

greenland adventure



Ken Ellison
Linda Nesset

As I looked out the window of the airplane the east coast of Baffin Island was still locked in by winter pack ice. It was the beginning of July and I didn't expect that much ice to still be around. Our final destination was another 640 km east and 480 km north. If the ice was this bad what would it be like to the north?

I was somewhat unsettled about the whole thing because we really had little information about travelling there. All we had were 1:250,000 maps which didn't seem entirely reliable. Getting information about Greenland is not an easy procedure. We originally called the Danish consulate in Ottawa; they didn't know anything, but they did have an old tourist brochure with some information that proved to be quite valuable. After a few phone calls it became apparent that it wasn't going to be easy to get there. The Ministry of Greenland sent us a booklet called 'Guidelines on Greenland Expeditions' which included three pages of regulations governing expeditions. This was after the Danish consulate told us that we only needed a passport to travel there. After reading the regulations it soon became apparent that there was no way we could possibly follow them, and besides we wouldn't get permission in time anyway. So we made a decision to go and worry about the regulations when we got there.

Once we got the maps from Copenhagen, which was no easy matter since neither of us speak Danish, and the folding kayak from Vancouver, we were all set to go. We flew from Calgary to Frobisher Bay and then on to Gothab, or Nuuk as it's now called. From there we took a coastal ferry up the coast for two days to the town of Jacobshavn (Ilulissat). This was where our kayak trip was to begin.

It was in Frobisher Bay that the fun started. Our greatest fears were realized when only one of the two duffle bags containing the kayak came over the rollers. It turned out that Air Canada had neglected to put the other

half of the kayak on the plane to Frobisher. Since we were flying to Gothab the next afternoon there was no way we could get the boat in time. So here we were flying to Gothab looking down on a frozen wasteland with only an assurance from First Air that they would try to send the boat to Jacobshavn. Not only that, but there was also the prospect of being kicked out because we didn't have permission from the Ministry of Greenland. Nobody said it was going to be easy! We landed in Gothab on a beautiful sunny afternoon, not a piece of ice to be found. After the usual flurry of activity to collect our baggage we looked around for the customs office. Not being able to speak Danish we thought that the best way to find out what to do was to follow the rest of the people. So we spied two people who appeared to know what was going on and followed them through the baggage area and out the door to a line of waiting taxis! There was no customs at the airport. After Frobisher this was a real culture shock. We didn't expect a Volvo 760 Turbo with leather interior to pick us up at the airport, particularly since we had been ferried around Frobisher in a rusty old Ford. We were amazed at how modern Gothab was.

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The next morning we were the first in line to get on the coastal ferry. We weren't going to be late since it only leaves once every two weeks. We had booked two passes on deck class, which were only open bunks. The accommodations weren't great, but it was only for two days and it wasn't much different than a tent. The main difficulty we had was getting food. Everything was either in Danish or Greenlandic. Danish we could almost handle by now but Greenlandic was a no-go situation. As a result we had to fall back on the follow-and-point technique. After two days of this we were quite good at getting food.



Town of Jakobshavn

The boat trip took us along the coast north to Jakobshavn. Along the way it stops at most of the major towns such as Sukkertoppen and Holsteinborg. The striking feature of these towns is the fact that they are so modern. The majority of these towns have a thriving fishing industry and the extra 300 years of European development is clearly apparent.

We arrived in Jakobshavn at 4:00 a.m. and checked into the local hotel for a good sleep. We were to spend the next few days here waiting for our kayak to arrive. The town is located at the end of a large icefiord which is approximately 150 km long and 5 km wide. It is jam-packed with icebergs of various sizes with barely any open water. The largest icebergs are over 100 m high. The Jakobshavn glacier is the fastest-moving glacier in the northern hemisphere. The ice front is 100 - 170 m high and advances 23 m/day, calving 200 million tons of ice into the fiord each day. We flew by helicopter to the glacier front as it moves off the inland icecap and that night we took a boat out to the front of the icefiord. The icebergs were enormous and illuminated by a golden sunset. This was the most incredible place I have ever seen. It felt like we were in another world.



Jakobshavn icefiord

The kayak finally arrived three days after us and we were ready to start our trip. We paddled at a leisurely pace soaking in as much of the incredible scenery as we could. Ice, rock, and water. You think it would become monotonous after awhile, but we couldn't get enough of it. We camped that night on Qeqertaq (meaning, like an island) with a beautiful view of the bay. We spent the night watching massive icebergs floating by.

The next day was bright and promising. There weren't a lot of icebergs to contend with in the morning. By afternoon a stiff wind blew spray in our faces and icy seawater lapped over the deck of the boat. We were having

our first exposure to the unpredictable Greenland weather. It was very frustrating, the rain clouds were approaching us from the south and the wind was blowing hard from the north. In fact, these types of low-elevation winds in the afternoon are quite common in Greenland. Called 'williwaws' they are adiabatic winds coming off the inland icecap. Crossing Patitsoq fiord was all we could muster. After 21 km we found a campsite and settled in for a wet, windy night.



Iceberg in Ata Sund

We were concerned that the next day would be a problem since we had 8 km of continuous cliffs to navigate around. There was little wind but the ocean was quite choppy from the previous night. We had to be very cautious around Kangerdluarssuk fiord. The area was very rough with jagged cliffs coming right to the sea. Most of these cliffs had hundreds of sea birds nesting on them. As we paddled by we usually left quite a commotion behind us. Campsites are few and far between in this area so we called it a day early.

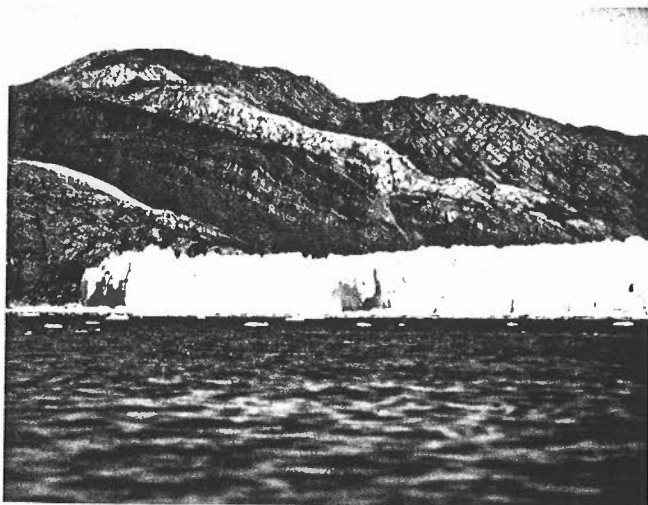
DAY 4: More cliffs today so we were very cautious. Luckily we had a galeforce wind at our backs. With the rudder on the kayak it made for a quick and exciting day. Since steering was very easy we could surf down the backsides of the big waves. We covered the 13 km of cliffs in about an hour. Once we rounded the corner to the Equip sermia (little glacier) the wind died and we had a very pleasant paddle in sunshine for the rest of the afternoon.



Campsite beside Equip sermia

We camped at the end of a large bay on the gravel banks of the Equip kugssua. This river is the largest in the area, however, it looked more like a river of mud. We were

once again forced to search for small puddles of fresh water in amongst the rocks which were quite abundant. We camped about 800 m across a small bay where the Ekip sermia was pouring into the ocean. It was the most beautiful view yet. The glacier front was about 100 m high and stretched for about 16 km across. The view was outstanding, but what we forgot was that glaciers don't go to bed like we do. All night bangs, croaks, and splashes. There was 800 m of water between us and the glacier but at times I thought great chunks of ice were going to come crashing through the tent. The glacier seemed alive and as we lay in our tent we felt very insignificant beside this monster.



Kangilerngata sermia

DAY 5: Beautiful, calm, sunny day, our best one yet. With the exception of a few cool breezes off the glacier I was very comfortable in my T-shirt. The glacier burped last night and as a result we had more ice than usual. Actually it's more like slush and since it's very difficult to paddle through we made a slight detour around the mess. The second glacier coming into the bay, Kangilerngata sermia, presented more ice problems which made things a little more aggravating. However, with such incredible scenery it's hard to get too upset about anything. We continued around the west side of Anap nuna headlands. We wanted to cross the Torssukatak fiord and get to the Nugssuaq peninsula. However, there was so much ice and grounded icebergs packed into the fiord that there was no way we could cross. It was obviously an icefiord much like the one in Jakobshavn, only it's not marked on the map as such. We backtracked around it, eventually camping further south on an island called Qeqertakavsak. There are many graves on the island. It was particularly interesting that they all were on a rocky headland with a fantastic view of the bay and the glacier. There were also the remains of Thule sod houses with an abundance of old bones lying everywhere. The thought of camping amongst all these graves sort of gave me the creeps, but I was too tired to worry about it.

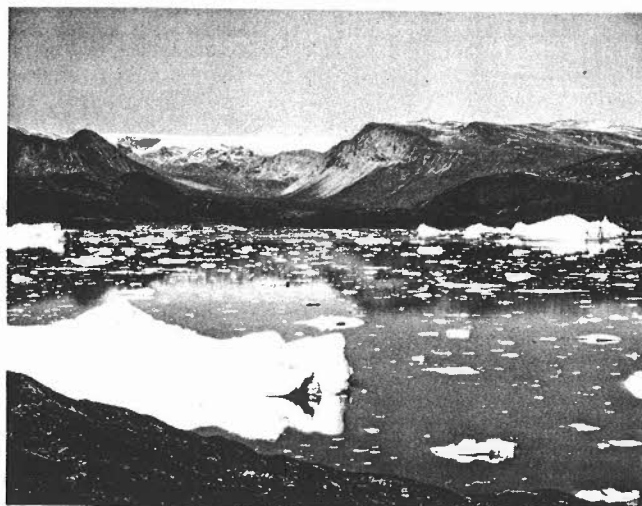
DAY 6: We got up late today. Since we were halfway through the trip we thought we could afford the luxury of sleeping in. After the usual morning routine we packed the bags and I carried them down to the boat. There was only one problem: NO BOAT! I remember standing there in utter amazement. The spray cover was still on the rocks but no boat. I looked around the area thinking that I might have played a cruel joke on myself by moving it elsewhere and forgetting it. I called Linda and the two of us stared dumbfounded at the spot where the boat should have been.

Linda started combing the shoreline to the north and I to the south. The fiord was quite filled with ice and the currents were as strong as a river, occasionally crushing the icebergs together in a great heap. I can't say what was going through Linda's mind but mine was starting to play games with me. Every small dark piece of ice was the boat or part of it. After combing the shoreline for half an hour I saw something about 400 m offshore that looked like the boat. I ran back to camp, grabbed the telephoto on the camera; sure enough it was the boat. Half was in the water and half on a small iceberg. It looked relatively intact or at least repairable. However, there was one major problem: how to get it to shore.

In the fiord there was a large circulating current which was moving the ice close to shore and then moving it out into the middle of the fiord again. As I watched the boat, each circulation brought it closer to shore. It would come to about 200 m from shore and then be swept out again. The only way I could get it would be somehow go out to the main current myself and hopefully come close enough to grab it. Since I didn't have another boat I had to rely on

mother nature and borrow a piece of ice. I managed to get to the edge of the current by jumping around a few large flat pieces of ice that were grounded to the bottom. When the moment was right I made my final leap onto a suitable iceberg floating by. Once in the current it was only a matter of waiting until I drifted close enough to the boat to at least hop on the berg which it was lying on. It only took about 20 minutes until I reached the boat but it was the longest 20 minutes of my life. Once I was on that iceberg I was totally helpless; if something happened I was in big trouble. Stories of lost expeditions that I read about before we came kept running through my head. Two in particular seemed to stick. One story concerns Gino Watkins, a British explorer and veteran of a few Greenland expeditions. Watkins' kayak was found floating in the ocean and two days later his clothes were found on an iceberg. Speculation has it that he climbed onto an iceberg and when realizing his kayak was floating away stripped down and tried to swim for it. Needless to say Gino was never found. Another story was about a crew of a whaling vessel who in the 1700's spent two years floating on an iceberg down the east coast of Greenland after their ship was crushed by the winter ice. They were eventually rescued, surviving several polar bear attacks and the deminishing size of their home. I estimated I had about a week before I would have to swim, so you can see I was anxious to get the boat.

I finally managed to grasp the kayak and haul it up onto the iceberg I was on. It was in perfect shape; one of the paddles that was strapped to the side had been torn off, pulling a few grommets with it, but considering what it had gone through it didn't have a mark. I quickly emptied the boat and with one of the two paddles stored inside, I paddled toward shore. When I got to camp I saw that Linda had pulled out all the emergency gear to signal the helicopter which flies daily from Jakobshavn to Umanak. We quickly packed things up and surveyed the damage. The kayak had been placed above the high tide mark the night before. The only thing we can speculate is that the waves from rolling icebergs as they ground up on the side of the island eventually carried the boat away. I read afterwards that this is actually quite common and that there have been cases of whole villages being wiped out in this way. I think we learned our lesson not to underestimate these white monsters. We quickly packed up and left, paddling about 8 km to the north side of Arve Prinsens island.



North side of Arve Prinsen Island

DAY 7: The day was calm and quite warm. Torssukatak fiord was packed with ice. Getting through the icebergs and pack ice was like working through a maze. Which way to move? In every direction the sea was filled with ice. Even thinly scattered ice merges solid at the horizon and it is often difficult to pick a route. It always looked like we were frozen in. Occasionally large chunks of ice would roll without warning, causing large waves which in turn broke large chunks of ice from the more unstable icebergs. It's like a chain reaction and we were in the middle of it. There's nothing more frightening and awe-inspiring than a rolling iceberg. It will roll over majestically and slowly disappear below the surface, to come crashing up like a surface whale. We learned that the only thing predictable about icebergs is that they're unpredictable. We camped in a sheltered inlet on the west side of Arve Prinsens island where we saw two whales amongst the stranded icebergs. It felt good to be away from the ice and on the home stretch.

DAY 8: Sunny and warm again. We had a beautiful view of Disko Island which is 70 km away, yet the air is so clear it looks like a half-days paddle. The day was

relatively uneventful which was just fine after the previous two. We saw a couple of whales swim by as we relaxed in the twilight after dinner. As far as we were concerned this was one of the most peaceful places on earth.

DAY 9: Woke up this morning to a cold damp wind. There was a dense fog about 2½ km offshore so we decided to get a quick start. Once we got out from the shelter of the bay we were met with 1.2 m waves. Luckily they were at our backs so we scooted along at a good clip, interrupting two whales and a couple of seals on our way. Although the day was cool it was sunny with the fog staying offshore before dissipating in the afternoon. Along the southern tip of Arve Prinsens island the landscape is quite steep and rocky, so campsites are scarce. We eventually paddled along the southern end with a great view of Jakobshavn 50 km to the south which we could clearly see through the telephoto lens.

DAY 10: Sunny again and dead calm. This was a stroke of good luck since we had 16 km of open water to cross, from Arve Prinsens island to the mainland. Although it was calm we had lots of ice problems again. This was surprising since the water between us and Jakobshavn was free of ice the night before and the Jakobshavn icefiord was 50 km away. It just goes to show you how fast the ice can move during the night. We made our way through the ice zig-zagging via the leads as they opened up. It seemed to take us forever to cross Ata Sund, but it was more interesting than if there were 20 km of open water. We camped on Qeqertaq where we had stayed the first night of the trip. I think this was our favorite campsite and with the bay filled with ice it was spectacular. The day had been long and hard and it was good to relax and watch the icebergs float by.

