we again drove by beautiful Lac Saint Jean to the Provincial campground at Kenogami, east of Hebertville. Using this camp as base, we knew we could do a number of nearby rivers. The next day turned out to be the highlight of the trip. We had selected the Chicoutimi River which sounded very exciting and had only one confirmed portage. While it was a long run - 40 km - it did end right at the campsite, so it sounded feasible. And feasible it was.

Of that 40 km, perhaps 5 were flat and at a maximum 10 km were Class I rapids. The remainder, some 25 km were steady Class II and III, dropping down pitches that were quite visible to the eye. By the end - after some nine hours of paddling time - we were both exhilarated and exhausted. I can well remember looking downstream, realizing that my boat was heading for a hole, and

# ers in québec



David B. Brooks

thinking "Oh well, let it go; it's easier to bail out than to draw it over". There was so much white water on this trip that it is hard to remember individual rapids. However, the toughest sections (meaning that the water was both big and technical) came in the first hour or two and just below the portage. One of the drops in the latter section put three of the four of us in the water; the fourth and last boater chose discretion and decided to line. The portage itself is onerous; there is no cut trail (by design in Quebec) and requires lots of pushing and hauling over rocks and around trees. Still, except for the one drop, we got down the river unscathed and rewarded ourselves with a dinner at the local tavern rather than cooking around the campfire.

The next day on La Belle Riviere proved to be the only disappointment of the week. For obvious reasons, we were looking for a short run, and this was listed by Fortin as 12 km. It was more like 21. Also, he recommended running it at high water, and it turned out that even medium-high was too low. La Belle is a tiny river that lives up to its name and is full of Class I and II rapids (with the occasional III thrown in), but it was a longer day than we wanted and one punctuated by lots of scraping and bumping. One shudders to think of our tempers had we been in aluminum rather than ABS boats.

We took the next day off to watch the races, and then gave ourselves another reward of a night out on the town in Quebec City - or at least as much of a night out as four scrungy, bearded canoeists can have amidst hordes of stylish tourist. However, we managed to ingest and imbibe sufficiently that even the rock concert that we found in progress upon our return to the municipal campground was no barrier to sleep.

We had intended that our last day be on the run above the falls of Saint Anne east of Quebec City, but we were warned that this area is now in the hands of an irascible person with an exaggerated sense of property who likes to shoot at boaters. Once again, discretion suggested a change of plans and we aimed for Riviere Jacques Cartier about 40 km west of the City, and what a good choice it was. We ran the lowest section of the river from Pont Rouge down to Donnacanna. It is possible that the next section upstream from Pont Rouge is also runnable in open boats, though at least some portaging would be necessary. And that could be a problem, for this strikingly beautiful river (four stars for panorama in the Fortin book) has incised itself between limestone walls that are 10 to 20 metres high. Alternately wider and narrower, the river speeds up and slows down quickly and makes some of the best waves and holes I have ever played in. I still remember being spun into eddies as soon as the nose of my boat caught one, surfing across waves at incredible speeds, and seeing just how deep I could go into a hole before it finally got me. No doubt our delight in this river was heightened by the fact that it was our last day out, and that finally we had a hot sunny day, after a week of intermittent rain. Still I would go back in a minute, even if it were not preceded or followed by dinner Quebec City.

It was truly a week of rivers. I think we must have been actually paddling in whitewater more in this one week than in the rest of the summer combined. We're ready to go back next year.

Gilles Fortin, GUIDE DES RIVIERES SPORTIVES AU QUEBEC, 1980; published by Editions Marcel Broquet, CP 310, La Prairie, Quebec J5R 3Y3.

This superbly detailed book offers lots of suggestions for rivers to run in Quebec, and important information on how to run them. It identifies the difficult rapids, suggests appropriate water levels, notes portages, and gives information on access and shuttles. Also, each river is given a one-to-five star rating on whitewater interest and another on scenic qualities. The book is divided into regions with index maps; as well there are summary tables, cross references and a glossary.

After having used the book in planning for our trip and on the river (photocopied pages of course), I can think of only two critical comments. First, the price; no doubt because of the richness of graphic and tabular detail, it normally retails for close to $40. Second, the author is principally iterested in kayaking, not open canoeing. This means several things. First, you can probably ignore any river classed as expert; the drops are just too fast and continuous. Second, ideal water levels may be a bit lower than those recommended. And, third, some rivers that are good fun for canoes but less so for kayaks are ignored. For example, canoe camping runs, such as the Dumoine or the Coulonge, are not mentioned.

These comments to one side, Fortin's book is worth having, if not in your personal library at least in that of your club. Like any such book, it is not free from errors (see story), but our experience is that errors are remarkably few. The book is in French, but English translations appear in the key to the map symbols and in the glossary.

# solo canoeing symposium - Lakeview, Arkansas

ROBERT HENDERSON

Having attended the first SOLO CANOEING SYMPOSIUM in Lakeview, Arkansas on November 12th and 13th of last year, I can attest that any serious canoeist would have found his Mecca there mingling with canoe officianados from the solo subculture. The event, with its new designs and techniques, was interesting and educational but it left me troubled about a serious error of ommission in the otherwise well-staged weekend. Canadian canoe heritage was just not there.

Missing from the American symposium was sense of history, a sense of good old Canadianna know-how and heritage. The presentations at the event showed a complete lack of communication across the 49th parallel. As a result of this communication gap, Canadian canoeists are largely ignorant of the "renaissance" (using Symposium terminology) in solo canoe design and paddling techniques and similarly, American canoe enthusiasts are unaware of our long process of refinement in style paddling and traditional design.

