

ROMANCING THE TREE

Willem Lange

With regard to canoeing northern rivers, I have a brain a lot like a slot machine: when the three lemons all line up, I'm out of here!

The lemons are: Desire, Resources, and a River. The first one is always there. The second — now that the kids are all through university — turns up every year or two. I have no idea where the third comes from; but all of a sudden one day (usually in the spring), everything clicks, and I think, "Yeah! we could do that!"

It happened that way in the spring of 1991. Our group, the Geriatric Adventure Society, hadn't been north since

1989, when we canoed the Burnside; so the resources and the desire were both there. Then, leafing through the Northwest Territories Tourist Guide, I spotted an ad for the Tree River Char Camp: an aerial photo of white frame buildings on tundra beside what looked like a Class III rapid; riverbanks of clay and gravel, probably a raised post-glacial sea bed. The third lemon dropped into place.

Here in Hanover, New Hampshire, we are blessed with the resources of Dartmouth College, most notably the Steffansson Collection of Arcticana and an extensive map room. The Collection contained only a couple of references to the

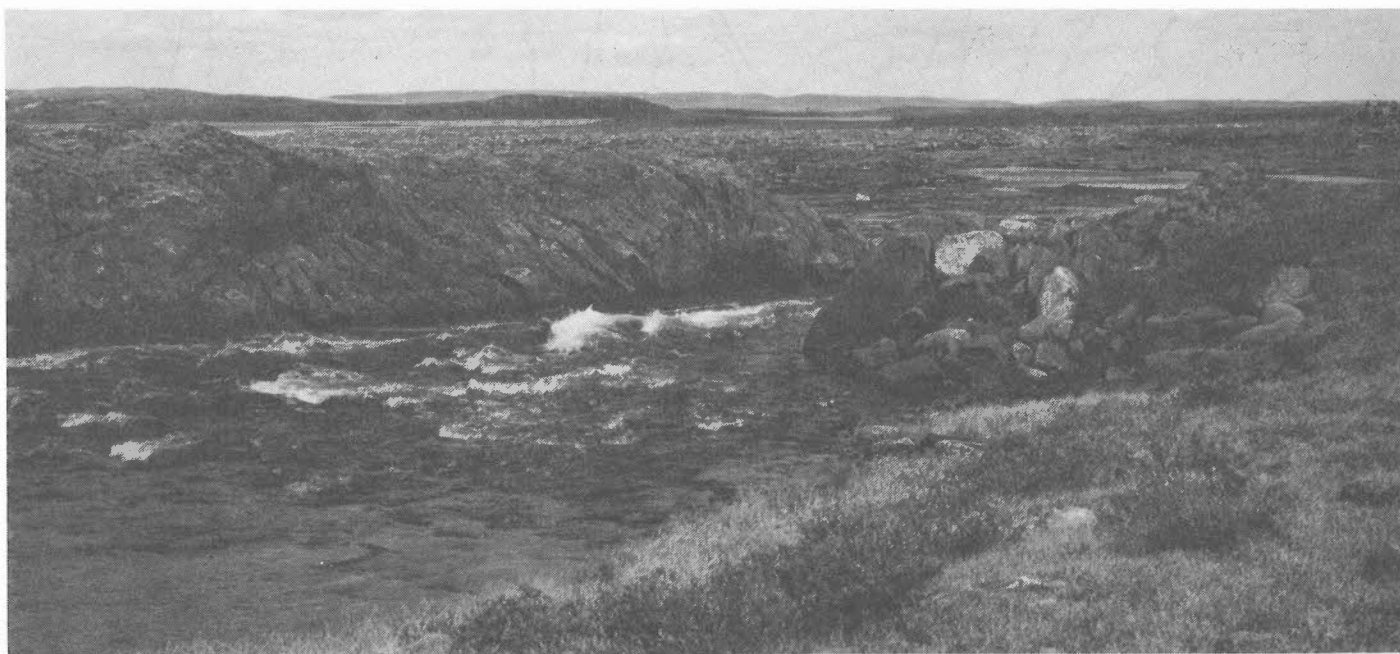
Tree River. (Franklin, who camped at its mouth in July 1821, describes it as “narrow, and much interrupted by rapids.”) But the Map Room came through. Using its photocopy machine, we were able to make a mosaic of 1:50,000 and 1:250,000 maps of the entire river.

The statistics were just a bit daunting. From its headwater at Inulik Lake (“where the people are”), the Tree flows 160 kilometres to the ocean at an average drop of 2.6 metres per kilometre. By its zigzag course on the map, we could guess that it followed joint and fault patterns of bedrock. Farther down its course, it flowed along the foot of a long scarp, and we could see what appeared to be several long, steep rapids — maybe even canyons.

There was one out, however. At an unnamed lake just above the worst-looking of these smears of mashed-together contour lines, we spotted an escape route — probably an abandoned outlet channel — that led westward and steeply downhill about two kilometres to a nameless little river that flowed parallel to the Tree in a much flatter (though almost as steep) valley and joined the Tree a few kilometres above its mouth at Coronation Gulf. If worse came to worst, we could portage this dry outlet and take our chances with the smaller stream.



The Muskox Ramble Carry, a long hopscotch portage around an impassable canyon.



The Quarry Carry on Day 2.

With a budget of \$2700 US apiece, the logistics were challenging; in my journal, the arrangements occupy almost as much space as the trip itself. We simply couldn't afford a charter flight at each end of the trip. The logjam broke one day when I discovered Larry Whittaker, a native of Montreal who lives in Coppermine and operates an old former-RCMP schooner in Coronation Gulf during the brief arctic summer. Yes, he said over the phone, he'd meet us at the mouth of the river and transport us and our canoes to Coppermine. He'd be returning from a family vacation trip to Bathurst Inlet and would be there on or around the 30th of July.

We had no idea how long it would take us (with time out for fishing) to get down the 160 kilometres of unknown river.

But we guessed 16 clicks a day, counted backwards, and picked July 17 for our departure.

It still astonishes me that we could leave home a little after midnight in a pickup truck, and that same day, a little before midnight, be circling the frozen surface of Inulik Lake in a Twin Otter, north of the Arctic Circle, looking for a place to land.

The pilot finally found open water right at the outlet. As we sidled up to the rocky shore, the mosquitoes homed in on the temperature and carbon dioxide anomalies of the hot engines and joyfully welcomed us to the Arctic. Our bug jackets were still in our packs, stowed behind a drum of fuel that had to be transferred to the plane's tanks before the drum



Lake 318 flowing through a break in a dike.

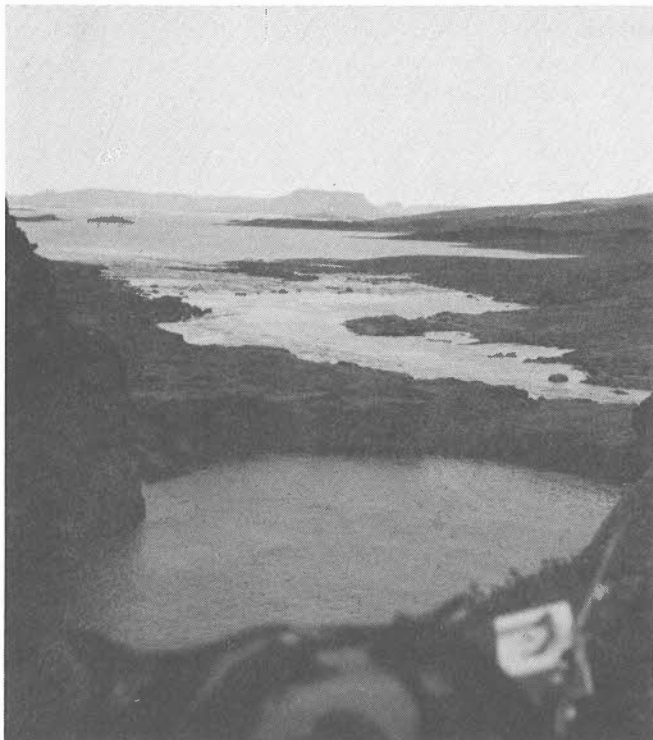
could be moved. So while the copilot pumped, we cheered him on by waving our hands vigorously about our heads.

The upper Tree is quite small, and conforms very closely to the predictions of the maps. It is shunted this way and that by preglacial features in the bedrock, and the rapids are either boulder bars too shallow to run (we did a lot of wading) or bedrock ledges too steep to shoot.

Any difficulties, though, were eclipsed by our sense of paddling through a refrigerated Garden of Eden — a place so long forgotten and abandoned by people that there was virtually no sign any had ever been there before us. We saw only one herd of muskoxen and half a dozen lone caribou bulls slowly working their way south. But the fishing was

virtually beyond belief. I can still see Nick, a carpenter from Vermont, standing on a low ledge, gasping and pointing down into the glycerin-clear water, where a lake trout the size of his leg had just risen from the dark depths and gobbled up the two-pounder he was trying to land.

Each day before starting out, all of our Society's trips hold what we call a "morning reading." By turns, one of us



End of the Plunge Pool Carry, down the face of an abandoned waterfall.



The Godfather; he was too big to eat, so we put him back.

each day reads something he has found helpful in putting the trip and our fellowship into perspective. The selections this time ranged from the ridiculous (“The Geebung Polo Club”) to the romantic (Tennyson’s “Ulysses”). But the central theme — voyaging through unknown country toward an exotic destination — was best expressed in the poem we saved for last: C.P. Cavafy’s “Ithaka.”

In its mid-section, the Tree gains in volume — we never have quite figured out how — and flows through a series of large lakes connected by increasingly violent canyons. In addition, the terrain is laced with dozens of dark gabbro dikes, running northwest-southeast, practically at right angles to the river’s flow. We could see them sometimes from many kilometres away, looking like the Great Wall of China; and before long we could hear the roar of the falling water. If you were looking for a central image of the Tree River, you’d find it best in the film, *Romancing the Stone*, where Danny De Vito and his friends drive the Renault off the waterfall.



Another dike, another waterfall.



An island near the foot of Lake 216, just before taking the escape route to the Twig River.