DAY 11: Left at 11:00 a.m. today, sunny and calm again. Both of us were tired as the trip wound down. We only had 16 km to go but it was mentally tiring. Once again the bay was filled with ice and icebergs which made navigating frustrating. As we go closer to Jakobshavn a cloud bank and cool wind began to blow from the southwest. By the time we reached the town a dense fog with wind and rain had moved in, the first bad weather we had encountered in seven days. It was a good time to end the trip and hike into town in search of chocolate bars.

With the problems of connecting flights it eventually took us five days to get back home. We decided to forego the two-day boat ride and fly to Gothab. This flight is the most spectacular one I have ever been on. For anyone who wants superb scenery and adventure, Greenland is highly recommended.

It's surprisingly easy and does not cost that much more than a trip to the NWT. First Air offers twice weekly flights to Gothab from Frobisher Bay, \$283 one way, or an excursion fare of \$888 return from Ottawa to Gothab. There are rather severe baggage restrictions of 20 kg, with extra weight charged at approximately \$4/kg. However, you can get away from this by sending the extra baggage as cargo. We did this coming back to Frobisher Bay; it cost us \$35 instead of \$250 and with the lack of travel you can usually be guaranteed that it will be on the same flight.

The coastal ferry and plane reservations can be made through the Greenland Travel Agency. There are daily flights and weekly coastal services to most of the major towns on the west coast. Flights are extremely expensive and the coastal ferry isn't cheap either. About \$500 one way to Jakobshavn by plane and \$250 on the ferry. Also, many towns have a hotel of some sort, the most reasonable one being the Seaman's Home at about \$80/night, double occupancy.

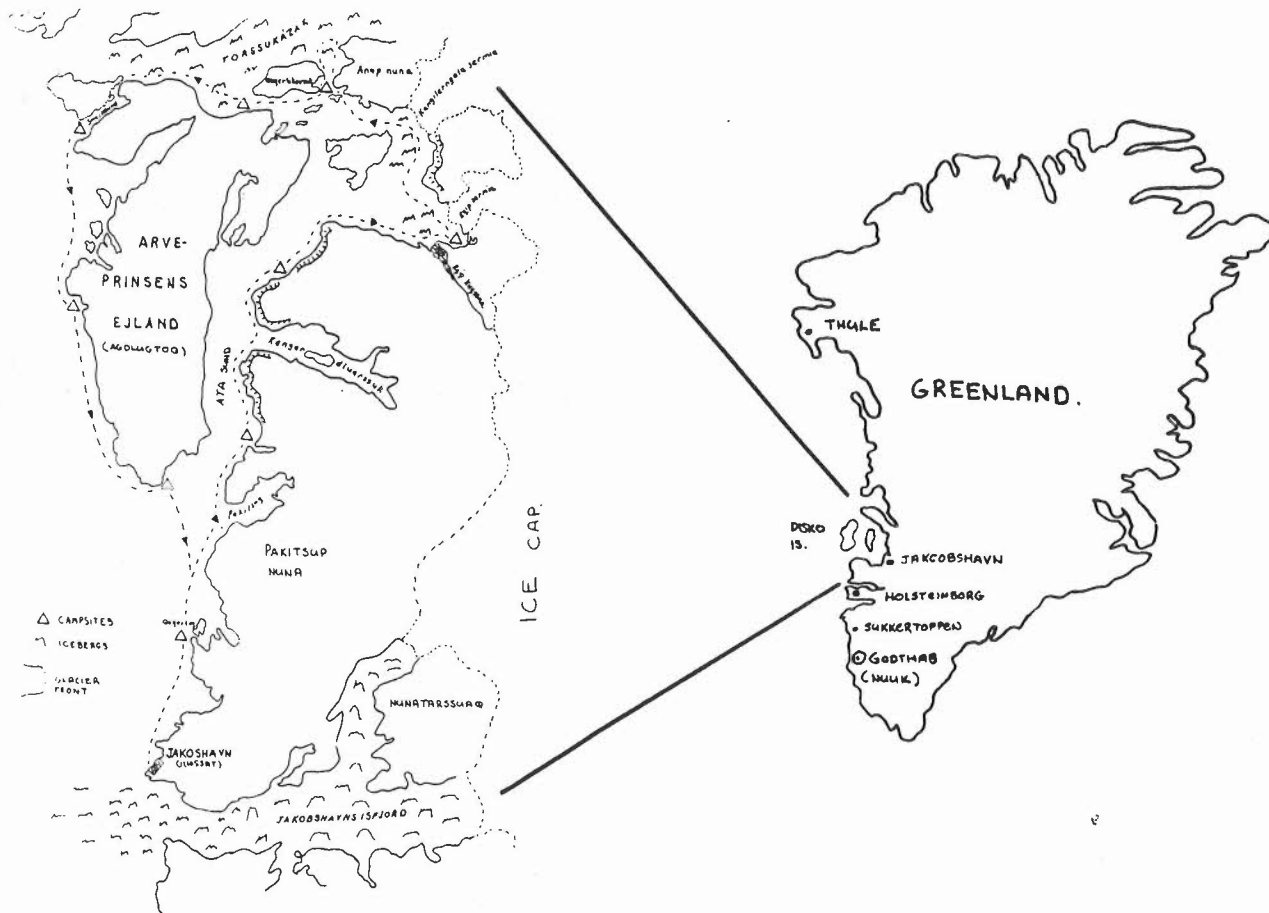
Getting maps of Greenland is surprisingly easy once you know where to look. The entire island is covered by 1:250,000 maps. These are the prettiest maps I have seen in a long time. They are very detailed and if you can read Greenlandic will give you far more information than NTS maps here. They also outline the location of Eskimo ruins which are very interesting. These maps can be ordered from the Geodaetisk Institut in Copenhagen. The best and by far the quickest way to get them is to phone the Institut in Copenhagen. They will send them and bill you later; the whole process takes about 2½ weeks.

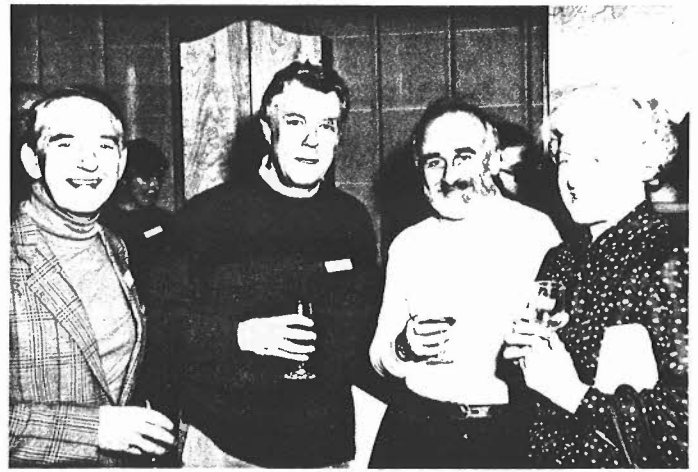
USEFUL ADDRESSES

Tourist Information (Gothab)
Nuuk Turistforening
Box 199, DK-3900 Nuuk
Tel: 011-299-2-2700

Geodaetisk Institut
Rigsdagsgarden 7
1218 Kobenhavn K
Copenhagen, Denmark
Tel: 011-45-1-1160-17

Greenland Travel Agency Inc.
Box 330, DK-3900 Nuuk
Tel: 011-299-2-1205





keewatin meeting

On 30 and 31 January, a most successful meeting/symposium/conference/get-together was held at the Casa Loma campus of George Brown College in Toronto. Almost 200 wilderness canoeing enthusiasts from Canada and the USA (even California was represented) had come together to learn a great deal of inside information on travelling the southeast Keewatin, a huge, wild area of taiga and tundra, located in the southern Northwest Territories and in northern Manitoba and Saskatchewan.

Stories, reports, discussions, slides, and a film were offered by 19 presenters who each had something special to give to the lively crowd of Keewatin addicts. The well-organized meeting, sponsored by the WCA, was initiated and run by George Luste who had the help of a number of dedicated assistants. Our sincere thanks to all those who made this splendid event possible.



Photos by Toni Harting





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

EDITORIAL

Dear Dave,

Thanks so much for sending me the fifteenth and, unfortunately, last of your contributions to our Arctic Journal page. In the 3½ years that you have been a regular contributor to Nastawgan, you have opened many of our readers' eyes to the unique beauty so abundantly present in the North and its inhabitants, instilling a strong desire to experience that country themselves. Your personal, intelligent, well-written articles always were a delight to read, and the editor in me thoroughly appreciated your handing in the copy well before deadline. A rare quality in writers!

We'll really miss your thoughts and concerned warmth; it will not be easy to find somebody to take your place. We're of course also most grateful to your photographers for their descriptive images, especially to your companion Donna. Thanks again, good luck in your work, and always have warm feet.

Best regards to you both.

Toni

news briefs

WCA FALL MEETING 1987 will be held on a weekend late September or early October. More information will be presented in the next issue of Nastawgan.

THE VITAL VISION, an exhibition of drawings by Inuit artist Ruth Annaqtuusi Tularialik, opens at the McMichael Gallery in Kleinburg, Ontario, on the 15th of March. The collection offers a vivid depiction of life amongst the Caribou Inuit of the Barren Lands. This exhibition grew out of a book by WCA-member David Peily: QIKAALUKTUT, Images of Inuit Life (Oxford University Press, 1986).

WCA AT THE SPORTSMEN'S SHOW The 1987 Sportsmen's Show will be taking place in Toronto from Friday, 13 March, to Sunday, 22 March. As usual, the WCA will be there with an interesting and educational presentation. Help will be needed to staff the booth as well as set it up and take it down. This is an excellent opportunity for members to take part in an important WCA function. All those willing to assist are asked to call Enid Weiner in Don Mills, Ontario, at 416-444-3162.

NASTAWGAN MATERIAL AND DEADLINE Articles, trip reports, book reviews, photographs, sketches, technical tips, or anything else that you think would be of interest to other readers, are needed for future issues. Contributor's Guidelines are available upon request. The deadline dates for the next two issues are:

issue	Summer 1987	deadline date	3 May 1987
	Autumn 1987		16 August 1987

WCA MEMBERSHIP LISTS are available to any members who wish for personal, non-commercial use. Send a one-dollar bill (no cheques, please!) to: Cash Belden, 77 Huntley St., Apt. 1116, Toronto, M4Y 2P3.

ERIC MORSE'S BOOK "FRESHWATER SAGA" Before his death in April 1986 at the age of 82, Eric Morse submitted to the University of Toronto Press the manuscript for his final book, "Freshwater Saga," in which he looks back on his long career as a committed wilderness canoeist. The book is expected to be published in May of this year and will cost \$9.95 in paperback and \$20.00 in cloth. We hope to publish a review of this important book in the Summer 1987 issue of Nastawgan.

GREAT HUMBER RIVER CANOE RACE This much-loved season opener will take place on Saturday, the 4th of April, as always on the Humber River in Metro Toronto. It is a race for many different classes of canoes and kayaks and is run over a 13-km stretch of easy grade-1 water. Entry deadline is 29 March. For information and/or registration form, contact: Jim Wilkinson, 804 Helen Cresc., Pickering, Ontario, L1W 1V2, phone 416-839-0564.

GOLD, AGAIN! At least seven WCA members participated in the gruelling Canadian Ski Marathon held in Quebec on the 7th and 8th of February. For the second year in a row Karl Schimek earned gold, which entitled him to receive the Coureur de Bois Gold Bar Award. For this he had to ski with a backpack carrying food and gear, and camp out on the trail on Saturday night.

PARTNERS AND INFORMATION WANTED

PETIT MECATINA RIVER Information is needed on this river which originates in southern Labrador and terminates at the Gulf of St. Lawrence. If you have something to contribute, please contact Jim Baldaro, 5651 Gordon Str., Osgoode, Ontario, K0A 2W0, phone 613-826-3094.

BOWRON LAKE We would like to have a few paddlers join us on a one-week canoe trip through Bowron Lake Provincial Park in B.C., starting the first of June. The trip will be mainly flatwater and will traverse lakes and rivers in a beautiful mountain setting. Meals will be vegetarian. Call Marcia Farquhar or Dave Houseman, Richmond Hill, 416-884-0208.

NWT-YUKON-ALASKA In the summer of 1988, I want to celebrate my 50th year by paddling from Ft. McPherson, NWT, up the Rat River to the Bell in the Yukon Terr. and then to the Porcupine and on into Alaska and down the Yukon to the bridge north of Fairbanks. My tripping friends in the South can't take that much time off. Anyone in the Wilderness Canoe Association interested? If so, please call or write Joe Epley at PO Box 11526, Charlotte, NC 28220, USA; phone office 704-372-8775 and home 704-366-1132.

SPANISH RIVER I need a partner and a few more trippers to paddle the Spanish River, west of Sudbury, Ontario, this summer. Exact time will be determined by the participants. Contact Doreen Vella in Toronto, 1636 Gerard St. East, Apt. 209, M4L 2A6, phone 416-463-9973.

TRIP WANTED Able-bodied canoeist looking for a 14 to 18 day canoe trip, preferably a whitewater river in northern Ontario or in Quebec, any time this summer. Please call Karyn Mikoliew in Toronto at 416-480-0227.

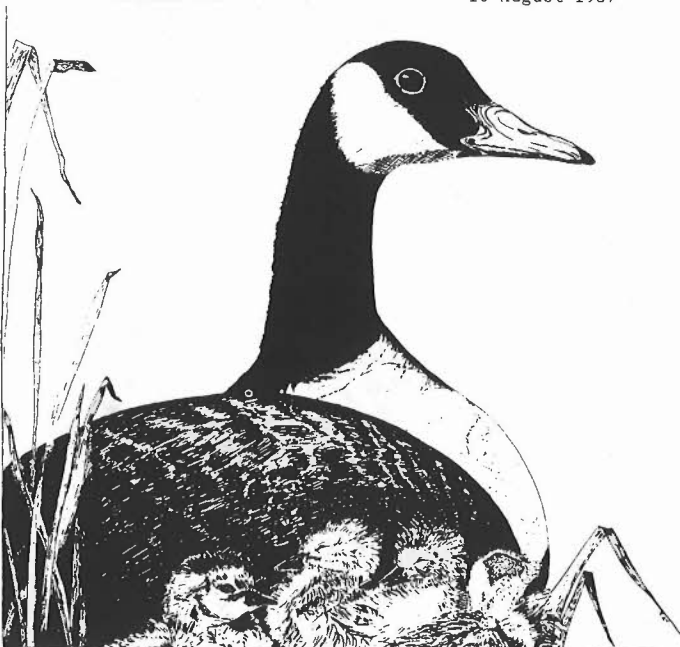




photo by Brian G. Pelly

"For anyone wanting a different holiday the barrenlands beckon: rugged scenery, unbelievable color, tremendous sweep, wildlife, fabulous fishing -- all spiced with just enough risk to border on adventure."

These are the words which Eric Morse offered when I asked him, two years ago, for a summary statement about barrenlands canoeing. They are true, of course, but I want to dwell on a thought which lies behind his words, as a premise for his viewpoint. He presumes that folks go there for a holiday, to enjoy themselves.

As the season approaches once again when the lucky ones amongst us are touching up their plans for a summer's trip on the Barrens, I want to consider how one can enjoy that trip. Some of this is a matter of philosophy, with which no doubt there will be disagreement. That's fine. If it moves you to thought, I'll be satisfied.

Perhaps the most important single factor in the formula as I see it, is the attitude with which one approaches the Barrens. It has been a lingering theme behind others of my columns here. If you go with a determination to conquer the river, then, though you might succeed, you will spend your time battling the very environment you have come to enjoy. There is nowhere else in Canada, surely, where the power of Nature is greater. The key to peace with that power is to bend to its whims, to recognize its superiority. Struggling against it causes dissension, discomfort, and sometimes disaster. The barrenlands deserve your respect. Give it and you will enjoy your trip.