First, the American perspective. Without an historical background, the minds at the meeting in Arkansas were innocent victims of today's conventional wisdom - American wisdom. Without exception, the designers and expert paddlers at the Symposium knew little of the aspects of Canadian paddling technique. They had never tried or seen the aesthically relaxed wet water paddle recovery and subtle "style" manoeuvres of Canada's style paddling traditions. When attempting such paddling, one fellow commented on the increased intimacy with the water and the relaxed, effortless stroke. His normal stroke involves a relatively high upper grip over the water with a 90° paddle entry, closer to a classical racing stroke. Such a stroke is powerful, but lacks the relaxed and graceful nature of the Canadian Stroke. Interestingly, the 1954 American Red Cross Canoeing Manual describes a Canadian Canoeing tradition as the Charles River style, named after the Charles River in Boston where this stroke was popular for a time. I suspect that this Boston popularity evolved from the influence of Ontario summer camps.

But what are the developments that inspire the American claims of "renaissance" and revolution in solo canoeing? They can be summed up with one word - specificity. New streamlined solo canoes are narrower (25-28") and when a turn in these narrow beam boats is required, a lean is employed to initiate the turn. The revolutionary American solo canoeist paddles upright with knees spread, leaning to turn and with this technique, the canoe feel becomes closer to that of a kayak.

At the meeting, the classic wood/canvas 15 to 16 foot canoe was constantly referred to as a "work horse" ill-suited to the present sophistication emerging south of the border. Of course Canadian participants (all four of us) challenged this as best we could by introducing a few Canadian favourites for the "work horses" such as the running pry. The new technique demonstrated by paddlers in the narrow canoes was different and interesting but it never came close to the grace or the efficiency of good old Canadianna know-how.

I did see a proliferation of new canoe designs at the Symposium, but historical inquiry has taught me that most of the "new" features existed in early native designs or even in vintage Chestnut designs such as the "Bob" canoe. But all the same, hats off to these American developments in solo canoeing. Specificity has added sophistication to recreational canoeing. It is really a reverse trend - it seems we're back to the days when each canoe builder made a canoe for specific individual needs. For those whose knees can't take the burden of Canadian (Charles River) paddling there are the "sit and switch" solo boats - one for every paddler of every dimension.

Now, the Canadian perspective. By virtue of history and geography we're closer to the canoe traditions that stem mostly from the birch bark precursors of the Precambrian Shield. But at the same time we should not let our heritage make us resistant to these new American ideas. My point is this - if innovations are being marketed and the canoe is so traditional to the Canadian recreation character, we should know about the changes and new ideas, work with them and evaluate them with our traditional wisdom.

The Canadian point of view was lacking at the Solo Canoe Symposium and lest we lose canoeing as we did "our" game of hockey, now is the time to share our rich Canadian solo paddling heritage. Invite American paddlers and their solo canoes to O.R.C.A. style paddling certification courses or take whatever steps you can to get Canadian/American canoe communication on the move.

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Robert Henderson is a lecturer in Outdoor Education at the McMaster University School of Physical Education who hopes to present these ideas at the next American Solo Symposium.

Mr. Henderson's article is reprinted from Canews, courtesy of O.R.C.A. An American perspective on the Symposium can be found in the March 1984 issue of Canoe magazine.

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## BACK COUNTRY WATER - BOIL FIRST

Giardia Lamblia - is an intestinal parasite carried by some domestic and wild animals. It can infect humans as well, causing giardiasis or "beaver fever".

This parasite can get into any surface water - lakes, streams, rivers - and has recently been detected in various locations throughout the mountains of Canada and the United States.

Giardia is frequently associated with outbreaks of diarrhea and may cause abdominal cramps, bloating, fatigue and loss of weight.

Giardiasis can be contracted by drinking water from an infected stream. Back country travellers should boil water for at least one minute before using it for drinking or brushing teeth. Treatment with chemicals is not considered as reliable as boiling in killing this bug.

If you show any of the above symptoms after travelling in the back country, inform your doctor. Should giardiasis be confirmed a three day prescribed treatment is available.

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Reprinted from Profiles - A Visitor's Guide to Jasper National Park, Summer 1983.

This information was passed on by Glenn Spence who noted that one member of his Churchill River trip in 1983 was afflicted with this bug.

## THE NATURE CONSERVANCY OF CANADA

The prime mandate of The Nature Conservancy of Canada is to seek out significant natural areas and to secure their preservation. "Private action for land preservation" is accomplished through the financial support of individuals, corporations and foundations with the cooperation of various levels of government. The Conservancy is a private, non-profit organization governed by a Board of Trustees, the strength of which lies in the diversity of background and talent of its members. Business executives, internationally recognized biologists, active conservationists and professionals from the fields of law, medicine and engineering give their service to the Board. All geographic areas of Canada are represented on this Board, which establishes policy guidelines and approves all projects with which the Conservancy becomes involved.

From 1963 to 1983, The Nature Conservancy of Canada's generous supporters have provided $5,900,000 which has been used to purchase or otherwise secure $22,500,000 worth of property. Thus, the Conservancy has been involved with the preservation of 242 properties across Canada for a total of 19,750 ha. In Ontario, the Conservancy has been involved in the preservation of 213 properties, including a total of 15,450 ha.

Acquisition of a property is dependent on several requirements; first, its availability. The Conservancy is usually notified by either an individual, Conservation Authority, government personnel or local conservation group as to the availability of a particular site and what its natural values are. A thorough investigation of the area, usually including a site visit and an ecological survey, is made. Once an evaluation is prepared, the Conservancy must decide if there is sufficient funding available or if funding can be raised over a given time period. If funding can be obtained, the final decision rests with the Projects Committee of the Conservancy's Board of Trustees. Committee members include Drs. Bruce Falls, David Fowle, George Francis, Jennifer Shay and Pierre Taschereau.