We portaged the canyons of two short cataracts, and circumvented two others with long carries via series of tundra ponds. But by the time we approached the fifth, which drops 32 metres in about a kilometre, we knew that the game was up. Out on the still lake, we could hear the roar from 10 kilometres away; and the map showed no reasonable way around it. Except, perhaps, by the escape route to the smaller river to the west.

Some escape route! Two kilometres of vertical-walled canyon — an abandoned outlet channel — its floor choked with Volkswagen-sized boulders covered with soft, slippery moss. We could hear water running far down under the rocks, and at one place found an open pool full of small lake trout. Did they have access to the river, we wondered, or were they a population stranded there since the abandonment of the channel?

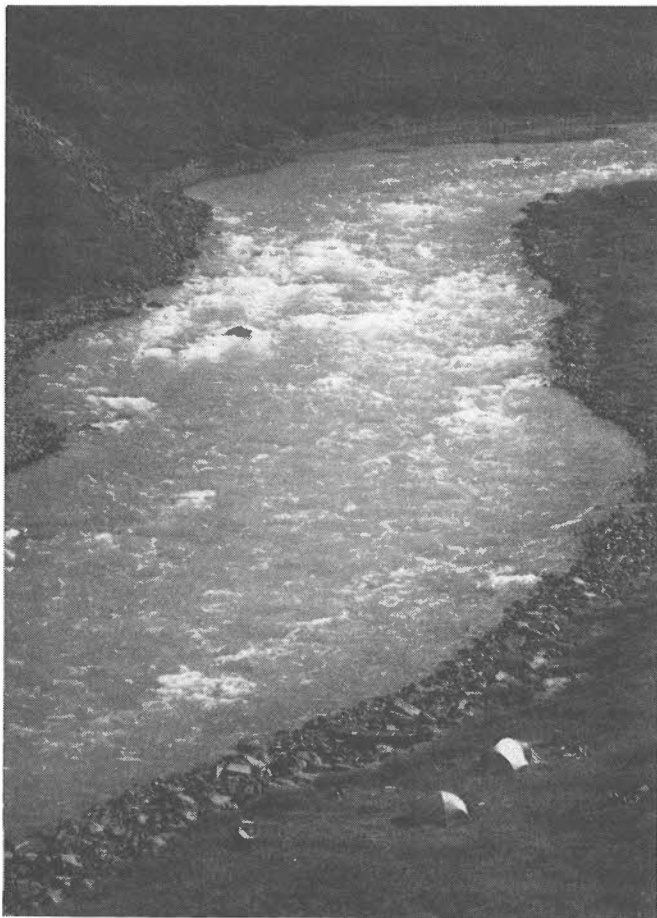
One trip through the canyon with our packs convinced us that the canoes would go through it only in small pieces. So we spent the rest of the day carrying the rest of the gear over a bald hilltop to the south. With a 90-metre climb in its first 320 metres for openers, it was a pretty good hike for a gang with an average age of 55. But the views from the top were magnificent, and our new, unnamed river — we dubbed it the Twig — if no less steep than the Tree, at least had banks we could walk on.

Which is pretty much what we did. The first day we covered less than four kilometres down our little staircase to the sea. Below the level of the post-glacial sea, the banks became clay and covered with head-high willow. Moose browsed in the brushy intervals. The river water turned milky with clay particles. At the end of a long second day, we reached the Tree again and camped in a muddy moose wallow.



Clay banks beside the Twig means we’ve reached the level of the post-glacial water level.

The last major cataract on the Tree is a beauty — about 15 metres. Below it lie a couple of kilometres of heavy rapids and low waterfalls that are the spawning grounds of the river's migratory char run. Below the falls the river is restricted; non-natives may fish there for only one 24-hour period, and only on the date specified on each permit. Our schedule had worked out perfectly, and we were there right on time.



The lower Tree River below the last major falls. River milky with clay particles and full of migrating char.

According to a government pamphlet: “. . . Tree River charr [sic] are larger than other sport catches of charr in the NWT.” I'll vouch for that. I had brought some six-inch-long streamer flies that were almost impossible to cast. But to my last day on earth I will remember the scream of the fly reel each time a six-to-eight-kilo male char grabbed one of those streamers and decided to return to Coronation Gulf.

Larry Whittaker and his family were right on time, too. After a rough passage west from Bathurst Inlet, his 47-foot schooner, *M.V. Fort Hearne*, throbbed into the shelter of Port Epworth at 8:30 in the evening. Next day it was still too rough outside, so we used up the weather day we'd been saving. Late in the afternoon of the next day, after 11 hours of steaming in the wake of John Franklin over a glassy sea, Larry pointed through the wheelhouse window. “There's Coppermine!” he said. Barely visible far ahead, near the top of a rocky hill, stood two robin's egg-blue fuel tanks, with the pastel colors of the village spread out below them. We had arrived at last at Ithaka.

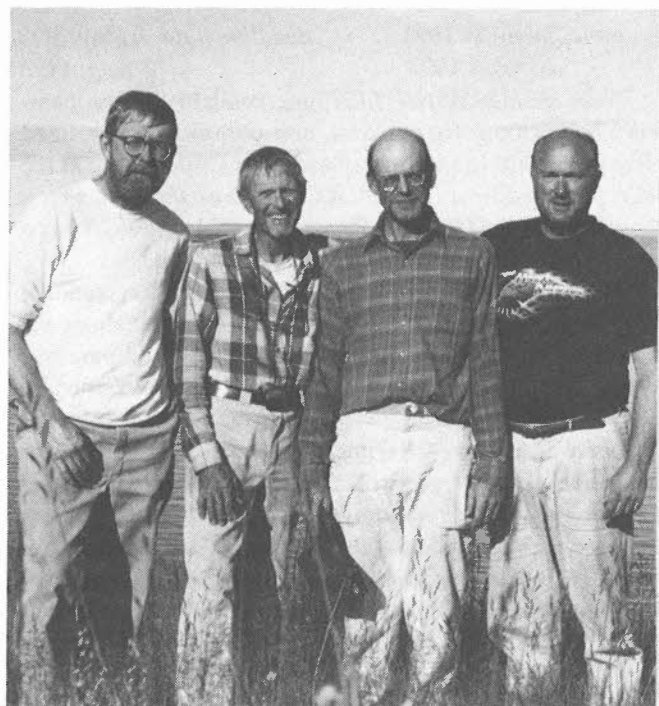
NOTE

The Tree River is not really the Tree River at all. It was misnamed by John Franklin in 1821 during his epic canoe trip/death march down the Coppermine, along the coast, and back across the Barrens on foot.

When Franklin's party reached the foot of the Coppermine (whose Inuit name is Kogluktuk — “where the water falls down,” after Bloody Fall), they found an old Inuk whose trust they eventually gained. When they asked him how much of the coast to the eastward he knew, he replied, “Only as far as the Napaaktoktok,” which translates as “the place of wood.”

The Napaaktoktok is still there today, about 15 kilometres east of Coppermine. But Franklin apparently sailed past without seeing it, and, arriving at a sheltered harbor some distance farther on, dubbed it Port Epworth (after Epworth, Lincolnshire) and its river, Tree.

The Inuit call it Kogluktualuk, “where the water falls down big,” after the large falls several kilometres upstream. If, as is likely, the native land claims agreement is ratified and Nunavut becomes a political reality, the Tree River's original name may finally begin to appear on maps.



Willem Lange has been a remodelling contractor for over 29 years in Hanover, New Hampshire. He also writes frequent magazine articles and a weekly newspaper column, *A Yankee Notebook*, which appears in several New England newspapers, and is an occasional National Public Radio commentator. Besides the Tree River, he and his fellow members of the Geriatric Adventure Society have paddled the *Burnside* in the NWT and at least a couple of dozen New York and New England rivers.



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

The WILDERNESS CANOE ASSOCIATION is a non-profit organization made up of individuals interested in wilderness travel, mainly by canoe and kayak, but also including backpacking and winter trips on both skis and snowshoes. The club publishes a quarterly journal,

Nastawgan, to facilitate the exchange of information and ideas of interest to wilderness travellers, organizes an extensive program of trips for members, runs a few basic workshops, and is involved in environmental issues relevant to wilderness canoeing.

NEWS BRIEFS

NASTAWGAN MATERIAL AND DEADLINE Articles, trip reports, book reviews, photographs, sketches, technical tips, or anything else that you think might be of interest to other readers, are needed for future issues. Submit your contributions preferably on floppy computer disks (WordPerfect preferred, but any format is welcome) or in typewritten form; contact the editor for more information. Contributor's Guidelines are available upon request; please follow these guidelines as much as possible to increase the efficiency of the production of our journal. The deadline dates for the next two issues are:

issue: Summer 1993 *deadline date:* 2 May 1993
 Autumn 1993 8 Aug. 1993

WCA MEMBERSHIP LISTS are available to any members who wish one for personal, non-commercial use. Send a five dollar bill (no cheque, please!) to Cash Belden at the WCA postal address (see WCA Contacts on the back page).