Among other things, in writing the above, I am thinking of the weather on the Barrens. I remember vividly a day when I huddled together with my paddling companions under a pair of upturned canoes with a tarp stretched over them, while hailstones beat down upon us unmercifully. The winds were such that none of our tents could stand up. The cold was such that we wore everything we owned. The barrenlands seemed as inhospitable as could be. But we waited, patiently, determined that we would not be lured on by the compulsion to make headway against all odds. And we were rewarded, as one always will be.

The weather, if nothing else, is as changeable as it is occasionally severe. A few days after the scene above, that same gang was running barefoot and shirtless on a sandy beach, cavorting like so many Caribbean holiday-makers. This unpredictability, though it demands a cautious approach, is the very factor which makes canoeing on the Barrens what it is.

The risks of barrenlands travel in summer are no greater than on any other canoe route; the isolated location makes the potential costs of mishap just that much higher. Above all, and attitude of preventative awareness - learning to recognize and prevent problems before they occur - will help ensure safe and enjoyable travel.

There's a lot more to a summer on the Barrens than canoeing. It is a land of historical, biological, cultural, geographical, and archaeological wealth. To appreciate these aspects of your trip, it behooves one to do as much reading as possible. There is an abundance of published material on these subjects. Split the reading up amongst your fellow travellers, then share your discoveries as you journey into the unknown together.



I cannot skirt past the archaeology of the Barrens without further comment. It can add significantly to the impact of your trip to remember that, in most cases, you are travelling through a land that was once home to Canada's indigenous peoples. Respect the remnants of their culture as you would your own, if not more. Slowly but methodically, the archaeological wealth of the barrenlands is being documented. You can contribute to that effort by leaving your discoveries untouched, and by reporting them to the Heritage Centre in Yellowknife.

At the end of your trip you may well contact the people who once inhabited the land you have just travelled through. That is a privilege not to be ignored. The communities of the North offer the canoeist a chance to participate in an isolated element of Canada's mosaic, and to learn from the people who know the land you have only begun to explore.

I offer these thoughts as my summary statement on barrenlands canoeing. It is time to summarize. I have enjoyed sharing my Arctic Journal with you since the Autumn 1983 issue of Nastawgan, but before I wear out my welcome, it is time to go. There are others out there who might take the baton, to keep the Arctic Journal alive. But as I leave, let me thank the two editors I have worked with, Sandy and Toni, for their co-operative spirits, and most especially you the readers for your support, your feedback, and your interest. If these columns have brought you one step closer to an arctic trip, either vicariously or in reality, then I'm satisfied. Happy paddling.

Arctic Journal, by W.C.A. member David Pelly, has been a regular column featuring articles on various aspects of barrenlands canoeing. David is a freelance writer whose work appears in many Canadian magazines. He has authored, or contributed to, four books about Canada's North and its people. This final column was submitted while David was in the Arctic working on his next book, a school text on the Inuit, to be published by Grolier Ltd. in 1988.



THE DAMMING OF ONTARIO'S MAGPIE RIVER

The Great Lakes Power Company has prepared an informal Environmental Study document for its proposed hydro-electric project on the Magpie River system. The 95-km-long Magpie River is located on the Canadian Shield and extends northwest from the town of Wawa to Lake Superior.

The proposed Magpie River project would see the construction of three hydro-electric power dams on the Magpie River system. This would involve flooding of an extensive area associated with sintering plant activity. This area is referred to as the "flume kill" or the treeless area. This flume kill has been entirely decimated of vegetation by local sulphur-dioxide emissions, and the soil here contains alarmingly high and environmentally unacceptable amounts of contaminants such as arsenic, manganese, and magnesium.

Environmental groups fear that the acidic water associated with northern Ontario will enable the toxic chemicals to suspend into solution within the proposed reservoir and eventually be flushed into Lake Superior.

The project would also see the inundation and possible contamination of native traplines of the Michipicoten Indian Band, as well as disruption of two sets of scenic waterfalls perceived as major tourism assets in the region. Furthermore, highly-prized natural fisheries and fish-spawning habitat throughout the Magpie River system and on Esnagi Lake would be tampered with.

Since the Great Lakes Power Company is a private corporation, the Magpie River hydro-electric project is not subject to the Ontario Environmental Assessment Act, unless the project is designated as a "major" undertaking by the Ontario Minister of the Environment.

Local residents are of the opinion that the Magpie project will significantly affect their environment. Several of them, including 1200 people who signed a petition, have requested Jim Bradley, the Minister of the Environment, to designate this project as a major undertaking requiring formal "environmental assessment studies" and an opportunity for public review and comment to the Environmental Assessment Board.

Local tourism operators, the Michipicoten Indian Band, Friends of the Magpie, area residents, as well as Ministry of Natural Resources officials have had the opportunity to review the draft informal studies conducted by the Great Lakes Power Company. These studies have been found to be deficient in several areas. This heightens the concern that, if a formal environmental assessment is not ordered by the Minister, several issues which will have irreversible impact upon the environment will not be properly studied or assessed.

If you are concerned about any of the issues mentioned here, or if you would like to receive more detailed information, please contact FRIENDS OF THE MAGPIE in Wawa at 705-856-7198 or 705-856-4558. We ask that you support our request for formal designation by writing to:

The Honourable James Bradley
Ontario Minister of the Environment
135 St. Clair Avenue East
Toronto, M4A 1P4

Tina Pedersen
(Friends of the Magpie)

(Adapted from an article in Network News, December 1986.)



photos by Gerry Lannan



THE RED SQUIRREL ROAD EXTENSION (CONT'D)

We are all itching to paddle. Who wants to be bothered with conservation? We didn't join the W.C.A. to fight conservation issues; we don't want to get involved; it is tiresome work and keeps us from the thing we like to do most - get out on the water in our favorite craft.

There is a snag to this reasoning, however. We say we are "wilderness" canoeists. That means we want terrain untouched by man - a natural pristine setting. Well, we can't have our cake without getting involved in the mix. If we don't concern ourselves with canoe country, WE'RE GOING TO LOSE IT. We could lose the whole of the Temagami-Lady Evelyn Smoothwater complex.

The Red Squirrel Road controversy (see Autumn and Winter 1986 issues of Nastawgan) is of monumental importance and it is happening NOW. Remember this: Ontario's Temagami district is UNIQUE, a canoeist's dream - with its wilderness-waterway highways within easy access from southern Ontario. And because it is so precious it is now in the limelight.

The Union for the Conservation of Nature and Natural Resources is a Swiss-based organization founded to protect our ecological heritage WORLDWIDE, and the U.C.N.N.R. has put the Temagami-Lady Evelyn area on its list of endangered wilderness places. Think of it - the 500 members and 3,000 world scientists are now alerted to the plight of Diamond, Wakima, Temagami, and Lady Evelyn woods and waters. In other words, this district is precious to people WHO HAVE NEVER EVEN SEEN IT. The truth speaks for itself: a beautiful place, a fragile place, an endangered place.

The Ministry of Natural Resources has now completed its Environmental Assessment which then goes to the Minister of the Environment. Sometime in the near future, the Ministry of the Environment should be offering the public an opportunity to request a HEARING. This is our chance to have the whole issue stopped and reappraised, but it means lawyers and legal fees and hard, hard work by one and all to prove that (a) there was no proper timber-management study done in the first place, (b) that the economic benefits of long-term tourism in the area are of greater value to the people of this province than the short-term lumber interests, (c) that this endangered environment is worth saving JUST FOR ITS OWN SAKE.

Every member of the W.C.A. has a vested interest in this piece of wilderness. Whether you paddle the Thelon, shoot the Dumoine, or watch your canoe gather dust in the garage, this is YOUR issue. This Temagami - Lady Evelyn Smoothwater area has given pleasure and reward to countless numbers of canoeists. We MUST keep it safe for our children's children and their children's children.

Your direct support is needed. The Board of Directors of the W.C.A. is involved in this issue, but leading the way is the Temagami Wilderness Society which does NOTHING ELSE but fight to save this endangered place for you, and you, and you.

If you haven't joined the T.W.S. I urge you to do so. It is not just the money but the head count and personal backing which lends inestimable encouragement and weight to the cause. Remember: should this road go through, it will change the face of Temagami FOREVER.

Let us all follow in the wake of Bill Mason who said, "I don't encourage anyone to start canoeing unless they also commit themselves to preserve the wilderness they are canoeing in." Let us STOP the Red Squirrel Road extension.

WCA PHOTO CONTEST

A total of 78 photographs (58 slides and 20 prints) were entered in the 1987 competition by 13 members. The rather disappointingly small number of entries, especially in the Novice class, forced the contest chairman to omit a few categories and to combine some Novice and Experienced categories into one. The judges were WCA-members Sandy Richardson, Ria Harting, and Toni Harting.

The prizewinners are:

novice

wilderness and man

1. Misty morning on the Normandin River Lucy Larose
2. Neat sunset Claire Smerdon

novice and experienced combined

wilderness

1. Tranquil morning Marcia Farquhar
2. Sunshine Ridge Stewart McIlwraith
3. Frosty morning on the York River Herb Pohl

wilderness and man

1. Evening on Lac Raude Herb Pohl
2. Georgian Bay cave Bob Knapp
3. Caribou Lake solitude Al Lawton

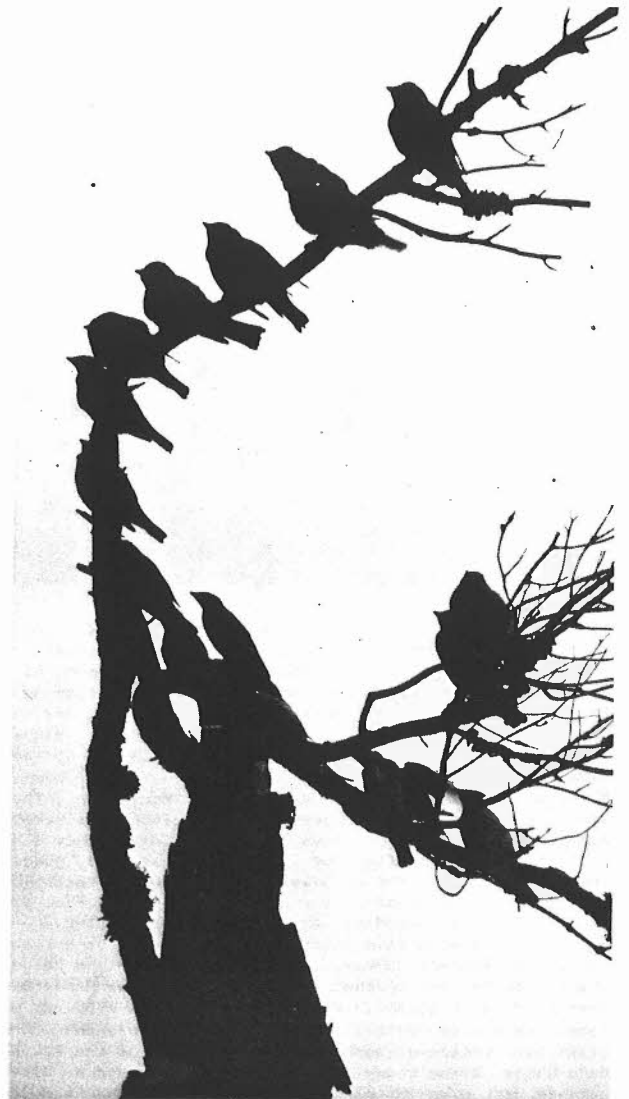
flora

1. Lady Slipper Marcia Farquhar
2. Glacier Lily Marcia Farquhar

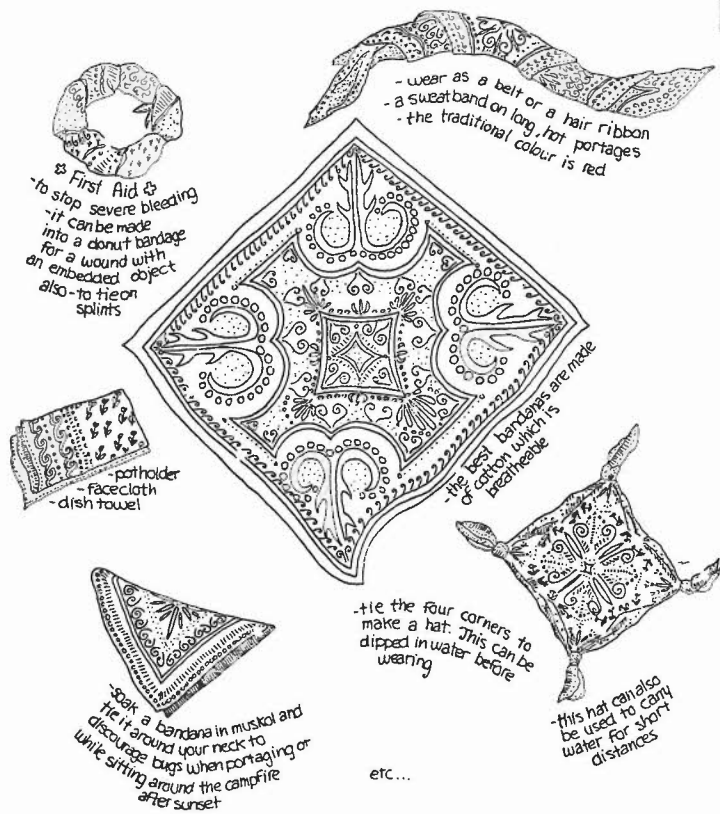
fauna

1. Yes Richard Smerdon
2. Caribou at Denali Marcia Farquhar

The prizes, in the form of Certificates of Merit, were presented at the WCA Annual General Meeting in February. The five first-prize-winning photographs and a selection from the remaining entries will be published in future issues of Nastawgan.



THE MANY USES OF A CANOE TRIPPER'S BANDANA



NASTAWGAN TRIP INFORMATION INDEX

The rich lode of data present in the combined issues of our journal Nastawgan and its predecessors Wilderness Canoeist, Beaver Dam, and Beaver Dam, is now more easily accessible to those who need to find articles containing relevant information on specific rivers, lakes, and areas as written up in the journals. A three-man team (Paul Bar-sevskis, Jim Greenacre, Toni Harting) has recently assembled a computerized, alphabetical list of rivers, etc., indexing the article(s) where information is available on those places. This ten-page NASTAWGAN TRIP INFORMATION INDEX is available to members and can be obtained by sending two dollars (bills, please, no cheques!) to: Toni Harting, 7 Walmer Road, Apt. 902, Toronto, M5R 2W8, phone 416-964-2495.

a portager's passion

Bob Henderson



In Bill Mason's film *Waterwalker* he claims, "Anyone who loves portaging has to be crazy." Well I'm crazy!

Actually it's not the portaging I love so much as the watershed hopping and headwaters travel. Portaging is inseparably linked to such activity. You might say, "It goes with the territory." Reading the travel account, "Cochrane River to Eskimo Point" by Harmuth and Spragins-Harmuth, featured in *Nastawgan*, Winter '86, drove home to me what to many must appear a canoe-traveller's curse: a love of headwaters and watershed connections, of waterway variety, and a related love of portaging. I know I have many kindred spirits out there amongst the paddling fraternity. It's for us I write this account, potentially subtitled, "The Passions for the Dry Spots," or "The Green and Thin Blue on the Map," or "Playful Nastawganing."

