



richmond gulf in winter

Who dares to cross the winter hills
In dreadful blowing cold
That chills the face and slows the pace
While countless views unfold?

C.K. Macdonald, 1987

Snowshoeing from Clearwater Lake in the Ungava interior westward to the spectacular Richmond Gulf on the east coast of Hudson Bay had been a dream of mine for many years. Yet, because of prohibitively high transportation costs, it was not until the recent opening of the James Bay Highway for public travel could such a dream be realized. By taking advantage of eastern North America's northernmost highway, flying costs could be significantly reduced. With the establishment of scheduled flights from the new Inuit community of Umiujaq (pronounced You-me-ear-ack), the need for an expensive return air charter from Richmond Gulf was eliminated. Such an opportunity was too good to miss.

The common Indian winter route between Clearwater Lake (We-ya-sha-ga-me) and Richmond Gulf (Win-ni-peg) was via the Rivière de Troyes (Wi-a-che-wan). In 1938, using Cree guides and the H.B.C. seasonal post at Cairn Island on Richmond Gulf as a base of operations, George Doust and Arthur Twomey became the first white people ever to venture over this route. Since this post has been long abandoned, a simple re-

tracement of their route would have placed us at the south end of the Gulf, remote from Umiujaq, leaving no way to return to civilization without additional travel time or a second air charter.

Neither alternative was acceptable. A more direct route was required to make the trip feasible. From a careful study of the maps, an almost straight-line course from Clearwater Lake became apparent. This course followed geological faults in the land through two unnamed chains of lakes forming separate tributaries of the Clearwater River. From here, it travelled westward over the height of land to an unnamed southern tributary of the Caribou River, then downstream to Richmond Gulf.

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No clear documentation could be found for anybody ever having used our proposed route, either in summer or in winter. This cast doubts about the route's overall practicability, considering only two weeks could be taken by us to make this trip. The prime concern was the amount of time that might be spent circumventing the canyons and steep gradients in the event that the river ice was found to be unsafe. Since no defined route of travel or trails could be expected, scouting for the easiest passage could also require extra time.

However, two pieces of evidence existed that possibly one of the branches of the Caribou River had formerly been used by the Crees for winter access. First, on page 124 of Arthur Twomey's Needle to the North, it was mentioned that strong currents in the Clearwater River near its mouth keep it open in the winter. Apart from the Wi-a-che-wan, there was another smaller river, unnamed and unmapped, which somewhat paralleled the Clearwater River. This route was reportedly used by the Richmond Gulf Indians in winter to reach the Seal Lakes.

Further encouragement came from Map 2 in Garth Taylor's Canoe Construction in a Cree Cultural Tradition, Canadian Ethnology Service Paper No. 64. On this map a former canoe-building site was located in the approximate position of the outlet of the Caribou River. This information was supplied by John Kawapit who also described, on page 16, his people's annual cycle of caribou hunting in the interior followed by snowshoe travel to a site for canoe building in the spring. Based on this information, it was likely that at one time a winter snowshoe route connected the Ungava interior with this Caribou River canoe-building site.

Research indicated, that even the most barren interior sections of the route could be traversed with reasonable safety by travelling in the valleys. Vast, open, tree-less areas start to appear north of Great Whale River, and by this latitude the tops of hills are often bare. However, stunted, isolated patches of forest grow in the shelter of protected valleys. The pertinent topographic maps are still a series of black-on-white provisionals containing an almost unreadable mix of contour and forest-perimeter lines. Hours had to be spent hand coloring the maps, to easily determine the extent of the forest and to locate possible sites for camping and shelter from cold winds that sweep across the barren highlands.

From the outset, certain risks had to be taken if this trip were to succeed. It soon became obvious that charter air carriers rarely flew into the western Ungava interior north of the Clearwater River in winter. Unfortunately, the Air Sagueny piston Otter at Great Whale River that we were to use had to be removed from service after its ski was damaged by a hard landing. This left no ski-equipped aircraft in this area of the north capable of flying us to our destination. The closest plane was a Prop Air piston Otter at Matagami. Since the company wanted more than a thousand dollars extra for positioning costs just to move the plane north to La Grande Airport for the start of our airlift, this option had to be rejected.

It is difficult to describe the pressure that one experiences under these circumstances. Despite my best efforts during the two-week period immediately prior to the trip, there was almost no hope of finding suitable alternate air transportation. Equally disturbing, the location of our ultimate destination, Umiujaq, could not be determined.

Rather than give up at this point, my wife Doris and I went ahead with the food preparations, equipment assemblage, and accommodation arrangements, hoping our luck would change.

Finally, just four hours before my trip partners Bill King, Herb Pohl, and Tony Bird were to arrive at my home to start on our journey north, Brian Simms of Lindberg Air phoned from Cochrane, Ontario. A Cree woman from Wemindji had been injured in the bush and needed evacuation by air. If we were still interested, he would send the piston Otter (which we needed) on the long flight north from Cochrane rather than the smaller Beaver which is normally used for mercy flights. We would only have to pay for positioning costs from Wemindji to La Grande airport and for meals and accommodation for pilot David Peace in nearby Radisson until we arrived. What luck and timing!

Personal commitments and trip preparations limited my sleep for nearly two weeks and culminated in an exhausting drive up the James Bay Highway followed by an almost sleepless night at Auberge Radisson. That evening I had foolishly gone for a brief trip outside to plug in the truck's block heater, wearing a baseball cap. It was bitterly cold and windy so in less than three minutes my left ear was frostbitten. Although the pain and swelling had subsided by morning, the gusts of wind beating against the building all night left me awake re-thinking many times our defensive strategies for weather conditions that could be encountered further north.

That morning at the La Grande airport we had hoped to determine the exact location of Umiujaq. Surprisingly, the flight maps were not upgraded to show new development, and not a single airline or airport employee could pinpoint its exact location.

This was an important detail. The point separating Richmond Gulf and Hudson Bay on which Umiujaq was supposedly located, is 50 km long. By northern standards, this distance is of little consequence in an aircraft, but on snowshoes! Even to reach the point, almost a day of exposed travel would be required to cross Richmond Gulf (50 km long by 40 km at its widest). On the far side an almost continuous barrier of escarpments reaches up to 420 m above the sea.

Even worse, we knew Umiujaq to be located somewhere on the other side of the escarpments along the shore of Hudson Bay in Nastapoka Sound where the land is barren of trees. There are a number of gaps in the spectacular Gulf escarpments that could be traversed; however, it was imperative that the correct pass be chosen to minimize travel on the barren outer coast.

This outer coast is truly the land of the Inuit. While our Indian-style walltent camping methods were admirably adapted to forest travel, they were totally unsuited to this hostile environment. The Inuit travel with much heavier clothing and bedding. When out overnight in forested areas of the coast, they camp using tupeks. These round walltents are more difficult to pitch, but can better withstand gale-force winds than our gable-ended walltents. Their wood stoves are often made from the top third of a 30-gallon gas drum and are designed without damper control to run wide open at all times. The Inuits' kometicks (4 to 5.3 m long) allow them to camp if necessary in very marginal forest conditions because the shorter internal poles needed for the tupeks can be carried on the sled decks.

If forced to camp in the barren areas, they resort to the igloo. These structures take a lot of building skill;



often more than three hours are required to complete a large one. However, unlike a tent, one can simply walk away from an igloo in the morning. For a one-night stay, igloo interiors can be heated with a lamp or gas stove to a surprisingly high level of comfort. Not all the younger Inuit hunters at Umiujaq are sufficiently skilled to build igloos, and snow conditions may not be locally suitable. For these reasons they will usually spend the night out in a hogan. These structures consist of four walls made from snow blocks, roofed with a tarpaulin or the tupek.

It was clear that along the outer coast north of the outlet of Richmond Gulf we would be dangerously out of our element. In previous tele-satellite conversations with Noah Innukpuk, the mayor of Umiujaq, I learned that the community was located north of Umiavirtalik Point and connected by a steep 8-km trail to Richmond Gulf. It was hard for Noah in English to provide further helpful descriptions but he thought the distance between Little Whale River and Umiujaq to be around 40 km. Realizing such a description would be inadequate for ground travel, Noah offered to return a map with the community and trail marked if I could send one over the satellite telephone system to his Tex machine. Unfortunately, Dorset (Ontario) and environs are not as high tech as Umiujaq! Furthermore, no suitable scale of map could be photocopied clearly for transmission.

Before our departure from La Grande, the meteorological staff phoned out for the co-ordinates of Umiujaq to solve our problem: 56° 30' 30"N; 76° 29' 00"W. What a shock! This was at least two to three days travel north of what I believed to be the location from Noah's estimated distances, and lying directly west of an unnegotiable wall of high escarpment.

There was now a definite possibility of running out of time and food before reaching Umiujaq. Although there would be no Inuit hunters in the interior east of Richmond Gulf, Noah had previously told me that two Inuit families had a fishing camp a Paachissii Lake near the Caribou River's outlet into Richmond Gulf; they could provide help if we were able to reach the coast. (Only to the north in the Minto Lakes-Nastapoka River region do the Inuit hunters penetrate significantly inland. Here the access is easier. One is essentially above the treeline where the snowpack is so hard that inland snowmobiling is seldom impeded.)

Our pilot asked us to re-consider attempting to fly that day. Low-temperature wind warnings had been issued for both James and Hudson Bays and he predicted a rough flight. Pragmatic as ever, Herb quickly through questioning determined that the pilot was primarily concerned for our safety on the ground rather than the safety of the flight. Since the weather office forecasted little change over the next few days, there was no sense in delaying a day and jeopardizing our chances of ever reaching the Gulf on time. Since the flight was further than the normal operating range of the Otter, the plan was to pump extra fuel into the tanks, while we were landed at Clearwater Lake, from a 45-gallon drum stored in the fuselage. Fortunately, the hanger at La Grande was heated so we drove our truck inside and loaded in relative comfort.

Outside on the tarmac, the wind chill temperature was measured at -66°C. Even with the application of the plywood engine covers, we paid dearly for stopping and taking in more fuel outside the hanger. It took 29 minutes of idling the engine on the ground before sufficient oil temperature was developed to take off safely.

Shortly after leaving La Grande, just 20 km north of the massive LG2 power project, we flew over caribou standing or lying out from shore mainly on the northwest side of the lakes where they could catch the early morning sun. No doubt there were thousands of them. On our line of flight, they were confined to heavily forested zones in two major concentrations. The smaller, more northern group was south of Great Whale River, far to the south of our intended route. At this time of year they seemed to shun the barren, open areas.

Our plan was to begin snowshoeing in the thin northwestern arm of Clearwater Lake north of Kapakwach Iyatiwakami Bay. This arm provided shelter for a safer landing as the main body of Clearwater Lake is 40 km across and often develops huge snow waves on its surface which could easily flip an aircraft.

Although there were clear skies overhead, the landing was made in a fearsome "ground drifter." During the stronger wind gusts, the lake's surface was almost obscured by a half-metre layer of blowing snow. The leeward profiles of surrounding hills were hazy with snow crystals swept from the highlands. We quickly ate a late lunch in the shelter of the cockpit, unloaded, and re-fuelled so the aircraft engine would not cool to the point where re-start would be difficult.

Soon we were alone, in a vast, uninhabited winter landscape. This is a harsh, impoverished region in which human survival has always been marginal and uncertain. A short distance to the north, as recently as 1930, only three Indians survived the winter from a group of twenty-four. Now the land between Clearwater Lake and Richmond Gulf has become an empty quarter in winter, as the Indians have moved south to an easier life in the Great Whale River area.

Ahead lay an unexplored route with little time to reach a far-off, unresolved destination. Our pilot, David Peace, sincerely believed our chances of making it to be less than 50%. To reduce risk, this was my first trip on which an E.L.T. was carried. These emergency signalling devices were originally intended to locate crashed aircraft in remote areas. Once the distress signal is turned on, the military can accurately pin-point the source of the signal using satellites and computers, and will initiate an air rescue. Activation of E.L.T. would only be appropriate in the event of a life-threatening injury, illness, or starvation, and not for simply being lost on overdue and short of the destination. In view of such harsh travel conditions, our pilot convinced me to agree to another safety measure. If we did not reach our destination within four days of our planned arrival, he would make the long flight north and search for us.

Our exact route could only be tentative, especially in the canyon areas, and within days the winds would certainly obliterate most of the evidence of our passing. Therefore, such an air search of all the likely locations would have proved difficult for David. Believe me, the humiliation of an air rescue and the resulting years of economic bondage paying for it were strong inducements to succeed.

It is not my purpose to describe our snowshoe trip across the interior to the Gulf for it was truly an adventure in itself. What had been accomplished was not without difficulty. The power of the winter wind in this locale should not be underestimated. Unlike the Inuit, who can turn from the wind to protect their faces by riding sideways or backwards on their kometicks or by cowering



behind their snowmobile windshields in the heat of the engine, our lot was to snowshoe into this wind for long hours daily.

Great care must be taken to protect the face. At the colder temperatures, one's eyelids tend to stick together when blinking, and one's eyelashes fill with ice which must be brushed away periodically. Enormous quantities of vapor are expelled with each breath, so if one happens to turn down-wind and exhale, the inside of an ordinary pair of sunglasses will fog instantly with an icy coating of rime. Some form of eye protection is essential, especially for blue-eyed people who more rapidly succumb to the effects of wind and snow blindness.

To ward off the freeze-drying effect of the wind on exposed skin, we greased our faces daily but this was still not enough. Having badly burned my lower lip on a 1967 canoe trip across Lake Superior, and subsequently subjecting it to several thousand kilometres of snowmobile travel, I personally find some form of protective lip balm also helpful.

However, the principal shield for the face in the past has been the fur muffler and later the scarf. Indian hunters and packteers devised several clever methods of wrapping the face with the scarf. When hauling sleighs or toboggans, one is working hard and must breathe heavily. Balaclavas are of little use because they lie close to the face and quickly ice up around the mouth, encouraging frost bite.

Scarfs are not entirely satisfactory either, for they must be re-adjusted regularly for the same reason. Facial frostbite among the Inuit of Umiujaq appears to be common, especially among young children. In the later stages more severe cases form black scabs that eventually slough off. In our circumstance the frostbite was primarily limited to the peeling of several layers of skin much as in a severe sunburn.

Perspiration must be minimized when snowshoeing in low temperatures. Heat is normally vented by removing layers of clothing from the upper torso while keeping one's legs and head well-clothed. Even when wearing heavy wool pants, our legs could have received a painful windburn if a strong wind developed. For these occasions we donned an additional light pair of windproof pants. Mine were of the traditional cotton material, but the others wore pants of synthetic manufacture which proved satisfactory as well.

Our most serious cold-weather challenge was that the sleighs would not slide well over the snow, even though our plastic sled runners were exactly the type preferred in the north for these conditions.

Already, we had been handicapped because aircraft weight restrictions limited our party size to four persons. Having travelled with party sizes ranging from one to eighteen persons, I have found that these snowshoe expeditions are most efficient with a party of six using a single tent. An extra two persons would have eased the tasks of camp set-up and snowshoeing. The sleds would have also been lighter to pull as less equipment per person was carried. Initially our heaviest loads exceeded 70 kg.

The labor of sled hauling was enormous. I have never worked so hard covering such little distance in dry-snow conditions. The overnight rime deposits, which are considerable in this region, were meticulously scraped off the runners with the frying pan handle each morning. But even with clean runners, the sleds screeched on the snow as

if they were being dragged over sand. Not until the daily temperature rose and the wind had a chance to tumble the rime crystals over the snow's surface, did hauling improve. An unusual and complicated hauling order was devised to closely balance the sled-hauling labor. Straight-line travel on the water bodies was impractical. A circuitous zig-zag course was taken to avoid the worst sastrugi and snow waves, yet even with this measure the sleds had to be pushed over hummocks by a second person to maintain a reasonable pace.

Our meager daily travel distances in the first few days were of considerable concern. Despite our best efforts, we were heading for an unresolved destination at a travel rate that would leave us without food approximately two weeks short of Umiujaq. Eventually sled loads lightened and weather conditions moderated to improve sliding. Our daily distances steadily increased, providing new hope of reaching help at the Paachissii Lake Inuit fishing camp near Richmond Gulf.

Late in the afternoon prior to the day of our planned arrival in Umiujaq, we were still on the Caribou River short of Paachissii Lake. A few kilometres back we had found our first sign of humans - the unmistakable print of a snowmobile track made months earlier on a deep layer of packed snow now exposed in a small patch by wind erosion. To this point, we had snowshoed all the way from Clearwater Lake without finding evidence of anyone having ever travelled our route. Not a single blaze or cut in the trees was seen. In our first week of travel there was not even the sound of an aircraft, nor the sight of an overhead vapor trail.

Since time was running out, it was now important that contact be made with the Inuit to obtain snowmobile assistance as we were still days from our destination and would certainly exhaust our food supply.

To our dismay, when Paachissii Lake was scanned from a hill on the side of the Caribou River, no tell-tale smoke could be seen that would suggest the presence of a camp. Furthermore, there were no signs of Inuit travel at the





confluence of the Paachissii and Caribou Rivers. If the Inuit were indeed tenting on Paachissii Lake as suggested by Noah Innukpuk, they had to be approaching the lake by some other route. This appeared unlikely because the lake was surrounded by high hills with snow conditions that would be difficult for snowmobile travel. Nevertheless, since the complete lake had not been seen from the hill, it warranted further checking to make certain we did not miss the Inuit.

Time was now so critical that it was imprudent to stop the progress of the expedition for everyone to search. The rest of the party moved forward with the gear toward Richmond Gulf while I made a solo snowshoe trip up the Paachissii River. No camp was found there and I turned back to the Caribou River and re-joined my partners on the north side of the final set of rapids to the sea. There was now no alternative but to press forward down the estuary and make camp in the last stand of good timber before the onset of darkness.

On the river just prior to reaching our proposed



campsite two snowmobile tracks were found leading from the Gulf. A careful examination proved them to be not more than two weeks old and likely made by Bombardier Skandiks, pulling long-runner kometicks. The tracks of kometicks did not bode well for finding an occupied camp, because sleds provide the Inuit with the capability of carrying extra gasoline to travel great distances, possibly all the way from Umiujaq. It became apparent that, in local Inuit terms, a camp at Paachissii Lake could possibly have meant anywhere within a ten-kilometre radius.

After the wind subsided sufficiently, two shots were fired to announce our arrival in the estuary. The report of the shotgun echoed off several far-off hills ensuring us that if the Inuit were indeed camping nearby, the shots would have been heard. There was no return gunfire. That night a hill was climbed behind our tent to look for camp lights. This also proved unproductive. The following morning the last meal on the menu would be eaten and within a few days our food supply would be exhausted.

Our situation was now serious and required a carefully-planned strategy. That evening we considered several possibilities and concluded that the best course of action was to maintain the existing site as a base camp from which to search for Umiujaq. Assuming the co-ordinates from the weather office were more reliable than Noah's estimated distances, his community was situated two to three days of hard snowshoe travel north of the Caribou River. It was clear that if the community was not found, and we were forced to return from the location of the co-ordinates, this first attempt could take upwards of six days. The plan was to snowshoe northward along the more hospitable east side of Richmond Gulf, hopefully finding a trail leading through the escarpments directly to the community without travelling the barren Hudson Bay coastline. As long as the weather did not turn stormy, there seemed to be a reasonable chance that eventually an Inuit hunter on snowmobile would be encountered. With luck our problems could be quickly solved.

In the event that our party was forced to survive by hunting and fishing, our base camp was well-positioned. Compared to the interior, the Caribou River estuary is both a botanical and zoological oasis. Here even small stands of balsam poplar exist. This is obviously a good location for sea-run trout, and willow ptarmigan were in their largest observed numbers.