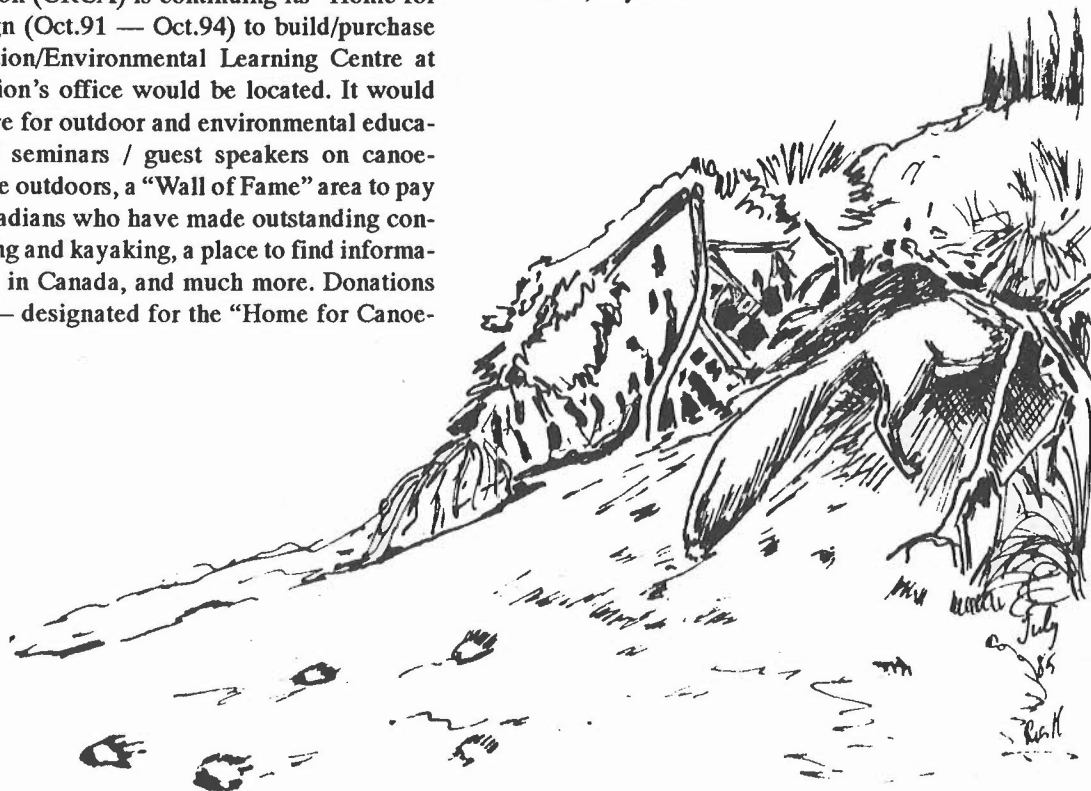
NEW WCA ADDRESS Please note that the WCA has a new postal address, see the list on the back page.

HOME FOR CANOEING The Canadian Recreational Canoeing Association (CRCA) is continuing its "Home for Canoeing" campaign (Oct.91 — Oct.94) to build/purchase an Outdoor Education/Environmental Learning Centre at which the Association's office would be located. It would also serve as a centre for outdoor and environmental education, slide shows / seminars / guest speakers on canoeing/kayaking and the outdoors, a "Wall of Fame" area to pay tribute to great Canadians who have made outstanding contributions to canoeing and kayaking, a place to find information about paddling in Canada, and much more. Donations sent to the CRCA — designated for the "Home for Canoe-

ing" campaign — will receive a charitable donations tax receipt and will be recognized in perpetuity at the new "Home for Canoeing" as well as in *Kanawa Magazine*. Contact: CRCA, 1029 Hyde Park Road, Suite 5, Hyde Park, Ontario N0M 1Z0; tel. (519) 473-2109; fax (519) 472-0768.

EDITORIAL

We have an anniversary coming up. The WCA was founded late 1973 and the first newsletter, *Beaverdam*, was published in April 1974. By the end of 1993 the WCA will have produced 20 volumes (77 issues, because the first volume only had one issue) of a quarterly journal that has grown from a few typed sheets to a highly respected and quite unique environmental publication that reaches WCA members/readers in Canada, the USA, and Europe. Indeed a noteworthy achievement for a non-commercial, member-supported journal without advertising, the contents of which are supplied almost completely by non-professional writers and photographers. This 20th anniversary calls for some sort of a celebration. I therefore want to make this year's winter issue something special, without going over budget. Suggestions, anyone?



ADOPT-A-RIVER

Don't just sit on the sidelines and bitch about the declining wilderness. No one will save your rivers for you. Instead, adopt an Ontario river and help preserve paddling opportunities for future generations.

The MNR has fallen a bit behind in their quota of waterway provincial parks, and there is a tremendous rush to build private hydro dams. So we are faced with a window of opportunity in which to have our concerns acted upon by the MNR, but in doing so we must justify why free rivers are preferable to developed rivers.

Adopt-a-River puts individual paddlers in touch with the Ministry of Natural Resource's District Managers, who control planning and development on most of our province's rivers. For example, I have adopted the Kesagami River, so that when the MNR makes planning decisions affecting the Kesagami, I am one of the people whom they will contact for advice.



All rivers throughout Ontario are up for adoption, but the program focuses on wilderness rivers and wilderness sections of rivers that hold special value for paddlers. Presently, we are looking for adoptive parents for the Kagiano, a wilderness river west of the Missinaibi; the White, a wilderness river north of Sault Ste. Marie; and the Island Falls and Ragged Chute area of the Temagami, a wilderness section of river between Sudbury and North Bay. The threatened rivers listed are in the dozens, and many rivers already have individuals and groups working to protect them.

Timing is everything. If we let the MNR know of the importance of particular rivers or sections before development, we might affect the outcome. If we arrive after the fact, after a proposal for development has been accepted, then there is little we can do. Adopt-a-River takes very little time, and the earlier in the planning process you become involved, the easier negotiations will be.

All you have to do is keep in touch with the District Manager of the MNR for your adoptive river. Tell the manager why the river is special. Ask to have your concerns formally noted as Areas of Concern on the district's Values Map, and ask to be consulted regularly throughout any planning process which might affect your concerns.

If you are ready to take responsibility for your paddling future, write the Wilderness Canoe Association, "Adopt-a-River," Box 48022, Davisville Postal Outlet, 1881 Yonge Street, Toronto, Ontario, M4S 3C0.

Richard Culpeper

INFORMATION WANTED

FRENCH RIVER

For some time now I have been collecting a wide variety of information on the French River — which connects Lake Nipissing to Georgian Bay — especially with regards to its present-day canoeing potential as well as to the important historical role canoeing has played on the river. My research has already produced a wealth of previously unpublished material, but I know there's still much to be discovered.

And that's where I would very much appreciate the help of everybody who has something special to tell about this fascinating river: personal anecdotes and experiences, special "out-of-the-way" places, obscure maps (especially old ones), information on waterlevels (high and low), weather, encounters with interesting people and animals, unique photographs, historical artifacts, ancient campsites and portage trails, Voyageur canoe routes on the river, modern canoe routes, anything that you think is worth knowing and reading about in a book. All information will be carefully filed and studied for possible use.

Please contact me in writing or by phone: Toni Harting, 7 Walmer Road, Apt. 902, Toronto M5R 2W8; phone (416) 964-2495.

PARTNERS WANTED



FRENCH RIVER In early July, Doreen Vella is planning a five-day canoe trip on the French River, exact route to be determined by consultation with participants; novice paddlers welcome. The French River offers fine scenery and a chance to paddle the route of "The Voyageurs." All the rapids can be portaged on good trails. Limit four canoes. Contact Doreen in Toronto as soon as possible at (416) 285-1322 to arrange exact itinerary.

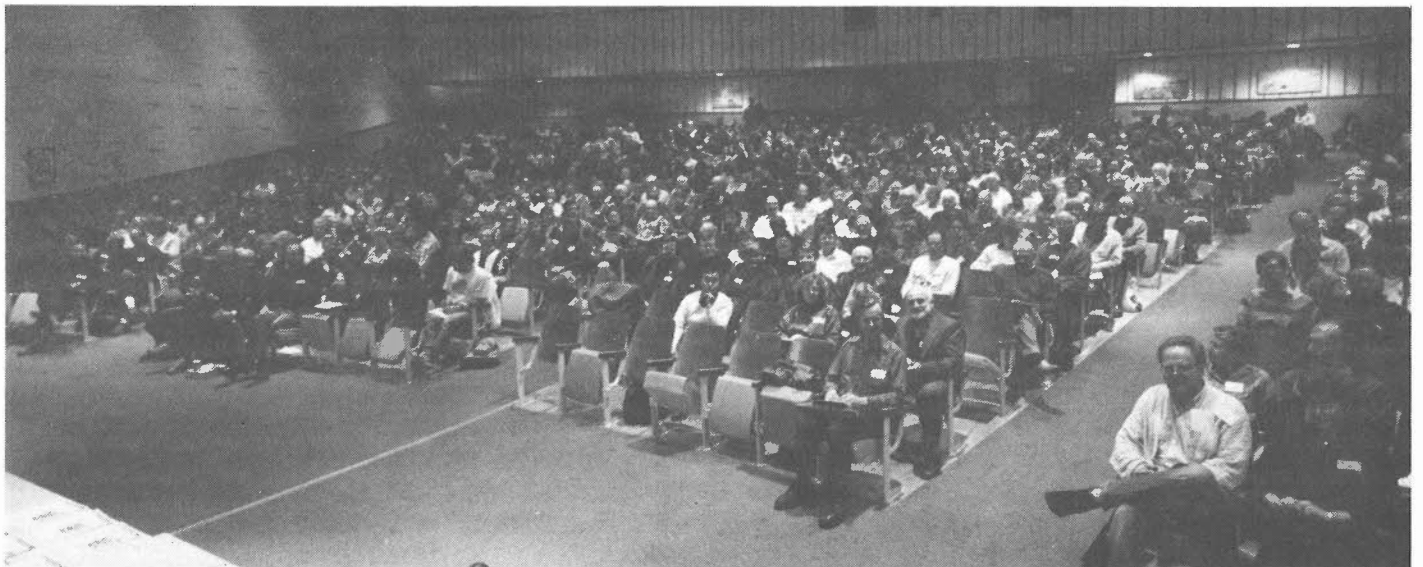
COPPERMINE RIVER, 17 July – 6 August 1993. Call Peter Verbeek in Scarborough at (416) 757-3814.