Together with five friends, and with two of our three canoes being wood-canvas, I travelled this same Keewatin route adding yet another connection with the Windy River system from Nueltin in the calm summer of 1983. By map-named waterways we had paddled on seven systems. Other trips have included reaching the headwaters of the Pukaskwa from White River townsite via Pokie Lake, and a six-day portage trek with inflatable canoes to reach the headwaters of Tasmania's Denison River for a seven-day downriver run. The Denison "portage" was to push my love to the limit. But the excitement of seeing an actual navigable stream after a six day hike/rivulet drag had undoubtedly a similar quality of exuberance Sir John Franklin and Lady Jane had experienced in their romp across the Tasmanian bush to the Franklin and Jane Rivers. The things one does for simple pleasures.

Last spring, similar to the Cochrane to Eskimo Point route, my chosen route involved many waters and connections, each with their own character. From Armstrong, Ontario, at Little Caribou Lake, my partner Gord Hommes and I hooked onto the Big River system (it was tiny), then to the Pikitigushi system with pictograph-laden Cliff Lake, to the low-lying Raymond stream and to the Ogoki. Connecting from here we paddled north on the Witchwood system, at first a narrow lake turning into a creek with good, deep currents, to wider shallow stretches and portages which can connect with the large Attwood River, with many runnable swifts in spring waters.

We had been out 11 days before finally hooking onto the Albany just downstream of Fort Hope which we travelled to James Bay. Our route had a mixed variety of streams, rivers, and lakes, portage-scouting challenges, and a variety of portage terrain from mature hardwood forest trails to classic floating muskeg. Overall, seven river systems in eleven days. This was NIRVANA with a touch of hard work. In miniature, it models the orderly connection of exploration on a grander scale, stream to river, river to stream, with divides between basins - the way to cross a continent.

When researching routes I am always drawn to those with headwater travel or many connections, e.g., Georgian Bay to the Ottawa River via the Magnetawan/Tim/Petawawa Rivers of Algonquin Park, or the Ottawa to Lac St. Jean/Saguenay River in Quebec via the Bell/Waswanipi/Opawica and Chamouchouane Rivers, or Lake Temagami to Biscotasing and back via the Montreal/Grassy/Minisnakwa/Mollie/East Sand/Onaping/Wanapitei/Chiniguchi/Sturgeon systems, to name a few. This latter route is a map reader's dream. It is

largely across the north-south river flow, but the connections are there and the old portages from trapping and ranger routes are faint and always exciting. The portaging is great fun when you understand what you are doing both in a geographical and historical sense.

When thinking of routes such as the Michipicoten/Missinaibi between Lake Superior and James Bay, or the Hanbury/Thelon rivers, or Cochrane River to the Kazan to Baker Lake, it is always the points of connection between watersheds that most excite me. When on such connections, I might leave an offering, encourage a group chant, or privately thank Manitou. It is not merely the physical work that is appealing. Rather the feeling of freedom, that "you put your canoe in the water and can go anywhere" feeling that heightens the canoeist's respect for Canada and the canoe. It is with these feelings that the "canoeeness" of the canoe is most striking.

When I hiked the Chilkoot Gold Rush Trail in the Yukon my first thoughts while descending the pass were, "These rivulets are the headwaters of the mighty Yukon. Later in the summer I'll be floating down this river at 10 km/hour. Wow!" A portage here wouldn't be that tough; well, 21 km up to 1122 m elevation anyway. Perhaps those inflatable canoes or the Australian "lie-lows" (air mattresses) would be the answer to this headwaters approach. What a divide. But, imagine it, the Yukon on an air mattress!

Headwaters and major water/land route connections are often exciting historically. The height of land between North and South Lakes dividing Hudson Bay and Atlantic watersheds, with its 14 km Grand Portage close by, the Methye Portage (20 km) connecting the Hudson Bay watershed to the Arctic watershed, and the Committee Punch Bowl of the Athabasca Pass between Pacific and Arctic waters, are the three major obstacles to the Canadian fur trade water-routes highway as it evolved east to west. Geographer/canoe tripper Eric Morse credits our massive saucer-like watershed relief for creating the minimum of land obstacles to canoe travel in the western interior. When on the Methye and Grand portages, canoe overhead, I have imagined myself sliding from saucer to saucer, spilling only buckets of sweat. Perhaps this is just that euphoric portage hallucination state.

For the Voyageur on a transcontinental water passage, Atlantic to Pacific, these three obstacles were the major barriers. Here is a geography best studied by the canoeist. Each of these divide locations was associated with a ceremony or initiation of sorts, a passing of our historical precursors into a new recognition of achievement, a rite of passage. Exciting places indeed. This feeling has not faded from our landscape, making the history of the pays d'en haut - our bush - likewise best studied by the canoeist.

Another historical divide is the Painted Stone on Manitoba's Echimamish River, meaning "The river that flows both ways." Sir John Franklin, unquestionably a lover of headwaters in his own way, wrote in his 1819-22 narrative, "The Painted Stone is a low rock, ten or twelve yards across, remarkable for the marshy streams which arise on each side of it taking different courses." No tiny rivulet to inch up, no seepage area, no lengthy divide portage; the unusual Echimamish allows the divide of the Nelson and the Hayes Rivers to merge. For the Hudson Bay men out of York Factory this meant easy access to the hub lake of the



interior, Lake Winnipeg, and in the early period of Indian-European relations it meant delays while native passers-by conducted ceremonies at the honored site.

David Thompson in 1786 recorded, "On the short carrying place by which we crossed this ridge, the Indians, time out of mind, had placed a manitou stone in shape like a cobbler's lapstone but three times its size, painted red with ochre, to which they make some trifling offerings."

Unfortunately for all, Thompson also recorded, "But the stone and offerings were all kicked about by our tolerant people." Thompson's sarcasm bespeaks the attitude of rush and commerce soon developed with European influences. By Franklin's time, roughly thirty years later, the act of worship for this geographical gift was all but a memory. Fortunately, the memory remains today to grace this site with the genius it deserves. One must query how many headwater connections were revered by native people for their special gift of passage. There are lessons to be learned from this spirit and rapport with the natural landscape.

David Thompson, a great headwaters explorer, also comes to mind for his 1830's exploration in present-day Algonquin Park. His route between Georgian Bay and the Ottawa River, the so-called Huron Tract, is interesting for the obvious but rarely-realized geographical knowledge he sheds on the most-heavily-used part of the Park today. He labels the Oxtongue River as the Upper Muskoka River, naming Tea Lake and Canoe Lake respectively Lake Four and Three. While his exact connection from the Muskoka to the headwaters of the Madawaska water course is not known, his

value to the present-day traveller is in pointing out that these headwaters exist for those canoeists who have lost a sense of the lay of the land, of the whole picture. Algonquin Park is a mecca for the headwater fiend, with five significant rivers radiating from its plateau interior. This of course means creeks and long portages, making Algonquin Park, in a purely physical sense, a difficult tripping area made easier and losing much of its potential fun due to the well-beaten trails and marked beginnings. The Armstrong to Albany route mentioned earlier is one of many examples that satisfies all the excitement of off-the-beaten-track scouting skills that Algonquin now lacks. But what challenging terrain it must have been in its exploration period and early camping days.

I love the story of Alexander Murray who, in 1855, paddled up the creek on the northwest shore of Burnt Island Lake in Algonquin looking for the connection to the Petawawa System. Burnt Island Lake is the first lake on the Muskoka System. Today, of course, the height of land portage is a 900 meter flat traverse into the Otterslide Lakes. The number of such told and untold tales in pre-map exploration days is beyond imagination, but always worth keeping in the forefront.

This is hardly an attempt at a comprehensive look at headwaters and interesting water system connections. It is just winter/springtime musing, the mental exercise of confused trip preplanning. For this spring, all I know now is, "I can already feel the mud of the headwaters portaging. And my new Converse All-Star Highcut canoeing shoes are loving it."



WEEKEND AT LITTLE MCCAULEY LAKE

Glenn Davy

It sure looked like winter with all that snow coming down - a good omen indeed. With all participants assembled at Brewer Lake in Algonquin Park on Saturday, the 10th of January, the stage was set for a fine weekend of winter camping. Herb Pohl was the advance guard as we all made our way across the very vertical portage into Little McCauley Lake. For Chris and I it was our first experience with one of Craig Macdonald's "nabugodawbans." What a difference over the previous weekend when on this same portage we lugged heavy backpacks. The natives really knew what they were doing when it came to travelling over this land.

Our group pulled into a secluded area adjacent to Little McCauley Lake that Herb had previously scouted, af-

ter only an hour and a half on the trail. Most of us just carried tarps, and with a beautiful set of evergreens to set up in, it was all one really needed.

The afternoon consisted of indulging one's own wishes, with some taking off on skis down an old road allowance, and others heading off across the lake. Despite the cloudy conditions, this was what winter camping is all about -- the ability to explore any area that catches your fancy, and to see places that are normally hidden by leaves in the summer.

After a very comfortable night we took off in different directions for a morning ski or snowshoe. It really is difficult to get too much of this sort of activity in a weekend trip. So it was with reluctance that, following lunch, the group made their way back to the trailhead.

It had been a good weekend with outstanding company. Our thanks to Herb for organizing the trip.



spatsizi

land of the red goat

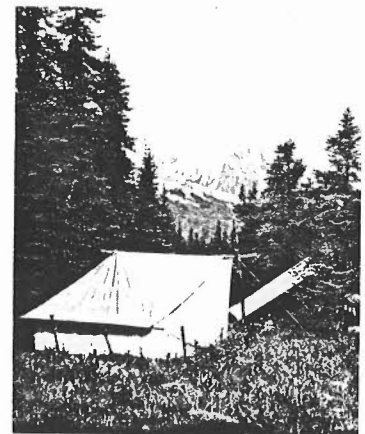
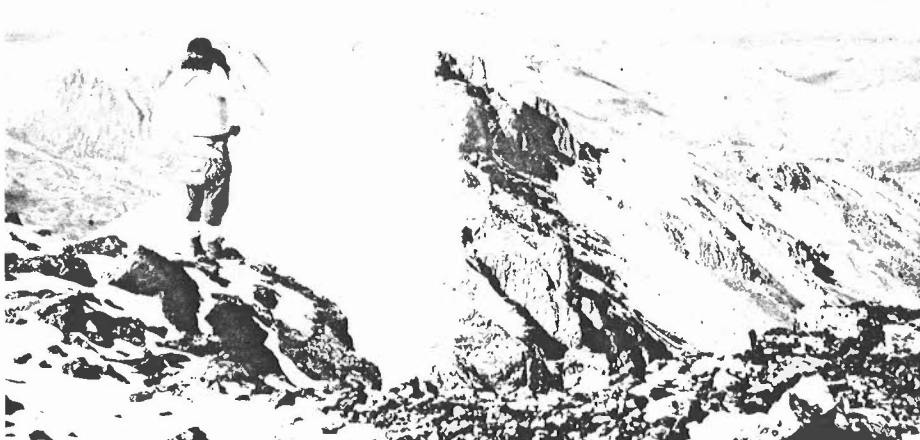
Photos by Sandy Richardson

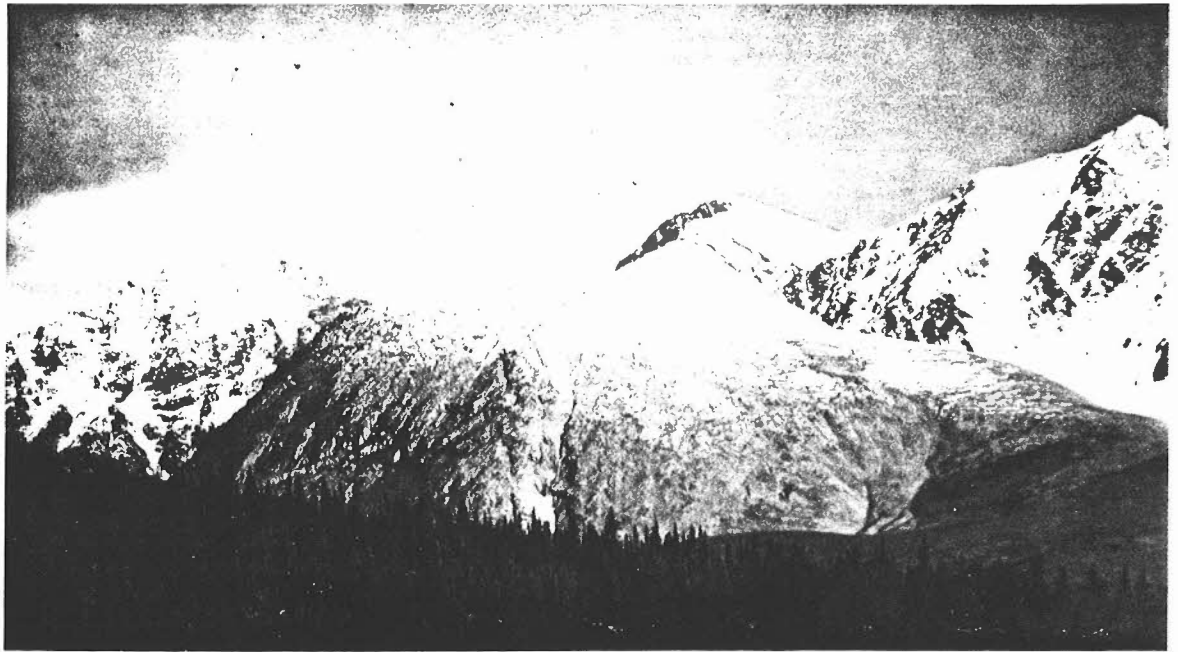
Mountain scenery is the antithesis not so much of the plains as of the commonplace. Its charm lies in its vigorous originality.

Leslie Stephen, nineteenth-century mountaineer



When I can free my mind from the overpowering grandeur which the mountains produce, and from the stern hard work we had to go through in the midst of the beauty of that glacier scenery, the delicate tinting of the blue: it, as forming a spectacle unsurpassed in its purity. Other scenes are beautiful and yet others are im-





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grandeur. . . . But it is high up among the loftiest mountain summits, where all is shrouded in unsullied whiteness, where nothing polished dares pollute, that the very essence of sublimity must be sought for. It is there indeed that the grand and beautiful unite to form the sublime.

Frank Younghusband, British explorer and spy, 1889

I found a mountain world that had never been painted, that no book had ever described, more wonderful and new than the dream of any fairy-tale. Feelings were mine that I had never felt before; the instructive joy at rising above everything that was mean and low, the sensuous delight of great fatigue, and the deep sleep that follows on it. The bread I ate up there tasted as it never did before. And I discovered the new, strange happiness of arriving on the highest point, the very summit where the mountain ceases to go up, where the mind ceases to drive; an almost perfect form of simple satisfaction such as a philosopher might feel who, after long research, reaches the truth in which his spirit finds contentment and repose.