At sunset we had seen from a distance what appeared to be snowmobile tracks leading up the side of a hill south of the river mouth, suggesting a possible camp along the Gulf in a nearby bay. Herb Pohl volunteered to leave at first light on a snowshoe reconnaissance downriver to make a final search for the elusive fishing camp. At the same time Bill King would help Tony Bird and myself assemble a light outfit for two of us to find Umiujaq. It was essential to travel quickly for there were long exposed stretches on the Gulf that would be dangerous in bad weather.

Apart from Tony's camera, only the essentials were taken to keep the toboggan as light as possible for rapid travel. These items included: sleeping bags and foam pads; a change of moccasins, liners, and clothes; sunglasses; maps and compass; twine and snare wire; two lighters and flashlight; spare lampwick; tarpaulin; jack-knife, bow saw, and tomahawk; thermos for carrying drinking water; tea pail and two pannikans. For food we took the last of the sandwiches for our first lunch, some cheese, tea, and three bags of assorted nuts and dried fruit (gorp). Although



sufficient beans and stew could have been taken for at least one good meal, these were left behind. Unlike gorp and pemmican which can be eaten at any time or location, the beans and stew would have required additional cookware and a supply of firewood for their preparation. In winter, firewood is not readily available at all locations in the Gulf.

Shortly after departing the following morning, Tony and I met Herb at the river's outlet. He had found the tupek used for the fishing camp; however, it had been abandoned for many weeks and was half-collapsed with snow. The supposed snowmobile tracks on the hill turned out to be deep trenches made in the snow by a herd of caribou. There was little else at the river mouth, other than a caved-in igloo.

Tony and I faced unusually strong headwinds on our first day up the coast. But with a light load and motivated by our precarious circumstances, we maintained a travel rate fully double our best previous achievement. Tony is also a marathon runner and his snowshoeing pace was one of the fastest that I have ever encountered. To avoid the strong wind, lunch was eaten in the shelter of the last sizeable grove of trees south of Qurnguq Pass on the southwestern flank of Kaamachistaawaasaakaaw Mountain ("the evil one that can be seen from a great distance").

That afternoon, shortly after the ruins of a second igloo were passed, a snow layer gave way and Tony fell into a crack in the sea ice, breaking the front tip of his snowshoe. Fortunately the damage could be repaired quickly and easily with snare wire.

A mid-afternoon, we climbed a small hill adjacent Qurnguq Pass for a spectacular panoramic view of Richmond Gulf. The atmosphere that day had a clarity and invigorating freshness that could never be experienced in the south. Looking south, an almost endless row of escarpments could be viewed in sharp focus for as far as the curvature of the earth would permit. In the west, toward Pamiallugusiup Lake, several of the disconnected escarpments appeared like huge



fortresses or fairy tale castles. To the north, the massive Quingaaluk Mountain was already casting a long shadow on the frozen sea below, providing an early warning of coming darkness.

The wild physiographic grandeur of the Gulf in winter also has an intimidating side for plodding snowshoers. Directly ahead in our line of travel lay an exposed 20-km traverse of sea ice. Despite our urgent need to find Umiujaq, an attempt to make the crossing at this hour was deemed foolish. Pressing onwards to gain a few hours of travel would have required a side trip of many kilometres eastward off the most direct route to find suitable trees near the shoreline for camping. We could not stay out on the sea ice and build an igloo, for our freshwater supply was almost exhausted. No gas stove or koodlick was carried to melt snow to supply the next day's water. Stripped to the minimum for speed, we were also travelling without tent, wood stove, or winter-weight sleeping bags, so our safety was largely dependant on our skill with the saw and tomahawk.

Camp was made in a small, protected pocket of trees on the northern flank of Qurnguq Point. This section of the Gulf is a barbaric, resource-poor land in winter. One is very close to the limit of what can be achieved with Indian-style camping methods, so the margin for error is small. Care was taken in site selection to ensure an adequate supply of dry, standing, dead wood. Appearances can be deceiving, for in the lee of high snow-corniced bluffs, the dead wood is dampened by an almost constant fall of tiny snow particles, making the wood difficult to burn. However, even in darkness an accurate determination of the moisture content of dead wood can always be made either by blazing it with the tomahawk or by cutting a chip with the saw and feeling the fresh inner wood with the back of the hand on one's cheek.

Not all groves have sufficient tree height or density to provide adequate shelter from the powerful winds that sweep across the Gulf and past the sides of trees with a tell-tale crust of snow. A quick visual inspection from a distance will locate those groves containing a snowless core of sheltered trees. The best-protected sites within the grove will possess the softest and most difficult snow for snowshoeing.

With the available resources, the traditional Indian winter buckwan was the best shelter for the occasion. At these low temperatures, this is a type of camping that I do not relish and only resort to through necessity. One must draw heavily on the forest resources for even a minimum level of comfort. Stopping earlier than usual and making camp at this site was, without doubt, one of the most prudent decisions of the entire trip. Lacking the economy of scale, the two of us worked till nightfall to complete our shelter. Strange as it may seem, the camp requirements for one or two persons in winter are almost the same as for six or eight.

Tony collected firewood with the bow saw, while I worked on the shelter using the tomahawk. A half chord of fuel wood was prepared in "turns" of 2.5 to 3.5 metres in length for the open fire, rather than in the usual stove-length "billet." By burning these long fuel wood poles in the centre first and then shoving the remaining ends in the fire, the amount of sawing was reduced by at least one third.



Previously we had managed to position each of our camps close to an old forest-fire burn where an abundance of excellent, dead, standing fuel wood could be found. This evening our luck ran out. An unusually low mortality in the forest grove made for a more difficult search for satisfactory firewood. In this region the trees in the unburned area appear young and healthy as if the forests have been advancing northward over the last century.

In the event that some winter you have the misfortune to find yourself without tent in a similar environment, I will explain the way our emergency buckwan was constructed. Again, because of the resources required, this shelter should not be used for routine camping. Unlike lean-to shelters often described in outdoor books, the buckwan can be simply built without pole lashings or cross members. Since the snow at our site was soft and nearly two metres deep, the topmost layer was packed down one half metre by snowshoeing and allowed to frost-harden. In the meantime, twelve small spruce bushes were brought to camp where they were trimmed with the tomahawk. It is important that only small spruces with butt diameters of less than five centimetres be chosen so they are easy to handle on snowshoes and can be cut quickly with the tomahawk, which is designed for sustained one-handed axe work without arm fatigue. The tomahawk heads are similar in weight to those of a hatchet but they come with larger eyes for stronger and longer handles. In very low temperatures, the green wood is brittle, so a man of average strength can often slice off six or eight branches with a single stroke of the tomahawk. The branch trimmings were directed to fall into a central pile. Here they were re-worked into a small but comfortable sleeping pad of at least 30 centimetres thick by planting the heavier branch ends in the snow.

The trimmed sticks were then thrust into the hardened snow at intervals in a semi-circular arc around the back of the sleeping pad to form a fence that would support the covering tarp. In fair weather the sticks are given only a slight inward slope for maximum interior space. When overnight snow is expected, the slope is greater to fully shelter the occupants. The shelter is reminiscent of half a teepee; however, the sticks and cover only reach part-way to the imaginary apex of the cone.

The top corners of the tarp were attached to the outer sticks by simply hooking branch stubs through the grommets and by tying them with twine where the stubs were not well positioned. The bottom tarp edge was anchored and sealed on the outside of the shelter with shovelled snow. A pole extending one metre beyond each end of the shelter was placed directly in front of the sleeping pad. These pole extensions are handy to step on for additional support when getting in and out of the shelter.

Lacking a shovel, the snow was removed from the fire pit using the old Indian method called wabi-hagonay. The snowshoe is used like a canoe paddle with the upper hand holding the tail and the lower grasping the heel strap of the binding so the powder snow can be very effectively paddled out of the pit in rapid strokes.

Our night's firewood was laid parallel to the mouth of the shelter in two piles on both sides of the fire pit. The ends of the piles closest to the fire pit were laid on cross sticks for ease of handling.

We had faced the relentless wind and cold for more than ten hours. With the onset of complete darkness, it was now time enough to re-acquaint ourselves with food and drink and rest our weary bodies in the warmth of a roaring fire.

In advance of the moonrise, I climbed a small hill to scan for camp lights that would indicate the presence of other fellow human beings. Nothing was seen, except for incredible clouds of stars which for a few minutes completely distracted me from the reality of our predicament. The wind had stopped and it became so quiet that I could hear a faint noise. But alas, it was just the buzz in my ears. It was now evident that there was no hope of finding anybody resident in the whole of Richmond Gulf and a grand traverse of the sea ice would have to be made the following day.

With clear overhead weather, the temperature dropped rapidly and tiny frost crystals began to form before my eyes in the surrounding air. Descending the hill, I encountered a scene that no doubt has been re-enacted thousands of times before. I could see the outline of Tony kneeling before a great fire at the mouth of our tiny buckwan. A wild, swirling volcano of sparks shot skyward far above the shelter. From the base of the fire a thin sparkling orange pillar of light extended vertically hundreds of metres into the air.

To protect our sleeping bags from the sparks, the canvas toboggan tank was de-mounted and used as a covering. The dinner ration was reduced to gorp and cubes of cheese, frozen hard enough to break teeth. These cubes were dunked in boiling tea to thaw them for eating.

One of our final tasks before hanging our moccasins and liners for the night was to initiate the process of melting snow for the following day's water. This snow is best taken from the deepest layers of snow on a south-facing slope or under the sunny side of a tree where it has aged to its highest water content.

Every hour and a half during the night I would waken with the cold. It is useless to lie there shivering for it will just get worse. The only answer is to get up and load on another pile of wood. Native elders have told me that this process, with time, becomes so automatic that most people do not fully awaken and cannot remember in the morning how many times they have re-stoked the fire. Short naps in the heat provide twice the rest of continuous sleep in the cold. I found Tony's advice to eat food at intervals during the night greatly improved my ability to withstand low temperatures. However, in an open shelter the most important secret is to maintain a vigorous flame. Coals provide a good source of straight-line radiant heat but in severe cold this is not enough.

Contrary to what is written in so many outdoor books, radiant heat reflecting off the sloping back wall of the shelter provides only a small component of one's comfort. In fact, this is why the Indians can afford to leave the buckwan walls nearly vertical in fair weather. In cold weather, the draft towards an open fire is so strong that it is nearly impossible to stay warm. The real purpose of the buckwan is to shield one from this draft and to trap, overhead, a convective eddy of heated air from the fire, much in the same manner that a rock traps an eddy of water in a fast-moving river.

The following morning, with our replenished supply of drinking water, we set out across the Gulf under clear skies but in another headwind. In this part of Canada, winter winds seem only to stop blowing to change direction! During fair weather, west or northwest winds begin around 9:00 to 9:30 a.m., sharply increasing throughout the day until mid-afternoon. Just after dark there is a calm for usually an hour, then the winds blow eastward off the hills all night



the traditional Indian winter buckwan

until shortly after sunrise. The strength of the eastwind is influenced by one's proximity to high hills, especially near the coast.

Our objective was to make the exposed twenty-kilometre Gulf crossing as rapidly as possible and find a trail heading somewhere out of the north and through the escarpments towards Hudson Bay before darkness. That evening we would have the choice of either camping in the last remaining trees or, with a good trail and favorable weather, we could continue after dark to find Umiujaq. Going the extra distance would allow a snowmobile trip to be organized a day sooner to pick up Bill and Herb at the Caribou River, for their food supply would now be almost exhausted.

There were however risks with pushing forward at night. Already our strength and resistance to cold would be taxed by long hours of snowshoeing. To cross the peninsula at the north end of the Gulf, we would have to haul the toboggan up and over a formidable hill with more than 600 metres elevation gain. Furthermore, there was no guarantee that Umiujaq lay directly on the other side of the peninsula since we had already concluded that the co-ordinates relayed to us at La Grande were not accurate. The longitude positioned Umiujaq at mid-peninsula but we knew the community to have been built directly on the shores of Hudson Bay. What faith could we place in the accuracy of the latitude! Noah had talked of several routes from the Gulf so the possibility of the community being located many additional kilometres down the coast could not be ignored.

Apart from being exhausted and trapped in an unlikely middle-of-the-night blizzard, our prime concern was drinking water. Since we carried no koodlick or gas stove, there would be no way to melt snow for drinking water once we passed beyond the last of the trees into the barrens. Our water reserve in the thermos would only last us for another meal and around ten hours of additional travel. In low winter temperatures the air of Ungava is as arid as the world's driest deserts, and large quantities of liquid must be consumed daily to function normally. When snowshoeing vigorously, clouds of vapor are expelled with each breath. Even when travelling a field by snowmobile, the Inuit are rarely without their thermos of tea.

The final gap between ourselves and Umiujaq was closing, yet it was surprising that at this point we were still very much alone. Therefore, late in the morning about halfway across the grand traverse, it was with anticipation that I heard the faintest noise. I called Tony to listen but the sound had faded. Patiently waiting, it eventually returned. Although still very faint, the variation of the sound's pitch eliminated the possibility of a distant aircraft. It had to be an unseen snowmobile pounding over the snow drifts somewhere on the sea ice up-wind.

Finally, far ahead on the horizon, the smallest of black specks appeared out of the ground mirage. Oh, what joy! I took off my snowshoes and waved them high overhead. Soon we were spotted and the snowmobile veered over in our direction.

Driving was Isaac Tumick, the son of Mary Tookalook of Twomey's and Doult's 1938 "Needle to the North" sub-Arctic freshwater seal expedition. (Mary lived well into her eighties and died just a few years ago.) Isaac had learned enough English for us to communicate. On the map he was able to locate the position of Umiujaq and the best route to it.

Isaac and his wife, Sarah, were on a snowmobile expedition to the Caribou River and planned to fish scarcely a kilometre downriver from our base camp. Later they would be joined at the river by Robbie Tookalook who was supposedly snowmobiling by the outer Hudson Bay route and crossing over to Richmond Gulf through a lower pass in the escarpments near Pamiallugusiup Point. Robbie was hauling a long kometick so it would be possible for him to pick up Herb, Bill, and the gear on his return trip.

Both Isaac and Sarah were warmly dressed with thick leggings, fur-ruffled parkas, huge thick caribou-skin mitts, and the customary tasseled Inuit toques with colored patterns usually distinctive for each community. By comparison our clothing was flimsy.

Isaac was fascinated by our equipment and surprised that we had snowshoed from the interior. After a brief consultation with Sarah in the Inuktituk language, Isaac offered to snowmobile us to the narrows at the north end of the Gulf and then all the rest of the way to Umiujaq on his return trip at the end of the day. At our present location, in the event the weather turned stormy, we were in a precarious position being so far from land without a snowmobile. At the north end there would be patches of trees in which we could find shelter.

Isaac's carriage sled was heavily loaded with extra gasoline, survival gear, and hunting and fishing equipment. To lighten the sled, Isaac planned to leave Sarah and some of the gear out on the ice while he made the initial trip to the north end.

Sarah was not young and I sensed danger for her in Isaac's generous offer. If the snowmobile broke down at the north end of the Gulf, Sarah would be faced with a long, gruelling walk of many hours to reach safety. We found it more tiring and slower to travel on the Gulf without snowshoes for every few steps one sinks deeply into the softer snow between the hardened domes of wind pack. Despite this fact, the Inuit of Umiujaq do not carry snowshoes nor the footwear to use them. When we declined Isaac's offer for assistance on the Richmond Gulf portion, I noticed relief in Sarah's face. We would not be disrupting their fishing plans and this exposed location was not a good place to leave



anybody standing alone waiting. Before departing we made sure on the map and by pointing, that Isaac fully understood where we would be at the end of the traverse. The trees for which we were heading were one kilometre west of the most direct route and out of sight below the horizon, so it would have been easy to miss spotting us on the return trip.

An hour later, another snowmobile angled over towards us. It was Robbie. He had decided to travel by the inner Gulf route because of high winds and by his own admission he had "come over to shoot you because I thought you were caribou!" These Inuit are opportunistic hunters and come equipped for any game that happens to present itself. Like Isaac, Robbie had a plastic rifle holster mounted on the inside right-hand side of his snowmobile hood for taking quick shots at passing caribou or wolves. Later in Umiujaq we observed several wolf hunters snowmobiling with their rifles on their backs using the shoulder harnesses. Usually a shot gun or twenty-two-calibre rifle is also packed on the kometick to shoot willow starmigan. Steel traps for foxes are sometimes carried as well.

Robbie was quite fluent in English. He asked many questions about our trip and had to try pulling the loaded toboggan. These people are friendly, generous, and proud of their community.

By 2:00 p.m., we had reached the shelter of the trees. Despite the rough and uneven surface of Richmond Gulf, the toboggan had been hauled, on snowshoes, just under 20 kilometres. Including our two stops with the Inuit, our rate of travel was 3.3 km/h, fully double the rate of our best inland travel. In the lee of the trees we ate a few hand-fulls of gorp, drank water, and I stretched out for an hour and slept while Tony rested. Soon after resuming travel we were intercepted by Isaac and Sarah for the final ride into Umiujaq.

These people take good care of their snowmobiles and drive moderately through the rough sea ice, otherwise the machinery would be smashed to pieces especially at low temperatures. Anybody familiar with snowmobiles would be astounded at the load pulled by Isaac's Bombardier Skandik. Isaac and Sarah rode on the snowmobile pulling the carriage sled. Tony and I rode in this sled along with a load of camp gear, ptarmigan, and a few fish. Behind this was our three-metre loaded toboggan followed by our 2.5-metre sled, which Isaac had picked up at the mouth of the Caribou River, carrying Isaac's ice auger. The total length of the train behind the snowmobile was more than ten metres! Only on the two steepest ascents through the pass did we have to get off and pull the equipment by hand.

Umiujaq was reached just before darkness. We had a happy reunion with Bill and Herb who by this time were concerned about our whereabouts and safety. Shortly after our rest at the north end of the Gulf, they had passed by, far to the east, without spotting us.

Bill talked of wild downhill runs riding the rear end of the kometick. As is customary, Robbie's kometick was pulled by a long single rope rather than a rigid towbar. More than once the kometick out-ran and pulled up alongside the snowmobile on descents where the trail skirted the edge of a steep ravine.

Apparently at the Caribou River, Robbie had told Bill and Herb that he admired our sleds and would be interested in finding out where they could be obtained. On hearing this from Herb, we gave a sled to each Robbie and Isaac as present for their generous assistance with our expedition.

Our stay at Umiujaq lasted three days. Noah Innukpuk, the mayor, provided accommodation and food for us in a comfortable mobile home free of charge. Tony had a chance to snowshoe halfway across Nastapoka Sound towards the coastal islands, while Herb went back to the escarpments for more

pictures of Richmond Gulf. On Hudson Bay, I practiced cutting snow blocks with a carpenter's hand saw. Included were visits to Robbie's and Noah's home and a grand tour of the community with Noah. On this tour, the mystery of the inland co-ordinates was solved. Noah pointed to the proposed site for a new, as yet unbuilt, airstrip located a considerable distance southeast of Umiujaq on more favorable terrain. Currently all supplies are either flown in on the temporary airstrip or arrive by barge during the summer.

The official opening of Umiujaq was just five months earlier and Noah was very pleased with the assistance his people received from the Québec government. Indeed the Québec provincial flag hung on the wall in his living room and many of the children, as in Great Whale River, are now learning the French language in school.

According to Noah, Umiujaq represents a back-to-the-land, return-to-our-homeland movement. Many people are Great Whale expatriots who do not want to live close to Québec Hydro's planned development for Great Whale River.

Thought was given to the location of Umiujaq with regard to the pursuits of hunting and fishing. It has been positioned mid-way between the eastern Hudson Bay winter ice "crack" or polynya and the resources of Richmond Gulf. The peninsula and the islands offshore were the homeland for the ancestors of many families at the time of first permanent European contact that came with the establishment of the H.B.C. Richmond Fort by Thomas Mitchell in 1750. In the intervening years there was a gradual drift southward along the coast to Great Whale River with the improvement of Cree-Inuit relations.