Natural features of properties secured by the Conservancy are of primary consideration. Scientific research, outdoor education and other non-destructive uses may be permitted, depending on the fragility of the area concerned. The Conservancy works with conversation groups, donors and local volunteers to formulate management plans which provide for maintenance and protection of these areas.

A significant part of the Conservancy's work is also directed to providing advice and guidance to private landowners who wish to maintain their property in its natural state and, in some cases, eventually deed it to the Conservancy. If you would like to know more about The Nature Conservancy of Canada, or make a contribution to assist our continuing efforts in land preservation, please write to us or telephone:

The Nature Conservancy of Canada
Suite 1710-2200 Young Street
Toronto, Ontario M4S 2C6
416-486-1011

## WCA SUPPORTS FIVE WINDS ON TRAIL ACCESS PRESERVATION

Five Winds Touring Club maintains an impressive complex of over 160 km of backcountry ski trails in the Gibson River area west of Gravenhurst. The trails can be accessed from six points along Hwy 69, which bisects the system, as well as from a number of locations elsewhere. The Ministry of Transportation and Communications has stated its intention to upgrade Hwy 69 from Port Severn north to just past the Moon River Bridge to a four lane limited access route. Five Winds, rightly concerned about protecting access to the trails, has sought the support of the WCA, and other users.

On August 18, Bill Ness attended an M.T.C. public information session near Honey harbour and discussed the issue with the Senior Project Manager, Henry Herbrand. The following submission was presented to him on behalf of the membership.

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Re: Preliminary Design Study
Highway 69 - Port Severn Northerly

Dear Mr. Herbrand:

The Wilderness Canoe Association was founded ten years ago as an organization for backcountry canoe travellers and has a current membership of about 300. Although our primary focus is on wilderness canoeing, our members are also avid hikers, snowshoers, and cross-country skiers, and we are actively involved in these pursuits. We are appending a copy of our newsletter which should familiarize you with our diverse interests.

While we are pleased to learn of your Ministry's intention to upgrade this section of Hwy 69 to four lanes and thereby alleviate the chronic weekend traffic congestion, we are concerned that this expansion could seriously limit access to the system of cross-country ski trails developed and maintained by Five Winds Touring Club, which meet the highway at several locations.

This complex of trails, which has been built by Five Winds solely with voluntary labor and at no public expense, is one of the longest systems of permanent ski trails in the province, and is widely utilized by ski, canoe, kayak, hiking, and outing clubs, as well as the public at large. In the warmer weather many skiers return to take advantage of the opportunities these trails provide for hiking.

Over the years, both on personal and WCA-organized outings, our members have been priviledged to ski, hike, and snowshoe on the Gibson Trails, and we feel that these faclities provide a significant recreational asset to the people of Ontario which should be protected.

Consequently, the Wilderness Canoe Association would recommend that any future development of this highway corridor include provision for safe crossing by pedestrians at the established Bear Lake - Lalonde Lake intersection with Hwy 69, and at the planned crossing site at the entrance to Georgian Bay Rd.; and that road exits with adequate parking areas be provided at each trail access point.

We thank you for this opportunity to express our concerns regarding this project, and would appreciate being kept informed of future developments.

Sincerely,

William Ness,
Chairman.

# tim river adventure

It seems that everybody who has travelled in the Interior of Algonquin Park has returned with very special experiences. It's not that trips in the Interior are always dramatic; it's just that there is something about being alone and on one's own in wild, beautiful country that makes such trips profoundly important and memorable.

We always enjoy hearing about other people's trips and adventures and we would like to pass on one such story to you. The experience is related by Dr. John Theberge, now a professor of biology at the University of Waterloo but back in the early 1960's a student working in the wolf research programme in Algonquin Park. Years later, Dr. Theberge wrote down many of his thoughts and experiences in a very interesting book called Wolves and Wilderness (J.M. Dent & Sons Canada Ltd., 1975) and it is from this work that the following excerpts have been taken. They deal with a spring trip, much of it at night, on the Tim River in the west-central part of the Park, looking for wolves.

"Until the day a logger reported seeing signs of a wolf den near Rosebary Lake, to me the Tim was just a thin blue line on the map. Later, as I looked down on it from the single-engine Beaver, it looked like an aimless right of way hacked out of the forest. Soon it would become a highway for our canoe, a road along which we would bump and jostle as the water swelled over hidden rocks and frothed against the impasse of uprooted trees.

"The pilot brought the plane down on Rosebary Lake and helped us unlash our canoe from the pontoon strut. With a wave of his hand he taxied upwind and the aircraft disappeared over a line of trees.

"To enter the Tim from Rosebary Lake we had to ride the current over a beaver dam. The river was in spring flood, and heavy rains would keep the water high until mid-June. Black clouds in the north threatened a downpour as we set out on the river, a thirty-foot-wide slash twisting and turning in front of the canoe. The way ahead led us through thick coniferous bush, which gradually gave way to wide valleys with marshgrass shoulder high on each side, and hills spreading away in the darkness.

"Had there been wolves here recently? We stopped paddling and sent a howl resounding over the insect-lighted marsh. In winter, wolf packs may range across a hundred square miles and travel 20 or 30 miles a day. But when the ice goes out of the lakes and rivers, they must find new travel routes: hardwood ridges, portage trails, and logging roads. This marsh may have heard no wolf howls since the previous winter. No matter, there would be other music; the booming choruses of bullfrogs, the rhythmic lashes of whip-poor-wills, the squawking of herons.