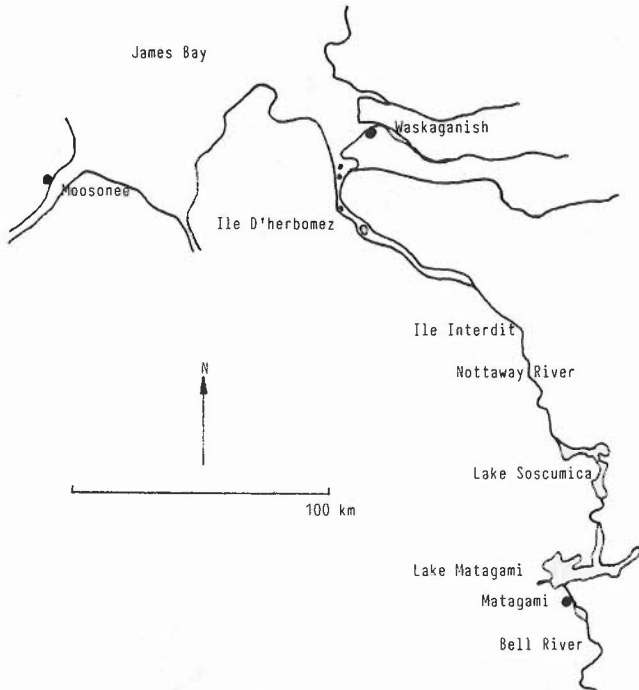
Guido Rey, mountaineer



nottaway river

Steve Braun

It was truly an awesome place. The Nottaway River had been squeezed into a channel perhaps 50m wide, between our island campsite and the mainland. The monstrous standing waves didn't really deserve the adjective. The waves were crashing in different directions at a hundred different locations, all at once; a river in complete chaos. Nothing seemed stationary - no boulder, eddy, or wave - a churning maelstrom. It was as if the laws of nature had been abandoned. And yet, it was nature, a spectacular display of power and beauty, that had brought us back to this place.



The headwaters of the Nottaway River flow out of the central region of Quebec, northeast of Val-d'Or, and tumble into Rupert Bay in the southeast corner of James Bay. One hundred kilometres to the west flow the waters of the Harricanaw River. Immediately north of the Nottaway are the Broadback and Rupert Rivers. Several hundred kilometres further north are the harnessed waters of the La Grande River. For me, this 16-day summer's trip was one of discovery and memories. In 1973, I had done the Nottaway for the first time. Now, twelve years later, I had come to this spot, the east channel of the Ile Interdit, the "Forbidden island," a place we hadn't visited before. In 1973 we had chosen the smaller left channel around the island, and ended up portaging down a boulder-strewn river bottom. Unknown to us at the time we had by-passed the most spectacular rapid on the river.



Ile Interdit

The present trip, however, we spent two days on the island. The first was near the head of the island, beside the first, awesome cataract. We let Ile Interdit and the Nottaway cast their spell. The weather was perfect. We bathed in the calmer water at the top of the rapid, played backgammon and hearts on rocky ledges overlooking the display, and even had a dessert topped with blueberry compote, made from berries from the "forbidden island."

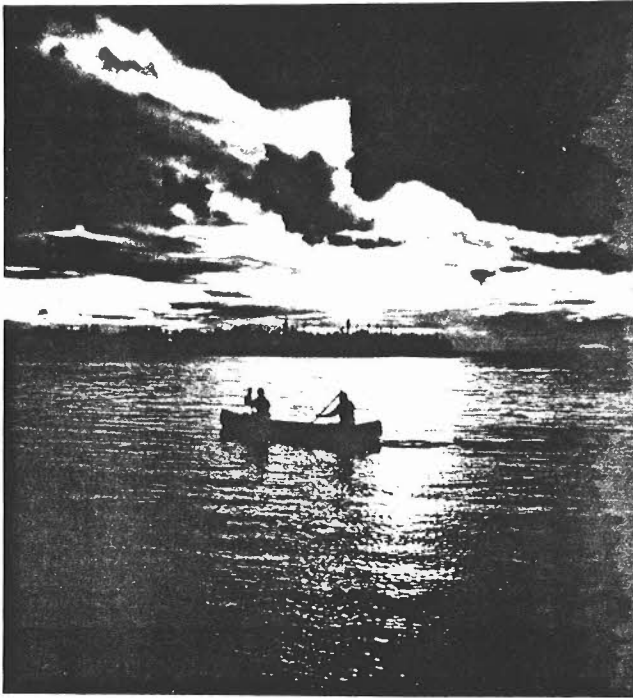


Campsite on Ile Interdit

The next morning was spent getting to the other end. This involved portaging and lining down the right side of the island, perhaps 1½ km. Our second campsite was beside the last major rapid on a flat, open area covered with Labrador tea and blueberries. After portaging, a leisurely afternoon was spent writing journals, playing cards, sewing buttons, washing, and taking pictures.

The Nottaway is not just a river trip. Two large lakes as well as James Bay are part of the package. Lake Matagami is about 40 km long. Fortunately, Baie du Nord, leading to the Nottaway, is only about 15 km from the mouth of the Bell river. We started our trip where the road crosses the Bell River, outside the town of Matagami. The bridge marks the beginning of the road which leads to the James Bay hydro project to the north. We arrived at noon and left our cars at the airport. Four kilometres of paddling on the Bell River and one rapid led to Lake Matagami. That evening, we camped on a sandy beach on the lake. Directly in front of the campsite was a large island, its black spruce silhouetted against the sky alternately by approaching dark blue storm clouds and by patches of golden sunlight. Two of us paddled out from shore to do some early evening fishing. They too were silhouetted against the shimmering waters of the lake. It was a beautiful scene of harmony with nature which reflected the spirit of all such trips.

The next morning, under an overcast sky, we crossed Lake Matagami diagonally to a small island almost dead centre in the lake. In another hour, we had reached the mouth of Baie du Nord and to our surprise the wind shifted to our backs. We set up sails with nylon flysheets (we carry those partly for this purpose) strung between two paddles. One canoe-crew opted for cutting poles on shore. Although this took ten minutes longer, they quickly caught up because of the increased surface area and height of their sail. We reached some islands, 12 km distant, in 1½ hours. After Lake Matagami, we ran one rapid and two swifts. Another rapid was avoided by a carry-over on an island. As we paddled into Lake Soscumica, the second major lake of the trip, a heavy downpour and windstorm caught us in the teeth and we started looking for a place to camp, eventually finding an abandoned Indian tentsite. Spruce logs made the framework of that tent. Pieces of polyethylene plastic and canvas were stapled and nailed onto this. We used the barrel stove in the tent to cook chili con carne, out of the rain, while the surrounding bush was sufficiently cleared to set up our tents. As the cook-tent warmed up, it took on a memorable odor of chili con carne and rotting vegetation.



Lake Matagami

Lake Soscumica had us windbound for half a day, but during early afternoon we managed to cross it. Occasionally, waves would break over the bows of our seventeen-foot canoes, causing the bowmen to get their "powder" wet.

This trip down the Nottaway will not be remembered for its fishing. With eager anticipation we approached the "Glory Hole" - a ledge rapid beyond Lake Soscumica that had provided a bonanza of fish in 1979. At that time, 20 minutes of fishing produced a feast of pickerel. This time we managed to get only two pickerel and three pike in about an hour. In another hour, we were stuffed with freshly fried fish. Unfortunately, it was the only fish caught on the entire trip - despite the persistent efforts of our fishermen. The Cree on James Bay attributed this to this summer's high water levels.



Rapides des Taureaux

The next day we proceeded to the Rapides des Taureaux (Bull Rapids). Here the river charges (!) down a massive downstream Vee into a long chain of standing waves 2-3 m high. We camped in a clearing on the portage trail. It was a typical trail for the Nottaway, when they exist; an ancient path, cut 30 cm into the moss. There was no evidence of frequent travel; deadfalls had to be cleared in a few spots. In the open areas, Labrador tea grows waist-high. When it rains or in early morning, this ensures a soaking from the waist down.

The Nottaway is rarely travelled. Except for the three trips our group has made, we know of only one other group. This was a party from Houston, Texas, who signed their names beside ours in an abandoned Hydro Quebec hut. Portage trails either don't exist or can be hard to find. One trail we took in 1973 was impassable in 1985 because of deadfalls.

Quebec Hydro has done extensive survey work in the Nottaway watershed. This is shown by an abandoned survey camp consisting of three Quonset huts and an entertainment hall on the river bank. Two of the Quonset huts were used as sleeping quarters while the third one was a mess hall. The camp was abandoned in 1973. The entertainment hall has been used by the Cree for winter trapping. In Rupert House, now called Waskaganish, we learned that the Nottaway River and surrounding trapping lands were part of the James Bay Treaty settlement negotiated by the Indians.

However, in Robert Bourassa's recent book, Power from the North, he discusses the possibility of damming Rupert Bay so that the waters of the Rupert, Broadback, and Nottaway Rivers could be pumped up the Harricanaw River and eventually into the Great Lakes. Power for this project would come from newly-built hydro-electric dams in the James Bay region. It would be a shame if the Cree translation for Nottaway, meaning "river of the enemy," were to take on a modern-day significance for the Cree.

Chutes aux Iroquois is impressive. The river is glassy smooth but the current steadily increases going into a series of black, smooth standing waves, and then explodes as it storms over a series of submerged ledges and boulders. It is important to portage on the left shore where a trail can be found cutting inland to the bay below the rapid.



As all the rivers that flow in the Hudson Bay watershed, the most spectacular rapids occur where the rivers flow off the Canadian Shield into the Hudson and James Bay lowlands. On the Nottaway, this starts about 10 km upstream from the Ile Interdit and continues for about 40 km. In this distance the river drops approximately 120 m.

At Rapides Kachechekuch, we were determined not to repeat mistakes made on the two previous trips. In those years, we went down the left side of the river. However, at an island the river goes down a deadly waterfall. On previous trips, we had had to ferry across the river about one kilometre above the falls. Swamping the canoe in this area might have meant being swept over the falls. We called it "the Hairy Ferry." This time, we stuck to the right shore, occasionally venturing to the centre to avoid standing waves. We also lined the canoes as we approached the waterfall. At this point, we elected to portage down a dry river channel river right. We put in where a small cliff meets the river. Canoes were run empty around the corner while packs were portaged up to a trail and around to the bottom of the rapid.

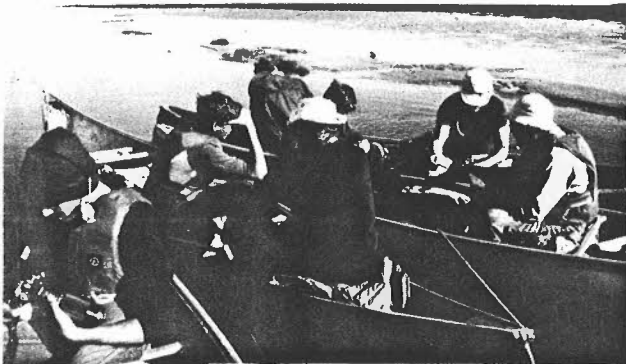
At Rapides Kaikunapischechuch, we carried around a small island on the right shore. In this type of article, it is impractical to discuss all the rapids and how we ran, lined, or portaged them. Generally, the Nottaway is a very powerful river that must be treated with a great deal of respect. Each group doing the river must gauge the ability of its members to overcome the difficulty of the rapids at that water level, and decide upon the safest strategy. Although we enjoy running whitewater as much as anyone, we always choose the safer method if in doubt.

Ile D'herbomez has always been a fascinating area. The island splits the river into two channels, each of which would be considered a large river in central Ontario. There are also small channels through the island and on the north shore. In 1973 and 1979, we explored all routes except the most southerly one (river left). As it turned out, this one proved to be the best. In this area, we camped on a high point just above the mouth of the Kitchigama River. Across from us on an island was a heron rookery with at least 30 birds. As the sun set into the river, we watched these grey-colored, almost prehistoric-looking birds returning to their nests built in the tops of the island's trees.

Below the mouth of the Kitchigama, we lined and portaged the first rapid and then ferried to a large island in this channel. Unfortunately, the 1:250,000 scale maps don't show this accurately. At this island, we lined down a small waterfall into a side channel that ran through the island's centre. We lined across the centre and down the next pitch. We then paddled across a large bay before the next rapid. The portage here is easy because the left shore is barren rock for about two kilometres. Because of the wide-open vista with little significant vegetation, we named this area the "moonscape." If you ignore the trees in the distance, you can almost imagine being in the Arctic. After portaging about one kilometre, we paddled across a bay and camped on a high point of land overlooking another narrowing in the river. Here we found large, sweet blueberries, serviceberries, and gooseberries in great abundance.

Below Ile D'herbomez, the rapids are of the bouldery, gravel-bottom type. We ran all of these, but some require scouting from shore before doing so.

After the last rapid, the Nottaway becomes increasingly wider as it approaches Rupert Bay. The river slowly loses possession of the water but this is taken up by the tidal currents of James Bay. Because of an approaching storm, we camped early on a sandy beach. However, the wind became so strong that the poles of one of the tents collapsed. All three tents were carried to a clearing in the woods down the shore. It was fortunate we did that. The next morning, we discovered the spume line of the previous night's high tide. If we had stayed in the original spot, the tents would have been submerged in about 10 cm of James Bay water, in the middle of the night.



Waiting for a rising tide, James Bay

On our last full day of the trip, we paddled into Rupert Bay towards Waskaganish. Shallow clay beds called fore-shore flats extend kilometres out into the Bay. It is important to determine high tide so that one can paddle over these flats not too far from shore. We found campsites and fresh water by paddling up streams entering the Bay. However, this can only be done at high tide. After that, the water becomes too shallow to canoe. It is a long, muddy walk to land.

On day 17, after 300 km, we arrived in Waskaganish at noon. Unfortunately for some of us, the "Bay" had just closed for lunch and they had to wait another hour to restock with vitamin J (junk food). Our arrival in Waskaganish was barely noticed compared to the one in 1973. On that trip, our arrival coincided with that of the Hudson's Bay Co. barge. The barge came only twice a year and carried all provisions necessary for the settlement. This included food, clothing, diesel fuel for the electric generator, and new snowmobiles. It was a major event of the Waskaganish social calendar. In 1973, the entire settlement was out along the shore to watch us. People waved; kids swam out to our canoe. We felt like Champlain must have centuries ago. In 1985, only a few Cree who had stopped for tea with us on that wind-and-tideswept beach two days earlier came down to greet us with wide grins.

Waskaganish has changed remarkably since 1973. At that time, the town was a series of shacks and canvas tents strung along several roads parallel to the river. The shacks have been replaced by modern bungalows. There is a modern medical station. The town has its own dentist and doctor. The school is brand-new and ultra-modern, better than most in Mississauga. A new community centre and skating rink was being built at the time. The Hudson's Bay barge no longer arrives. Instead, a large gravel runway has been built above the muskeg a few kilometres from town. Waskaganish is serviced daily by DC-3, which brings supplies. We were told several of the Cree are now millionaires, based on profits from construction and air transportation. Logistically, the trip is now much easier. On previous trips we had to fly out to Moosonee with Austin Airways and take the train to Cochrane. Instead, we were now able to fly out canoes, gear, and ourselves on scheduled flights to our cars in Matagami within five hours of paddling into town, for a very reasonable cost. The air service, called Air Creebec, is owned by the Cree who bought the Quebec division of Austin.

The return flight to Matagami follows much of the Nottaway River. Ile D'herbomez, Ile Interdit, Chutes aux Iroquois, Rapides des Taureaux, Lake Soscumica, etc., appear in reverse order, small and tranquil far below.

We hope that other WCA members find their own tranquility on the Nottaway River as we did.

AN ORAL NAHANNI TALE

Lee DeSoto of Hamilton is a very unusual fellow. For the past ten summers he and I have paddled together as partners in the same group of eight. The rivers we did have gradually increased in length and difficulty, bringing us last summer to the Moose Ponds near the headwaters of the Nahanni River in the Northwest Territories.

Lee is an unusual individual because all through these trips he has never been known to complain, even though we have been severely tested, as all wilderness paddlers are on occasion. His ability to retain his sense of humor when it is raining buckets and the wind is trying to destroy the camp at mealtime is a wonder to behold.