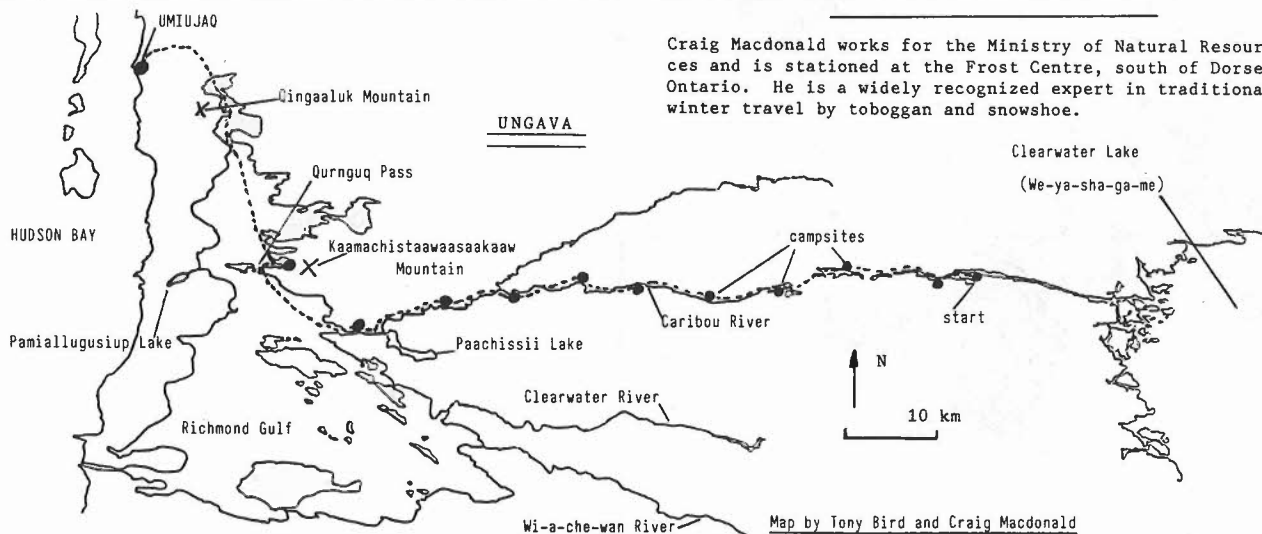
The site selected for Umiujaq also has personal significance for Noah. Ten years ago, on a 350-km snowmobile round trip from Great Whale River to hunt caribou, Noah became completely lost and separated from his brother in a terrible winter storm. Noah found it difficult to talk about this ordeal, but showed us the small gully just north of the community that saved his life.

Caribou are an important food source for the Inuit of Umiujaq. The caribou meat from all hunters is stored in a central facility and shared equally throughout the community. The elders are given the choicest cuts and records are kept of the harvest for conservation purposes. Seal are another important item. We were told the seals are larger in Richmond Gulf than in Hudson Bay, but because of the brackish Gulf water, they sink faster after being shot, resulting in higher loss rates. Other marine animals harvested include walrus, beluga whale, and the occasional polar bear. Wolves, red and white fox, ptarmigan, and fish are usually not shared but remain the property of the hunter.

We returned to La Grande via Air Inuit schedule flights with a brief stop-over to change to a larger aircraft in Great Whale River. This coastal community is a cultural cross-roads where some residents can converse in four languages, Inuktituk, Cree, French, and English. Understandably, the settlement is known under a confusing variety of names: in Cree - Whapmagoostui; in Inuktituk-Kuujuarapik; in French - Poste de la Baleine or simply La Baleine; and in English - Great Whale River or the Whale.

Back in the bar at Radisson we met our pilot David Peace. He was relieved to see us, for he sincerely believed our chances of making it were less than 50% and Lindberg Air Service in Cochrane had not forwarded the message on to him of our safe arrival in Umiujaq. For such a dubious beginning, this adventure turned out to be a testimonial of what can be achieved with patient, consistent teamwork, capitalizing on each other's strengths.

No doubt somebody will ask, how cold did it get? Sorry folk, we didn't bother carrying a thermometer.



Craig Macdonald works for the Ministry of Natural Resources and is stationed at the Frost Centre, south of Dorset, Ontario. He is a widely recognized expert in traditional winter travel by toboggan and snowshoe.

Map by Tony Bird and Craig Macdonald



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

EDITORIAL

This is only the third 32-page issue of the WCA newsletter to come off the press; the other two were Spring 1980 and Winter 1983. We normally try to keep Nastawgan's size to a more manageable 28 pages maximum, but the present issue's lead story, Craig Macdonald's fascinating account of a snowshoe trip in Ungava, is of such high quality, filled with unique information, that we just had to leave it intact and present it in one package. Combined with so much other good material, this led to the exceptional 32 pages.

Which gives me a good opportunity to underline the important part played by the "past-uppers" in the creation of Nastawgan. Every three months or so this group gets together in the basement of Cam and France Salsbury's home in North York and cut-and-pastes your newsletter according to the established format. As editor I do my part of course, but my faithful team is the rock on which it all stands, and I thank each of them for their input, criticism, and above all their enthusiasm. The photographs show the team of regulars: Cam, Bill, Herb, Jim, Sandy, Stewart, and Toni. Occasionally a new face shows up in the crowd for a few sessions, but the above are the core of the group. Thanks guys, keep the lines straight.

Toni Harting



PARTNERS AND INFORMATION WANTED

RIO GRANDE RIVER WCA member John Edgar (Memphis, Tennessee, phone 901-386-1994), invites WCA members to join a group he is co-leading. Their destination is the Rio Grande River in Big Bend National Park, Texas. They'll leave Memphis on 26 February 1988 and will return 6 March. He sent this trip description:

"Come and paddle a remote river in the high desert of Big Bend National Park. We will camp at Lajitas, Texas. The river trips will be decided Sunday, February 28; generally class 2 rapids, with some spectacular canyons. Reserve one or two days for hiking the Chisos Mountains and visiting Mexico."

NORTHERN ONTARIO CANOE ROUTES I am interested in the following canoe routes in Northern Ontario: the Ekwan, the Sutton, the linking routes between these two, the Ogoki (both channels) from Ogoki Lake to the Forks of the Albany, sea routes along the shores of Hudson and James Bays. I am also interested in articles on the history of portages. If you have information on any of the above, please contact Jonathan Berger, 442 West Schoolhouse Lane, Philadelphia, PA 19144, USA, phone 215-843-4121 (home) or 215-875-3028 (office).

news briefs

MEMBERSHIP RENEWAL This yearly ritual is of course central to the survival of our organization. A renewal form is enclosed with this issue of the newsletter. Our Membership Secretary is Paula Schimek; her address and phone number are given on the back page of Nastawgan.

WCA ANNUAL GENERAL MEETING The 1988 AGM will be held on 27 February at the Mono Cliffs Outdoor Education Centre in Orangeville, Ontario. See the enclosed information sheet.

WCA MEMBERSHIP LISTS Membership lists are available to any members who wish one for personal, non-commercial use. Send a one-dollar bill (no cheques, please!) to: Ca\$h Bel-den, 77 Huntley Street, Apt. 1116, Toronto, M4Y 2P3.

WCA FALL PARTY On 27 November, about 125 members and Friends were present at the traditional wine-and-cheese party to share stories of their recent travels and to enjoy each other's company. They had good memories and chuckled as a collage of candid slides from several outings were shown. Highlighting the evening were slide presentations of three special trips: snowshoeing in northern Québec, canoeing in Labrador, and hiking in Nepal. Once again, a most pleasant evening, enjoyed by all.



INFORMATION OFFICER The WCA Board of Directors has created a new staff position, that of Information Officer. Herb Pohl has agreed to take on this job. His principal responsibility will be to respond to non-members' requests for information about the WCA. However, he will also be available, either by letter or by phone, to members wanting trip information or contacts with other members. See WCA CONTACTS on the last page for Herb's address and phone number. The Trip Hot-line is being discontinued.

ALGONQUIN PARK JOB Ontario's Ministry of Natural Resources is seeking applicants (age approx. 18 - 25) interested in summer employment at Algonquin Park. There are two job categories for which younger members could apply: Park Naturalist and Museum Technician. For further details contact Bill King at 416-223-4646, or the Algonquin Park Naturalist, R. G. Tozer, at 705-633-5592.

FRIENDS OF THE GULL The ongoing process to improve the facilities at the Minden Wild Water Preserve is costing a lot of money. The extensive river and shore alterations on the west side of the Gull River in the lower rapids have been considerably more expensive than anticipated. All those who enjoy canoeing and kayaking and who recognize the need for the superb training facilities at "the Gull," become a Friend of the Gull by sending your contributions to the Preserve Manager, Roger Parsons, 15 Langside Ave., Weston, Ontario, M9N 3E2. You can contact Roger at 416-244-1022 for more information.

WCA AT THE SPORTSMEN'S SHOW The 1988 Sportsmen's Show will be taking place from Friday, 11 March, to Sunday, 20 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. If you're willing to assist, call Ann Moun in Toronto at 416-239-1380.

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:

<u>issue</u>	Spring 1988	<u>deadline date</u>	31 January 1988
	Summer 1988		1 May 1988

WCA Fall Meeting - 1987

"I go to Nature to be soothed and healed,
And to have my senses put in tune once more."

John Burroughs

The boys and girls gathered at the Koshlong Outdoor Centre in Ontario's Haliburton Region on the last weekend of September for the 1987 Fall Meeting. The weather was cold and crisp, the sky was a deep autumnal blue, and the trees were ablaze with bright red, yellow, and orange colors.

When I arrived, late, on Saturday, 26 September, the meeting was in full swing. Despite the brilliant day, the eager campers had gathered indoors for seminars on camping equipment and on outfitting a canoe. Bob Knapp provided an introduction to kayaking to an enthusiastic group of canoeists. The opportunity to "test-drive a canoe" was offered to all WCA members from the wide variety of canoes beached along the shore.

After a long, meditative walk in the woods, I returned to lunch in the dining room. The food was simple, nutritious camp fare -- not the usual gourmet, exotic, spicy delights I have grown accustomed to on canoe trips.

In the afternoon, interesting seminars were scheduled on outdoor photography, and flood and weather forecasting.



While I watched a gorgeous sunset on the beach, people gathered to see George Luste's slides on his summer canoe trip in Labrador. The presentation, I heard, was amazing.

After dinner, when the sun had definitively set and a cold night-chill had moved in, I entered the Rec Hall at last to see Peter Turner's slide presentation on South America. What a treat it was to hear Peter's amusing anecdotes, fascinating facts, and interesting insights into life in South America. His brilliant slides were enough to make me put my humble attempts at photography away forever.

The day concluded with a screening of Bill Mason's Waterwalker. Afterwards, the boys and girls slept well, while visions of eddies, "Maytags," and ferries danced in their heads.

Sunday -- free at last to paddle a canoe with a congenial group on the meandering Burnt River. Joy.

The boys and girls of the WCA had come together in September, not just to learn more skills about canoeing, camping, and the outdoors. We had also come together as kindred spirits anxious to share our adventures in the wilderness, to compare notes about river trips, to reminisce about the warm, wonderful days of summer, and to meet with old friends.

It was a wonderful, soul-restoring weekend.

Rosemary Henderson

southeast keewatin

Stuart Mackinnon

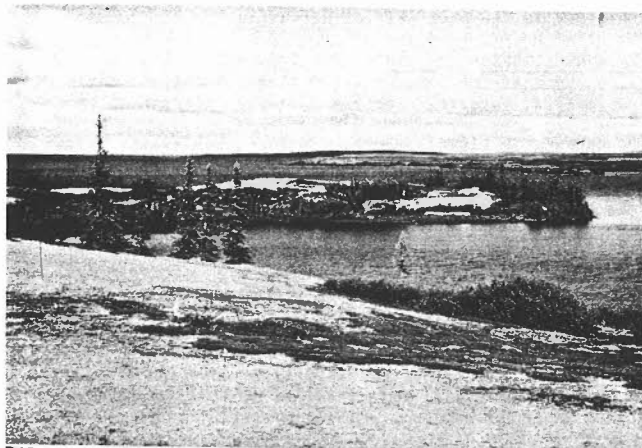
As many members are aware, the most readable and reliable overview of the Barrens and its literature is George Luste's chapter in *Nastawgan*, edited by B. Hodgins and M. Hobbs. What follows here is simply some connecting academic material on the eastern region of the Thelon, Dubawnt, and Kazan Rivers. An appreciation of history adds to the enjoyment of a trip.

Archaeologists have unearthed a succession of Indian (Dene) and Eskimo (Inuit) cultures since the last ice age. Small bands hunted the herds of caribou migrating through the taiga-tundra transition zone. The first notable European to walk over this rugged terrain was Samuel Hearne of the Hudson's Bay Company in the 1770s. He accompanied Matonnabee's Chipewyan band from the stone fort Prince of Wales all the way to the mouth of the Coppermine. In our area he saw only Dene.

Epidemics and new fur trade posts by Lake Athabasca caused the Dene to pull back from the eastern Barrens. Coastal Inuit moved into this vacuum. By the mid-nineteenth century they were well established on the Kazan. Most lived year-round in the interior and developed a culture based on caribou. However, a few kept up a trading connection with the H.B.C. on the coast or at Brochet. In the 1890s the Tyrrell brothers spotlighted this isolated Inuit group with their official surveying expeditions on the Dubawnt and Kazan. J.W. Tyrrell also made the traverse from Great Slave Lake to Hudson Bay via the Thelon, following the route opened up by the British gentleman adventurer, D. Hanbury.

In a decisive move, the H.B.C. opened a post at Chesterfield Inlet in 1911 and encouraged the Inuit to make a partial shift from hunting to trapping white fox. The Roman Catholic Oblate Order quickly followed, setting up the St. Teresa Mission, mother church for a later string of northern missions. Eventually, a hospital and a school residence were added. The Anglicans predominated at Baker Lake. The R.C.M.P. had detachments at the same places and went on arduous dog-team patrols across the Barrens. For almost half a century the typical Keewatin post included the trader, policeman, and missionary with twice yearly visits by nomadic Inuit. The big prices for white fox skins brought prosperity to some Inuit such as the noteworthy Kakoot. Many others died of diseases introduced by the white man. A sensitive inspector for the Revillon Frères Fur company noticed these stark contrasts. Thierry Mallet's *Glimpses of the Barren Lands* is a little gem, well worth picking up on the second-hand market. A ponderous, ethnographic tome was produced by Birket-Smith of the Rasmussen Expedition.

John Hornby was an eccentric hold-over from the age of upper-class travellers. He had an almost mystical attachment to this landscape. His last, tragic journey with two younger men is justly famous. George Whalley's *The Legend of John Hornby* should be required reading for those planning a Thelon trip. On his recommendation, a muskox sanctuary was established there. In 1928 there was a brief flurry of air-supported prospecting around Baker Lake. A lesser-known book by a more prudent canoeist is P.G. Downes' *Sleeping Island*, a fine, evocative account of his Nueltin trip in 1939. It deserves to be reprinted and Bob Cockburn of Fredericton would be the obvious choice for editor. The *Wilderness Canoe*



Association should encourage some publisher. A bestseller on the same region is, of course, Farley Mowat's *People of the Deer* (1952). This impassioned work of "creative non-fiction" -- to use his own phrase -- attacked government neglect of these Native People.

Certainly these Inuit faced hard times. In the 1930s, white trappers exploited the same resource using planes, long traplines, and even strychnine. In the 1940s, fur prices collapsed, the caribou herds faltered, and tuberculosis, diphtheria, and polio ravaged the people. The government policy, backed up by the H.B.C. and the missionaries, was to keep the Inuit on the land as long as possible. The preferred response to starvation conditions was simply to issue nets. In late winter this meant chopping multiple holes through two metres of ice. Treaties prevented any restriction on Dene shooting caribou on their winter ranges. Finally, disaster struck in February 1958 when thirty Inuit starved to death throughout Keewatin. Most attention was focused on Kikkik who was forced to abandon two of her children on her harrowing trek to Padlei post. She became the heroine of Mowat's *The Desperate People*, a more carefully written book.

These tragedies jolted the new Department of Northern Affairs into action. Survivors were regrouped in Whale Cove, a new coastal settlement. The official policy changed to gathering the remaining Barrens people into Baker Lake and Eskimo Point. The problem was greatly increased by the simultaneous closing of the short-lived nickel mine at Rankin Inlet which had employed 100 Inuit. Northern Affairs scrambled to provide housing, nursing stations, schools, and handicraft jobs. By the 1970s, impressive settlements had been formed.

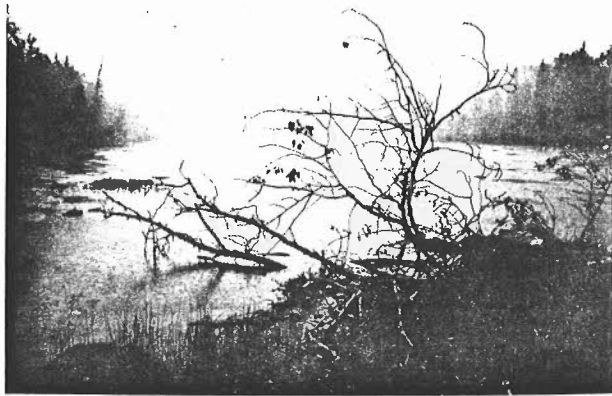
The spirit of the Inuit was not broken either by the long hardships or by the heavy-handed paternalism. The Hamlet of Baker Lake took uranium-prospecting companies to court. Native hunters have joined biologists in joint management of the Beverley and Kaminuriak herds. There is an Inuit Cultural Institute in Eskimo Point. Elected representatives take an active part in the N.W.T. Assembly in Yellowknife. They are now campaigning for a division of the Territories along the treeline.

Modern recreational canoeing was started by Arthur Moffatt's trip on the Dubawnt in 1955 in which he died of hypothermia late in the season. Eric Morse used his more systematic approach in 1962 on the Hanbury-Thelon. Since then, several groups each year do the major rivers. Most are conscious of canoeing through a hauntingly empty land and are genuinely interested in the Native Peoples who so recently occupied the Barrens. Also, in a world of rapidly shrinking wilderness, the abundant wildlife along the Thelon has great significance. Not surprisingly, Prince Andrew chose this route last summer. During 1987, Alex Hall of Canoe Arctic Inc., members of the Wilderness Canoe Association, and others lobbied to preserve the Thelon Game Sanctuary from the threat of aerial prospecting.

(From a talk to the W.C.A. conference in Jan. 1987)



Stuart Mackinnon is professor at the Department of History of the University of Alberta, Edmonton.



A NEW SERVICE OFFERED BY CANOE ONTARIO

During the past canoeing season, on Thursday and Friday evenings, Canoe Ontario in Toronto (416-495-4180) offered a recorded message giving the flow in cubic metres per second of various rivers. Canoe Ontario obtained the flow at the following points from the Ministry of Natural Resources:

- French River at Dry Pine Bay
- North Magnetawan near Burk's Falls
- Oxtongue River near Dwight
- Black River near Washago
- Beaver River near Clarksbury
- Maitland River below Wingham
- Bronte Creek at Progreston
- Credit River at Erindale
- Humber River at Weston
- Crowe River at Marmora
- Beaver Creek near Marmora
- Moirs River near Foxboro
- Black River near Actinolite
- Skootamatta River near Actinolite
- Petawawa River near Petawawa
- Madawaska River at Palmer Rapids

They also phoned some conservation areas directly to get information on the following:

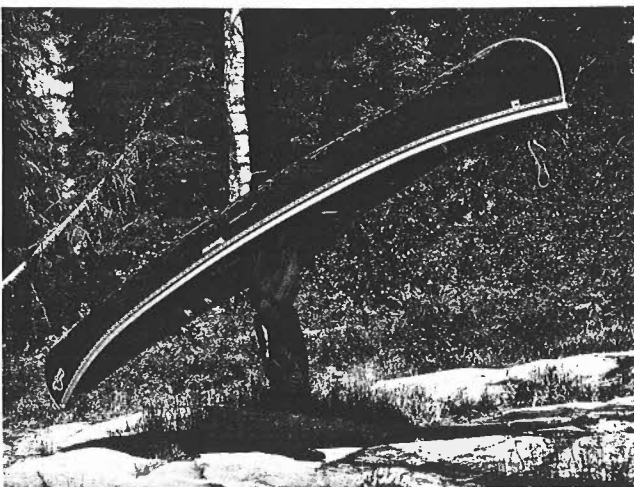
- Mississauga River
- Eels Creek
- Gull River at Minden
- Discharge from the Shand Dam
- Elora Gorge

The flow itself doesn't mean much unless previous experience tells us whether the corresponding water level is good for canoeing or not. So Canoe Ontario plans to draw up a scale correlating the water level and the flow for each river. A printed version will be made available to members. The association also intends to qualify the flows given on the phone recording next year. For example, the flow might be qualified as average or dangerous.