"All went well as we rode the water highway over logs and rocks that later in the year would require much manoevering to get through. All went well until just before midnight, when we felt the drizzle on our faces. We paddled faster, hoping to reach the first portage before the rain set in. That was our mistake.

"We rounded a bend and were suddenly caught up in the rushing swirl of rapids. The canoe lurched forward, then wedged itself between jagged rocks. As if timed to add to this moment of misfortune, the full force of the storm broke. Thunder crashed and lightning silhouetted every detail of our sad predicament. Carefully, I eased my legs over the gunwale and groped for a foothold on the rocky river bottom. The next flash revealed my partner, Lawrence, waist-deep in the torrent, struggling to release the canoe. Together we pulled it free and edged it towards the shore.

"For several hours we sat under the canoe, shivering in our wet clothes, our heads bent forward to avoid the thwarts. When the storm petered out, we paddled across the river and located the portage. The extra weight of our water-logged gear forced us to make two trips, so it was nearly dawn before we were on our way again. Lawrence remembered a deserted cabin some miles down river and we decided to make this our objective.

"It was five-thirty in the morning when we got there. The cabin was in the early stages of disintegration. A stove stood in one corner, but its pipes had rusted out long ago and the stove pipe hole in the roof stood open to the sky. We shared our accommodation with two pairs of barn swallows, which adroitly zoomed in and out the partially open doorway.

"It was afternoon when I awoke. Lawrence had gone fishing, despite the drizzle and the unpleasant low mist which hung in the trees. By the time he returned, I had a fire blazing in the old stove and the cabin filled with smoke. He came through the doorway with three trout, each about twelve inches long. 'Wasn't thinking of smoking them' he remarked dryly, 'Just thought we might fry them up'.

"For three days the rain continued, and, since wolves rarely howl in such weather, we holed up in the cabin, fishing, and exploring during the clearer periods.

"On our last night I lay back in my sleeping bag and reflected upon what might have been the history of this lonesome old cabin. You could see by the neat way the tree trunks had been notched that the builders had taken pride in their work. The ends of each log were hewn to match the ones which would keep them company for years to come. The floorboards had probably been salvaged from shanty-men's buildings in a nearby lumber camp. But how were they brought to the lunber camp in the first place? And the stove? Far too heavy to bring in by canoe, so how did it get there? At one time there must have been a road but in all our explorations we could never find a trace of where it had been.

"The rangers, these second generation pioneers, would have faced winters of lonely isolation. At the end of each day's patrol, they would ram their snowhoes into a drift and push open the cabin door. Soon the glass in the windows would steam up and the lamplight reflect on every pane. The top of the old stove would grow cherry red as the chill retreated against the well-chinked walls. Outside trees made brittle by the frost would sound their wintry rifle fire, and the roar of the rapids would be silenced behind half-drawn curtains of ice.

"Then, years later, would come the word from headquarters: No need to put a patrol on the Tim this year. Aircraft from Pembroke can do the job for less money.

"That first winter of abandonment must have been a shock to the cabin but it's life was not over. Summer after summer it would shelter men and women whose love for the wilderness would take them down the Tim. If it were a new structure, it would have no place in a wilderness recreation area like Algonquin. But the old cabin was much more than merely a shelter; it was a relic of the early days, and a reminder of the first men who entered the wilderness.

"The next day Lawrence and I left the Tim. The rain had stopped, but clouds still hung low. It was hard work paddling against the current; the river had risen a few inches during the night. We were returning to the Research Station with no trophy; that meant we must paddle the Tim again, so secretly we were glad. But we saw a big wolf track, made within twenty-four hours, on a muddy bank a mile above the cabin. Was it a single wolf, out travelling despite the rain? We howled but bird song drowned us out.

"As we shouldered our packs I looked back over the river. It had become a partner in our adventure. We had floundered waist-deep in it, dragged our lines through it, sliced it with the bow of our canoe, and sent ripples lapping at its banks. At a gentler season we would travel this way again, when the spring freshet would have spent itself, the nights would be warm, and moonlight would flood the valley."

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

# silver peak or bust

In midwinter, Diane and I were invited to join in a "Slush and Slog" weekend in March. The intent of the excursion was to introduce two members of the White Ski Team to late winter camping and have one last winter trip before the lakes became unsafe for ski travel.

Dave Myles, an active member of the Alpine Club of Canada, Toronto Section and a White Ski Team member, was the trip organizer and brought together an interesting combination of individuals. There were eight of us in total, Martyn Hiley and Peter Thompson from the ski team, Brian Judge an Alpine Club member and past Five Winds skier, Jo-Anne Christiansen and Bob Jones Alpine Club members plus Diane and myself, active winter enthusiasts who have done little cross-country skiing, let alone, ski touring with a pack.

The route was chosen and nicknamed "Silver Peak or Bust". We met on March 9, 1984 at Highway 637 and Johnnie Lake Road (east of the entrance to Killarney Provincial Park) at eight p.m. After a final sorting of gear and waxing of skis, we skied in darkness, helped by a clear starlit sky and a bright first quarter moon, the approximately two kilometres of Johnnie Lake Road and across the lake to park campsite 67. Here we setup camp and prepared for the following day's activities.

We awoke the next morning to clear skies and gusty winds. Camp was broken and the morning began with a bushbash through a valley heading directly towards campsite 69. Once we reached the south-western arm of Johnnie Lake we proceeded to ski in a northern direction with the gusty wind at our backs. The lake snow conditions were excellent and the work of breaking trail was minimal.