The big test for Lee's equanimity on this trip came two days into the Rock Gardens. With brilliant sunshine and magnificent rapids, the group was savoring the best of times. Then it happened. A filling came out of Lee's back molar, leaving four jagged points. Over the next four days these points cut Lee's tongue, lacerated his inner cheek, and put him on a diet of soup, mush, painkillers, and whisky. This was too much, even for Lee, who was reduced

to mortal status by mentioning his problem in highly derogatory terms - definitely a complaint.

This was not good. We had sixteen days before we could expect to see a dentist, and were in a situation which could only get worse. We have always been a lucky group, and sure enough, we were lucky again. On the sixth day we were hiking away from the river and came across a trapper's cabin complete with trapper. We called him Harry, the Mountain Man. Harry became aware of Lee's problem when Lee had to refuse a delicious slice of fresh Nahanni bannock. Lee was alarmed, at first, when this rough-looking woodsman volunteered to fix his tooth, but by this time he was in no mood to question Harry's credentials, if any, and let him proceed. The Mountain Man produced his dental kit, washed his hands, and completed the job of filling in the gaping hole. In a few days the swelling had gone down, the cuts healed, and Lee was his old cheerful self again.

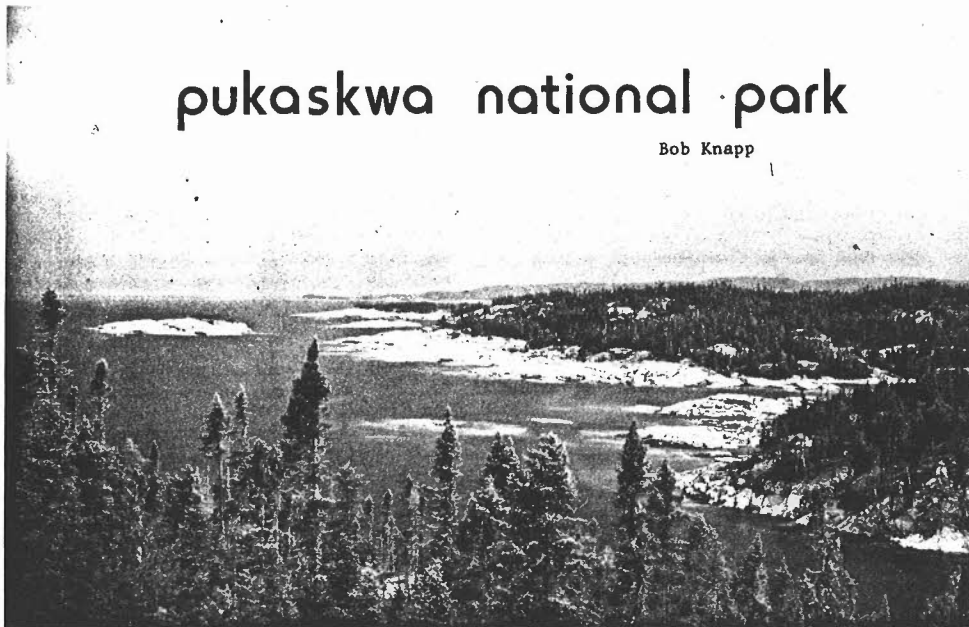
The moral to this story is to see your dentist before you go on any wilderness trips, and have him or her put together a small kit to cover dental emergencies, rather than count on running into a talented Mountain Man like Harry.

P.S. The work was pronounced by Lee's dentist at home to have been a first-class emergency job.

Graham McCallum

pukaskwa national park

Bob Knapp



Those who don't like portages will love this route; the possibility of completing a whole trip without one portage exists. Unfortunately there is one drawback, the wind. Being windbound on Lake Superior for up to five days is not uncommon.

On Monday, 11 August, two canoes quietly slipped out of Hattie's Cove: Peter Attfield and Lynn MacKenzie in one and my wife Marie and I in the other. The plan was to canoe to the Pukaskwa River, approximately 80 km down the shore, and then turn around and be back in Hattie's Cove within ten days. That meant only having to cover a mere 16 km per day; lots of time to relax, hike, and look for Pukaskwa Pits.

We easily canoed to the White River and went upriver to the gorge, then hiked to the suspension bridge. After lunch we tried to set out on the lake again, but the waves were just too large. Therefore we made camp. Around 11:00 p.m. we were treated to a tremendous star shower, "Gee, wow, gosh, fantastic!"



The next day we were again windbound, and on the third day we just managed to canoe to Willow Creek before the wind and whitecaps became too severe. On day four we were wind-bound again so we decided to explore Willow Creek for about eight kilometres. We were unable to go farther because of all the logs across the creek. Peter found some fresh bear and moose prints along the banks, but no animals were spotted. We returned in the rain and retired to our tents, only emerging for supper.

The next morning the fog had come down, and the water was very calm. Crossing Oiseau Bay we had to use a compass as the fog was very thick. It was fun yelling to each other, "Over here, this way!" We made our next camp at Fisherman's Cove - a very beautiful, sheltered harbor with big bluffs and a large island at the entrance. Once again the wind was up and we were not able to canoe very far along the shore. We decided to stay put. Lynn was able to have a Saturday night bath in one of the wheelbarrows the workmen had left. Peter kept the water heated with his gas stove. Lynn was very modest though, as even with lots of suds she wasn't going to shed her swimsuit.

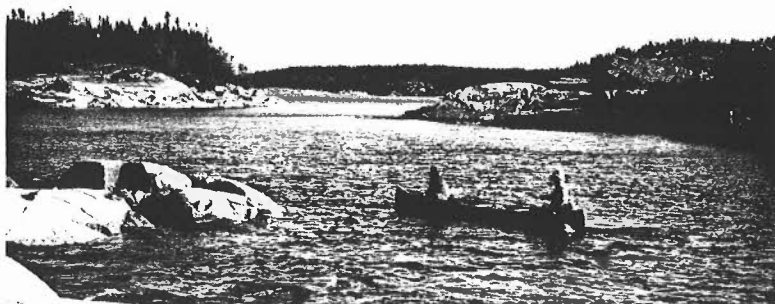
I had enjoyed swimming in the clear cold water of the lake. As long as the sun was out I was able to stretch out on the rocks and warm up.

By the seventh day we had only gone about 25 km along the shore but it was time to head back. Oiseau Bay, named for all the birds that use it for shelter, actually had a large, sandy beach and warm water. We hiked up the creek to the waterfall, wondering in amazement at the thousands of trees that had been uprooted and piled up at the sides of the river. A flash flood at the end of June had caused this damage. It was hard to believe the amount of water that must have come down, as we were able to walk on the creek bed in only a trickle of water.

The next day we paddled on to Morrison's Cove. Here there were a couple of islands over a kilometre long that protected the shore. Blueberry picking on one of the islands was super. That afternoon we saw several hikers that had set off three days previously from Hattie's Cove. It was hard for them to believe that if we had calm water we could be back in Hattie's Cove in four hours. Many of the hikers reported that parts of the trail were overgrown and very steep. In fact, we were able to ferry two boys and their mother three kilometres down the shore as all the campsites in Morrison's Harbour were full.

Later we hiked over to Watch Shot Cove and found some authentic Pukaskwa Pits. Apparently these holes were made on the stone beaches by some early inhabitants of the region. Researchers can only speculate on the use of the holes.

The next day we canoed back to Hattie's Cove. Had we accomplished what we had set out to do? Not exactly, but we had experienced a section of the Pukaskwa shoreline and been awed by the beauty. I would surely recommend this trip to any paddler who enjoys solitude, and who is able to relax with the weather.



thelon game sanctuary

The Honourable William McKnight
Department of Indian and Northern Affairs
Parliament Buildings
Ottawa, Ontario

December 9, 1986

Dear Mr. McKnight:

When you unveiled your new northern mineral policy in Whitehorse recently, I was disturbed to learn that you intend to review the status and boundaries of the Thelon Game Sanctuary in the Northwest Territories. Presently, this sanctuary is closed to mineral exploration, and I am strongly opposed to opening it to a mining industry that already has over 95% of the Northwest Territories available to it for prospecting and mineral development.

In 1956 the boundaries of the Thelon Game Sanctuary were changed to give the mining industry access to a mineralized area in the abandoned western portion of the sanctuary. During the past decade mining interests have lobbied strongly to abolish, reduce, or "open up" this sanctuary.

I have a special interest in the Thelon Game Sanctuary because I make most of my living there. Since 1975 I have operated Canoe Arctic Inc. which conducts guided canoe trips on the tundra. I spend most of each summer guiding my customers on the rivers within the Thelon Game Sanctuary -- most commonly on the Thelon River itself. My customers seek the isolation, esthetics, and abundant wildlife of this remote, untouched wilderness area.

Mineral prospecting is not compatible with what people come to find by visiting such an area because mineral prospecting today is conducted by helicopters. Helicopters in prospecting for uranium (the chief mineral of interest in the Thelon Game Sanctuary) fly close grid patterns at very low levels or are constantly transporting geologists from site to site from base camps each day. When I have entered an area being prospected in past years, helicopters have frequently passed over us at low levels and have often "buzzed" our canoes and campsites. Believe me, the result is a far cry from a "wilderness experience" and satisfied customers. I have already abandoned areas that were intensively prospected -- the Coppermine River in 1979 and the Thelon River south of the sanctuary boundary in 1981. Although mineral exploration has dropped significantly during the past five years, the Thelon Game Sanctuary is

the only place on the tundra where one can be assured of escaping the intensive aircraft activity associated with mineral exploration.

Since 1971 I have canoed most of the rivers in the Barren Lands. From my wide travels on the tundra and from my experience as a wildlife biologist, I think I can declare quite confidently that the Thelon Game Sanctuary is the richest wildlife area on the Barrens. The forested oasis on the Thelon River in particular is biologically the most unique area in the Barren Lands and contains the greatest variety and abundance of birds and terrestrial mammals on the tundra. The rivers dropping into the Thelon valley to join the Thelon River are also scenically spectacular.

Only in the game parks of Africa, the north slope of the Yukon, and in selected areas of Alaska can you see the sheer numbers of wild animals that you can see in the Thelon Game Sanctuary. Caribou, muskoxen, wolves, moose, and grizzlies are all abundant along the Thelon. A wealth of bird species breed there in great numbers. The Beverley Caribou Herd -- several hundred thousand strong -- spends almost the entire summer and parts of other seasons within this sanctuary. It is a place worth protecting, a place worth preserving intact for the future in its pristine natural state, especially along the Thelon River.

I hope you will have the courage and vision to simply leave this place alone. The regulations presently governing this sanctuary together with its inaccessibility protect it very adequately from those who would seek to change it. For a concise history of this sanctuary I refer you to a paper an historian client of mine at University of Alberta published: "A History of the Thelon Game Sanctuary" by C.S. Mackinnon, Musk-ox 32, p. 44-61, 1983.

Thank you.

Yours sincerely,

Alex M. Hall
President, Canoe Arctic Inc.
Fort Smith, NWT

ALBANY RIVER (cont'd)

(Part of a letter by one of our USA-based members, referring to last issue's Albany River stories; Ed.)

I particularly enjoyed Jim Greenacre's article about the Albany River. I was on the Albany at the same time, but had excellent experience with a small flying service in Pickle Lake. I took five friends from the South on their first deep wilderness trip which was to be from Osnaburg Lake (Highway 599) to Smoothrock Lake north of Armstrong. However, on our fifth day in, while sloggng over beaver dams and fallen trees on a long, winding, shallow creek 20 km upstream from Achapi Lake (below Kegami Falls) enroute to the Ogoki watershed, one of our party suffered a severe back injury and couldn't move. We got him to a small lake where three stayed with him while Nick Palmer and I paddled back approximately 100 km to The Albany Store at Osnaburg reservation where we called Osnaburg Airways in Pickle Lake for help.

Owner Pete Johnson was quick to respond on a late Sunday afternoon, and then, after a two-day storm, helped us evacuate the rest of the party since we had lost too much time to make our rendezvous at Smoothrock with another flying service out of Armstrong. Even though we didn't have sufficient cash with us (and sorry, 'no plastic' is the rule), the folks at Osnaburg Airways recognized the situation and helped us out until we could get back to Thunder Bay and a checkbook. So if anyone is in the Pickle Lake area next year and need a charter, give Pete Johnson a call. He's good people!

Our tripper's back is ok now, and he is back canoeing. It was my first major emergency in 14 years of tripping, but it reinforced an old Army habit of preplanning for any contingency prior to a trip. We knew precisely where we would go if we had to get help.

Joe Epley
Charlotte, NC

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WILD WATERS

Canoeing Canada's Wilderness Rivers

Editor: James Raffan
Publisher: Key Porter Books, Toronto, 1986 (\$29.95)
Reviewed by: Cam Salsbury

"Half the fun of being a canoeist is sharing a river with friends. You can take them with you or tell them about it or show them your slides."

This quote from Bill Mason's foreword to Wild Waters sums up the attraction of this book to me and, I suspect, to the majority of the Wilderness Canoe Association members: the book both tells us about the rivers and shows us pictures of them.

At first glance this appears to be another coffee-table book with large, glossy color pictures of the Canadian wilderness. Let me hasten to point out that this is not a negative comment on the book, especially for us WCA types who spend countless hours poring over just such photographs as this book has to offer. Here we find more than a hundred of the finest photographs of Canadian rivers, seen from the canoeist's perspective, that one is likely to find in a single place. A tour of wild rivers beginning with the tempestuous Moisi in the east, through Ontario's Missinaibi, the Kazan and Hood of the northern Barren Lands, the Bonnet Plume and Nahanni of the mountains, and ending with the now-dammed Liard of the west awaits the reader immersed in the images reproduced here. It should be a point of some pride for us that the past and current editors of Nastawgan have contributed some twenty photographs to this collection, and many other familiar names are to be found in the list of photo credits.

However, this book contains more than just a lot of pretty pictures. Each essay gives us the personal impressions and reactions of a member of the canoeing fraternity to the wilderness experience: David Pelly's "... moments of independent solitude - rare and treasured moments ... so intensely exaggerated by the isolation of the Barrens."; Sarah Harrison's "Paddling on a glacier-formed lake and hearing the call of a loon across the water, I felt like I had come home."; C. E. S. Franks' "Each river has its own character. Some are unfriendly and have long, hard portages and sparse, stunted fish; others are idyllic and easy."; Wally Schaber's "I'm convinced that Nahanni riches are not so much in elusive nuggets as in doing, seeing, and being part of a river adventure." Each of the contributing writers describes personal experiences in a way that will, undoubtedly, strike a chord in the hearts of all canoeists, but more than that, attempts to describe the wilderness passion to the uninitiated. As Bill Mason says in the foreword, "This book is a means of sharing some of the rivers that have spoken to us. We hope they will speak to you."

The inclusion of a winter toboggan trip across the Methye Portage and down the Clearwater River in northern Saskatchewan and Alberta seems a bit incongruous in a book subtitled 'Canoeing Canada's Wilderness Rivers.' Nonetheless, many of us do try to keep the spirit alive all year, and the photographs and story here are no less inspiring than the others in this book. Perhaps the subtitle should have been omitted.

This is a book that I suspect most members of the WCA are going to want to have on their coffee tables and in their libraries.

SYMPOSIUM: MAN IN A COLD ENVIRONMENT

On 29 November 1986 several members of the WCA attended a symposium on "Man in a Cold Environment," held at McMaster University in Hamilton, Ontario. I believe we all found this to be an informative and entertaining day.

The morning started out with a discussion of the physiological and behavioral adaptations that normally occur when one is exposed to the cold environment. This was given by Dr. Tiit Romet of the Defence & Civil Institute of Environmental Medicine.