The service ended for the season in October and should start again in March or April, following the spring breakup. After evaluating the data, Canoe Ontario might decide to add or delete some rivers from next year's list.

At the WCA Fall Meeting, Maurice Lewis, MNR Director of Conservation Authorities and Water Management Branch, said that MNR would be willing to find data on other rivers, from Ontario Hydro for example, if canoeists asked for it. We'll keep you posted.

Lucie Larose



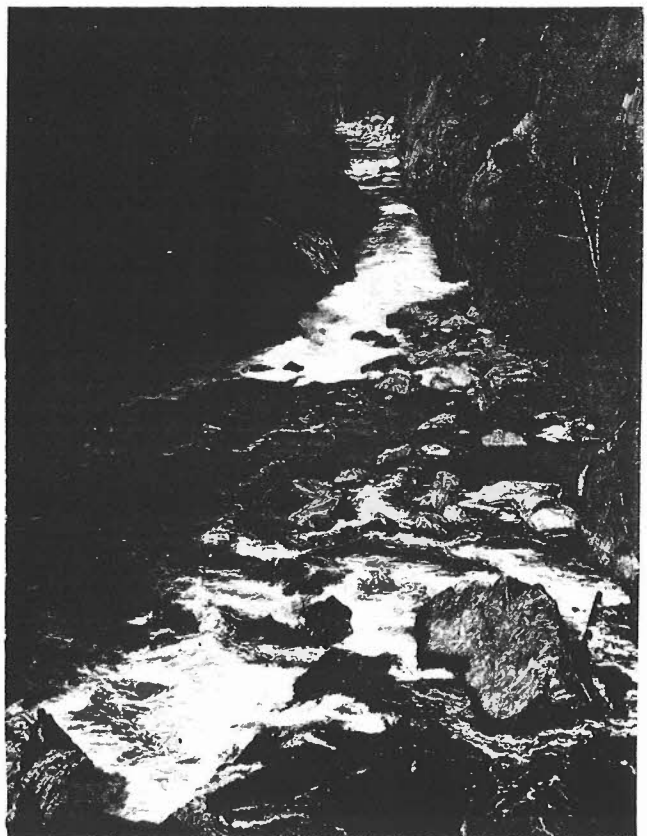
Lying between Ontario's Pickerel and Magnetawan rivers is a rocky, roadless region of low topographical relief. Long, narrow lakes and bays caused by cracking of the rock rather than upheaval predominate, while the lack of relief causes extensive marshlands and bogs which drain slowly into the major rivers. The lack of roads and the apparent difficulty in entering the interior appear to have provided substantial opportunity for solitude but then, maps are not always accurate or up-to-date. And so, the justification for our exploratory trip.

The weekend would only allow time to sample the region and to identify potential canoe routes through the area. We chose Island Lake north of Lake Wahwashkesh as the focal point because it looked to be easily reached via Farm Creek, and its deep narrow bays spread out towards the surrounding lakes with promise. This year's drought and the trickle of water over the falls from the creek weren't encouraging, but a series of beaver dams maintained water levels very close to normal. So, despite the 30 to 40 km/h headwinds which necessitated two tries to round Gates Point, we reached Island Lake in four hours. The name is appropriate and one must pay attention to the business at hand to avoid long detours around islands or out of a cul-de-sac.

How gratifying it is to find one's suspicions confirmed! At the extreme north end of the lake we found a marked but occasionally difficult to follow trail into Rat Lake confirming a hunter's information that there was a route north through a chain of lakes to Lake Wuaquimakong and the Port Loring area. At the end of the northwest bay, a trapper's cabin marked the beginning of a pleasant trail through relatively open forest into Kelsie Lake. This suggests a possible route into John and Nagonish lakes from whence one could travel north to the Pickerel River or south to the Magnetawan. Finally, at the southwest bay of Island Lake there is a trail (probably maintained by the nearby fishing lodge) leading into Wolf Lake from which it seems possible to reach the Magnetawan at Trout Lake for a weekend loop.

Obviously our conclusions as to potential routes are based on considerable conjecture and it remains to be seen how right we are. Still, one must leave something for the next trip and another trip is worthwhile. This is hardly virgin wilderness but the apparently light traffic and the topography would certainly create the illusion. Best of all, for those not living north of the smog line, it is only a three-hour drive from Toronto.

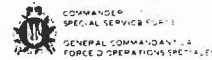
My regards to Heather and Doug who persevered through the wind and freezing rain and never once openly questioned my sanity.



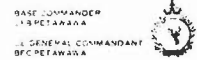
dumoine decorum



Box 755
Colborne, Ontario
K0K 1S0
September 17, 1987



COMMANDER
SPECIAL SERVICE FORCE
GENERAL COMMANDANT - A
FORCE OPERATIONS SPECIALS



BASE COMMANDER
PETAWAWA
GENERAL COMMANDANT
SFC PETAWAWA

1170-1 (Comd)

Special Service Force Headquarters
Canadian Forces Base Petawawa
Petawawa, Ontario
K8H 2X3

5 October 1987

General I. C. Douglas
Commander
CFB Petawawa
Petawawa, ON
K8H 2X3

Mr Glenn Spence
Box 755
Colborne, Ontario
K0K 1S0

Dear General Douglas:

Dear Mr Spence:

Re: Dumoine River Canoe Trip

Our party of four (Bob and Peter Haskett, Michael Graham-Smith, and myself--all members of the Wilderness Canoe Association (WCA)) travelled the Kipawa-Dumoine River systems from July 18-28, 1987.

I have noted with concern your letter of September 17, 1987. Being an avid outdoorsman myself and being concerned about the preservation of a wilderness environment, I am very disappointed to see that an incident such as you have described has taken place. Although a number of Cadets train at Base Petawawa, as did those you refer to, their immediate chain of command is a regional responsibility. Hence, I have asked the Region in question, Central Region, to reply to your specific concerns and they will do so in the very near future.

When we entered the Dumoine system, we were shocked at the amount of garbage that we found on the portage trails, e.g. plastic spoons and forks, candy and cracker wrappers (see enclosed samples), matches from Petawawa, etc. It was fairly obvious that most of these items were armed forces' issue.

Please note that I will also issue guidelines to prevent the recurrence of such incidences. Cadets who train at Canadian Forces Base Petawawa will have clear direction on how to properly conduct canoeing ventures, and I will ensure that these guidelines are followed. I have also asked Central Region to examine any remedial action which may be necessary to clean up after this particular group of last July.

Upon speaking to other people we encountered on the river we found out that we were about one day behind a cadet group from CFB Petawawa. They estimated that there were about 20 canoes in the party.

I thank you for bringing this matter to my attention and will take appropriate measures to rectify the situation and prevent recurrence. Please consider this as an interim reply as Central Region will be writing you in the near future.

Members of the WCA believe that people should try to be in harmony with the wilderness, which is easier to achieve in small groups. Canoeing parties should not 'attack' the wilderness by going in groups of 40.

Yours truly,

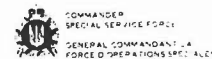
If this was a combat situation, I could understand that larger groups would perhaps have been necessary. However, the group that we followed would have been annihilated, since the enemy could have followed the trail of garbage very easily. What kind of instruction did the cadets receive?

I.C. Douglas
I.C. Douglas
Brigadier-General
Commander Special Service Force/
Canadian Forces Base Petawawa

What kind of respect was shown to their canoes? Granted, this is hearsay information, but a group of campers at one of the first falls on the Dumoine said that the smashed canoe pinned to a rock at the bottom of the falls was left by CFB Petawawa

.....2

-2-



COMMANDER
SPECIAL SERVICE FORCE
GENERAL COMMANDANT - A
FORCE OPERATIONS SPECIALS



BASE COMMANDER
PETAWAWA
GENERAL COMMANDANT
SFC PETAWAWA

on a previous trip. Why was it just left there polluting (visually as well) the environment? Also, at the road that comes from Temiscaming and ends at the Dumoine River, a couple said that the smashed canoe (same make and colour as above) on shore belonged to the CFB Petawawa leader.

1170-1 (Comd)

Special Service Force Headquarters
Canadian Forces Base Petawawa
Petawawa, Ontario
K8H 2X3

30 October 1987

In addition, on some of the portages, green plastic was seen on many rocks. I can only assume that some of the canoes must have been dragged over the trails by some of the cadets. Who pays for these destroyed canoes?

Mr Glenn Spence
Box 755
Colborne, Ontario
K0K 1S0

Dear Mr Spence:

At the Temiscaming road an injured cadet, and three other cadets were left behind. You should have seen the mess--large partially burnt logs, garbage, etc. We just could not believe it.

I was most pleased to receive your letter of October 26, 1987 indicating that you had acquired assurances from Central Region that the incident along Dumoine River would be resolved.

Further on down the river, on one of the portages a brief note was tied to a tree from a Lt. Chinaloy--perhaps he was the leader. In a wilderness situation, with young people, it is not too wise to expect some others to follow the main group later. How could the leader assume that they would see these instructions (rain had started to cause the notes to deteriorate)? Also, who wants notes tied to trees? Another accident could have occurred to the trailing group. Who would have been there to help?

As I mentioned in my letter of 5 October, I too am concerned with the preservation of a wilderness environment and trust that the action to be taken by the Cadets will ensure that such an environment will be maintained.

True, I am not a military person, nor was I with the cadet group. However, we did see garbage, smashed canoes, and plastic markings on the rocks on the portages. We really do appreciate the young people who are willing to serve their country. Therefore, they deserve the best possible instruction for their own safety and for the preservation of our environment.

As per your request to publish my letter of 5 October in the Wilderness Canoe Association's newsletter, I would be most honoured to allow you to do so.

Thank you for your patience in reading my letter.

I hope that we have brought this matter to a successful conclusion but feel free to bring any such incident to my attention if one should occur.

Yours truly,

Your truly,

Encl.
cc Nastawgan
WCA Newsletter

Glenn Spence

I.C. Douglas
I.C. Douglas
Brigadier-General
Commander Special Service Force/
Canadian Forces Base Petawawa



1085-28 (LOpsO Cdts)

10 November 1987

Mr Glenn Spence
Box 755
Colborne, Ontario
K0K 1S0

Dear Mr Spence:

A copy of your letter of 26 October 1987 together with Colonel Billing's letter to you dated 13 October 1987 have been forwarded to the Commanding Officer, Petawawa Army Cadet Camp as a reminder that "No Trace" camping remains in force for 1988 and all subsequent Army Cadet Camps and Cadet weekend activities.

I have tasked my representatives at CFB Petawawa to retrace the Dumoine River route during the weekend 14/15 November 1987 for two purposes: To retrieve any detritus left by my people this past summer and, concurrently, to identify garbage drop-off points, accessible to wheeled vehicles. In the future our "trail" parties and the participants will be able to meet at pre-arranged locations and dispose of bagged garbage in a proper manner.

In principle, I have no objections to you printing positive excerpts from our correspondence. I would also ask that future queries of this nature be addressed directly to me since I am the Central Region Land Operations (Cadets) Officer and, as such, responsible for all Army Cadet collective training during the summer camp period. You may contact me, collect, at telephone 613-392-2811 local 2529.

Yours truly,

W. Filonik
Lieutenant-Colonel
Land Operations Officer(Cadets)

cc:OC P:TC



photos by Toni Harting

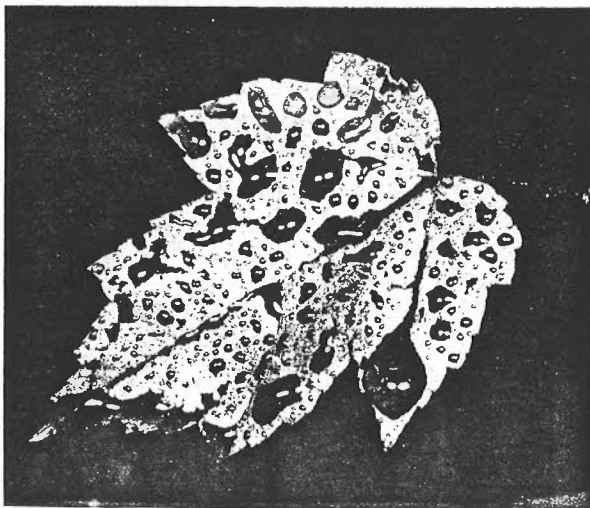
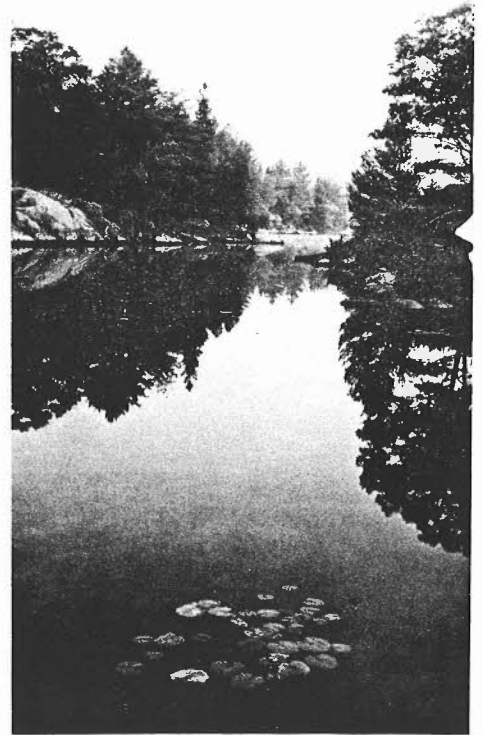
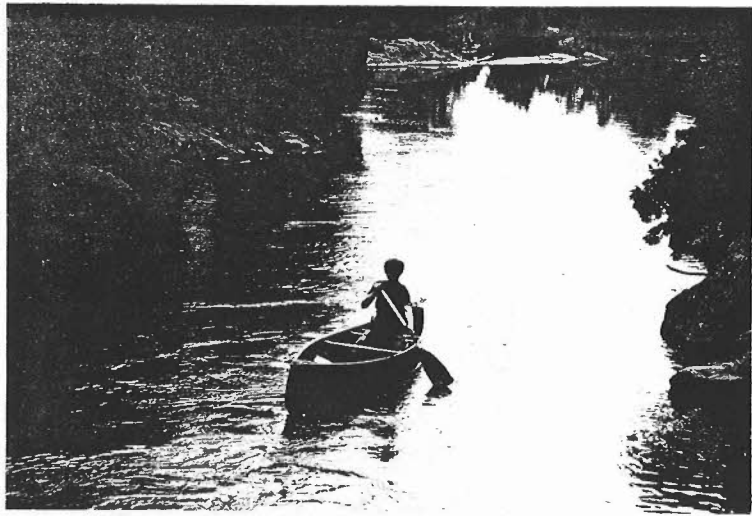
Canadian Forces Base Trenton
Astra, Ontario
K0K 1B0

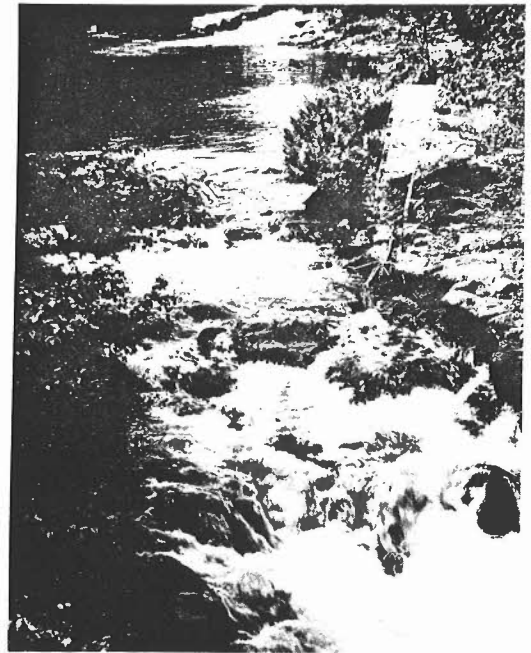
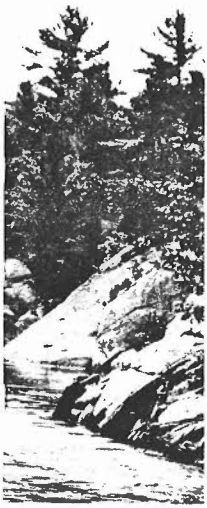
Base des Forces canadiennes Trenton
Astra, Ontario
K0K 1B0





mississ





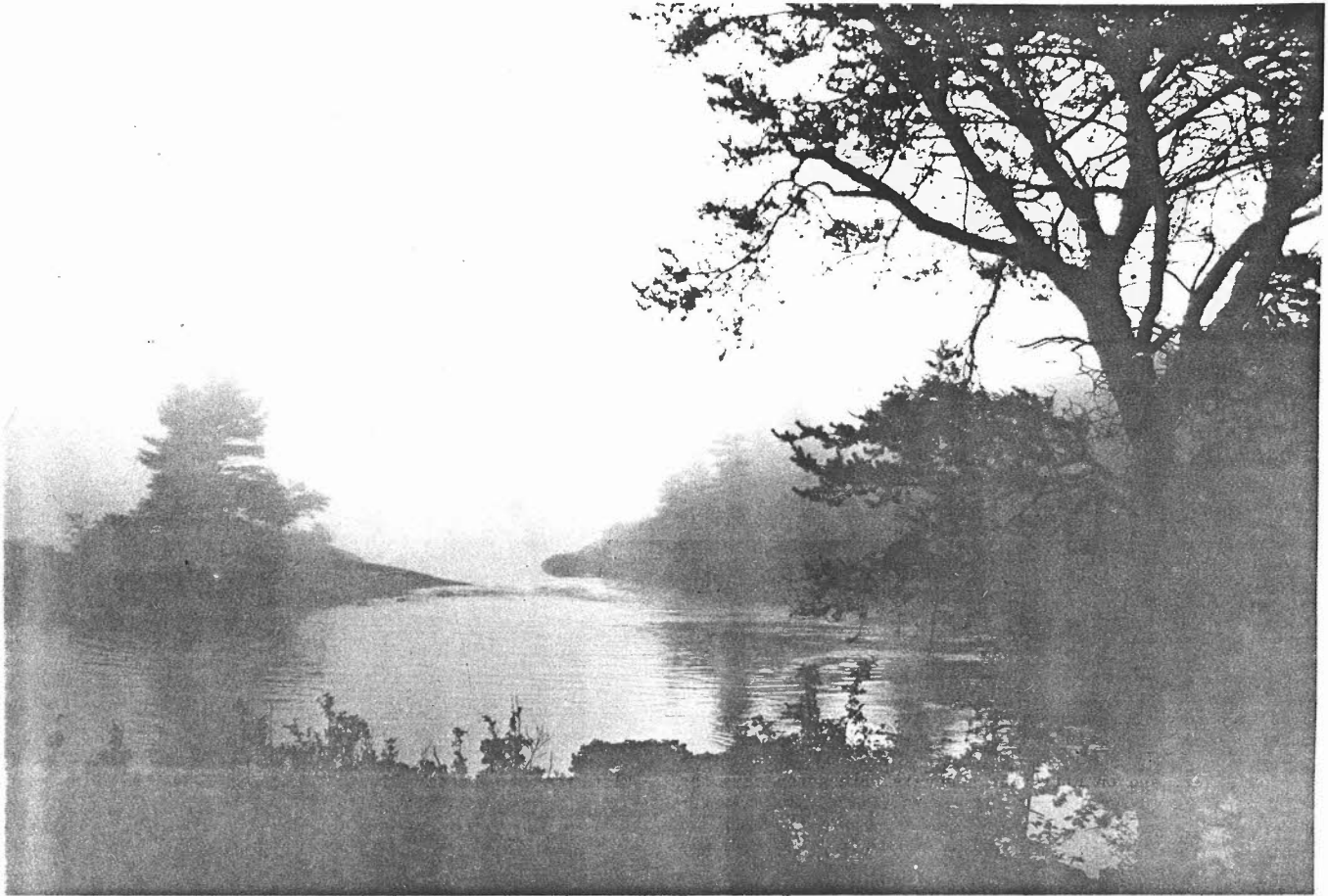
agua river

Toni Harting



the voyageur waterway

Jack Gregg



There's a new challenge to the integrity of one of the most historical waterways in Canada. If the Voyageur Recreational Waterway Committee is successful, Ontario's French River will be engineered into a passageway for pleasureboats up to ten metres long.