HIGH ARCTIC WILDERNESS SYMPOSIUM

More than 750 people (the number keeps growing every year) attended the renowned George Luste/WCA symposium which was held in Toronto on 22 and 23 January. The 19 presentations covered a wide field of interests and were presented by a diverse group of people:

- | | |
|--|-----------------------------|
| - High Arctic Images and Ellesmere Travels | Graeme Magor |
| - Land of the Long Day Remembered | Doug Wilkinson |
| - Inuit Life | Paul Idlout |
| - Arctic Sea Birds | Tony Gaston |
| - High Arctic Vegetation | Sylvia Edlund |
| - A Naturalist & Canoeing on Victoria | Tom Anderson |
| - Banks Island Oasis, A Canoe Trip | Tim Kotcheff / Ted Johnston |
| - Solo Kayaking — Pond Inlet | Gail Ferris |
| - Ellesmere to Greenland with Kayak | Christine Turk |
| - Travels on Ellesmere's Sydkap Ice Cap | Gino Bergeron |
| - North Baffin Winter Trek | Herb Pohl |
| - A Solo Walk From Arctic bay | Walter Lohaza |
| - Crossing the Katannilik in Baffin | Virginia Lavin-Moss |
| - High Arctic Prehistory | Pat Sutherland |
| - New Evidence on the Franklin Tragedy | Barry Ranford |
| - Past and Present Images | Shelagh Grant |
| - The Story of Minik, the New York Eskimo | Kenn Harper |
| - The Qitdlarsuaq Trek to Greenland | Mike Beedell |
| - Arctic Perspectives | Rosemarie Kuptana |

Note by George Luste: I am already thinking about the possibilities for next year when we focus on the North Shore rivers of the St. Lawrence and the rivers of James Bay, both in Ontario and in Quebec. I welcome any and all suggestions for speakers and topics (phone evenings (416) 534-9313). It is my practice to initially collect all suggestions in a folder and then come next September to try to make use of them in a creating the final program. Even now I know that the 'character' or 'personality' of the program will be very different from that of this year's High Arctic, since the topography and history of the landscape will be so different. Canoeing will again be more common. But I hope it will be just as interesting as this year's — in its own, different way.



INTRODUCTORY REMARKS to the High Arctic Wilderness Symposium, 22 January 1993

George Luste

(A few individuals asked me for a reprint of my spoken words and here is an edited, and slightly expanded, attempt to do so.)

In organizing these mid-January events, which I have called both "slidefest" and "symposium," and in trying to put together the program every January, I am very conscious of the many diverse topics and the variety of perspectives that are possible. My own bias is, of course, reflected in my final choice for the program. To illustrate: canoeing itself has never been an end, but rather a means, a means to experience a landscape rich in natural beauty and a means to a richer appreciation of its history. The ensemble of speakers in the program attempts to replicate this, to recreate some sense of the rich tapestry that is our northern heritage as well as to share the personal experiences and perspectives of those who have experienced it firsthand.

I believe there are three main threads to this tapestry. The landscape — including its fauna and flora — is one. The visceral experiences of the visitor, cum tourist, like myself from the south, are another. And the native peoples of the North, for whom this landscape has been home, and the associated human history, from prehistoric times to the modern, are the third thread.

Each of the nineteen presentations explore and focus on one or more of these threads.

I do not live in the North and I am not an expert on its fauna or flora or geography, or anything else for that matter. My own experiences fall in the second category. I am a visitor to the North, or more colloquially, a "tourist."

I use the word "tourist" deliberately, so as not presume some mantle or air of superiority or special identity that is not my due. But there is a positive sense to this word that I think we should remember. Edward McCourt best expresses it in his book *The Yukon and Northwest Territories*. On page 136 he writes:

It is a common charge that tourists do what they do, suffer what they suffer, because they are bored with things back home or are disturbed by a vague feeling that 'culture' is something one ought to pick up now that one has the time and money. Of some tourists this charge is no doubt true, but I do not for a moment believe that it holds for the majority.

The typical tourist today has in him a little of the spirit of Tennyson's Ulysses who to the end of life followed knowledge like a sinking star; whatever his material gains, whatever his reputation in his own little bailiwick, he is a vaguely dissatisfied seeker after truth, searching in a fumbling disorganized way for a revelation that will illuminate the human condition and justify life's journeying. Yesterday he might have been content to live out his last years waiting more or less tranquilly for death, sustained by the assurance of a life to come in which he would know all the answers. But not today. For contemporary man the justification of life lies in the meaning it holds within its own bounds, in what

the individual makes of it before sinking into that vast indifference of things. Today's tourist, I am convinced, is more often than not a pilgrim searching blindly for an experience that will justify the whole sad history of humanity, or for that moment of revelation which will help him make sense of all that he and his fellows have done or failed to do.

My own senses connect with this ennobling description. Although at other times I do wonder if perhaps this isn't simply a form of 'rationalizing' my own self-indulgent nature. Who is to say? I hope you agree that sometimes it is really difficult to 'know' the truth about oneself.

Why do we go north, or why do we want to go north, or why are we interested in the North? I don't pretend to believe that there is one simple answer that would be true for all 750 people in the auditorium.

I can only speak for myself. For me travelling in the North seems to satisfy some longing I have within:

- I long to experience the solitude of the North. In that solitude I find communion with my environment, which I rarely if ever sense living in downtown Toronto.

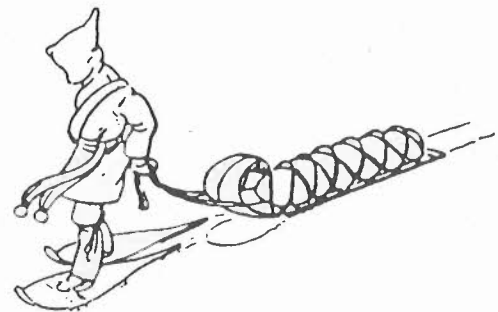
- I long to see natural vistas free of human scars like highways or transmission lines or smoke stacks, to see and marvel at this wondrous natural beauty.

- I long to live simply with the elements — to feel the winds or rain or snow in my face — to live on this earth simply with the elements, as all our forbearers did.

- I long to experience the physical hard work and challenge of travelling in and over this landscape, in a land where the natural forces are master, where there are no guarantees, and accountability is for real.

- It all gives me pleasure and a sense of place.

This Symposium is a mid-winter extension, a substitute or surrogate, of that search for knowledge and sense of place. And it is meant to educate and to remind us how sacred, yet how fragile and endangered are the remaining natural wilderness areas and wilderness experiences in our northern Canadian habitat.



IMPRESSIONS OF HARP LAKE, LABRADOR

Bob Henderson

It's big canoe country out there. From one's doorstep to the arctic ice there are exciting canoe routes. How is one to choose? What is the route for you and one's group temperament? So much variety, so much to see, to consider. Why precisely did we select Harp Lake in Labrador (or *the* Labrador as H.H. Pritchard called it in 1911)? Who knows. Anyway, I visited Harp Lake for six days in July 1992 with David Taylor, Jamie Cottrell, and Jim Steward.

It was hard to leave Harp Lake. While only 60 kilometres long (two travel days), we found day-long hikes and side trips aplenty. We found the three campsites. (There were only three possible sites, period!) All sites were places that demanded time to sit. We found time to linger, to catch particular vistas with first light and last light, staying two nights at each site. This was new to us.

There is a poem, "Clancy of the Overflow," by Australian Banjo Patterson with the line: "... for the town folk have no time to grow, they have no time to waste." Clearly, as was our intent, on Harp Lake we had time to waste.

The following are a few slightly revised field note entries:

DAY 1

Can't describe it, landing, seeing lake. Thought of lyric [musical] by rock group They Might Be Giants that repeats slowly and in monotone: "I'm having a heart attack." Dead calm and clear flying in, all feelings necessary complete, hand to mouth, not a smile, but more of a gasp. Quite a lake. "Awesome" works, but the word is so misused. I had to celebrate, so went for a swim — a dunk.

... None of the sinking feeling or gulp expression as the plane flies away (I don't regularly fly into remote destinations), just a simple peace of arriving at exactly where you

want to be. Imagination alive and fulfilled with one all-at-once moment. Very rare and very good — life giving.

DAY 2

No clouds and no wind on big lake lined with cliffs; the kind of shoreline with no camping options for 20 km. We could and should travel today from one frame of mind but this is an experiment in "time to waste — time to grow." So we "experiment" with a morning dip, a questionable start to the day, linger over breakfast and then head out for a day hike, all day up to see a pocket of the Labrador plateau.

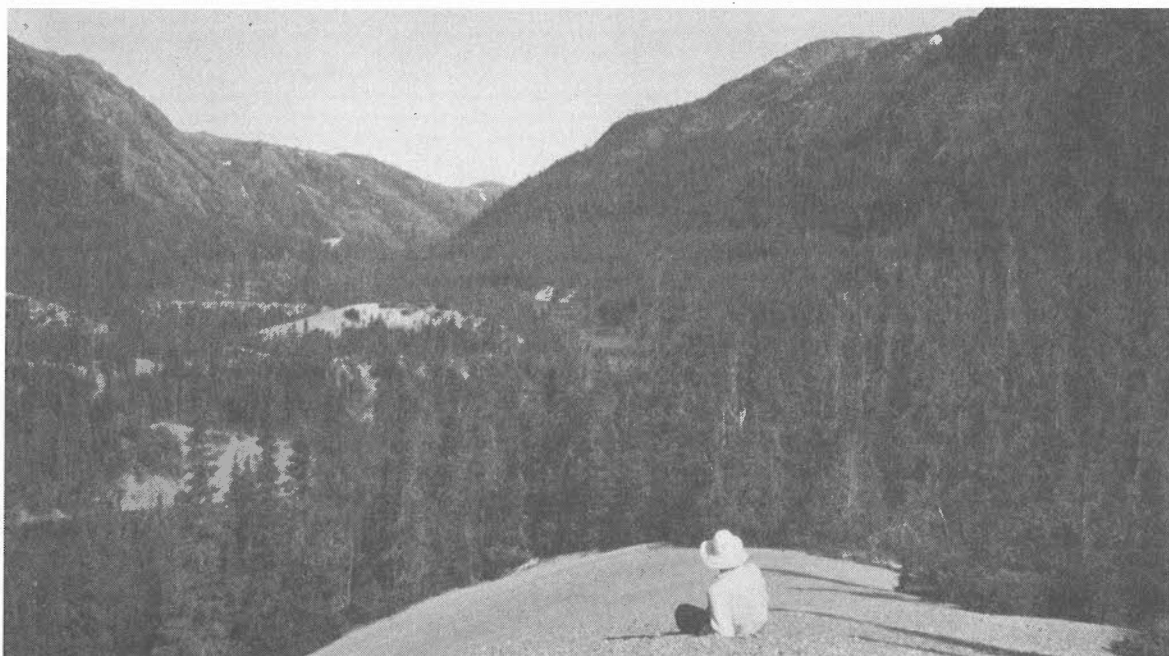
... Over 300 metres up to tarns, eratics, dwarf spruce, and tamarack. Saw Ptarmigan (white and brown). Hot sun. David and I marvel at lack of bugs despite perfect conditions. "I never suspected I'd be working on a tan," was a strange and valid thought from David. We worked hard to see that plateau and it was worth it.