The 950 metre portage from Johnnie Lake to Clearsilver Lake provided good protection from the wind and the open creek made this an ideal snacking spot.

The portage at the western end of Clearsilver Lake met up with the hiking trail, making route finding easy. February's thaw had left exposed rock and ice, causing skiing to be more difficult the higher in elevation we went. Each of us removed our skis at differing elevations and walked the remainder of the way up to the 1783 ft. summit.

By the time we had achieved our goal the skies had become overcast and the gusty winds of the morning had continued to gain in velocity limiting our visibility and desire to remain on the summit for an extended period of time.

We made a hasty, bushbashing decent down the southern slope. Due to the lateness of the day Dave selected a flat, very protected campsite, approximately halfway between the summit and Sandy Lake.

Camp struck and stomachs fed, we enjoyed good conversation and humour around the evening fire.

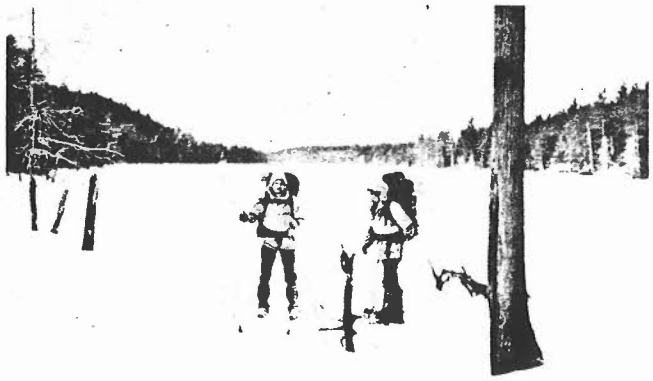
We awoke the next morning to even more intense winds hissing and whistling through tops of the trees which protected our campsite. Dave checked his thermometer which he had left out all night and it read a nice balmy minus 24 degrees Celsius. The planned "Slush and Slog" weekend had not seen the thermometer above minus 7. What an introduction for both Peter and Martyn. Both took it in stride and are impatiently awaiting the snow to fly this year.

We broke camp and continued our decent to Sandy Lake. From Sandy Lake we skied the creek valley to Norway Lake. On Norway Lake we skied over the peninsula and picked up the portage to Kakakise Lake. Again the February thaw required us to remove our skis in sections due to exposed rocks and logs along the trail.

From Kakakise Lake we skied the portage trail to Carlyle Lake. The high winds had virtually blown all the snow off of this long narrow Lake leaving a large ice rink more suited to skates than skis. The party spread out as each individual poled, pushed and skated the length of this lake, finally congregating again at the mouth of the West Mahzenaging River. From here we skied the final distance on Johnnie Lake Road to our vehicles.

The trip was very enjoyable, so much so that Diane and I have already begun to make plans for more extensive skiing this year. The route was scenic Killarney at its winter's best. I would encourage any active winter enthusiast to explore this beautiful park in the winter.

Story: Diane and Mike Wills
Photographs: Dave Myles



# magnetawan river - harris lake loop

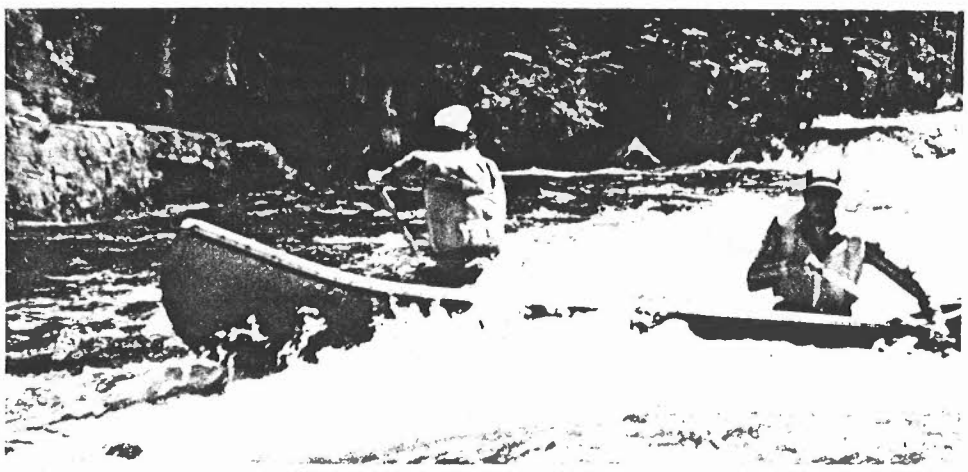
June 2--4, 1984

Story: Mike Wills
Photographs: Paul Barsevskis & Mike Wills

We met early Saturday June 2 at the public launch on Harris Lake. The party consisted of Joanne Hale, Mark Riddel, Pat Crowley, Paul Barsevskis, and Diane and Mike Wills. The plan was finalized; we would paddle from Harris Lake up the south channel of the Magnetawan River to the Main Channel on Saturday. Sunday we would spend much of the day playing in Canal and The Graves rapids. Later in the day we would proceed down the main channel to reduce Monday's paddling time. Monday we would complete the loop which included Thirty Dollar Rapids and portage back to Harris Lake.

As it turned out, the water level on the river was extremely high for this time of year (near spring flood conditions). Playing in Canal Rapids and The Graves was great but the high water levels required extended and unanticipated portaging around much of Thirty Dollar Rapids.

All in all, the trip was a lot of fun; the weather was good and all appeared to enjoy themselves.