The French, geologically as well as historically significant (see Glenn Davy's article, "A Highway of Old," in the Autumn 1987 *Nastawgan*), flows an island-studded 115-kilometre course through the pre-Cambrian Shield, draining lake Nipissing to Georgian Bay. It is typical of Shield drainages in that it resembles a series of long lakes connected by stretches of fast water, falls, and rapids. The country through which it runs is wild and rugged.

The sides in the controversy over the Voyageur Waterway are those one might expect. Opposing the Waterway proposal are the people who know the French River and care about it: seasonal and permanent residents of the French River area, both native and white, French River tourist lodge owners, historians, archaeologists, and the Ministry of Natural Resources. Favoring construction are a few Lake Nipissing boat owners and North Bay business interests that look greedily on a vague suggestion of an economic bonanza if the waterway is built. North Bay Mayor Stan Lawlor is a member of the pro-construction Voyageur Recreational Waterway Committee and has spoken in favor. But his position may be dictated by political necessity: every French River canal proposal that has come along--and there have been many--has been endorsed by North Bay's chief executive. To oppose would be tantamount to publicly opposing business and development in Northern Ontario. It would be political folly. So the adversary is the old will-o-the-wisp of boom times to come if the waterway is built.

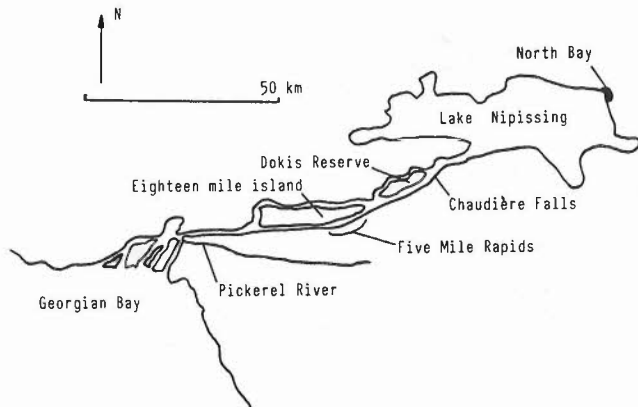
Although the Voyageur Waterway is the latest of a long series of French River canal proposals, the earliest predates Confederation. The route was viewed as an obvious shipping route, a link in the old fur trade route from Montreal to the west, one that had the potential to be engineered to accommodate deep-draft vessels. The Voyageur Waterway proposal is less ambitious than many of the earlier

plans in that it involves only the French River, rather than the entire Ottawa River-Mattawa River-Lake Nipissing-French River route, and that it is proposed as a pleasure boat waterway, rather than a deep-draft shipping canal. Nonetheless, the marine railways, the channellization, and the lock construction would devastate the natural qualities of the river, impair much of historical value, and change it from a canoe route, which it still is when considered in its entirety, to a boating canal.

The Voyageur Waterway is the special pet of Bill Broughton, a North Bay engineer who, in 1973, announced that if a pleasure boat canal were built up the French River 10,000 boats would use it the first year alone, more thereafter. The 10,000-boat figure has been used repeatedly ever since by those who interpret the number as an influx of cash into North Bay. Broughton's figure has since become a "study" and an "analysis." The rest of whatever Broughton projected has remained a secret. More recently, early in 1984, Broughton and others from North Bay formed the Voyageur Recreational Waterway Committee, which has construction of the canal as its goal. Current Chairman of the Committee is Britt Jessup, a long-time reporter and columnist for the North Bay newspaper, the *Nugget*.

The Voyageur Waterway proposal began as a canal, with the wholesale locks, dredging, and blasting that implies. As questions were raised--biological contamination from the Great Lakes, destruction of historic rapids, destruction of scenic beauty--the proposal was modified. The modifications have been chiefly to include marine railways around the Five Mile Rapids and Chaudière Dam. The former is a splendid succession of drops in a scenic and undeveloped section of the river. It was here, in 1961, that the then Department of Lands and Forests initiated an underwater archaeology project, part of a major search of fur trade routes. The project involved the Royal Ontario Museum and the Minnesota Historical Society and continued intermittently on the French River until 1967. The archaeological yield was extensive, and, although the pools below the rapids were well searched, more work remains to be done. Several discoveries

of pretrade era Indian pots have been made in the past few years. Channellization destroys underwater archaeological sites, obviously. The marine railway envisioned around the Five Mile Rapids would leave all but one of the actual rapids intact, but would destroy parts of portages used by Indians since they first lived along the French, and by fur trade canoe brigades for more than 250 years. The historical importance and the aesthetic value of the Five Mile Rapids apparently escapes the canal backers. "The railway wouldn't hurt the rapids. In fact, people on the railway would be able to watch the canoeists as they go through them," Broughton stated last July. The canal will "take advantage of what's there and not interfere with the French River," he went on. Elaborating on the marine railways, Broughton said that the one at Chaudière Falls would be 915 metres long and the one at Five Mile Rapids eight kilometres long. Each railway would have several cars, each about twenty-four and one half metres long.



Although the early Voyageur Waterway proposal was to follow the route of the French River the entire distance, recent plan revisions suggest that the last eleven kilometres may follow the Pickerel River discharge, which connects with the French River at Ox Bay. Details are sketchy. Broughton says the Pickerel River will be used; yet he cites Herring Chute and Dallas Rapids as two of the three lock sites. Both of these are on the lower extremity of the French River, and on different channels. Broughton says the Pickerel River is deeper and therefore offers better navigation. One suspects a ploy to divert attention from the French River. The Pickerel River was not a trade route.

With the Voyageur Waterway proposed, commercial interests in North Bay expressed support. The Nugget editorialized in favor, and Mayor Lawlor endorsed the plan. Local contributors, mostly businesses, raised \$20,000, and the Ontario Ministry of Northern Development and Mines added \$60,000 for a feasibility study. Eighty thousand dollars in hand, the Waterway Committee hired Wyllie and Ufnal, Toronto Consulting Engineers, to conduct a four-phase study. Phase one, a market analysis, was completed early in the fall of 1987. Acknowledging the rather upside-down order of the study phases, which in phase two plans the precise route and estimates construction and development costs, project-engineer John Lamarre noted at an October public hearing that it is "difficult to determine what sort of market you have before you can tell what the product is." This uncertainty was reflected in his vague projection that between 3,000 and 9,000 boaters would use the canal annually.



photos by Ioni Harting



One of the major factors in the debate over the Voyageur Waterway is that the French River was proposed as a Provincial Park in 1984 and now awaits only final regulation, which is expected this winter. Additionally, the French River has been designated a Canadian Heritage River, a fact Glenn Davy also notes in his Autumn Nastawgan article. The MNR is strongly opposed to any canal projects, yet it lacks the authority to deny construction outright. Dan Brunette, from the Sudbury office of MNR, sits on the Voyageur Waterway Committee as an observer. The Management Plan for the French River Provincial Park is clear. MNR wants to keep the French River in a natural state:

It is the natural quality of the French River, which has remained largely unchanged through time, that provides its greatest appeal.

The focus of the plan is on the protection of the waterway environment and existing recreational and resource pursuits.

To protect the outstanding landscape, natural features, and cultural resources of French River Provincial Park, and to provide high quality recreational and educational experiences in the Park. [Goal of the Park.]

The protection of the waterway environment is the prime objective which has priority over all others. The protection of the river's natural quality is vital to the achievement of the other Park objectives. The Park will protect a representative portion of the ancient geological earth history, modern biological environments and cultural features associated with this area between Lake Nipissing and Georgian Bay.

The park boundary includes the main channel of the river, along the south side of Eighteen Mile Island. This includes the Five Mile Rapids section. Excluded from the park is the north channel around Eighteen Mile Island, which has considerable development. At the October 1987 public hearings in North Bay, Lavigne, and Alban, Mr. Lamarre proposed that the Voyageur Waterway follow the North Channel, thus staying out of the park for at least one stretch of the river. Broughton was irate, charging that the engineers were allowing MNR to dictate to it. Brunette countered that the Management Plan did not permit heavy use by large boats, such as the use envisioned by the waterway backers. At the Alban public hearing, Broughton went on the offensive, monopolizing the floor with a long sales pitch for the waterway, before he was requested by the gathering to yield the floor. About 100 people attended this hearing, in the heart of the French River area, almost all year-round or seasonal residents. One local lumberman spoke in favor, plus Broughton. Dean Wenbourne, president of the French River Resorts Association, and a strong opponent of the waterway, told me by telephone that 98% of those in attendance opposed the plan.



photos by Ioni Harting

Leonard Dokis, a Band Councillor representing the Dokis Indian Reserve, which occupies a major island in the French River, also attended the meeting. He brought the powerful force of the Band's opposition to the Voyageur Waterway. Mr. Dokis is a member of the Northern Ontario Tourist Outfitters (NOTO) and operates a marina and housekeeping cottages on the Reserve. He spoke for many present when he said, "For the few benefits we will get, we will have to live the rest of our lives with a bunch of aggravations." Chief Martin Restoule reiterated the Band's opposition when I spoke with him by telephone a few days later.

Generally, the people who live along the river, either seasonally or year-round, think tourism there is at saturation. There are road access and launching ramps to almost all sections of the river, and increased traffic can only lead to deterioration of the area. Fishing is the greatest draw for the tourist lodges, and fishing has been in a slow decline for decades. Increased boating access would bring more fishermen and exacerbate the problem. Canoeists would find an already crowded river more crowded, and crowded by larger, more incongruous watercraft. Cottagers, who are concentrated in the Upper French River and around the town of French River, would find increased congestion, what they try to escape while on holiday.

In the summer of 1987, Claude Chènè and Ed Chevrette, of MNR, surveyed cottagers and lodge owners the entire length of the river. When I talked with them in August, they had almost completed their work and had found only two cottagers and one lodge favoring the Voyageur Waterway. The lodge was Keystone, at the very head of the French River, and owned by a group of large boat owners. Sentiment along the river is clearly, strongly, opposed to the canal. The farther from North Bay, the stronger the opposition.

With all this opposition to the Voyageur Waterway, what's the problem? Broughton and Jessup alone can not bring the project to construction, outspoken advocates though they are, using the press well. The danger is twofold. First there are the commercial interests around Lake Nipissing, especially in North Bay. With few exceptions they do not know the French River and view it as a potential avenue of commerce. Northern Ontario, like almost all relatively remote areas, takes as its creed that it is underdeveloped and needs to attract new business, new investment, new people. The municipal government of North Bay wants its city to grow in population and economic influence. A sturdy optimism persists that hides the negatives of population and development pressures. So, if the commercial interests of North Bay - which, at 51,000, has far more than half the population of the entire Nipissing-French River region--press hard enough, they might force the waterway through to construction. The second danger is again from contrived development. Northern Ontario complains perpetually that the provincial government ignores it, that Queen's Park politicians exploit the North for the benefit of the South. Periodically, the government invests in the North, to the delight of such centres as North Bay. This is a necessary political move, and sometimes a logical one. It is conceivable that the Ontario government might undertake a project such as the Voyageur Waterway as a demonstration of its interest in the North. In view of the new French River Waterway Provincial Park, and the opposition of MNR to the waterway, this is an unlikely event, but it can not be entirely dismissed.

That the French River was the main water route to the west in the trade era is both its blessing and curse. The historic value helps aid preservation efforts. But the fact that the Ottawa-Mattawa-Nipissing-French is the most direct route to the upper Great Lakes is a negative. Canal proposals have been advanced at least ten times during the past 120 years, and there is no reason to think that new ones will not be advanced in the future. If tensions rise between Canada and the United States, this route would offer an all-Canadian shipping alternative to the St. Lawrence Seaway.

In addition to shipping considerations are water supply considerations. In the 1960s, Sudbury engineer Thomas Kierans proposed a continental water system he called the Great Replenishment and Northern Development (GRAND) Canal. He planned to dam James Bay, capturing the flow of the entire James Bay drainage and, through a system of reservoirs and pumping stations, send the water south, using the French River as the main conduit to the Great Lakes. Although the Canadian federal government's new policy forbids all diversions of water to the States, issues like these seldom are put permanently to rest. The Province of Québec's 100 billion dollar James Bay water diversion plan, similar to the GRAND Canal, may revive.

What should we do as canoeists and historians? We should make clear that what is left of the historic old trade route remains in its natural state. The Ottawa River has been so heavily dammed that it lives only in the imagination as a historical setting. The Mattawa River, in the past, was abused by logging operations but is now protected by the Mattawa Wild River Provincial Park and Champlain Provincial Park. Lake Nipissing's level has been stabilized by Chaudière Dam, but the dam did not enlarge the lake. Below Chaudière Dam, the French River flows without further obstruction to Georgian Bay. The whole route deserves permanent, inviolable protection. It was a canoe route for thousands of years before the invention of the motorboat. That is its historic value. Its scenic value is obvious to anyone who has traversed the area. The Voyageur Waterway would allow ten times as many boaters to see the scenery five times as fast. We don't need a French McRiver.

Jack Gregg teaches in the theatre department of the University of Southern Maine, and also does some professional acting. He is the owner of an island on the upper French River and is active in various environmental organizations.

List of Main Sources Consulted:

(Kierans, Thomas W.) Great Replenishment and Northern Development Canal. Sudbury: Thomas W. Kierans, 1964, with subsequent updates.

Ministry of Natural Resources. French River Provincial Park Management Plan. Toronto: Government of Ontario, 1985.

Nugget, The. North Bay: many issues.

Wheeler, Robert C., Walter A. Kenyon, Alan R. Woolworth, and Douglas A. Birk. Voices from the Rapids: An Underwater Search for Fur Trade Artifacts 1960-1973. St. Paul: Minnesota Historical Society, 1975.

CANDIDATES FOR BOARD OF DIRECTORS

DEE SIMPSON

The following are the platforms of candidates for the 1988 Board of Directors, received before our publication date. Any other members who wish to run for the Board may do so by letting the Board of Directors know, or by placing their name in nomination from the floor at the AGM in February.

ROB CEPELLA

For the past few years I have participated in and organized various club activities. In doing so, I have learned that more is required than just having people show up at the organized trips to make our club successful. What is required is a group of individuals, our Board of Directors, who are dedicated paddlers and who recognize that their enthusiasm about paddling can be passed on to others so that our club can continue to prosper. Through the involvement I have had with our club's activities I feel that I have demonstrated that I am dedicated to our club and that this dedication will be an asset to our club's operations.

Although I feel that the club's main role is supplying a method of connecting people who have a common interest, I also feel there have been benefits gained by including introductory courses and workshops in our club's outings. Our members have the opportunity to gain new skills that they can develop and hopefully use to make our club more successful by leading trips. I feel that we should continue supplying these types of outings and try to include new ones in the future.

Our club's safety track record has been very good considering the fact that there is some risk involved in any type of paddling. I feel that the best way to keep our good record is by making members aware of the types of mishaps that have occurred so that we can prevent them from occurring again. Hopefully we can gain information in this area by working with other clubs. I feel that our club and all other clubs will benefit by the initiation of a safety awareness program.

As one of the "newer ones on the block" I can honestly say that the WCA has changed my life. Dramatic? Definitely! But True!!

Through the strength of our members and the diversity of our outings and events, we are all able to partake and share so much; the love of the great Canadian outdoors, the meeting of so many like-minded souls, the encouragement of those with lesser skills to try and to participate without feeling inferior, and, for those with higher proficiency and experience, there is an ever-increasing wealth of knowledge and expertise to draw upon amongst the more "seasoned members."

The diversity of activities is tremendous. The outings are of all levels and lengths - tailor made to suit each one of us somewhere down the river.

There are also the skills - development workshops, working weekends, the slide evenings, the lectures and those social events where we all get to stand around and exchange stories of size: the size of the hole or the mosquitos or the fish that got away. It's endless!

What I'm attempting to say is that I'm enjoying everything so much that I really want to try and "give some back." I want to thank all those patient souls who have paddled with me over those wonderful weekends March to December - for their masochistic kindness. I want to say how much I appreciate their invaluable coaching, their ceaseless encouragement and, of course, their rescue expertise.

I heard a nice thing said about me the other day - "What she lacks in talent, she makes up with enthusiasm." I guess what I really want to do, were I to be elected to the Board, is help share that passion.

DIANE WILLS

I have been an active member of the WCA for about five years now, and I have enjoyed every minute of it. I think this club is something rare and special, and so I have decided to throw my hat in the ring and run for the Board of Directors. I can bring nothing but enthusiasm and a love of canoeing. I'm prepared to work hard at keeping this club thriving.

I think the whole purpose of the WCA is to bring people together who enjoy doing the same activities and to instill a love and respect for the wilderness. I'm not a politician so I won't promise a canoe in every pot; I just promise to give it my best shot.

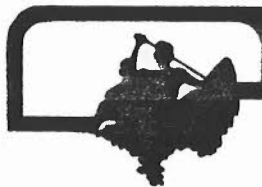
MISSINAIBI

The snow curves away,
an image edges out of the swell.
A picket fence? We peer
from a cut in the tracks,
escape an edge of golden rock,
worry about darkness, getting caught.
Going over, hardwoods,
the thin trees that shoulder the town
promise an endless forest.
The picket surrounds a grave,
the grave of the first Ojibway priest
north of the great lake.
Superior, I think,
and realize where we are.

Dog Lake leads to a river and the river a sea.
This place is old, and empty.
If the tracks are black and filthy behind us,
here trains become great beasts;
indifferent, yet somehow comforting.

Missinaibi: spring that is all water and flies,
Coal oil, chill,
land always waiting for winter,
fur trade route, ruin.
Simple colours: glare or the grey sky,
black and white, and green;
green, faint green,
gold, black green.
A blocked, crude, luminous painting.
For a moment I think of dying,
a world going by, a rumble, silence again.
I am these seasons: the edge of a lake,
the pickerel spawning again;
just for a moment, I am not afraid.

This poem by WCA-member M. T. Kelly is reprinted from his book of poetry Country You Can't Walk In, Penumbra Press, 1984.



WILDERNESS IN TORONTO?

Sounds incongruous doesn't it. Okay, so maybe Toronto has lots of parks, but wilderness?

The Rouge River Valley in northeastern Scarborough, while hardly untouched, is the last section in the Metropolitan area with a real claim to being wilderness. It is a designated Carolinian forest, one of only 36 in all of Canada, which is home to white-tailed deer, red foxes, coyotes, and many other species. At least 78 species of breeding birds frequent the valley. The Rouge River, which at this level is virtually pollution-free, is home to 35 species of fish including nine regionally-rare species.