Long sit to let the eyes explore and soak up the scale and breadth of boulder-strewn land. In one view, the slope was steady and gradual. In another view, the "mess" of contours on the map proved equally hopeless to sort out in the terrain. In yet another view with a simple turn of the head, the negative landscape of Harp Lake dominated with a distant horizon of plateau hills on another shore. Our tent is a distant speck. Put it all together and you get a very busy sight.

DAY 3

Jim said he thinks/feels like a baboon out here. Hanging out, slow pace to travel, visiting places, rock hopping, eating, swimming in land-locked water holes. It's a baboon's life out here, a kind of animal lazy. We explore a creek upstream as far as we can, about eight kilometres.





DAY 5

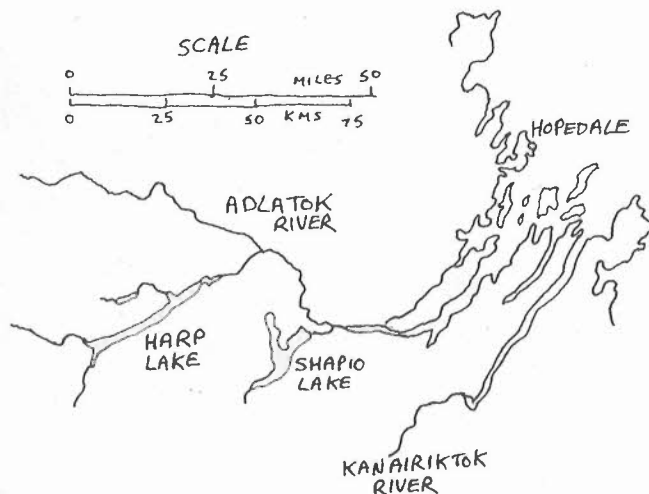
Lots of low-level bombers today. In a strange way, we are getting used to them, but this isn't really possible. They start at 10 a.m. sharp. One must have been as low as 30 metres directly above us as we paddled the lake corridor. I've learned to plug my ears in a frantic way if they approach from behind. About ten went by in one-half hour, then three or so later in the day. There seem to be two types: 1) small and fast, and 2) bigger and noticeably slower. On day two as many as twenty flew over. They tend to fly in pairs. It is very disturbing to the ear and an odd juxtaposition for the sensibility of canoe travel. Any sense of timelessness — "snapping the thread of linear thought" (Tim Cahill) — is lost with this grotesque or fascinating display of power. (It can be both at the same time). Perhaps to them (the pilots — I actually know one), we are equally grotesque in our foolish display of primitivism, or perhaps we fascinate for the same. I have heard it said that PRIMITIVE literally means to be close to

the fundamentals of life. This is hardly a word that deserves a pejorative meaning. Indeed, to be primitive is a goal salient to canoe trippers. What would the pilots say to this? Were such questions of purpose brought out? Actually, we decided, they likely didn't even notice us.

... The gravel beach at the north end of Harp Lake has only one sign of human use, yet it is one of only three possible summer camp sites. A sizable tree was cut with an axe. That's it for signs. Saw only two other signs of human activity: a reflective light from a snow machine in a creek bed at south end, and a 50-gallon barrel on lake edge. The lake is of little concern to the coastal inhabitants of Labrador. Winter, and then only rarely, is the time that Harp Lake is visited. Fishing is better in other places. Canoe trippers can't travel to Harp Lake as part of a longer trip and the swift Harp River in the Adlatok discourages any upstream side trip. To go to Harp Lake you need it to be the destination: a destination for the senses.



Photo by David Taylor



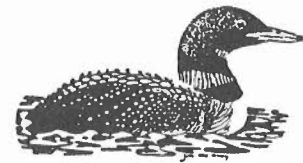


DAY 6

Slow start today. We will leave the lake instantly once in the swift outlet current, so we fish and hunt the beach for Labradorite (sparkling pebbles introduced to us by John Goudie, a jeweller in North West River).

... I wanted to hold on to the day, to the lake. But when it was finally time to go, I feel like I had.

The short run down the exciting Harp River brings one to the Adlatok River which we followed for another six days out to the coast. It is then a short paddle to the town of Hopedale.



AUTHOR'S NOTE: Low-level flight training by British, Dutch, German, and Canadian forces regularly takes place in zones of Labrador's so-called wilderness. This summer, the number of flights was increased by 10% to 8,400. Phantom and Tornado planes fly at 1,100 km/h at 30 metres heights (we witnessed lower). Needless to say, this is both frightening and deafening. The coastal Innu peoples are currently challenging this flight training in the courts via environmental assessment hearings. Harp Lake, because of its topography, is a prime flying site. The technique practised here is called 'terrain masking.' This technique means basically following the contours of the land matching or below its high prominences or tall buildings, whichever the case may be.

FIRE AT KASMERE LAKE

In May last year, Clayton Klein, the noted traveller and publisher of Wilderness Adventure Books, received a letter from Jim McNamara, who at that time was a graduate student at the University of Alaska in Fairbanks. The slightly edited bulk of that letter follows:

Our desire was to see the homeland of the Caribou Eskimo in the region of Angikuni Lake on the Kazan. As a tribute to the courageous travelers of times past, we decided to make the trip without float plane assistance. In early times, the traveler that ventured north did so with the unsettling uncertainty that he had to get back on his own power. Our route then had to begin and end at the northern limit of roads. We chose Wollaston Lake. On July 2, 1991, my wife and I left Wollaston Lake with our canoe jammed with 90 days of provisions.

From Wollaston Lake, we paddled the Cochran to its north bend, then followed the Blue Lake portage route, "the Old North Trail," to the Thlewiaza. This area had special significance to me as a fan of north country history. The old campsites, portage trails, and artifacts gave me a sense of connection to the rich past. Fort Hall was particularly exciting. We continued down the Thlewiaza to Nueltin Lake, then paddled north into the barrenlands. From the north end of Nueltin, we portaged and scraped our way along some small streams to the Kazan River which we followed to Angikuni.

To get back south, we ascended the entire length of the Nowleye River, then portaged into Ennadai Lake. From Ennadai we paddled to Kasba Lake, then portaged to the Little Partridge River and paddled back to Kasmere Lake. It was certainly reassuring to be back in familiar waters; all that remained was to retrace our strokes back to Wollaston. The snow was falling, but the season wasn't the only thing that had changed. This is the sad news:

In our absence, a lightning strike created a forest fire that consumed the shores of Kasmere as far as we could see. For the next week, we paddled through the charred remains in the wake of the fresh blaze. The signs of the romantic past that had given me so much pleasure earlier in the trip were gone. The portage trails, the campsites, and even Fort Hall were all destroyed. A few distorted wash basins and some charred timber are all that now remain of the Fort.

We continued upstream and crossed the Old North Trail. The shores of Blue Lake with the large, beautiful trees that Tyrell and Downes described were also turned to desolate, charred ruins. Needless to say, I was saddened by the loss. We finally saw green again at Smith-House Lake. We continued upstream on the Cochran and arrived back at Wollaston Lake in late September, about a week before freeze-up.

Clayton Klein adds: The info in the above letter also means that Chief Kasmere's grave high above the east shore of Thanout Lake was burned over, and likely the old wooden cross marking the Chief's grave was also consumed.

CANOE EXPO '93

The second CANOE EXPO will be held on 2 to 4 April at the Etobicoke Olympium, the same location as last year's very successful first Expo. This event combines a premier consumer show with informative workshops and fun events in the Olympic-size swimming pool. As well as 100 different displays by canoe groups, outfitters, retailers, and camping organizations, Canoe Expo '93 will boast simulated whitewater rafting events, sprint racing, slide shows, river rescue demonstrations, raffles, and diverse sessions on building a canoe, paddling with children, and low-impact camping.

This year's event offers even more exhibitors and programs than last year, and is sponsored by Canoe Magazine and Kanawa Magazine. There will be an abundance of equipment available for sale. Even those who've never been in a canoe will enjoy the hands-on demonstrations of canoes and equipment. And the smaller pool will be devoted to those wishing to "try it before they buy it."

There will be information on rafting expeditions, guided trips through provincial parks, or simply paddling for fun and recreation.

The Etobicoke Olympium's cafeteria and lounge will be open for Canoe Expo '93 visitors, and there is lots of parking. The Olympium, located at 590 Rathburn Road, just south of Hwy. 427, is easily accessible for drivers and TTC riders. The show runs Friday, 2 April, from 6 to 9 p.m.; Saturday, 3 April, from 10 a.m. to 7 p.m.; and Sunday, 4 April, from 10 a.m. to 5 p.m. Admission will be \$8 for adults and \$6 for seniors and students.



THE FAR NORTH CANOE SYMPOSIUM, sponsored by the Minnesota Canoe Association, is an annual event where canoe enthusiasts and other travellers share their northern experiences. Last year it was held on 23 and 24 October at the Wilder Forest retreat Center, 40 miles east of St. Paul, Minnesota. Unlike the fall of 1991 when a premature blast of winter severely curtailed the attendance, the weather this time was perfect, drawing a crowd of over 200. Getting together with so many canoeists was an exciting experience that we hope to repeat.

Dave and Mary Bober

NAHANNI LOG 8-22 JULY 1991

Written by Doggerel Doug and Silver Tongued Terry with help and inspiration from Weiner and Friends.

INTRODUCTION

We had hoped to do the 540 km from Moose Ponds to Nahanni Butte in two weeks. That was most ambitious to begin with and what with the steady rain we had for 10 of the 14 days of our trip, we came out at Virginia Falls instead. The summer of 1991 was hot and dry in the east, while in the west, because the good weather (high pressure zone) did not move at all in the east, the edge of the weather front where all the rain occurred was along the Rocky Mountains. We were on the river in flood conditions and even then had to sit out a couple of days for the water levels to subside until some of the rapids became navigable. We went with Nahanni River Adventurers who supplied us with a husband-and-wife guide team. Half the group flew into Moose Ponds the first day but because of torrential rains in Fort Simpson, the other half were not able to join us for another two days. So we were delayed right at the start.