# madawaska magic

Gerry Yellowlees

The Madawaska is a superb northern river, set in high forested hills. Flatwater is punctuated by small but intense rapids.

Our camp was located on the south side of Palmer Rapids, a comfortable 3 hour drive from Toronto. The entrance is located immediately prior to the bridge on Hwy. 515. A camping sign is located 1 kilometre up the road. The camp is situated on the river, at the foot of a rapid. Do not go on the north side of the river because the road is hard to find and the M.N.R. has limited it to day use only.

We spent day 1 playing in the 5 sets of rapids which ranged from levels 1-3. No portaging was necessary. By mid-afternoon we were tired and we spent the rest of the day swimming, eating and chatting to the other canoeists at the camp.

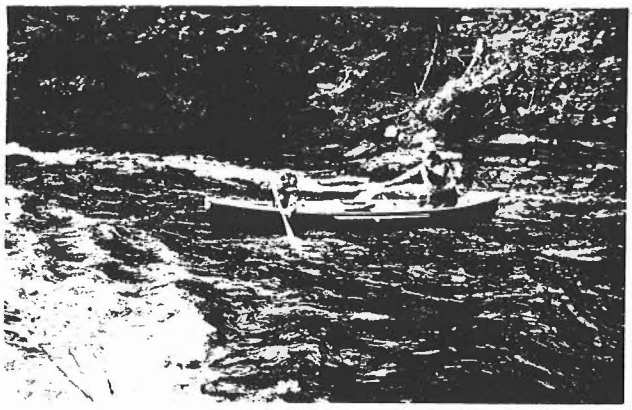
On day 2 we ran the Snake Rapids which are located below Palmer Rapids. We put in at Aumonds Bay and took out 1 kilometre below the last rapid. The trip took a leisurely 8 hours, including the car shuttle. We made the mistake of approaching Aumonds Bay from the west. From the highway the road degenerates into a track that is suitable for A.T.V.'s. From the east, it can be approached by a reasonable gravel road. The turn-off to the river is marked by a red arrow, 3 m above the road, on the west side. At that point the road becomes a track but it is quite passable for about 1 km. Stop at the top of the hill and carry the canoes 50 m to the water.

The take out point is up a well used 3 m bank which is marked by a red flash hanging from a tree branch. It is easy to see. From there the canoes have to be portaged to the road, using a good track for 500 m. The car can be left in a parking area which is hidden from the road. It is located about 10 km east of Aumonds Bay, on the south side of the road. It is characterized by 2 entrances. The M.N.R. have blocked the road to the river. (The description is in some detail as personal experience has shown that careful attention be paid to directions.)

In the summer edition of NASTAWGAN, there is a similiar trip being organized for October 20. It should be a lot of fun. The river was able to offer a variety of expiences meeting the needs not only of the whitewater enthusiast but also the recreational canoeist.

# salmon - moira

Glenn Spence



Our annual trek down these two rivers was very successful again this year, with the trip being over-subscribed and two crews having to be turned away. The water was relatively high and the weather not too bad on Saturday. However, on Sunday it turned cooler accompanied by a drizzle.

In order to set up the car shuffle, one must devise a scientific game plan, which of course I did. But how did I know that the crew comprised of a former WCA chairman and a little bearded guy would end up being 40 minutes late. Once there, the past chairman muttered such things as: "I set the alarm...It didn't go off...Maybe one of my boys changed it...etc." It appears then, that stringent precautions must be taken when one sets one's alarm for future WCA trips. After all, the whole trip could depend upon a successful alarm clock setting.

Eventually, the car shuffle was completed. But as we pulled into our Salmon River meeting area, I noticed some of our people were moving very quickly down towards where we actually would put in. Now, I thought, they are being really efficient, and they were trying to make up for our late start. Little did I realize that a canoe (not part of our WCA trip) had put in at highway 41 and had capsized at a small bridge, which quite often in spring, does not allow adequate clearance for a canoe and its passengers to go under it. Also, it is quite difficult to take out above the bridge since the river is swift and there are no good take out points. The upset canoe and its crew went under the bridge. The ladies were able to get out in a small bay on the right. However, their kevlar canoe, did go over the three metre dam which was located about 30 metres below the small bridge. The canoe had both gunwales bowed and the bow was badly scuffed. Thus, if anyone wants to canoe the Salmon in the Spring, do not put in at highway 41, but look for the little side road which will enable you to put in below the small bridge and dam.

We divided into two groups. One group got started while the rest of us waited for Frank to return from driving one of the upset ladies in search of their driver. One should not paddle in spring conditions without other canoes. If we had not come along, they would not have been able to retrieve their canoe. Another advantage of our WCA trips is that you will always have others to go with on canoe trips.

After being on the Salmon for about a kilometre you come to the first obstacle which is a rapid (a dog leg to the left). It is not that difficult but if you are rather inexperienced, it can create a problem. The current takes you towards the cliff on the right, so the crew must use proper techniques in order to get around the bend. However, one team did not, and came dangerously close to the cliff. As they proceeded around the bend the small sweepers growing out of the cliff caused them to lean away and the canoe rolled. Fortunately, they were not in the water too long.

The Salmon is a good spring river where you can wash the winter dust off your canoe without having to travel long distances. We had lunch at Buttermilk Falls which is really an amazing spot in our civilized Southern Ontario. The rest of the trip enabled us to practise our skills or simply to drift lazily along in the fast current.

At our take out point, the same crew dumped again right at the shore, when they over-rotated making their eddy turn. They did not notice the eddy line when leaving the main current. A little more practise on this technique, will correct this problem. All of us, of course, still have to keep practising.