The growing pressure for new housing in Metropolitan Toronto has led to recent battles between developers, with their eyes firmly fixed on all that "useless" land, and various environmental and citizens groups co-ordinated under an umbrella organization called Save The Rouge Valley. As you may have seen in the press, the preservationists won the first round at Scarborough Council. However, a much bigger battle remains to be fought at the provincial level (the Province owns most of the land), if this area is to be preserved from development.

If you would like more information or would like to get involved, contact Save The Rouge Valley at 416-288-8730.

Bill King

TEMAGAMI UPDATE

Ontario's Minister of Natural Resources, Mr. Vincent Kerrio, has now formed the Temagami Area Working Group designed to provide the government with long-term solutions for the Temagami area. Mr. John S. Daniel, President of Laurentian University (Sudbury), is the Chairman. The Working Group will be composed of representatives from the different interest groups in Temagami, i.e., loggers, locals, Temagami Wilderness Society, outfitters, lodge owners, cottagers, etc., with a three-month mandate. This is a very concrete and positive step towards, we hope, a solution to the dilemma confronting us all.

In the meantime, however, the logging still goes on between Gull Lake and lake Temagami, and just east of Kokoko Bay. This is very distressing to say the least, and we still encourage you all to keep writing to James Bradley (Minister of the Environment) and to Premier Peterson to stop the logging. We cannot sufficiently stress the positive effect such letters have in supporting the cause of the preservation of this wilderness (which we want set aside as a Wilderness Reserve). Unless you are up there to see it for yourselves, you can't imagine what hideous scars lay upon the landscape, and what devastation to wildlife goes on. It takes 75 years for trees to grow back, and up to 1,000 years for the terrain to completely recover in a pristine, natural way. Please keep writing, and do give all the support you can to the Temagami Wilderness Society.

Claire Muller

TWO REPORTS ON ENVIRONMENT AND ECONOMICS

Two reports have been published within the past few months that focus on the difficult conjunction between protection of the environment and promotion of economic development. Each needs to be read by people seriously interested in finding avenues besides exhortation to preserve what we have left of wilderness.

One report was written by a group organized by the United Nations as the World Commission on Environment and Development (WCED). Better known as the Brundtland commission after its president, Madame Brundtland, currently Prime Minister of Norway, the WCED looks at the world as a whole and, while not neglecting industrial countries, it does put most of its emphasis on developing countries. The final report, entitled Our Common Future, is book-length and published by Oxford.

The other report is strictly Canadian. It was prepared by a National Task Force on Environment and Economy organized under the auspices of a federal-provincial consultative group called the Canadian Council of Resource and Environmental Ministers. The Task Force report, with no special title, is less than 20 pages long and available free from federal or provincial government offices.

Both reports start from essentially the same premise: it is impossible and counterproductive to make a choice between the economy and the environment. The two are too closely interlinked; they interact at all levels. While this view may be accepted wisdom to wilderness canoeists, it is an important step for governments. Everyone agrees that how we develop the economy has implications for the environment. What governments now accept is that deterioration of the environment has implications for the economy -- and that the latter force is as important, if not more so (at least in some areas), as the former.

The virtue of the WCED report is that it documents these conclusions in chapter after chapter covering all of the major tensions between development and environment. Apart from its brevity, the virtue of the Task Force report is its greater specificity with respect to the Canadian institutions that must work to find the appropriate routes to preservation of both economic and environmental health. Neither report is perfect. Perhaps understandably, both say rather too much for economic growth, and do not distinguish adequately between quantitative growth and qualitative growth. Again understandably, they are weaker on specific recommendations than on general principles. They will be of most help where trade-offs are acceptable, or in pointing to the need to expand the focus within which trade-offs can be considered. They will be of less help where environmentalists have clear no-compromise positions (as with the Red Squirrel Road in Temagami -- though even here expanding the focus would likely point to other areas where logging can proceed).

In the end, however, the importance of both of these reports, the one from the United Nations and the other from Canada, may lie less in what they say than in who said it. For possibly the first time, we have unequivocal statements about the importance of the environment not from our allies but from those who might have been considered antagonistic. In the case of the WCED, consensus was achieved among politicians from capitalist and communist countries, industrial and developing countries -- quite remarkable in today's political climate. In the case of the Canadian Task Force, consensus was achieved among ministers of the crown, representatives of major industrial associations, and environmentalists.

These reports are potentially powerful tools in the hands of those who have read them. It is our job to convert that potential into actual power. From now on, each action of government or industry can be measured against the needs and the principles outlined in the two reports.

David B. Brooks

PROBLEMS IN THUNDER BAY

(The following is compiled from information received from the Thunder Bay Kayak and Canoe Club.)

Thunder Bay canoeists and kayakers often feel left out of the mainstream of paddling in the province. We would like to move towards correcting that, difficult as geography makes it. Unfortunately we begin with an urgent appeal for your help.

We need to enlist the moral and practical support of recreational and competitive paddlers throughout Ontario. A local entrepreneur, Robert Whiteside, is threatening our main water course with a proposal for a private hydro dam. He has already proven his persistence in completing a project on the Current River which is within the Thunder Bay city limits; this against the combined opposition of Ontario Hydro and many local politicians.

His private dam would lie just below a prime set of rapids on the historical Kaministiquia River, and the reservoir would effectively wash out the drop. This is the first in a planned series of dams marching up the river that would in the future totally destroy the entire natural watercourse.

Excellent flow permits whitewater paddling an hour from our town all spring, summer, and fall. An informal slalom competition for local paddlers organized this spring by Peter Burton and Bill Day was an outstanding success, and proved the potential of this course as a top-class competitive training site.

Mr. Whiteside is moving with incredible speed, has completed an engineering feasibility, and is well-advanced in obtaining a long-term lease of municipal land, Ontario Hydro and C.N. approval, environmental assessment, and ownership of adjacent privately-held land. He informed us he might actually move earth this fall (1987).

Unfortunately we lack comparable funding, legal backup, and expertise in the bureaucratic maze. Fortunately, with collective help we can outgun him with a massive political and popular campaign. The loss of this river would directly affect every present and future paddler in the Province. This is a sobering precedent. One man, for personal gain, can in a matter of months destroy forever a public recreational resource that could serve hundreds.

If the dam is stopped, whitewater paddlers from the United States and Canada will continue to spend their dollars locally on gas, food, lodging, and equipment to provide a steady lucrative impact on the local tourist economy.

As well, the river has unique historical value as a fur trade route. As it lies in continuity with Old Fort William, this unique cultural asset in Northwestern Ontario can only be enhanced and complimented by the voyageur heritage of the region.

Mr. Whiteside has yet to gain approval of the Ministry of the Environment, as well as clearance from Ontario Hydro and C.N. Rail. Unfortunately, this appears to be only a matter of weeks or months away. His major imminent obstacle is obtaining a long-term lease for the site from the rural township of Conmee. We are most concerned that this matter has been brought forward in the course of routine municipal affairs, and so to this point the entire issue has, by omission, failed to engage the critical attention of the local residents. We are anxious to remedy this situation. We are deeply concerned at the pace of the project.

Support us by writing a short letter to the Minister of the Environment and to our Premier, asking that all present plans to dam the Kaminitiquia River be stopped immediately:

Hon. James Bradley
Minister of the Environment
135 St. Clair Avenue West
Toronto, Ontario M4V 1P5

Premier David Peterson
Ontario Government
Queen's Park, Toronto, Ontario M7A 1A1

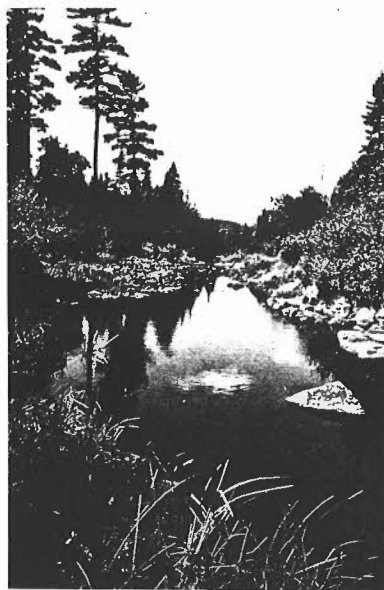
Please give this matter your careful thought. Write to me with any ideas or suggestions which we could use or, better still, phone me directly.

Dr. Brian H. Green, President
Thunder Bay Kayak and Canoe Club
180 Summit Avenue, Thunder Bay, Ontario
P7B 3P4
807-345-3694 (home)
807-345-8282 (work)

PARK CONTROVERSY RAGES

Ministry of Natural Resources (MNR) officials were stung in early 1987 by the emergence of strong and vocal resistance to the proposed James Auld Provincial Waterway Park north of Kingston, Ontario. This new park would link up Frontenac Provincial Park with Charleston Lake Provincial Park and include the interconnecting waterways between. Much of the surrounding land is privately owned; some of it is municipal. The Rideau Canal System running through that portion of the waterway between Bedford Mills and Morton, and including lock stations and dams, is federal. Each has concerns that its holdings and privileges not be upset.

The Minister established a Public Advisory Committee to make recommendations regarding the proposed Park. Committee members include representatives of land owners, power boaters, commercial interests such as trappers, resort owners, bait dealers, guides, local municipalities, and canoeists. I am the member representing the Environmental



Concerns Committee of Canoe Ontario, and I also represent the Wilderness Canoe Association. The Federation of Ontario Naturalists withdrew its representative after the original terms of reference were changed to include the possibility of having the waterway function in some way other than with "Waterway Park" status. In my view the FON made a mistake in silencing its voice on the committee.

The Committee has been provided with full documentation (the stack is huge) and has heard the best arguments in support of the proposal. At the end of the second meeting, having studied the documents with care and listening to the arguments, I became convinced that this was the wrong Park in the wrong place.

My position so far is that the MNR Park proposal is likely to do the cause of canoeists more harm than good. The "blue book" procedures for waterway parks are hopelessly unsuited for this route, on which there are 3500 private landowners and a Federal Park. Furthermore, MNR has been unable to show any improvement over the present canoeing opportunities. There were potential minor advantages, to be sure, but these didn't offset the possibility for having hundreds of "Julian Reed" (i.e. Credit River) cases along the route.

The main points, from a paddler's point of view, are that numerous easy access points exist already. Most, if not all, of the portages are publicly owned. (I'm trying to get exact information about ownership of all portages.) Thus, we already have an Eastern Ontario canoe route, with many options for loops and extensions along the way. There is probably a shortage of publicly owned (or commercially available) campsites. That needs future attention. The canoeing is already great, and there were no additional benefits in the Park proposal worth antagonizing numerous landowners along the way.

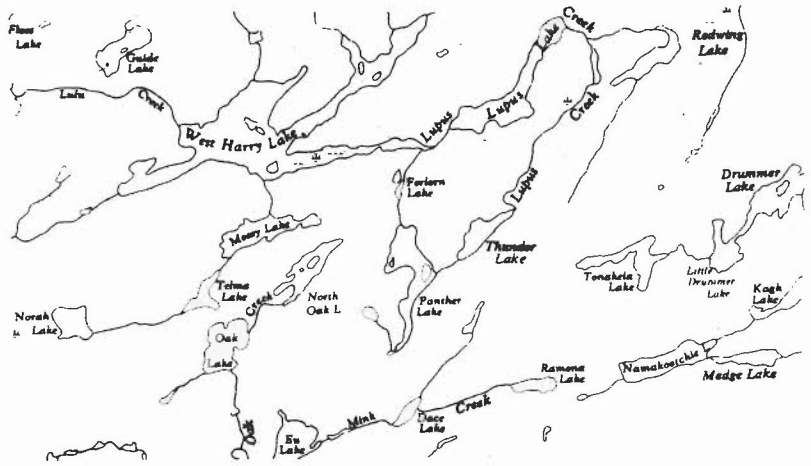
There are problems for canoeists which the Park proposal and MNR personnel were unable to address. One of them is the interactions of canoes and large motor craft on the Rideau Waterway. Some of the launch washes have to be seen to be believed, and flatwater paddlers could well find themselves in unexpected difficulty. Another issue is the arbitrary change in water level in many of the waterway lakes and streams created by the company which owns the water rights. Land acquisition for portages, campsites, and natural preserves is also a problem, as is management of these lands when there is absolutely no control over access.

People tend to think of a Park as being a big area with only a few points of entry and exit, and with a welcoming MNR ranger in a quaint log cabin at each of them. But the Auld Waterway is mostly surrounded by private land with isolated bits of crown land here and there. So a public campsite, portage, or access point is open for any passer-by to use and dump garbage. The real problem is that park planning up till now has been assumed for relatively unpopulated areas. New processes are needed here.

Now we have happily reached the state of having the Minister and his troops willing to consider alternatives which would provide for the interests of all the parties involved. I'm optimistic that an entirely novel and effective proposal will emerge which may enhance the enjoyment and preservation of this beautiful part of the Province. If this works, canoeing in the eastern Ontario region will be even better than it is now.

Bert Horwood

what's in a name ?



We think that just about everybody, at one time or another, has spent an hour or two gazing at a globe or a map dreaming of faraway places and savoring their exotic names.

With over 1500 named lakes and rivers, the map of Algonquin is fine material for such rainy day musing. A great many of the Park's features, its human personalities, trees, and wildlife have given their names to Algonquin lakes--which is why the names alone capture something of the flavor and atmosphere of our wild landscape and its history. Of course, it always helps if you know the stories behind the names and, while space does not permit us to go into the subject very deeply, the RAVEN is pleased to provide the following tidbits for our fellow Algonquin map-gazers.

Spreading the map out on a picnic table or on the livingroom floor back home, we naturally first notice the larger lakes and rivers. Many of these have names of Indian or French origin which go back a long time. The biggest lake in the Park, Opeongo, was referred to as early as 1837 as "Abeunga," an Algonquin Indian word meaning "place where there are beaches of sand." The name "Petawawa" is also of Indian origin and means "a noise is heard far away"--probably a reference to the roaring stretches of white water on the Petawawa River.

The Bonnechère River (pronounced "bunshare") has been called that way since way back in the 1700's but no one knows today who gave it such a pretty name. We can only speculate that some hungry fur traders or missionaries stuffed themselves with wild game on the river bank because in French "faire bonne chère" roughly means to have a first-rate meal. As for the "old woman" referred to in the name, Lake Lavieille, this was how the old voyageurs referred to the wind--the fickle wind which, on a whim, could speed them on their way or bring them to a standstill.

Returning to the subject of Indian names, we find that not very many remain today. No doubt early loggers and surveyors found many of the old names too much to cope with, or they may simply not have had the opportunity to find out what the old names were. This is a pity because many of the Indian names are a fascinating mix of real and magical forest beings. For example, between the South River and Butt Lake on the west side of the Park, we have Mujekiwis, ruler of the winds of heaven; Kwonishi, the dragonfly; Chibiabos, the musician; Shawshaw, the swallow; Mama, the woodpecker; Papukiwis, the storm fool; Pezheki, the bison; Pugawagun, the war club; and Mubwayaka, the sound of waves on the shore. Of supreme importance in the life of the Indians was Manitou, the Beneficent Spirit, so it is only natural that his name was given to one of the largest lakes in Algonquin (in the Park's north-west corner).

Be that as it may, for many years Manitou Lake appeared on Park maps as Wilkes Lake. This name was never accepted by local residents, however, and, with all due respect to Mr. Wilkes (a law partner of a long dead premier of Ontario), we always thought Manitou had a lot more to do with Algonquin than Mr. Wilkes did. That is why we re-instated Manitou ten years ago when the first edition of the current canoe route map was printed.

We made many changes on that occasion and our purpose (apart from getting into Manitou's good books, of course) was to clear up previously existing confusion. For example, there were no fewer than 13 pairs of lakes in the Park with the same name. There were two Raven Lakes, two Sylvia Lakes, two Boot Lakes, and even two Otterpaw Lakes. Working with the Ontario Geographic Names Board, the agency of the

Ministry of Natural Resources that keeps order in the province's bewildering maze of place names, we cleared up this problem by adding another word to one of the names. For example, we now have one Raven Lake and one North Raven Lake.

Another, somewhat different sort of confusion that we wanted to eliminate ten years ago was that resulting from the presence of dozens and dozens of unnamed lakes. All told, we named 119 lakes and ponds on the 1974 map for the first time ever. Some names had been in local use for many years but most were entirely new. We attempted to honor Park explorers, early rangers, members of The Group of Seven artists, and men who were instrumental in the creation of the Park (Hawkins, Balfour, Lawren Harris, and Kirkwood, to give one example of each). We also used trees, flowers, and birds which are typical of the Park, as in Ironwood, Lady-slipper, and White-throat Lakes.

There are many more of these relatively new names but, frankly, we can't help our fellow map gazers with the old names that we find the most fascinating. We would love to know, for example, if Carcajou Lake got its (French) name because someone saw a wolverine there--an animal that certainly does not now occur in Algonquin. And wouldn't it be interesting to know the story behind Lost Coin Lake, or what stupidity was committed on Folly Creek, or if Shall and Shallnot Lakes have anything to do with the ponds named He and She?

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

THE TORONTO SPORTSMEN'S SHOW

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where's gerry ?

"Where's Gerry?" The cry rang out, echoing throughout the day. It was 27 September 1987, 8:30, on a freezing Sunday morning, at the Koshlong Outdoor Centre in Ontario's Haliburton Region. I was in my tent, having just overcome the (almost) irresistible charms of a warm sleeping bag. My group was getting ready to go on the Big East Lake Trip (south of Poker Lakes) 1 1/2 hours early! Time for a wash but forget about breakfast. Nevertheless, I welcomed their enthusiasm.

As I matched the names on my list with the faces in my group, it quickly became apparent that I had not one but two groups. Oh yes, they were all signed up for the same trip but one group wanted to operate in a linear fashion, discovering new horizons, and the other group wanted to operate in a circular fashion, investigating the immediate area. The first group was composed of Armin Kluge/Erwin Knappich and Heather McCulloch/Doug Issac, and they were interested in exploring the route. The second group was composed of Ron Jasiuk/Ann Mowm and Chris Motherwell/Bill (?); they were interested in the dynamics of the marsh environment.



If they were asked to keep as one group, I knew that conflict would arise. What should I do? Firstly, I suggested that the ones with the early-morning energy molecules metabolize them by going on ahead, meeting us at the put-in point. Secondly, once I had guided the group through the most difficult bit of the marsh, I suggested that they should feel free to go on ahead.



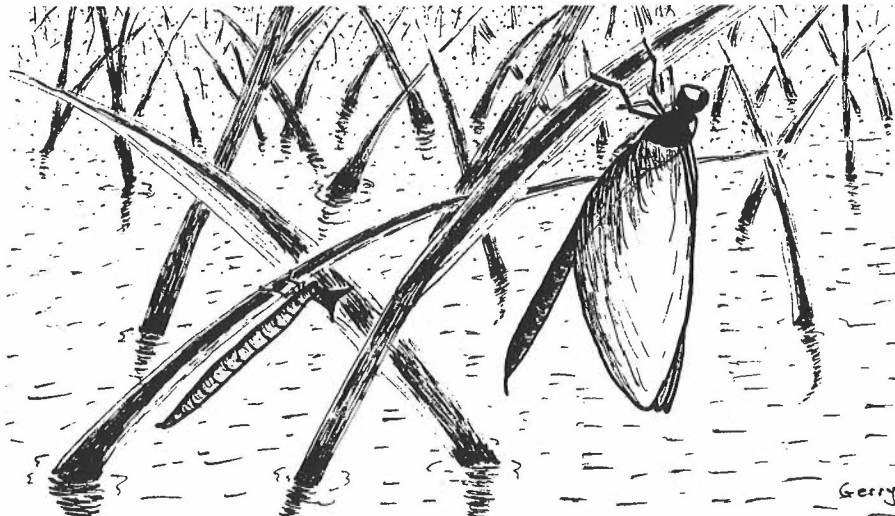
We regrouped at the put-in site and kept as one group going through the first marsh, portaging, crossing Moosetrack Lake and through the second marsh until another beaver dam blocked the channel. At that point, the creek became too obstructed and too shallow to continue canoeing. Although the "explorers" did carry on, they soon gave up and hiked the rest of the way, completing the loop. When they returned, they seemed to have enjoyed themselves. Heather remarked, "It was beautiful."