This information is pertinent to understanding what underlay the contents of the following doggerel, in addition to knowing that each morning after we did out calisthenics, we drank a communal toast to the "Weiner" of the Nahanni. This ritual was a good-deed omen to guarantee us safe canoeing for the day. The "Weiner" was the denizen of the river who would grab the gunwales of our canoes and tip us over if we were not careful. Also in order to make time, we lashed the canoes together and used an outboard motor we carried with us to get us to the Rabbit Kettle Warden's Station quicker after we finished doing the whitewater part of the river.

NAHANNI LOG 8-22 JULY 1991

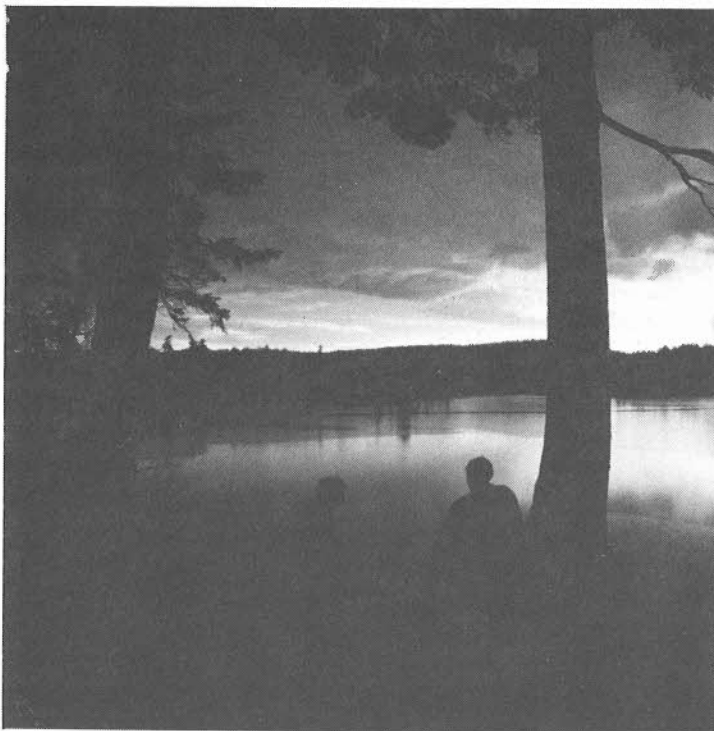
Listen my children and you shall hear,
The story of the 1991 canoe trip of the year.
It was Lorne Chester's gang of eight
Who came North to celebrate.
Henry and Lana were our guides
For the greatest of all canoe rides.
Moose Ponds was the first port of call
Where they finally congregated, one and all.
Our first crew made it, the rest were two days late,
(Dave needed that time from red wine to recuperate).
The intrepid group set out with vim and vigour,
(Author's note: They were merely full of piss and vinegar).
"Initiation" was our first real test,
And it certainly brought out the best.
Henry and Lana were the first to dunk,
Followed by Dave and Doug who also sunk.
Tara and Lorne swamped but clung to a rock,
Says Tara, "If that's an initiation, I think I'll walk!"
Les and Tim were the next to go in,
And so Henry and Lana decided to turn it in (for the day).
A sumptuous breakfast of potatoes, onions and ham,
Was served next morning to the sound of the rain.
A round of calisthenics was next led by Lana,

Followed by the Nahanni Great Green Weiner saga.
Undaunted by the continuous rain,
"Hollywood" was the rapid we hoped to gain.
"Staircase" and "Junction" were fine,
Because the latter most decided to line.
Approaching "Eye of the Needle," Marc bounced out,
Leaving Terry solo, floundering about.
Terry made it to old Terra Firma,
His canoe abandoned to the Weiner.
The canoe eventually was pulled in,
While Dave and Doug went for a swim.
Dave and Doug were alright,
But their canoe had drifted out of sight.
On a rock, our canoe the guides did find,
The rescue hard, the rapids we lined!
Saturday was the first day "sans" a swim,
At a flat grassy stretch we pulled in.
Rain, rain, rain, the river in flood,
We picked our navels, we chewed our cud.
After two days, the river we again ran,
Lorne and Tara immediately swam.
Slowly and with caution we approached "Hollywood,"
The water too high, the rapid not good,
We're lining again, this is no laugh,
Because we couldn't take our ego photographs.
Through "Graduation" we finally did run,
We all made it upright, ending rapids with fun.
Beside the river, we strutted and posed,
Had a quick lunch, and in the sun(?) we dozed.
On the river again, we formed a raft,
Ate wet cookies and shared the odd laugh.
That night over a roaring fire,
Henry was filled with a burning desire.
The results of his incessant dream,
Was the birth of the beautiful "Nahanni Queen."
Albert Faillie would have been proud,
Of our five canoes, motor, and crowd.
The Lindsay flag flapped to Rabbit Kettle Lake,
The Ragged Range diminished in our wake.
It was cold and wet, but Les provided heat,
With water from the engine we warmed our feet.
We lunched at Moore's Cabin, sheltered from the rain,
With fire, a roof, and oysters, we couldn't complain.
The river required much navigation,
We made it thanks to Doug's gesticulations.
And at Broken Skull Creek the camping was fine,
How could it not be, after seven litres of wine!
Next morning was cool, but something was missing,
There were no clouds, it wasn't pissing!
A day in our raft, without a rain drop,
And watching for our food cache, where we must stop.
Lunch on a gravel bar, we were filled with anticipation,
Our next stop was the Rabbit Kettle Lake Warden Station.
Where we planned to the Tufa Mounds to hike,
But Grizzlies in the area shot our plans . . . Psych, Psych!
The lake water was much too cold to swim,
Except for Dave, who from the plane's floats fell in.
Our outboard went by plane to other folk,
For the rest of the trip, we'll have to stroke.

Shrugging our shoulders we headed downstream,
 After dismantling the Nahanni Queen.
 We camped across from "Hole in the Wall" Creek,
 Opened more wine, such a treat.
 Morning dawned, cloudy, cool, with mist, and
 We're not surprised, the weather is consistent.
 In the middle of stretching out the crew,
 The warden arrived in his canoe.
 Gave us our registration, then to our dismay,
 Told us he was headed for our destination that day.
 Wouldn't matter, we could continue our mission,
 But without licenses, we couldn't go fishin'.
 So instead of a final "Up the Weiner" toast,
 We modified our salutation to an "Up the Warden" roast.
 On we paddled to Flood Creek and No Warden!
 Set up our camp with visions of fish breakfast next mornin'.
 Off went our fishermen, Lorne, Marc, and Tim,
 Tried to round a sweeper, and went for a swim.
 Henry and Lana jumped to the rescue,
 Saving the canoe from a weiner miscue.
 Lorne watched the Great Weiner claim his fishing gear,
 While fish jumped at Tim and Marc's feet with nothing to fear.
 The morning brought rain pattering on our tents,
 But nothing was to foil our intent.
 To Virginia Falls we continued, what a pity,
 Our last day of paddling had to be so shitty.
 Dall Sheep were the highlight of today's tough rowing,
 It seems that this water isn't even flowing!
 For seven hours we did paddle,
 Made it, but we were sore in the saddle.
 Three days at the falls of exploration and fun,
 The trip is almost over and out comes the sun.
 The summit of Sunblood, such a grand sight,
 Tara wants to do it again, on a helicopter flight.

Tim says that mountain guides die is no surprise,
 Exhausted hikers push them off cliffs to meet their demise.
 The views are spectacular, but now such a frown,
 Too bad there isn't a gondola to take us back down.
 Virginia Falls and the sluice box are such awesome sights,
 If you're going to paddle it, stay on the right.
 Filet and mountain blueberry pie
 Was the last supper, tomorrow we fly.
 Beer and wine complemented our fare,
 Thanks to the pilots of Ptarmigan Air.
 By 11:30 we were all in our tents,
 The beer, wine, and our energy long since spent.
 Next day we were waiting at the dock by the quay,
 All ten of us for half a day.
 The trip is over, the weather now is great,
 But for us it meant a long hot wait.
 A Grizzly upstream crosses with a ferry,
 Les says "I'll fight 'im." "I'm a runner," says Terry.
 At last the Twin Otter arrives, piloted by Jacques,
 And into cattle class, all ten voyageurs he stacked.
 Along with a canoe, and equipment galore,
 With a shove and a grin, he slammed the door.
 The two engines screamed, and almost exploded,
 Jacques barely lifts off, then grins, "We're not overloaded."
 Over the falls we flew with great haste,
 And on to Fort Simpson, no time to waste.
 From Moose Ponds to Virginia Falls, we gave it our best,
 Now on to Ontario, for some much needed rest.
 We'll be back again, we couldn't be keener,
 To run the canyons, UP THE WEINER!

Doggerel: poor poetry; poetry that is trivial and not well written. Doggerel is often written for a comic effect.