This was followed by a discussion of frostbite and hypothermia by doctors Richard Butson and John Sutton, respectively. Both these gentlemen have had considerable experience in the cold environment. Dr. Butson was involved in the last exploration to map Antarctica in 1947, and Dr. Sutton is an avid mountain climber.

Prior to lunch, we had a demonstration of clothing and equipment by Paul Weiss of Backwater Trails, a new gear store in Dundas, Ontario.

The morning seminars served to stimulate lunch-time conversation about winter trips, both past and planned. It was quite apparent that the expertise in this area was not confined to the speakers.

The afternoon sessions dealt with survival in the cold, beginning with a spectacular slide show by photographer Mike Beedell, author of "The Magnetic North."

We were then treated to a demonstration of 'warm' winter camping. Having only done 'cold' winter camping, I was surprised by the lightness of the stove and tent demonstrated. This was definitely the method of choice of the majority of the audience, particularly on long trips. Snowshoes were also preferred over skis for long trips in places like northern Ontario and Labrador.

One of the best discussions was given by Outward Bound instructor Paul Landry concerning treatment of hypothermia and frostbite in the field. Mr. Landry had a very sensible and realistic approach to these problems, stressing prevention foremost, and teamwork and co-operation if prevention fails.



The last session of the day concerned treatment in the hospital by Dr. Desmond Bohn of the Hospital for Sick Children in Toronto. While most of the medical jargon may have been lost on the mainly non-medical audience, we were all impressed by the extraordinary measures taken to keep a hypothermic victim alive. It should be stressed that those victims discussed who survived, had been evacuated and treated in a matter of hours. One can't rely on being miraculously saved at a hospital if one becomes hypothermic "on the trail." Once again, prevention is the best medicine.

This was an enjoyable day and I was glad to have participated. I would hope in the future more WCA members are given the opportunity to attend similar symposia.

Diane Willis

14 March LOWER CREDIT RIVER
 Organizer: Rob Cepella 416-925-8243
 Book between 7 and 10 March.

Constant rapids from Streetsville on down; the lower Credit provides an exciting early whitewater run, not far from the Metro Toronto region, for experienced paddlers. Limit five canoes.

15 March OAKVILLE CREEK
 Organizer: Paul Barsevskis 416-239-2830
 Book before 12 March.

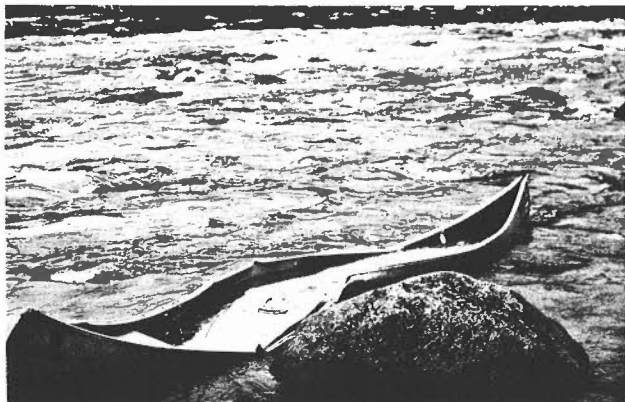
This river offers fast water, turbulence, a few ledge rapids, and the possibility of obstructed channels. Experienced whitewater paddlers only. Limit five canoes.

15 March UPPER CREDIT RIVER
 Organizer: Gary Walters 416-743-4628
 Book before 12 March.

At this time of year the upper Credit offers fast currents, tight bends, riffles, small waves, and COLD water. Suitable for teams where at least one partner has intermediate whitewater skills, and for those who have taken a basic whitewater training course. Limit six canoes.

21 March OAKVILLE CREEK
 Organizer: Howard Sagermann 416-282-9570
 Book between 14 and 18 March.

This river offers fast water, turbulence, a few ledge rapids, and the possibility of obstructed channels. Experienced whitewater paddlers only. Limit five canoes.



22 March CREDIT AND HUMBER RIVERS
 Organizer: Duncan Taylor 416-368-9748
 Book before 17 March.

With constant rapids from Streetsville on down, the lower Credit provides an exciting early whitewater run. This will be followed, conditions permitting, by a trip on the scenic Humber from Highway 401 to Dundas Street, which may include some challenging stretches if the water is high. Suitable for intermediates and novices with some experience. Limit five canoes.

28 March BRONTE CREEK
 Organizer: Herb Pohl 416-637-7632
 Book before 25 March.

At high water levels the Bronte Creek can be tricky because of the possibility of obstructed channels as well as substantial turbulence. Consequently only experienced paddlers should consider this outing. Limit five canoes.

29 March UPPER CREDIT RIVER
 Organizer: Mike Graham-Smith 416-877-7829
 Book before 23 March.

The upper Credit from Inglewood to Glen Williams has developed a deserved reputation as the best early spring novice whitewater run in the Toronto area. Its continuous moderate current, numerous riffles, and forgiving rapids make it an ideal learning experience for novices with basic whitewater skills. Limit six canoes.

4 April UPPER CREDIT RIVER
 Organizer: Jim Morris 416-793-2088
 Book before 27 March.

A leisurely trip on fast water will give us a chance to review and practise our basic whitewater techniques before taking our chances on bigger water. Some coaching will be given but, because of cold temperature, this trip is not really suitable for absolute beginners. Limit six canoes.

5 April LOWER CREDIT RIVER
 Organizer: Jim Morris 416-793-2088
 Book before 27 March.

If your appetite is whetted by Saturday's excursion or if you're ready for bigger water, leave your canoe on the car overnight and, with newly discovered confidence, run the much more challenging lower Credit from Streetsville. Sunday's trip is suitable for intermediates and whitewater-trained novices, preferably with intermediate partners. Not a beginner's trip! Limit six canoes.

4-5 April BIGHEAD AND SYDENHAM RIVERS
 Organizer: Bob Knapp 519-371-1255
 Book before 29 March.

The Bighead River just south of Meaford is very picturesque and unspoiled with sharp turns around many clay banks. The Sydenham River is fast moving with continuous rapids for a kilometre just south of Owen Sound. Because of the narrowness of the river and the various shallow areas, manoeuvring must be precise.

Both of these rivers can be run more than once. They are only suitable in high water and thus are seldom paddled. Participants may stay at my house in Owen Sound on Saturday night. For experienced paddlers only. Limit six canoes. Solo canoes and kayaks welcome.

11 April ELORA GORGE
 Organizer: Rob Cepella 416-925-8243
 Book between 1 and 7 April.

The Elora Gorge at this time of year should have high, cold water and offer challenging whitewater for experienced paddlers. Limit five canoes.

11 April BLACK RIVER
 Organizer: Gary Walters 416-743-4628
 Book before 7 April.

The Black River near Washago offers an enjoyable river trip. There are a few easy rapids which have good portages, and moderate waves can be expected if water levels are high. Suitable for novice moving-water paddlers. Limit six canoes.

11-12 April MAITLAND RIVER
 Organizer: Herb Pohl 416-637-7632
 Book before 1 April.

On Saturday we will put in just below Wingham and have a leisurely float to a take-out point above Benmiller. Because all the land along the river is privately owned, we will stay the night in a motel in Clinton and complete the remainder of the trip on Sunday. Participants are free to sign up for either Saturday or Sunday only, with preference given to weekenders. Saturday is suitable for novices; Sunday requires at least intermediate skill level. Limit six canoes.

12 April GRAND RIVER
 Organizer: Dave Sharp 519-621-5599
 Book before 6 April.

We will start at Cambridge and, depending on the water level, will take out either in Paris or Brantford. This is a flatwater trip with fast current and a few riffles. It is an ideal river trip for novice moving water paddlers. Limit six canoes.



17-18-19 April ALGONQUIN PARK
Organizers: Glenn Davy and Christine Greffe 519-941-5527
Book immediately.

Subject to ice conditions we will explore the upper reaches of the Petawawa River from Access Point #5 down to Misty Lake. The return trip shall take us through a chain of beautiful, small lakes to Rain Lake, our take-out point. With this trip lasting over three days, we will have a layover day on Misty Lake for photography, exploring, or finding some sun. This trip is suitable for novices with portaging experience and suitable equipment for any weather condition. Limit four canoes.

18 April ERAMOSIA RIVER
Organizer: Jeff Lane 519-837-3815
Book after 4 April.

The Eramosa River from Eden Mills to just outside of Guelph should offer both moving water and flatwater sections. With its many scenic areas, this river should provide a very enjoyable day's paddle. Limit five canoes.

18-19 April UPPER MOIRA RIVER - BEAVER CREEK
Organizer: Tony Bird 416-466-0172
Book before 10 April.

On Saturday we will paddle a section of the upper Moira River finishing at Highway 7. This upper section makes for an enjoyable day's paddle with a few good rapids to add interest. On Sunday we will paddle Beaver Creek from Shanick to the bridge before Fidler Rapids. There are numerous challenging rapids in this stretch, especially at high water. Suitable for good intermediates. Limit five canoes.



19 April MOIRA RIVER
Organizer: Bill Ness 416-499-6389
Book between 29 March and 12 April.

At high water the Moira has steep drops and long boulder rapids with high standing waves, interspersed with flat sections where we can lay back and relax. Won't you join us on this classic spring whitewater run which is suitable for intermediate paddlers? Limit six canoes.

25 April HEAD AND BLACK RIVERS
Organizer: Gary Walters 416-743-4628
Book before 18 April.

This will be a leisurely day trip starting on the Head River near Sebright. At the Head's confluence with the Black we will continue downstream to just east of Washago. These rivers feature some short rapids with moderate waves, separated by enough flatwater to give you time to relax and enjoy the scenery. Suitable for novices. Limit six canoes.

25 April UPPER BLACK RIVER
Organizer: Karl Schimek 416-222-3720
Book before 18 April.

The upper section of the Black River north of Queensborough is a small, rocky river. With good water levels it should be an enjoyable, fast run. This trip can be combined with Sunday's trip south of Queensborough. Suitable for intermediate paddlers. Limit four canoes.

25-26 April LOWER MADAWASKA RIVER
Organizer: Paul Barsevskis 416-239-2830
Book before 19 April.

We hope that high water, no bugs, and little portaging will be on tap as we paddle from Palmer Rapids to Griffith, camping out in the beautiful Snake Rapids section of the Madawaska River. Suitable for good intermediate whitewater paddlers. Limit four canoes.

26 April LOWER BLACK RIVER
Organizer: George Luste 416-534-9313
Book between 5 and 19 April.

The Black River east of Madoc is a fast-moving, rocky little stream with many steep, narrow drops that require precise manoeuvring to navigate. This 18-km day-trip from Queensborough to Highway 7 should make an exciting run for good intermediates. Since this outing is exploratory for the organizer, a participant who has done this trip previously and could assist would be most welcome. Limit five canoes.

26 April ANSTRUTHER LAKE LOOP
Organizer: Rob Butler 416-487-2282
Book before 20 April.

A one-day trip of 28 km which will take us through nine scenic lakes north of Peterborough. This trip usually takes between 6 and 8 hours and is suitable for canoeists in good physical condition. Limit four canoes.

27 April BEAVER CREEK
Organizer: Karl Schimek 416-222-3720
Book before 18 April.

For people on the above Black River trip(s) who can stay an extra day and/or for those who have the Monday free, I would like to paddle Beaver Creek from Shanick to just above Highway 7. This river is similar to the Black, although the rapids are generally more demanding. Suitable for good intermediate paddlers. Limit four canoes.

2 May CANOEING AND HIKE FOR NATURALISTS
Organizers: Ann Moun and Ron Jasiuk 416-239-1380
Book before 25 April.

By canoe we will explore Cootes Paradise, a marsh near Hamilton, and then hike a section of the Bruce Trail where the chances of sighting migrating birds are greatest. Limit five canoes.

2 May LOWER EELS CREEK
Organizer: Herb Pohl 416-637-7632
Book before 20 April.

Eels Creek below Haultain flows through very scenic Shield country. In contrast to the rugged and difficult upper part of the Creek, this section is benign and suitable for novices. There are several lift-overs, and a scenic waterfall which requires a short portage. A leisurely pace will be maintained. Limit six canoes.

2-3 May OPEONGO AND UPPER MADAWASKA RIVERS
Organizer: Rob Cepella 416-935-8243
Book before 24 April.

This trip was very popular last year and therefore in May of this year two trips are being offered to accommodate the potential interest. Since early in May the water levels can be high and water temperatures low, this first trip will be restricted to advanced or good, experienced, intermediate paddlers. Limit five canoes.

3 May MISSISSAGUA RIVER
Organizer: Bill Ness 416-499-6389
Book between 12 and 26 April.

The Mississagua, north of Peterborough, tumbles from its source in Mississagua Lake to Buckhorn Lake in a series of scenic falls and short rapids, separated by sections of quiet water. For intermediates with good whitewater skills it makes a challenging, strenuous six-hour trip. Limit six canoes.

9-10 May OPEONGO AND UPPER MADAWASKA RIVERS
Organizer: Paul Barsevskis 416-239-2830
Book before 3 May.

The second trip on these rivers this year will see us paddle the Opeongo on Saturday, which at high water level offers long, runnable sets of rapids. The more technically challenging upper Madawaska will be run on Sunday to complete an exciting whitewater weekend. Restricted to good intermediate paddlers or better. Limit five canoes.

9-10 May MUSQUASH RIVER
Organizers: Glenn Davy and Christine Greffe 519-941-5527
Book between 18 April and 2 May.

After a long absence from this Muskoka river, the organizers are returning to it once again. Once used by Native people as a route from the Muskoka lakes to Georgian Bay, this river can offer some interesting exploring. Wildlife can include loons, whip-poor-wills, herons, and deer. Suitable for novices; solo paddlers welcome. Limit five canoes.



10 May MOIRA RIVER TRAINING TRIP

Organizer: Bill Ness 416-499-6389

Book between 19 April and 3 May.

The advent of May's milder weather and lower water levels on the Moira turn this river into an excellent whitewater training course for confident, aggressive novices who have done the usual easy spring rivers and are looking for the necessary experience to move up to intermediate outings. There are numerous safe rapids that require good ferrying skills to navigate. Participants will be expected to play the rapids hard to make full use of the river's skill development potential. Limit six canoes.

16-18 May LOWER MAGNETAWAN RIVER

Organizer: Duncan Taylor 416-368-9748

Book before 9 May.

We will start at Harris Lake, paddling up the South Magnetawan, then down the North Magnetawan through Mountain Chute and Thirty Dollar Rapids. Suitable for intermediates or better. Limit four canoes.

16-17-18 May FRENCH RIVER

Organizers: Glenn Davy and Christine Greffe 519-941-5527

Book between 28 April and 9 May.

A chance to see this fabulous highway of the fur traders in high water. We will travel the usual route from Wolseley Bay to Highway 69, hopefully spending a night at Little Parisien Rapids. Advanced paddlers please. Limit four canoes.

17 May EAST RIVER

Organizer: Bill Ness 416-499-6389

Book between 26 April and 10 May.

This day trip will take us to the East River near Huntsville for a 14-km whitewater run from the Distress Dam down to Williamsport. As this trip is exploratory for the organizer, participation is limited to skilled intermediates or better who don't object to possible surprises. Limit five canoes.

23 May EELS CREEK

Organizer: Jim Greenacre 416-759-9956

Book before 19 May.

Eels Creek requires precise manoeuvring and control to negotiate safely as it twists and turns its way from Apsley to Haultain in a series of ledges and boulder rapids with a few falls which have to be portaged. Suitable for intermediate paddlers; soloists welcome. Limit five canoes.