Some went into Belleville to reserve their motel rooms while others decided to stay at our place. However, all came back for chili and French bread. Of course, one of the conditions was that they had to watch our slides of the Churchill River if they expected to get fed.

It is always interesting to get together and discuss canoeing as well as finding out who was going where this summer. As the evening progressed, I thought that if I brought out my Nahanni slides that it would clear out the motel people. It worked! They departed quickly when they saw four more trays of slides.

The Colborne people rendezvoused with the motel people at 9:00 am in order to set off on our Moira trip. We dropped my van at Latta and then proceeded up to Lost Channel where we put in. The water was quite high which caused our inexperienced crew to go into the river. They were out of the water fairly soon but the cold, damp day caused us some concern.

One of our wet suit teams also rolled over but they were practising many difficult manoeuvres during the weekend. They were into shore quickly, dumped the water out and were on their way again.

Below Chisholm's Mill is where most of the white water is found. Due to the high water, there were a lot of large waves which necessitated bailing from time to time. Going through the "scuttle hole" area meant that you could not avoid the big waves. Most of us back-paddled here so that we could reduce our water intake. There were a couple of occasions here where it was rather unnverving being perched on a two metre wave, hoping that we would maintain our balance as we slid down the other side. Fortunately, everyone navigated through here successfully.

The remainder of the journey, I thought would be easier since we were past the "scuttle holes". But one should never assume you are home free. We came to an area where there are a few small islands. We went through one spot where there was a small ledge. I thought we were lined up correctly to go to the left of the ledge but at the last second the current took us right over the ledge. We dinged the stern and filled up the canoe 1/3 full. We gingerly made it to shore and bailed out.

After this, we all made it to Latta without further incident. The only real problem encountered after this was that a few people had trouble finding Latta on their way back from the Lost Channel.

All in all we had a very successful weekend. Perhaps we will see some of you again next year.

November 11 FIVE WINDS TRAILS HIKE

Organizer: Bill Ness 416-499-6389
Book between October 21 and 28.

This will be a day hike along some of the scenic Five Winds Ski Trails north of Honey Harbour. Brisk weather and an absence of bugs should make for a pleasant outing. It should be a good conditioner for upcoming ski and snowshoe trips. Limit of 8 hikers.

November 18 VICTORIA LAKES LOOP

Organizer: Rob Butler 416-487-2282
Book before November 11.

The last canoe trip of the year! A good day's paddle through eight lakes near moore Falls on Highway 35. Participants should be accustomed to portaging. Limit 4 canoes.

November 24-25 HIKING IN ALGONQUIN PARK

Organizer: Tony Bird 416-466-0172
Book before November 17.

This will be an overnight hike on the Highland Hiking Trail. At this time of year there should be a thin covering of snow in the park, giving an opportunity to hike in a winter landscape (although the larger lakes will not be frozen over) without the hard work of breaking trail through three feet of snow. Limit 6 hikers.

December 27-30 WINTER CAMPING IN ALGONQUIN PARK

Organizer: David Berthelet 819-771-4170 (home)
613-993-6671 (office)
Book between November 26 and December 1.

A four day trip is contemplated for the Linda Lake area. The general plan calls for one day to be devoted to working our way into Linda Lake on snowshoes; then to spend two active days exploring the surrounding country. The remaining day will be devoted to breaking camp and finding our way out. Participants should be prepared to come on a shakedown trip on the weekend of December 8 and 9 in the Marmora area. Limit of 6 people.

## SPORTSMEN'S SHOW 1984

Article: ~~Jan and Snus~~ Tissot
Photo: Toni Harting

Again this year we were fortunate to have a double booth in a good location at the Sportsmen's Show. Like other years we tried to set up a booth that would be as informative and attractive as possible. Judging from comments it was a success.

Richard and Claire Smerdon volunteered to improve the appearance of the booth. They worked hard to design and create a new backdrop and projection system. The dark blue draperies were quite impressive and attached items showed up well.

The schedule of the spring trips was clearly posted. It drew a lot of attention not only from potential members but also from canoeists who were interested in finding new canoe routes.

We also had some pictures displayed which turned out to be good conversation openers. The picture of the Kogaluk canyon by Herb Pohl drew attention to the fact that we are a wilderness canoe club. Also the picture of Jim Greenacre in the Elora Gorge showed that we have members of all ages who enjoy exciting white water canoeing close to Toronto.

Again this year we had the Ontario as well as the Canadian map displayed on which members' trips had been marked. This proved to be a clear indication of the wide range of canoe trips which WCA members have been making.

Another display highlighted different ways of packing food and kitchen utensils on canoe trips. It ranged from the Smerdons' sophisticated wannigan to the Hartings' simple kitchen box. Our own, pack which zips completely open when lying flat, seemed to attract just as much attention. Several people discussed these arrangements and left with new ideas. It was also interesting to notice how many people were fascinated by our pots and pans which fit together tightly. It was clear that our booth not only appealed to canoeists but also to others.

The WCA newsletters sold well indeed. The most popular issues were the current one with the spring trip schedule and the ones in which the wannigan and kitchen box were described.

This year we had a brochure outlining what our WCA is all about. Due to Claire Brigden's effort it was ready just in time for the Show. It was in great demand and about 1200 brochures were handed out.

The only disappointment of our booth turned out to be the back-lit projection system which did not measure up to our expectations. Too much ambient light and too large a projected image did not do justice to the excellent slides.

We are grateful to the members who supplied us with slides of their trips. Last but not least a word of thanks to the forty-odd members who helped set up and take down the booth and to those who staffed the booth faithfully during the Show. Our joint effort made the WCA booth a success at the Sportmen's Show.