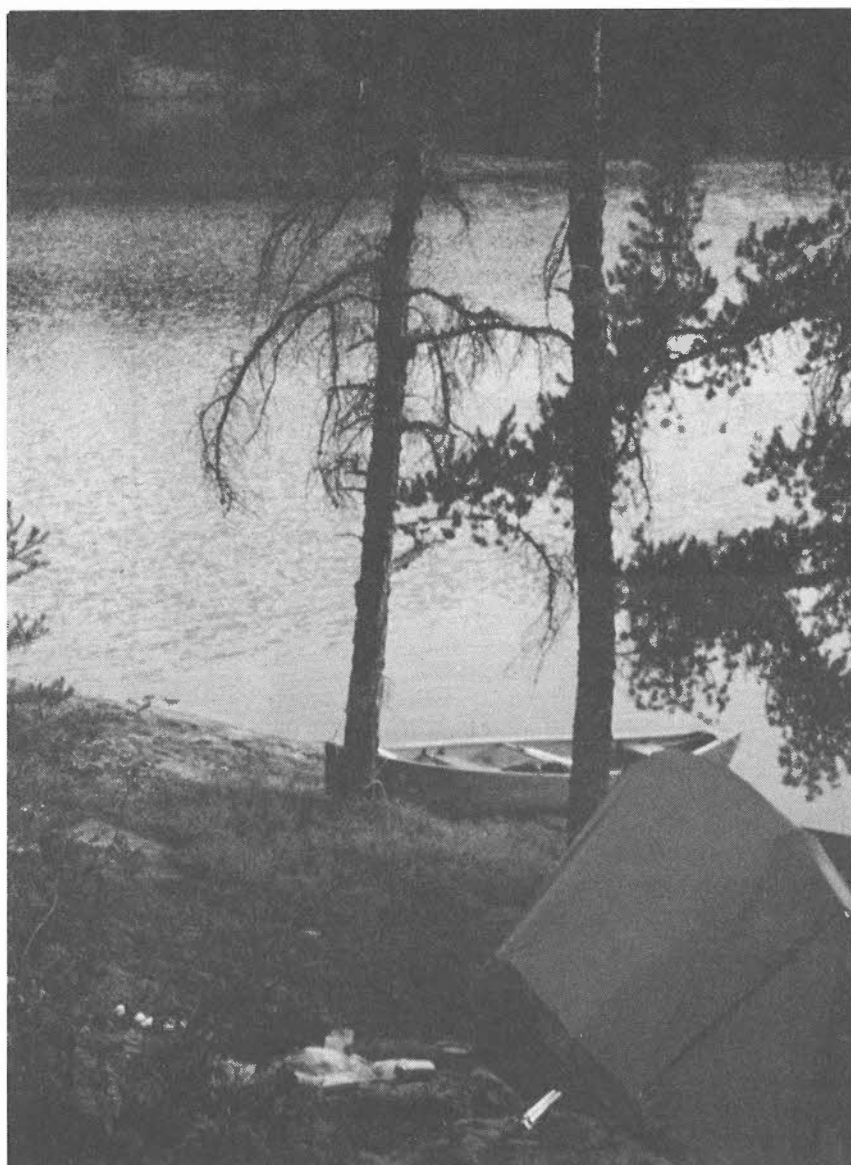
WCA PHOTO CONTEST CANCELLED

Well, we tried again, but it died again. Due to the disappointingly small number of entrants (only five) there would not have been much of a competition, so we decided to cancel it. We had hoped that by offering two drop-off points in downtown Toronto there would be a sufficient number of entrants to hold a fair contest, but, as Chris Motherwell found out two years ago when he also had to cancel the contest he then organized, there just wasn't enough response. Ah well, it was great fun while it lasted and maybe we'll see a resurrection in the future. As a token of our sincere appreciation for the efforts of the present five entrants, several of their fine photographs are presented on the next two pages.

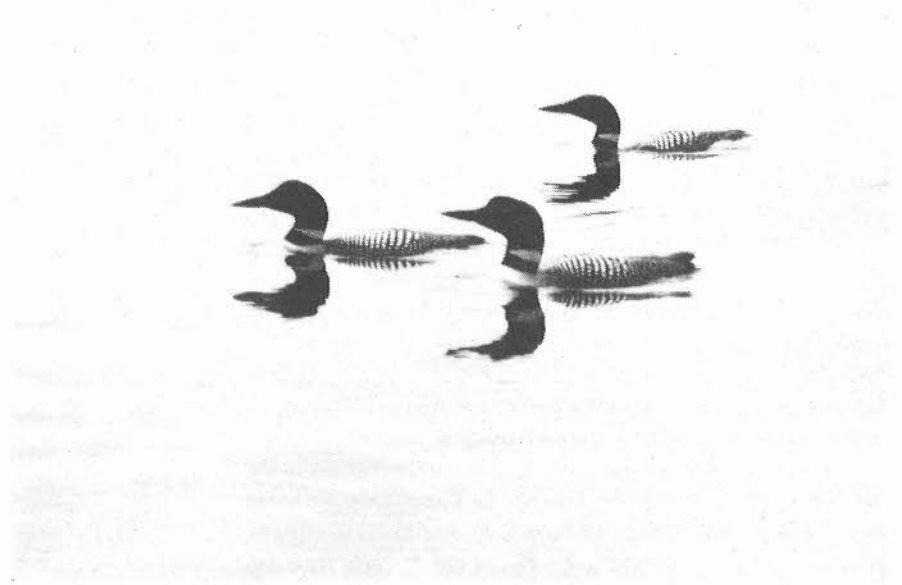
Dee Simpson – Toni Harting



Jeff Haymer



Orrie Wigle



Don Ramsden



Jay Neilson



Gerry Lannan

ALGONQUIN PARK TO FRENCH RIVER DELTA

Richard Parr

We were looking for a two-week route that didn't entail a zillion miles of driving to get to the put-in, but we also wanted clean water and some fresh scenery. The Algonquin Park map was studied long and hard, but we'd already done most of the park, and both of us like to travel to a destination. That's part of our fun: we like to *move*. Also wanted a challenge to do something different. The other problem was that we're on a pretty tight budget; it's the same old thing — hard to have both the time *and* the money.

Wendy and I decided to start in Algonquin, but leave the park through Kiosk and the Amable du Fond River, connect with the Mattawa River and travel up this historic stream, cross Lake Nipissing, and then down the French River to Georgian Bay.

THE ALGONQUIN PARK PORTION (days 1 to 5)

Early July 1992, we put in at Shall Lake (access point 17 in the south of the park), and travelled up the Opeongo River. Walked a lot of rocky swifts figuring that it would be good practice for the Amable du Fond (which turned out to be true!). Wendy always sterns, and a lot of the people we see comment that, "the woman is in the stern!" Well, that's the way we do things; she steers better, and I like the bow, so we're both happy. She's not that experienced a canoeist, but as a former national junior team rower, boat skills come pretty natural to her.

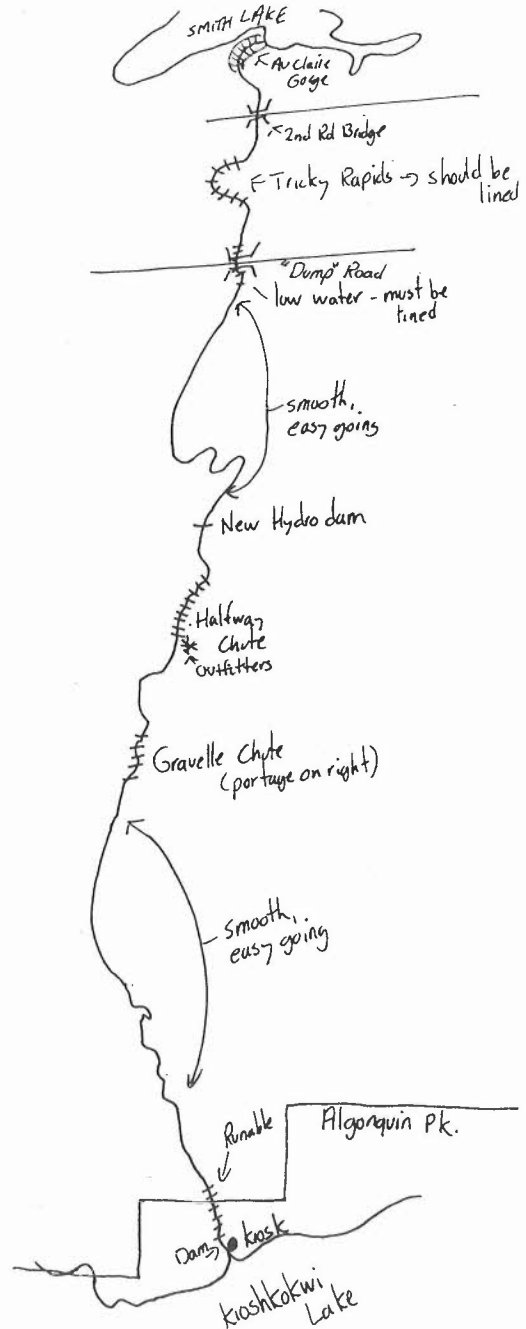
Our boat is a "low-end" 14-foot fiberglass model that we bought new this year. We couldn't afford a Kevlar canoe, but we got a pretty good deal on our little boat which we call "Fred the Moose." We're very pleased with the way it moves, and the 57-lb portage weight is fine with me.

The second day in Algonquin we travelled from Opeongo Lake, up through Big Crow Lake, and finished in Burntroot Lake. We only had two problems: it rained hard all day, and I had told Wendy that the 3750-m portage to Hogan Lake was only slightly uphill. Big mistake. She asked me what I thought Mt. Everest was — a slight @\$%#@# hill!?!?! Yep, it sure does go up. Wendy had a pack on her front and back, while I had a pack and the canoe. We refuse to double portage.

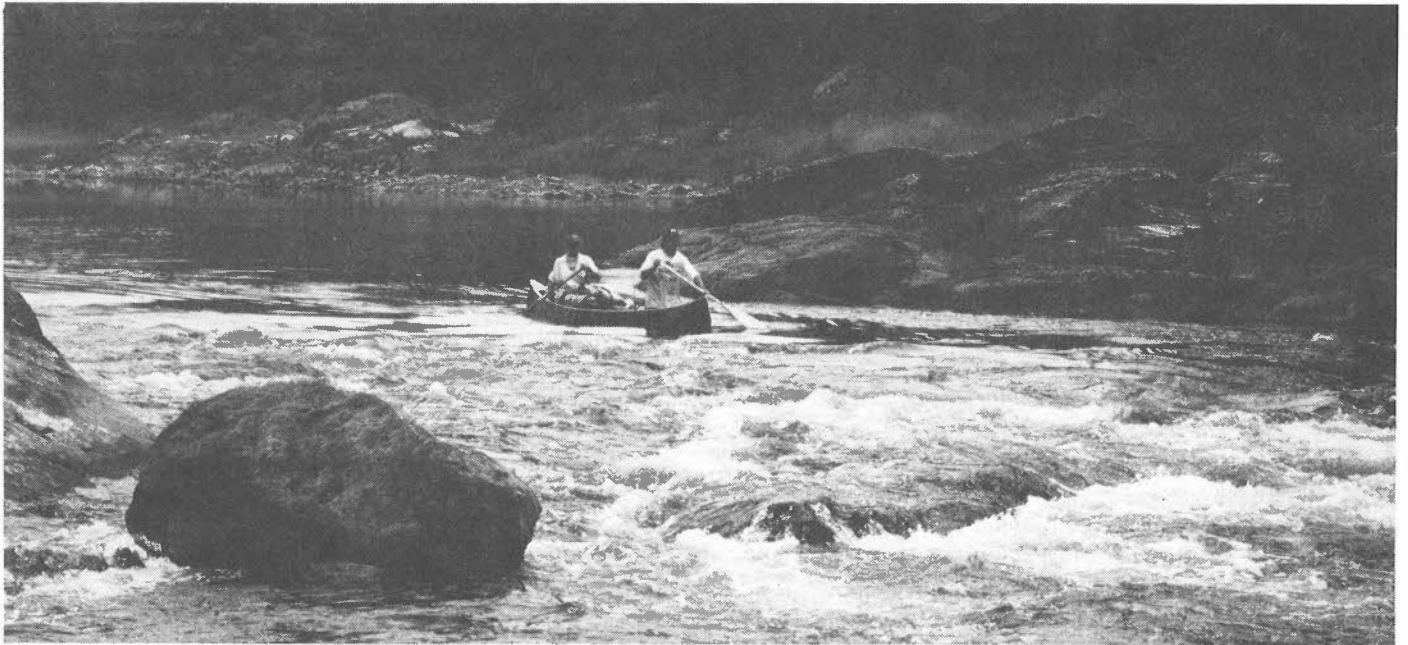
Other than five days of rain, and the closest you could come to a moose without actually touching it, there wasn't much to tell about Algonquin that most people don't already know. We had some great campsites and saw some pretty good wildlife. We got to the ranger station at Kiosk on Kioshkokwi Lake and told the ranger we were headed down the du Fond.