23 May HEAD RIVER - BIRD WATCHING

Organizer: Gerry Lannan 705-636-7419

Book before 19 May.

Starting near Sebright, this will be a leisurely trip with some lining or short portages due to low water. Suitable for novice canoeists and for those who would like to learn about bird watching. Limit six canoes.

24 May ELORA GORGE

Organizer: Jeff Lane 519-837-3815

Book before 17 May.

The Grand River as it flows through the Elora Gorge provides at low water a number of relatively easy rapids which offer many opportunities for whitewater paddlers to practise and improve their skills. Suitable for paddlers who have had some whitewater experience. Limit six canoes.

30-31 May MINDEN WHITE WATER PRESERVE

Organizers: Ralph and Jane Mathews 416-621-8173

Book before 16 May.

The outflow of the Gull River at the Minden White Water Preserve provides ample opportunity to practise eddy turns, ferries, and surfing. Those paddlers who are more comfortable with their ability may choose to challenge some of the sections above the outflow. The Preserve is very well kept, and camping is available. The outflow can be paddled by novices and intermediates, while the upper section is suitable for advanced paddlers.

30-31 May UPPER MADAWASKA RIVER

Organizer: Bob Knapp 519-371-1255

Book before 24 May.

Participants should be at least intermediate paddlers as the Madawaska, draining from Algonquin Park, has a number of challenging rapids. We'll be meeting at 9:00 a.m. on Saturday in Whitney. Saturday night, participants should be able to camp at Bark Lake and on Sunday we may canoe a different or the same section of the river. Limit six canoes and/or kayaks.

5-6-7 June BASIC FLATWATER CANOEING COURSE

Organizers: Lisa and Doug Ashton 416-291-5416

Bill Ness, Rob Cepella

Jeff Lane, Howard Sagermann

Book before 27 May.

This course has been designed to teach new members the basic flatwater skills that they would require to participate in organized flatwater outings. It will allow the new canoeists to grade themselves and to feel confident when going on their first outings.

The course will start with a Friday-evening indoor class where the participants will be given classroom instruction; a movie related to flatwater outings will be shown. Saturday will be spent on a local pond practising paddling strokes, portaging skills, and canoe safety. Finally, the Sunday will involve a full-day trip in the Haliburton area where the group will have a chance to try out new-found skills.

Participants are required to supply a suitable canoe, life vest, and paddles; rental locations will be suggested. Registration will be limited to 20 current members. To register, please contact Lisa or Doug Ashton.

6-7 June OPEONGO AND UPPER MADAWASKA RIVERS

Organizer: Karl Schimek 416-222-3720

Book between 18 and 29 May.

We will paddle the Opeongo on Saturday, and finish the weekend by paddling the Madawaska south of Whitney on Sunday. If they wish, participants can register for the Saturday or the Sunday trip only. Suitable for good intermediate paddlers. Limit four canoes.

7 June ELORA GORGE

Organizer: Mike Graham-Smith 416-877-7829

Book between 17 and 31 May.

The Elora Gorge on the Grand River at low water levels provides an excellent location for budding whitewater enthusiasts to practise their manoeuvres. We will work our way downriver slowly, playing in the many chutes and eddies. This outing is ideal for those who have had basic whitewater training and need more practical experience. Suitable for novices. Limit six canoes.

Starting 12 June BASIC WHITewater CANOEING COURSE

Organizers: Rob Cepella 416-925-8243

Jim Greenacre, Jeff Lane, Bill Ness

Howard Sagermann, Diane Willis

Book before 15 April.

First run in 1984, this program has been well received, and we are pleased to be able to offer it again this year. The course is progressively structured to build the skills, knowledge, and experience necessary to run moderate whitewater for canoeists who already possess basic paddling skills. It begins with an evening of introductory classroom instruction and a one-day flatwater workout. This is followed by a day trip on an easy river, and finishes with a whitewater weekend on a major river in central Ontario. Participants must have suitable canoes, PFDs, and paddles for whitewater, and must sign up for the entire course. Registration is limited to 20 persons to permit individualized instruction. Members only, please. To register, contact Rob Cepella by phone before 10:00 p.m.

**13-14 June ALGONQUIN PARK**

Organizers: Glenn Davy and Christine Greffe 519-941-5527

Book between 4 and 18 April.

This trip is designed for beginning wilderness trippers and those who have some experience but would like to try solo canoeing. The trip will cover a loop in the beautiful Rain Lake area on the west side of Algonquin Park and will involve a few short portages as well as one longer but relatively easy portage. Most of the lakes are small, giving an excellent opportunity to view moose and loons. Where possible we will try to match people who have little in the way of gear to those who have plenty. Limit five canoes.

13-14 June WILDLIFE WEEKEND

Organizers: Ron Jasiuk and Ann Moun 416-239-1380

Book before 6 June.

The habitats of Rondeau Provincial Park on the north shore of Lake Erie range from wind-swept sand dunes to Carolinian forest to a luxuriant marsh. We intend to spend Saturday canoeing through the marsh and exploring the isolated south beach. We should be able to view and possibly photograph Bald Eagles, White-tailed Deer, and nesting turtles. Sunday's activities will be determined by the participants. We will camp in the Park. Suitable for anyone willing to "explore" (paddle/hike/muck about) all day long. Limited to 12 persons.

20-21 June GEORGIAN BAY - BRUCE PENINSULA

Organizer: Bob Knapp 519-371-1255

Book before 16 June.

Canoe from High Dump (19 km south of Tobermory) along the shore and view some of the most beautiful limestone cliffs in Ontario. Participants must exercise caution because of cold water and the possibility of rough water. If we are wind-bound Sunday, we can carry out at Cypress Lake Park. Limit four canoes.

20-21 June WHITewater WEEKEND AT PALMER RAPIDS

Organizer: Jim Morris 416-793-2088

Book before 8 June.

We will have a preliminary session to meet each other and to review basic paddling strokes. At Palmer Rapids on the Madawaska River we will learn whitewater techniques with emphasis on backpaddling, upstream and downstream ferries, eddy turns, reading the rapids, and canoe safety. Open to beginning and intermediate whitewater paddlers. Limit eight canoes.

guidelines for wca trips

1. It is the function of the Outings Committee to arrange and publish in Nastawgan a schedule of trips and related events, organized by members of the WCA.
2. All trips should have a minimum impact on the environment.
Trip organizers may:
 - a. limit the number of canoes (or participants) permitted on a trip,
 - b. advise on the type of equipment and camping techniques used.
3. Participants should:
 - a. follow the booking dates established by the organizer,
 - b. inform the organizer promptly if they cannot make the trip.
4. Food, transportation, canoes, camping equipment, partners, etc., are the responsibility of each participant. Organizers may assist in these areas, particularly in the pairing of partners.
5. Participants are responsible for their own safety at all times, and must sign a waiver form. Organizers should return completed waiver forms to the Outings Committee.
6. Organizers receive the right to:
 - a. exclude participants who do not have sufficient experience for the trip,
 - b. exclude any canoe deemed unsafe,
 - c. make any arrangements necessary to ensure safety of the group.
7. In the event that on a trip organized by the WCA an accident occurs, or any potentially dangerous situation arises, the Outings Committee must be informed.
8. Solo canoeists and/or kayakers are permitted on trips at the discretion of the organizer.
9. Non-members are permitted to participate in no more than two trips. Educational trips are for members only.
10. Organizers should give a brief description of the trip to the Outings Committee and, where possible, write a short article on the trip (or arrange to have it done) for publication in Nastawgan.

canoe safety rules

The need for these safety rules will vary with the time of year and the type of trip. They are to be applied at the discretion of the trip organizer.

1. Paddlers will not be allowed on a trip without:
 - a. a flotation jacket that can be worn while paddling,
 - b. a canoe suitable for the trip.
2. Paddlers should bring:
 - a. spare clothing, well waterproofed,
 - b. extra food,
 - c. matches in a waterproof container,
 - d. spare paddles, bailer, and a whistle,
 - e. material to repair the canoe.
3. On trips when the air and water temperatures are cold, a wetsuit is recommended.
4. The signals on WCA river trips should be known by all participants.
5. When running a section of river with rapids:
 - a. canoes may be asked to maintain a definite order,
 - b. each canoe is responsible for the canoe behind,
 - c. signals should be given after finishing a rapid (when appropriate), and canoes positioned below the rapid to assist in case of trouble.
 - d. canoes should keep well spaced,
 - e. each canoe should be equipped with ropes which can be used for lining and rescue.
6. The organizers' decisions on all trips are final.



difficult - use own judgment



danger - do not run

all clear - with caution

SIGNALS

trip ratings

The trip ratings presented below are intended as a general guide. For a detailed description of a WCA trip, the trip organizer should be contacted.

WHITewater TRIPS

The rating of whitewater trips will be determined generally by the difficulty of the rapids; however, water temperature, time of year, length and remoteness of the trip could also influence the overall rating.

SKILL LEVEL	RIVER CLASS	RIVER CHARACTERISTICS
<p><u>Beginner</u> Feels comfortable in canoe and is proficient in forward and steering strokes.</p>	<p>0 (Very Easy)</p>	Moving water with no rapids. Some small riffles. Wide passages.
<p><u>Novice</u> Can perform draw, pry, and sweep strokes; and is able to side-slip and to backpaddle in a straight line. Can enter and exit from a mild current. Recognizes basic river features and hazards.</p>	<p>I (Easy)</p>	Some small rapids with small waves and few obstacles. Course easy to recognize. River speed is less than backpaddling speed.
<p><u>Intermediate</u> Is proficient at all basic whitewater strokes. Can execute front and back ferries and eddy turns in a moderate current. Understands leaning and bracing techniques. Is able to select and follow a route in Class II water. Knowledgeable of river hazards, safety, and rescue procedures.</p>	<p>II (Medium)</p>	Generally unobstructed rapids with moderate eddies and bends. Course usually easy to recognize, but scouting from shore may be necessary. River speed occasionally exceeds hard backpaddling speed. Waves up to 60 cm high. Some manoeuvring necessary.
<p><u>Advanced</u> Is able to ferry and eddy turn in strong currents, and has effective bracing strokes. Can select and negotiate a course through continuous rapids. Can paddle solo or tandem. Is able to self-rescue, aid in rescuing others, and knows safety procedures thoroughly.</p>	<p>III (Difficult)</p>	Numerous rapids with high, irregular waves often capable of swamping an open canoe. Route often requires complex manoeuvring. Current usually less than fast forward paddling speed. Course might not be easily recognizable. Scouting required.
<p><u>Expert</u> Has complete mastery of all strokes and manoeuvres, and can apply them with power and precision in turbulent water. Recovers quickly in unexpected and dangerous situations. Can read complex water patterns and knows how they will affect his/her boat. Exhibits good judgment and has full competency in safety and rescue techniques.</p>	<p>IV (Very Difficult)</p>	Long, difficult rapids that often require precise manoeuvring. Turbulent crosscurrents, powerful eddies, and abrupt bends. High, irregular waves with boulders directly in current. Course difficult to recognize. Scouting mandatory. Rescue difficult. Generally not possible for open canoes.

FLATwater TRIPS

Flatwater trip ratings will be determined by remoteness, length, and pace of trip; and the length, number, and ruggedness of portages. It is important to remember that cold water and strong winds on large lakes can create conditions dangerous for any canoeist, no matter how skilled or experienced.

products and services

TEMAGAMI WILDERNESS SOCIETY Stop the Red Squirrel Road extension. Join the Temagami Wilderness Society, membership fee \$10.00 per year. Donations above this MOST GRATEFULLY received. Write: The Temagami Wilderness Society, 204 Wedgewood Dr., Willowdale, Ontario, M2M 2H9.

CLIPPER CANOES Clipper canoes from Western Canoeing Inc. are now available to Ontario canoeists. There are 22 models to choose from including solo, touring, racing, and whitewater models. A variety of fibreglass and kevlar lay-ups with wood or aluminum trim make for an excellent selection.

Also, excellent prices on wood paddles from Grassmere and Clements and a variety of paddling equipment. Full consulting services for wilderness tripping available on request.

For more information, as well as a copy of *Canoe Magazine's* 'water test' on the 17½ ft Tripper model, write: Canoeing Canadian Waters, Box 608, Osgoode, Ontario, KOA 2W0, or phone Jim or Pam Baldaro at 613-826-3094.

VINTAGE CANOE FOR SALE Mint condition Old Town canoe, 16 ft, 1940s vintage, cedar-canvas; asking \$2500. Contact as soon as possible: Frank Butler, PO Box 291, Alliston, Ontario, L0M 1A0, phone 705-435-7194.

WILDERNESS BOUND CANOE COURSES Our ORCA Moving Water Levels I and II courses are among the best in the Province and have been designed to suit both novice and skilled paddlers alike and bring them carefully step by step to understand moving water and handle it confidently. For more information on these weekend courses and to receive a free brochure, contact George Drought, Wilderness Bound, 43 Brodick Street, Hamilton, Ont., L8S 3E3, phone 416-528-0059.

LENSES FOR SALE Take those long-distance photographs with used but top-condition lenses. I have an 80-200 mm zoom lamron lens and a YUS tele converter (two-times extender or doubler) which will fit most cameras, as well as a 50 mm Yashica lens. Best offer. Contact Marcia Farquhar in Richmond Hill, 416-884-0208.

TRIPPER'S CANOE AND TRAIL EQUIPMENT RENTALS We have a wide array of canoe designs to suit your specific needs, from whitewater Royalex to ultra-light Jensen 18'. Even solo tripping canoes are available (new or used) or rent. For more information, call Tripper's, Toronto, phone 416-787-8730.

INTERNAL FRAME PACKS FOR SALE We are selling two high-quality internal frame packs, North Face and Lowe. For details call Glenn or Chris in Orangeville, phone 519-941-5527 (evenings only).

WILDERNESS ADVENTURE BOOKS This specialized publishing house carries a number of books that may be of interest to members of the WCA. To get a free brochure, contact Wilderness Adventure Books, PO Box 968, 320 Garden Lane, Fowlerville, MI 48836, USA.

UNION CREEK CANOES We build, re-canvas, and repair 16-foot cedar-canvas canoes. Re-canvasing kits are also available. Contact Union Creek Canoes, Box 207, Kinmount, Ontario, KOM 2A0.

DISCOUNTS ON CAMPING SUPPLIES WCA members who present a membership card will receive a ten percent discount on many non-sale items at:

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

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

BLUEWATER AND JENSEN CANOES. A wide variety of traditional and modern designs in sophisticated layups. Take a look at our new airx composites, lighter and stronger and available in the S-glass-kevlar and nylon-kevlar layups. All the models are available for try-out and rental. Contact: Rockwood Outfitters, 699 Speedvale Ave. W., Guelph, Ontario, N1K 1E6, phone 519-824-1415.

This **PRODUCTS AND SERVICES** section is available, free of charge and on a first come / first serve basis, to members as well as non-members for their announcements regarding items for sale, special products, discounts, services, courses, etc. Contact the editor if more information is required.

where it is



The approximate location of some of the places mentioned in this issue are shown by page numbers:

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WILDERNESS CANOE ASSOCIATION MEMBERSHIP APPLICATION

I enclose a cheque for \$15 ___ student under 18
\$25 ___ adult
\$35 ___ family

for membership in the Wilderness Canoe Association.
I understand that this entitles me/us to receive **Newsletter**, 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 1986.

Notes: -This membership will expire January 31, 1987.
-Please send completed form and cheque (payable to the Wilderness Canoe Association) to the membership committee chairman.