Meanwhile, back at the marsh, the "environmentalist" group had a busy time poking about (or snoozing) in the sun. At one point, we watched frogs stalking a group of dragonflies which were laying their eggs. When a frog caught one, we decided that it was time to eat lunch. Upon paddling back to Moosetrack Lake, we rejoined the "explorers" and ate lunch together.

On the way back to the put-in point, I stopped to photograph a beaver lodge and a dragonfly. Ron had spotted the dragonfly, drying its wings after emerging from its nymph casing. As it was clinging to a blade of marsh grass beside its casing, it made an interesting "before and after" photograph.

Consequently, I was the last person back. It had been that sort of day. I was the last to get going, the last to put in, and the last to take out. I'm not sure who was leading who but, in my defense I can honestly say that I knew in which direction everybody had disappeared! It is a tribute to the initiative displayed by the group, that they had the motivation to turn a potentially negative situation (I was worried about the low water levels), into a positive one.

As Heather said, "It was beautiful." I was happy that everyone seemed to be touched by the pristine nature of the area whose privacy it had been my pleasure to share with them.



catching the wave

John Winters

"A daring pilot in extremity;
Pleased with the danger when the waves went high"
(John Dryden - Absalom and Achitophel)

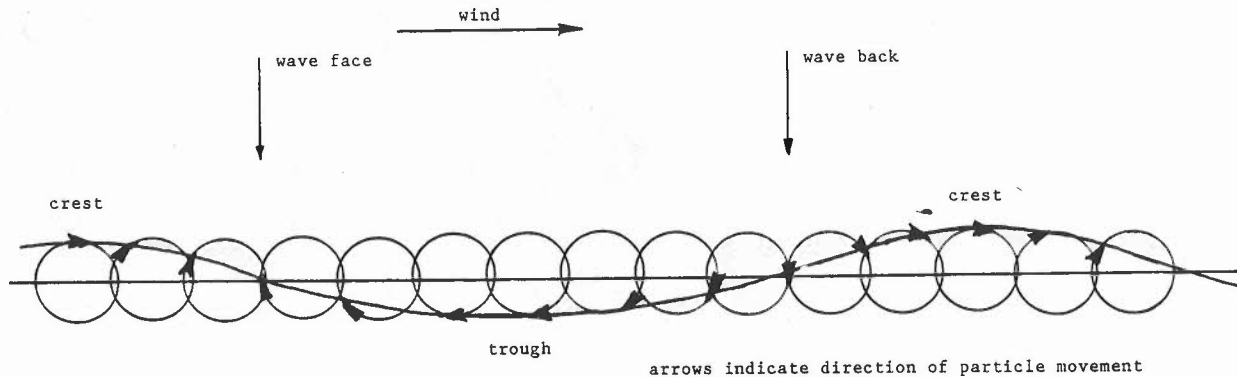


Fig. 1

It is doubtful if canoeists look upon waves with such poetic enthusiasm and for good reason since large waves are frequently the cause of canoeing accidents and generally defy understanding. We simply grit our teeth, stroke, and pray for the best. Nevertheless, we can gain an understanding of the fundamentals of waves action which can go a long way towards helping us cope with heavy weather. Such an understanding begins with:

THE MOTION OF WAVES

The close similarity between trochoidal waves and sea waves makes it possible for us to analyze the latter both mathematically and graphically. Figure 1 shows a cross-section of a typical wave and the motion of water particles within; by constant referral to it, the text will be more easily understood. The solid line is the wave profile and the arrows within the circles show the water particle direction at that position and point in time on the wave.

There is a never-ending battle between wind which wants to move the water particles out of their normal positions and gravity which wants to put them back. The result of this tug-of-war is waves. The motion of the particles is circular, as shown in Fig. 1, with only slight horizontal movement. The passage of a wave, then, is the passage of motion rather than the passage of water as we are often inclined to believe. Indeed, if the entire mass of water were moving, the resulting collision with the shore would be far more catastrophic than it already is. (There is some horizontal motion, usually 8 to 10% of the wave's length. The actual amount varies with water density, wind velocity, water depth, and probably a host of other imponderables.)

As the wave travels one full wave length (the distance from crest to crest), the particles within the wave will make one full revolution. The speed of the orbit is a function of the height of the wave and is equal to:

$$U_{orb} = \frac{H_w}{T}$$

where H_w is the wave height and T is the period of the wave or the time it takes two successive crests to pass a fixed point.

The height of the wave, then, is equal to the diameter of the orbit. Since the particle travel is circular, it can be seen that its motion relative to the motion of the wave will vary, being in the same direction as wave travel at the crest and against the direction of wave travel in the trough. The effect on a canoe is dramatic as the canoe will be alternately (or simultaneously) accelerated or slowed as it passes through the wave depending on the length of the canoe and the length of the wave.

Wave height and length in open water are dependent upon the speed of the wind that caused them. Initially the height grows faster than the length and new waves will be steeper than old waves. For the canoeist this means that, for a

given wind speed, paddling on large lakes is often easier than on smaller ones. An interesting piece of trivia is that the largest wave ever recorded was 853 metres long and travelled at a speed of 137 km per hour.

The relationship between velocity, length and period is:

$$V = \frac{L_w}{T}$$

where V equals velocity, L_w equals wave length, and T equals the period in seconds.

A rough approximation of the speed of waves can be made by multiplying the time it takes two successive crests to pass a fixed point (say a chip of floating wood) by 5.6 to determine km/h. For most of us the numbers are meaningless and it is the effect that really matters. Still, it might be useful trivia when the conversation lags. "Bet you didn't know those waves were travelling at exactly 5.32 km/h," you say as you casually sip your tea. Your friends will be amazed.

Shallow water also influences wave shape. As a wave approaches depths less than one half the wave length, the particles at the bottom of the wave are slowed and overtaken by those in the crest. The wave then becomes steeper and the height increases. This concentration of energy dissipates itself in the form of breakers with tremendous force. Further aggravating an already dangerous situation (for the canoeist) is wave rebound from rocks and cliffs. The reflected waves confuse the wave pattern and, when the crests of the rebounding waves are in harmony with the incoming wave, the wave height is increased substantially. It can be seen that the advice to stay close to shore in heavy weather can well be the worst thing to do.

Given all this, what are you supposed to do when you are paddling:

AGAINST THE WAVES

As the canoe heads into a wave its longitudinal trim changes according to the period of encounter. The bow is lifted with each crest and then dropped into the following trough. The resultant pounding is lost energy, and should the period of encounter equal the natural pitching period of the canoe, the pounding will become violent with a complete loss of speed.

Faced with this situation there are two cures available. You can change the period of encounter by adjusting your course. Heading more directly into the waves will shorten the period of encounter, and approaching at a greater angle will lengthen it. You can also change the natural pitching moment of the canoe. Moving the paddlers farther apart will increase the natural period while moving together decreases it. Of the two, moving closer together is usually best as the tendency for the bow to bury in oncoming waves is reduced.

A little-known or at least little-mentioned fact by canoe builders is the effect of the hull shape on pitching. It is well known in ship and yacht design circles that symmetrical hulls pitch more than asymmetrical hulls that have their centre of buoyancy aft of midships. The finer bows tend to cut through rather than lift over waves, and the fuller sterns bury less as the bow rises. Like any good thing, however, fine bows have drawbacks, not the least of which is that they are much wetter for the bowman. A further disadvantage is that steering can be more difficult when the bow is more deeply immersed. It is apparent that the perfect design is a very subtle compromise and that, for novice paddlers, canoes with more rocker and cut-away bows are advisable. It is also important NOT to follow the conventional wisdom of approaching waves at an angle instead of head-on. At the crest of the wave, the particles are moving against the canoe at the worst possible moment as the bow is most deeply buried. Thus, if the canoe is slightly off course, the wave magnifies the problem and makes it far more difficult to correct your course.

Another heavy-weather trick is to avoid the worst of the waves. This is possible because waves do not march across the water in neat orderly ranks like so many good soldiers. A topographical map of the water surface would show a maze of troughs, crests, and pyramidal piles of water caused by variations in wind direction, strength, and shoreline influences. It is possible to weave a snakelike course through these waves and thus avoid the worst. You may well make better headway in this manner despite the greater distance paddled. Figure 2 shows the added resistance caused by hitting waves head-on. The data was obtained from testing sailboats but is probably not that much different from what we can expect from canoes.

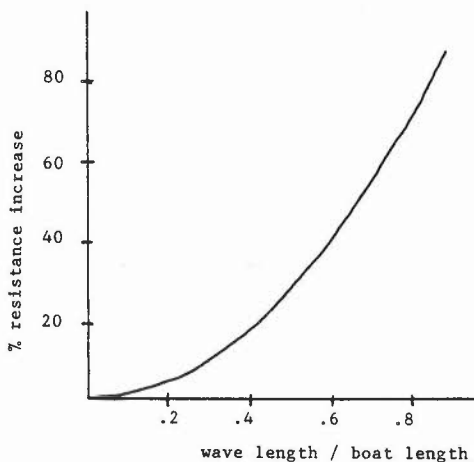


Fig. 2

Things really get interesting when you are:

CANOEING IN A FOLLOWING SEA

Compared to beating your head against wind and waves, paddling with the wave should be a piece of cake. Unfortunately, nothing could be further from the truth. A canoe riding down the front of a wave gains speed rapidly due to the direction of surface flow and gravity, and slows just as dramatically climbing the back of a wave. Aggravating this yo-yo effect is the variation of water flow within the wave. At the crest of a wave 0.6 m high, six metres long, and with a period of two seconds, the surface velocity will be 3.4 km/h. In the trough of the wave the situation is reversed and the water is travelling in the opposite direction. So, if the stern is in the crest and the bow is in the trough, the effect is to amplify the turning movement of the hull which can result in a broach.



The worst scenario is when the wave is twice the length of the canoe. An additional problem is that normal steering strokes have less effect due to the reduction of speed through the water. Those who have experienced this momentary loss of control appreciate the effect on morale. The solution is to use pries and draws which operate across the water flow as you would use in whitewater. Once again, as in heading into waves, a bit of rocker and cut-away ends are called for in the canoe.

Figure 3 shows two canoe profiles (superimposed over each other) in a broaching situation. The solid-line profile is that of a straight-keeled canoe with plumb ends as is popular in the USA. The dashed line is a rockered canoe with cut-away ends. It is easy to see that the more traditional canoe has less hull in the water at the ends and so would be less affected by water flow, thus allowing easier course correction. While moving weight aft on the straight-keeled canoe would help matters, there can be no question that "modern" shapes demand greater skills from the paddler than traditional canoes.

Every so often you will find yourself paddling:

ACROSS THE WAVES

The situation here is much the same as when travelling with the waves except that the worst-possible situation is when the waves are twice the canoe's beam in length or are breaking. Angling the canoe across the wave direction is the usual method of combatting the waves but the most important factor is to have a canoe with a rounded hull-shape rather than flat-bottomed. The round hull shape does not react so fast to the passing wave, and the paddlers, as a consequence, are less likely to overcorrect for the canoe's motion. Ideally the paddlers will allow the canoe to move about under them without attempting to stabilize, but this is far easier said than done since it takes a strong will to do the opposite of what comes naturally. Keep in mind that by leaning toward the crest of a wave to right the canoe you are, in effect, leaning upstream relative to the water flow.

OK, so now you know all there is to know about waves. Well, not really. There are a number of big, heavy books written on the topic and I have just scratched the surface. A real understanding comes from experience and knowing what to do instinctively. A fellow I have always respected as being an expert in heavy-weather sailing once told me that all one had to do was never lose your concentration, and know the right thing to do under an infinite number of variable circumstances. Not long afterwards one of those variable circumstances caught him unawares and he broached a forty-footer, losing the rig in the process.

And so it goes with experts! For us mortals, waves are a worthy challenge to our canoeing abilities and, as our skills grow, downright good fun.

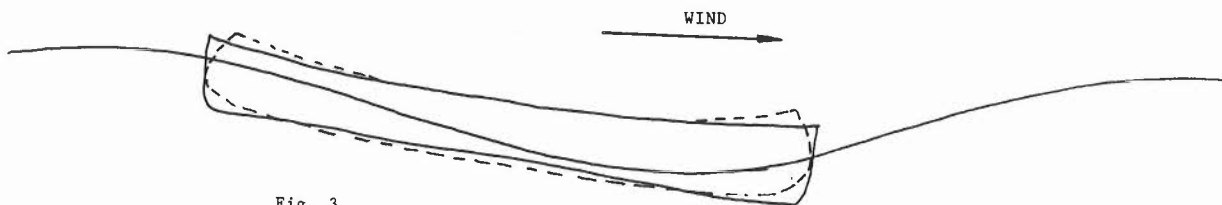


Fig. 3

MAKING THE ATTIKAMEK SNOWSHOE

Author: Henri Vaillancourt
Publisher: Henri Vaillancourt (US\$27.00)
Reviewed by: Garrett Conover

Henri Vaillancourt is a perfectionist. Anyone familiar with his exquisite birchbark canoes can have no doubt of that. When a project of his is to go public, one can be certain that his own standards of excellence have been met, leaving precious little for the rest of us to find fault with.

In creating Making the Attikamek Snowshoe Henri retained full control of the work and every aspect has been completed personally, leaving only the printing as a potential outside opportunity for not measuring up. As it turns out, Henri admits satisfaction.

Since 1974 Henri has been doing research among the Indians of Québec. Unlike some material culture anthropologists who record data as an outsider viewing the process, Henri has invested additional time in building trust and friendships among the Cree, Montagnais, and Attikamek peoples. Beyond that he has become expert himself in the crafts and technologies he has chosen to document. This unusual level of commitment and understanding is reflected in the resulting book, a handsome document of 171 pages which contain 255 photographs and 122 illustrations. The text is crisp and precise. The drawings and photography sequences are direct and clear. As craftsman himself, Henri has a refined sense of sequential documentation. The result is the fluid presentation of a complicated and sophisticated technology.

Though a reader could happily treat this as a detailed how-to-manual, the book is more than that. It is a view of current material culture at a point in history where the traditional methods and skills are fading rapidly and in the process of being lost. It is a respectful reflection of the elders among the Attikamek who retain knowledge of what may well be the most artfully created snowshoe known. In addition to the specifics of the woodworking, tool types and uses, hide preparations, and weaving, there is a section devoted to snowshoe bindings and hitches, as well as the patterns for duffel cloth liners and snowshoeing moccasins. Given the dearth of information that goes beyond the most basic of introductions, this book is a major addition to the literature of snowshoeing.

Despite being written in the format of a subject-specific monograph, it is totally lacking in the dryness that usually plagues such writing which renders most work unreadable to all but the most intensely interested. Making the Attikamek Snowshoe is totally refreshing. It remains complete enough to appeal to the most persnickety of scholars, yet is fresh enough for those with a more casual appreciation of snowshoes, related equipment, and native techniques. Craftspeople interested in woodworking, use of hides, crooked knives, and snowshoes will be delighted.

Perfection costs time, concentration, and remarkable discipline. Those of us aware of the book project early on were prone to impatience and frustration. A year after an innocently projected completion date, Henri was grumbling about "some of the drawings not being right." His own artistry improved so much over the course of doing the illustrations that he re-did many of the early drawings so they would match the quality of those he did later. Countless hours were spent in his darkroom ensuring that composition, exposure, and content of each photo was as good as it could be. The whole project began to drift into a second overdue year of "getting it right." But no compromises were forthcoming. Now we can all be glad for that. The finished product is as balanced and true as a well-made snowshoe. It is done "right." Though the cost of a self-published book is necessarily high, this one can be regarded as a bargain. There is nothing like it. It is superb!

Copies can be purchased through:

Henri Vaillancourt
The Trust for Native American Cultures & Crafts
Box 142, Greenville, NH 03048
USA

or:

North Woods Arts Center
RFD 3, Box 87A
Dover-Foxcroft, ME 04426
USA

CRUISE OF THE BLUE FLUJIN

Author: Ken C. Wise
Publisher: Wilderness Adventure Books, Fowlerville, Michigan, 1987. (US\$12.95)
Reviewed by: Ria Harting

The "Blue Flujin" was one of two cedar strip canoes in which, in 1936, four Sea Scouts paddled and sailed from Seattle, Washington, to Skagway, Alaska, along British Columbia's magnificent Inside Passage; they were the first canoeists in history to travel this waterway. Then two of them went up and over the Chilkoot Pass, along the trail of '98 to Dawson City, and down the Yukon River to Circle, Alaska.

This book gives us the story of that trip, and an enchanting, easy-to-read, low-key, informative story it indeed is. We accompany these adventurous young guys and see how they solve all the problems coming up in this mostly unplanned, spur-of-the-moment expedition.

What makes this nicely-illustrated book so appealing, apart from the scope of the impressive adventure and the self-effacing manner in which it is written, is the insight it provides into the mind of a resourceful young man living in the mid-30s.

OPERATION RALEIGH CANADA

Operation Raleigh, the international youth expedition which is currently making its way around the world, will celebrate its final phase in the Canadian Arctic from June to August 1988.

Beginning with an intensive three-week training camp in southern Ontario, 32 participants from Australia, Brazil, Singapore, Great Britain, New Zealand, Hong Kong, the Bahamas, Jersey, the U.S., and Canada will prepare for a challenging six-week canoe expedition in Canada's central Barrenlands. The camp has been designed to ensure all will enjoy a safe adventure and that scientific research will be conducted en route with a level of competence.

The expedition itself will follow 500 km of the Kazan River, from Angikuni Lake to Baker Lake, as it winds its way through the Keewatin District of the Northwest Territories.

To minimize the impact on the environment and maximize the human experience, the group will be divided into four teams of eight. Each team will function independently, but remain in reasonable contact to ensure safety.

Numerous scientific surveys will be conducted by the participants during the expedition. Archaeological site inventories, wildlife surveys, wolf den studies, and permanent measurements will all be recorded under the direction of The Association of Canadian Universities for Northern Studies. Each team will be responsible for the survey of independent sections of the river; surveys will be conducted on foot.

WCA member David Pelly, who is the Director of this Arctic Expedition, reports that this is the biggest Canadian-funded and -organized expedition since the assault on Mount Everest.

wca photo contest

The WCA again has a photo contest with something for every type of photographer. There are two levels of entry for the competition, Novice and Experienced, because we realize that while many canoeists take photos some are more serious about it than others. Our contest is open to all forms of photographic expression, whether you shoot slides, color prints, or black and white. Anything goes, providing it fits one of the four categories described below. (There are four categories for each class - Novice and Experienced.)

So, have a good look at your photo collection, dig up the shots that you particularly like, and enter them in this unique contest, which is for all of us who try to express photographically something of our wilderness experiences. Each photograph you enter means a chance at getting published in a place of honor in Nastawgan.

CLASSES

Make an honest appraisal of your photographic efforts and select the class you think you belong in:

Novice: the relatively inexperienced, occasional, a-few-rolls-a-year, shooting-just-for-the-family-album snapshotter.

Experienced: the serious amateur who has a fair to good knowledge of photographic technique and practices and for whom photography is an important hobby. (If you cannot decide which class to enter, then you should consider yourself Experienced.)

CATEGORIES

It is obviously not possible to have enough categories to cover all aspects of wilderness photography. In this contest there are therefore only four categories which are the same in each class.