# products and services

Bluewater Canoes:

New this year! We have a few models available in an ultra-lightweight vacuum bagged honeycomb-Kevlar laminate. Jensen has designed for us a new 17' tripping canoe, rather bulky by Jensen standards, but with a higher profile and larger capacity. Barry Leslie has designed a new touring Kayak. Please visit us in our new shop. Rockwood Outfitters, 699 Speedvale Ave., West, Guelph, Ontario, N1K 1E6. Phone 519-824-1415.

Rockwood Outfitters offers a 10% discount to WCA members on merchandise and rentals.

Coleman Craft Canoes:

Coleman Craft Canoes, of hand-layed-up fibre-glass, are available in 12'8", 14'8", and 16' L.O.A., with either a lake keel or shallow keel for river use. Custom made and sold only at our shop. Maxiumum production is limited to 100 per year. Please phone if you are interested in viewing films of our canoes and discussing their features. Bill Coleman: 519-623-1804/1849. Shop located at 333 Dundas St. (Hwy. 8), Cambridge (Galt), Ontario.

Discounts on Camping Supplies:

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

A.B.C. Sports, 552 Yonge St., Toronto.
Rockwood Outfitters, 699 Speedvale Ave. W., Guelph.
The Sportsman's Shop, 2476 Yonge St., Toronto

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

The Sportsman's Shop:

For Hiking, Camping, Working or Recreation. We are The Sportsman's Shop, and are offering your club a 10% discount on any purchase at our store. (Please have proof of membership.) The Sportsman's Shop, 2467 Yonge Street, Toronto, Ontario. Phone 416-481-5169.

Laminating:

Plastic laminating for maps, ID cards, etc. Your maps durable and waterproof for years. Excellent work at reasonable prices, using 3 mil plastic. All orders ready within five days. Contact Albion Plastic Laminating, 611 A Mount Pleasant Rd., Toronto, Ontario; telephone 416-488-2672. Open Monday to Friday 9 am to 4:30 pm.

High Performance Products:

Ian McCall Sales Inc. distributes a range of exotic boatbuilding materials such as Kevlar Fabrics and tapes, graphite tapes, epoxy resins and adhesives, and Nomex structural foam: as well as hand and-machine tools used in the reinforced plastics industry. Small sales to the individual builder a speciality. Contact Ian McCall at 12 Bromley Crescent, Islington, Ont. M9A 3X3, telphone 416-233-1871.

Odawban Winter Travel Equipment:

Explore Canada's wilderness using proven methods for comfortable winter travel. Fully equipped tent stove units: $230; trail tobaggans: $100; trail sleds: $130; canoe sleds: $75. (2 used canoe sleds: $50 each). Instructions included. Contact: Craig Macdonald, Frost Centre, Dorset, Ontario, P0A 1E0; phone: 705-766-2885.

Res-Q-Tos Rescue Bags:

Members can purchase a high quality rescue throw bag directly from the manufacturer at substantial savings. Made with brightly coloured 2800 lb. test polypropylene rope in a heavy-duty weighted nylon bag, the 50 foot model costs $24.95 and the 75 foot model sells for $29.95, plus tax. Contact Sydney Carlyle of Barrett - Carlyle Enterprises, 28 Livingston Rd., Unit 33, Scarborough, Ontario, M1E 4S5; telephone 416-266-1039

Leather Repairs:

For leather repairs of all kinds to backpacks, binocular cases, snowshoe bindings etc., contact Baker's Harness, Langstaff Rd. W., (just east of Dufferin, first main road north of Hwy #7), Maple Ont., L0J 1E0,. Phone 416-886-0163.

Canoe For Sale:

Vintage canoe. 16 ft. red Peterborough bought in 1930's. Fully reconditioned with new canvas, gunwales, and caned seats. Asking $1100. Contact Rhona Shaw, RR # 4, Perth, Ont., K7H 3C6. Phone: 613-267-1563.

Nastawgan Index:

A cumulative index to NASTAWGAN (and its forerunners), from 1974 updated to the current issue, is available for $5.00. Contact Sandy Richardson, 5 Dufresne Cr., Apt. 2705, Don Mills, Ontario, M3C 1B8.

# wca contacts

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416-759-9956

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416-353-3506

Mike Graham-Smith,
39 Regan Cres.,
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416-877-7829

Jan Tissot,
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281 Hillhurst Blvd.,
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NEWSLETTER EDITOR
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Toronto, Ont.
M4J 1S8
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SECRETARY & MEMBERSHIP
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416-964-2495

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Toronto, Ont.,
M4J 3A8
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TREASURER
Rob Butler,
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Toronto, Ont.
M5P 2B8
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TRIP HOT LINE
Marcia Farquhar,
187 Hill St.,
Richmond Hill, Ont.
L4C 4B1
416-884-0208

W.C.A. POSTAL ADDRESS
P. O. Box 496,
Postal Station K,
Toronto, Ont.
M4P 2G9

## WILDERNESS CANOE ASSOCIATION MEMBERSHIP APPLICATION

I enclose a cheque for $10 __ student under 18
$20 __ adult
$30 __ family
for membership in the *Wilderness Canoe Association*.

I understand that this entitles me/us to receive Nastawgan, to vote at meetings of the Association, and gives me/us the opportunity to participate in W.C.A. outings and activities.

NAME_____ ADDRESS_____

_____

_____phone_____

Please check one of the following: [ ] new membership application
[ ] renewal for 1984.

Notes: -This membership will expire January 31,1985.
-Please send completed form and cheque (payable to the Wilderness Canoe Association) to the membership committee chairman.