1. **Wilderness:** scenery, landscapes, sunrises/sets, mood shots, close ups, etc., that interpret the "feeling" of the wilderness. There should be no evidence of man in the photographs.
2. **Wilderness and Man:** as in category 1, but with man in harmony with the natural environment.
3. **Flora:** wild plants in their natural settings.
4. **Fauna:** wild animals in their natural settings.

CONTEST RULES

1. Entries will be accepted from WCA members only.
2. Not eligible for entry are: photographs that received prizes or honorable mentions in previous WCA contests, photographs made by the panel of judges, and photographs by professional or semiprofessional photographers.
3. All photographs must have been taken by the competitor him/herself.
4. Any kind of photograph is acceptable: color as well as black and white, slides as well as prints (minimum print size 5 x 7 in., maximum 11 x 14 in., border or no border, unmounted or mounted, but maximum 11 x 14 in., no mats or frames.)

5. Each entrant may enter photographs in only one of the two classes.

6. A maximum of three photographs per category may be submitted; you may enter as many of the four categories in your class as you want.

7. The WCA reserves the right to use any of the photographs entered in this competition for reproduction in Nastawgan, and to have duplicates made for the purpose of WCA promotion.

HOW TO ENTER

a. Select a maximum of three photographs per category in your class.

b. Each photograph submitted should be numbered and clearly marked with the photographer's name. Include with your entry a sheet of paper stating your name/address/phone and the class in which you enter, and indicate by number for each photograph the category entered and the title of the photograph.

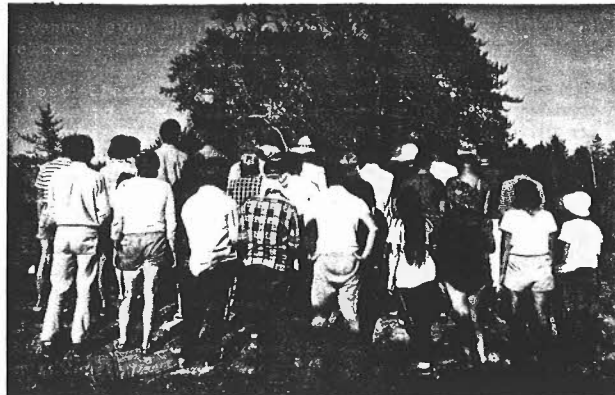
c. Include with your entry a cheque for \$3.00 (made out to Dee Simpson, see below), regardless of the number of photographs entered.

d. Pack everything in a strong box or between two sheets of cardboard in a sturdy envelope marked "photographs," and send or deliver to the photo contest organizer: Dee Simpson, 36 Albermarle Avenue, Toronto, Ontario M4K 1H7, phone 416-463-1821 (machine), to be received no later than 31 January 1988.

JUDGING will be performed by a panel of experienced photographers who will look for content, spontaneity, originality, feeling of wilderness, joy of photography, and technical qualities (Experienced class only). During the scoring the judges will not be aware of the title of the photograph or the name of its maker.

PRIZES: The winner of each category in each class will receive an 8 x 10 enlargement of the winning photograph, matted and/or framed. All placed photographers will receive a certificate in recognition of their achievement. Honorable mentions will also be given if deemed appropriate. All winning photographs and a selection from the other entries will be published in Nastawgan; these will also be exhibited at the WCA booth at the Sportsmen's Show in March 1988. Winners will be announced at the WCA Annual General Meeting in February 1988, where all entries will be shown and constructive comments will be given on many of the photographs.

RETURN OF PHOTOS: Entrants may pick up their photographs at the AGM. For those not present, photographs can be picked up at the contest organizer's home, or they will be returned by mail (please include a self-addressed, stamped envelope of appropriate size). Indicate with your entry how you would like to have your photographs returned.





9-10 January ALGONQUIN PARK SKIING
 Organizers: Trudy and Howard Sagermann 416-438-6090
 Book before 6 January.

We will have a short ski into Mew Lake to set up a base camp. From there we can ski the various groomed trails or try off-trail skiing. Suitable for intermediate skiers willing to try winter camping. Limit six participants.

9-10 January BUTT TOWNSHIP LIGHTWEIGHT SKI-CAMP
 Organizer: John Winters 705-382-2293
 Book before 30 December.

Butt Township lies just west of Algonquin Park. A multitude of logging roads webs the area and should provide easy skiing with packs or toboggans. Exact routes to be determined by participants on the spot. A good trip for the relatively inexperienced ski-camper. Limit five people.

17 January SNOWSHOEING
 Organizer: Jim Greenacre 416-759-9956
 Book before 14 January.

The Sugarbush area of the Simcoe County Forest north of Barrie offers a wide variety of terrain from mature deciduous forest and cultivated, man-made coniferous forest to open farmland. This area is in the heart of the snowbelt, so we can be assured of deep snow. The pace can be leisurely to suit the condition and experience of the participants. A carpool will be organized.

23-24 January LIGHTWEIGHT CAMPING - FRONTENAC PROVINCIAL PARK
 Organizers: Sandy Richardson 416-429-3944
 Cam Salisbury 416-489-8660
 Book before 15 January.

Travelling on cross-country skis with lightweight camping equipment we will explore this wild park on the edge of the Shield in the scenic Rideau Lakes area. Where possible, we will follow lakes, portages, and hiking trails, but some bushwhacking may be necessary. We will set up an early camp to allow time to explore, photograph, and enjoy the bush in winter. This is an exploratory trip for the organizers. Participants should be in reasonable condition and have some experience skiing cross-country with a heavy pack. Participants may haul their gear on small toboggans. Limit six persons.

31 January SNOWSHOEING IN HOCKLEY VALLEY
 Organizer: Ron Jasiuk 416-239-1380
 Book before 25 January.

This will be a full day of snowshoeing in the beautiful Hockley Valley area near Orangeville. We will cover varied terrain: climbing gentle hills, going through forested areas, and crossing open fields. Vehicles will be left at several points, so we can accommodate participants of varying abilities. Limit eight people.

6 February MOVIE NIGHT
 Organizers: Lisa and Doug Ashton 416-291-5416
 Book before 28 January.

Come and join us for a relaxing, fun evening of canoeing films, tall stories, and good company. This event will take place in Scarborough and will be limited to 20 participants.

6-7 February BRUCE PENINSULA
 Organizer: Bob Knapp 519-371-1255
 Book before 30 January.

Accommodation will be in a heated log cabin, nestled in the woods 500 m from a ploughed road, 19 km northeast of Wiarton. During the weekend, participants will be able to cross-country ski or snowshoe in the surrounding woods or take longer excursions along the Bruce Trail. Suitable for anyone who likes to experience winter wilderness, but with the convenience of a cabin. Saturday: potluck supper. Limit eight participants.

6-7 February ALGONQUIN PARK SKIING AND WINTER CAMPING
 Organizer: David Berthelet 819-771-4170
 Book between 25 and 31 January.

The tent and stove will be set up at a good spot in Algonquin Park near Highway 60. There will be opportunity to ski groomed trails or the lake and portage trail system in the area.

13-14 February ALGONQUIN WINTER WEEKEND
 Organizers: Bill King 416-223-4646
 Herb Pohl 416-637-7632
 Book between 25 January and 7 February.

We will ski or snowshoe 4 km (about two hours) to the campsite from an early-morning start, leaving time for exploration of the environs. Participants should provide their own shelter and lunches, but there will be a warm tent for meals. Supper and breakfast will be provided on a cost-shared basis.

20-21 February ALGONQUIN PARK SKI TOUR
 Organizer: Karl Schimek 416-222-3720
 Book before 16 February.

Come out for a moderately strenuous, weekend ski trip with packs. We will start at Rock Lake and try to camp at Harness Lake. Our ski-out will take us along the Head and Madawaska rivers. Suitable for intermediate skiers. Limit five participants.

20-21 February ALGONQUIN PARK SKIING AND WINTER CAMPING
 Organizer: David Berthelet 819-771-4170
 Book between 8 and 14 February.

Skiing from a heated base camp we will bushwhack our way into new country. Participants will have the option of skiing on groomed trails.



21 February SNOWSHOEING
 Organizer: Jim Greenacre 416-759-9956
 Book before 18 February.

We will return to the same general area in the snowbelt region just north of Barrie where the snow is deep (see: 17 January). The pace will again be geared to the snow conditions and the physical abilities of the participants. A carpool will be organized.

5 March OAKVILLE CREEK
 Organizer: Paul Barsevskis 416-239-2830
 Book before 1 March.

This could be a great run or it could be too early; I'm prepared to give it a try. Because of the extremely cold water, and the possibility of ice-covered banks, only experienced whitewater paddlers should consider this trip. Limit six canoes.

5-6 March BRUCE PENINSULA
 Organizer: Bob Knapp 519-371-1255
 Book before 27 February.

Cross-country skiing or snowshoeing from a heated cabin. For details, see 6-7 February.

5-6 March ALGONQUIN PARK SKIING AND WINTER CAMPING
 Organizer: David Berthelet 819-771-4170
 Book between 22 and 28 February.

More skiing from a heated base camp.

12 March OAKVILLE CREEK
 Organizer: Roger Harris 416-762-8571
 Book before 7 March.

Oakville Creek is a twisting little stream with continuous fast current, frequent boulder rapids, and many tight turns. Paddlers must be on constant guard for sweepers. It is a challenging trip for advanced paddlers. Limit six canoes.

13 March LOWER CREDIT RIVER
 Organizer: Mike Jones 416-270-3256
 Book before 7 March.

This time of year the Credit River from Streetsville down runs cold and fast with continuous rapids. It makes an exciting run for paddlers of intermediate level or higher. If ice conditions permit, we will go all the way to the mouth. Limit six canoes.

12-16 or 16-20 March WEST VIRGINIA WHITewater
 Organizer: Bob Knapp 519-371-1255
 Book before 10 February.

After a full day's drive we will arrive at the New River; close by are the Gauley and the Meadow rivers. This area is a whitewater paradise in early spring. Reasonable accommodation is available close by at the Riverman in Fayetteville. We will have three days on the rivers before returning home. Suitable for experienced canoeists or kayakers.

13-19 March ADIRONDAK SKI TOUR
Organizer: Karl Schimek 416-222-3720
Book before 4 March.

Come down for a week of skiing and hiking in the High Peak region. We will set up base camp at Marcy Dam. The Olympic trails, which are suitable for intermediates, can be skied. Limit four participants.

19 March UPPER CREDIT RIVER
Organizer: Bill Ness 416-499-6389
Book before 14 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 eight canoes.

19 March BRONTE CREEK
Organizer: Herb Pohl 416-637-7632
Book before 14 March.

At high water levels Bronte Creek can be tricky because there is the possibility of obstructed channels and turbulence could be substantial. Only experienced paddlers should consider this outing. Limit five canoes.

20 March CREDIT AND HUMBER RIVERS
Organizer: Duncan Taylor 416-368-9748
Book before 15 March.

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

26 March ROUGE RIVER
Organizer: Karl Schimek 416-222-3720
Book before 23 March.

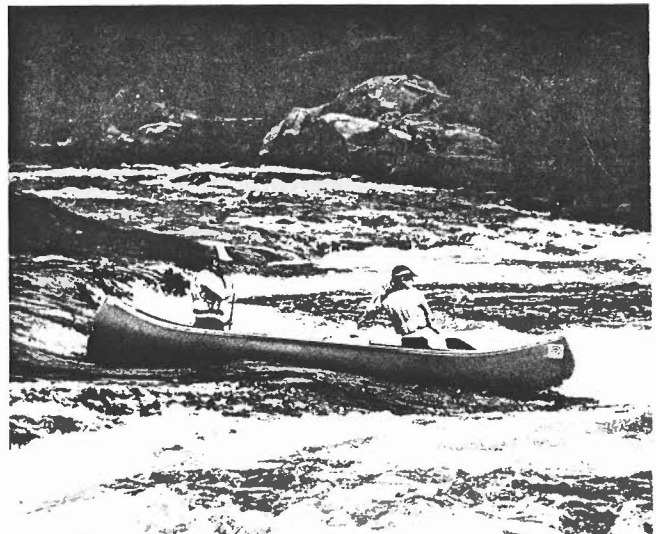
The Rouge River from Steeles Avenue to Lake Ontario makes a nice six-hour paddle in spring run-off. We will start at the west branch; if time permits we can also canoe the east branch. Good for novices with some whitewater experience. Limit four canoes.

27 March OAKVILLE CREEK
Organizer: Howard Sagermann 416-438-6090
Book before 22 March.

Another run on Oakville Creek for those who want to try it again or who missed an earlier trip. Water levels should be lower by this time, but if we have a lot of rain we could have a challenging run. Suitable for intermediate whitewater paddlers. Limit six canoes.

27 March UPPER CREDIT RIVER
Organizer: Mike Graham-Smith 416-877-7829
Book before 21 March.

The upper Credit with its many swifts, gentle rapids, and rocks is a pleasant, challenging spring run. Suitable for novice whitewater paddlers with some experience. Limit six canoes.



2 April BIGHEAD RIVER
Organizer: Bob Knapp 519-371-1255
Book before 27 March.

Meet at Meaford at 10:00 a.m. for a day on the Bighead down to Georgian Bay. The rapids on this river are only navigable in high water. Suitable for good novice or intermediate paddlers. If you wish you can stay at my house in Owen Sound on Saturday night, and we'll try a different river on Sunday. Limit six canoes and/or kayaks.

2 April UPPER CREDIT RIVER
Organizer: Jim Morris 416-793-2088
Book before 28 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 temperatures, this trip is not really suitable for absolute beginners. Limit six canoes.

3 April LOWER CREDIT RIVER
Organizer: Jim Morris 416-793-2088
Book before 29 March.

If your appetite is whetted by Saturday's trip, or if you're ready for bigger water, leave your canoe on the car overnight and run the more challenging lower Credit from Streetsville. This trip is suitable for intermediates and whitewater-trained novices. Limit six canoes.

2-3 April MOIRA AND BLACK RIVERS
Organizer: Roger Harris 416-762-8571
Book before 28 March.

On Saturday we'll warm up on the Moira which, at this time of the year, is a wide, big-water river with substantial waves, long boulder fields, and a few ledges thrown in for good measure. The next day we will put in at Queensborough to run the lower Black which descends to Highway 7 in a series of steep, tricky ledges. These trips are for experienced paddlers with advanced whitewater skills. Limit six canoes.

9-10 April MAITLAND RIVER
Organizer: Herb Pohl 416-637-7632
Book before 31 March.

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, with preference given to week-enders. Saturday's trip is suitable for novices; Sunday's trip requires at least intermediate skill level. Limit six canoes.

10 April WILLOW BROOK / GRAND RIVER
Organizer: Jeff Lane 519-837-3815
Book before 5 April.

If the indicators on the topographic map are anything to go by, this should prove to be a good ride, with more or less continuous rapids from where the rivers meet on to Lake Belwood. As this is an exploratory trip, a strict limit of eight boats will be adhered to. Experienced paddlers only.

10 April GRAND RIVER
Organizer: Dave Sharp 519-621-5599
Book before 4 April.

We will start at Cambridge and, depending on the water level, take out in either Paris or Brantford. This is a flatwater trip for novice moving water paddlers. Limit six canoes.

16 April ERAMOSA RIVER
Organizer: Jeff Lane 519-837-3815
Book before 12 April.

A leisurely paddle down this scenic river begins at Rockwood and continues into Guelph. Suitable for beginners. Limit eight boats.

products and services

SLEEPING BAG FOR SALE Marmot Mountain Works sleeping bag, model "The Grouse," ten inch loft with 700 fill goose down; rated to -20°C to -25°C. Used only twice. Asking only \$425.00. Call Jim or Pam Baldaro in Osgoode, Ontario, at 613-826-3094.

ALGONQUIN NORDIC SKI TOURING Cross-country skiing in Algonquin Park from a lodge. Dormitory sleeping, hot tub, sauna. Cost is \$99.00 plus tax. From 12 to 14 February. Book before 15 January by calling Joan Etheridge at home: 416-425-4061.

CANOE FOR SALE 16 ft. 6 in. Rockwood Outfitters "Canadian," fast and streamlined, tandem/solo, Kevlar lay-up, graphite-reinforced hull for strength and speed, fully-installed sliding solo seat, well-adapted in this sleek model, value \$1,500.00. Contact Howard Sayles in Toronto at 416-921-5321 (h) or 416-653-6121 (b).

ODAWBAN WINTER TRAVEL EQUIPMENT Explore Canada's wilderness using proven methods for comfortable winter travel. Fully-equipped tent stove units \$240; trail toboggans \$110; trailsleds \$140; canvas tanks \$90; canoe sleds \$75. Contact: Craig Macdonald, Frost Centre, Dorset, Ontario, POA 1E0, phone 705-766-2885.

WILDERNESS AND ADVENTURE FOODS Harvest Foodworks provides innovative Canadian food products for those with a taste for adventure. The features include large portions, good taste and texture, high in calories, good nutritional balance, individual spice packs, visible natural ingredients, quick and easy preparation. These products were developed by wilderness professionals and are ideal for the seasoned canoeist and backcountry traveller. They are available at leading outdoor stores and outfitters throughout Canada. For more information, contact Chris, Doug, or Bill, the wilderness food specialists at Harvest Foodworks, 40 Hillcrest Drive, Toronto, M6G 2E3, phone 416-533-7479.

ALGONQUIN OUTFITTERS Largest selection of canoes in Canada, including Sawyer, Mad River, Bluewater, Jensen, Blue Hole, Old Town, Nova Craft, Scott, and Grumman. Although we specialize in Kevlar tandem tripping canoes, we have more than ten different solo models as well as ten Royalex models. All models are available for free test paddling and rental usage. Free, comprehensive 16-page canoe catalogue available. Contact: Algonquin Outfitters, RR#1, Oxtongue Lake, Dwight, Ontario, POH 1H0, phone 705 635-1167.

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, Algonquin Outfitters, RR#1, Oxtongue Lake, Dwight, Ontario, 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.

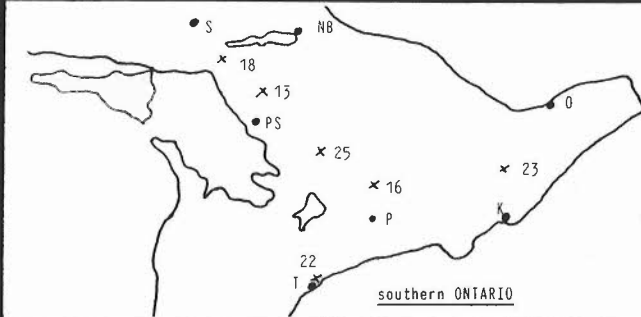
VALLEY VENTURES CANOE TRIPS Specializing in canoe trips and workshops on the Petawawa and Dumoine rivers. Weekend trips or custom trips near and far available. All equipment can be supplied. Canoe rental and shuttle service available. Connecting flights daily from Toronto makes weekend trips easy. Also organizes non-profit, non-commercial, co-op, extended canoe trips to Nahanni, Burnside, Thelon/Hanbury, Back, Hood, Mountain, or others. Contact: Don Smith, Box 1115, Deep River, Ontario, K0J 1P0, phone 613-584-3973 (machine).

TEMAGAMI WILDERNESS SOCIETY Stop the Red Squirrel Road extension. Join the Temagami Wilderness Society, membership fee \$15.00 per year. Donations above this MOST GRATEFULLY received. Write: The Temagami Wilderness Society, 204 Wedgewood Dr., Willowdale, Ontario, M2M 2H9.

where it is

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

Richmond Gulf	1	Missinaibi River	21
Keewatin	12	Rouge River	22
Farm Creek	13	Thunder Bay	22
Dumoine River	14	James Auld Park	23
Mississauga River	16	Temagami	23
French River	18	Big East Lake	25
		Kazan River	28



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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 *Nastausan*, 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 1988.

Notes: -This membership will expire January 31, 1989.
-Please send completed form and cheque (payable to the Wilderness Canoe Association) to the membership committee chairman.