AMABLE DU FOND RIVER (days 6 and 7)

We pretty much figured out what the look on the ranger's face was all about when we started down the du Fond. Shallow, rocky, and fast would describe a lot of it. After running what we could and lining the rest of the first



MAP of L'Amable du Fond River



French River; going down the Blue Chute at very low water.

Photo by Toni Harting

kilometre, the river becomes smooth and deep, and the canoeing is pleasant for about 10 km, with the odd cottage along the shore. At the approach to Halfway Chute we climbed the bank to find ourselves in the backyard of a beautiful log cabin, owned by Ian Kovaks and his family. He's with the MNR, and his wife runs the Halfway Chute Outfitters. They're about the only year-round residents on the upper river. He gave us some valuable info about what lay ahead, and we were off . . . or so we thought.

About 25 metres from the Kovaks place, the carrying yoke support snapped and the canoe came crashing down on my head. I hate it when that happens. We tromped (the only word for it) back to Ian's and he proceeded to fix the bracket for us. We offered to pay, but he refused. As we talked about the river it began to rain. By now we realized that we weren't going to make it down the du Fond today as was our plan, and the rain was getting harder. The Kovaks told us of an A-frame down the way that some old hunters use in the fall. They used to leave it open for those who needed it, but as is (unfortunately) more and more the case, some idiots went in and tore the place up. Now it's locked and there is a somewhat new "trespassers will be prosecuted" sign. Why do the few always ruin it for the many? We weighed our need against the possible repercussions and found a way inside. As it turned out, that night had a record rainfall for that area, and it just didn't stop. The next day (gloriously sunny) we left the cabin as we found it, and we put some money in a drawer. We hoped that they'd find it and just think that they left it there some time ago.

After walking and running some more rapids (rabbits, as Wendy calls them), we pulled out at the second road bridge with the intention of portaging the five kilometres to Smith Lake. The reason for the portage is the 17-metre drop of the Au Claire Gorge. A word of caution: don't go past the second road bridge, especially in higher water.

We hadn't gone more than 20 metres when a woman working in her garden asked, "where the heck did you come from?" We explained and she and her husband were a little surprised. Joe and Mary Anne insisted that we put the canoe into their van and Mary Anne would drive us to the lake. The only problem was that the back door of the van didn't open, so the canoe hung out the side for the entire trip. Mary Anne also insisted on taking us to see the Au Claire Gorge, and we are very glad she did. It's a beauty.

After stopping at the corner store for Snickers Bars we were on our way again. The last reaches of the du Fond are quite inhabited, especially Smith Lake (not the cleanest body of water I've been on) and the Samuel de Champlain Provincial Park, where the du Fond empties into the Mattawa River.

MATTAWA RIVER AND LAKE NIPISSING (days 8 to 10)

We were glad that the du Fond was behind us as we paddled up the Mattawa. You really do get the sense of the Voyageurs as you see the plaques at the portages and read about "La Porte D'Enfer." Of course some of the plaques had been stolen. At La Portage Des Perches we read about the Voyageur habit of throwing away the poles they used to move their canoes up some of the swifts, and it was noted that this action was accompanied by a loud "huzza!" Well, I don't know about you, but "huzza" has to be one of the best canoeing yells of all time. To yell "huzza" at the end of a portage or a set of tricky rapids is pretty darn fine. Try it some time.

The only suitable place to camp on Trout Lake near North Bay is called (appropriately enough) Campers Island at the east end of the lake. Then it's on to North Bay and the six-kilometre highway portage we decided to make through the city. The only good thing is that we dropped our "purist" attitude and stopped for pizza. I've never eaten hot pizza in the middle of a portage before, and I doubt I will again.

We also resupplied in North Bay. We didn't need much, but due to the rain we had eaten a lot of our "no-cook" food and we were running low on that kind of stuff.

We were lucky in our crossing of Nipissing. It can be a rough lake, and it whips up pretty quickly due to its shallowness. The original plan was to skirt the south shore around to the French River, but it was glass calm and the weather showed no signs of changing, so we made the mad dash to the Manitou Islands and then to the far shore. All in all it took us three and a half hours to cross from North Bay to the west shore near the mouth of the French.

FRENCH RIVER (days 11-13)

The first part of the French is really just an extension of Lake Nipissing. Watch out for the wake of the Chief Commanda II, a big, twin-hulled, diesel-powered vessel that carries passengers across the lake from North Bay to Dokis Village. The French was a pretty good river to canoe, although both Wendy and I felt that it was not as clean as we would like. The rapids were fun, and with the water low, they were just the right amount of challenge for us and "Fred the Moose." Some of them were still pretty tricky, but we had no problems, except that ol' Fred doesn't have a whole lot of freeboard, so we frequently took in water.

We finished at Hartley Bay on Day 13. The original plan

was to go into Georgian Bay and then east to Key Inlet, but our ride had to come two days early, so we had to cut our trip short a few days.

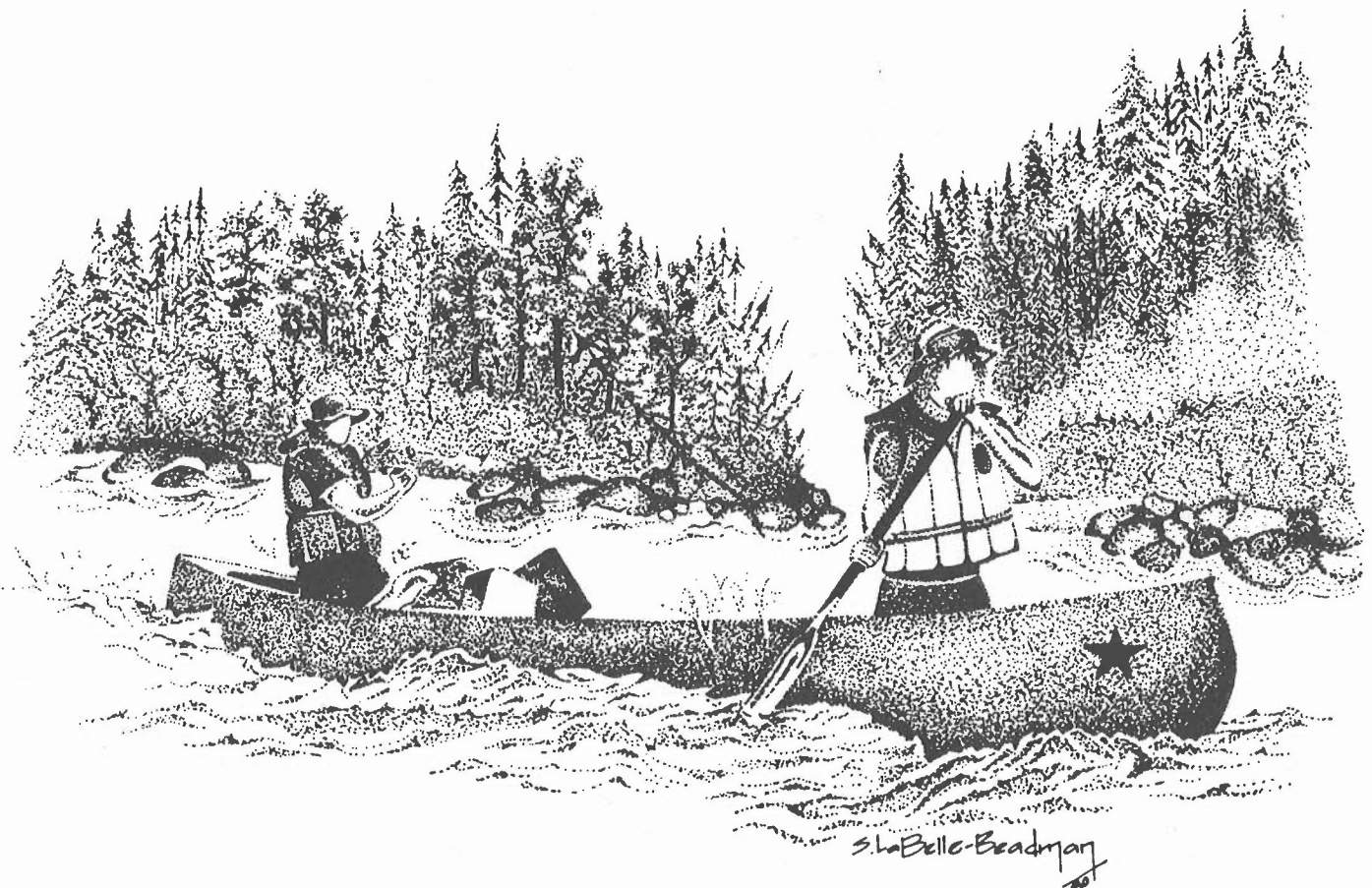
All in all it was a very successful trip. We showed (to ourselves anyway) that you can canoe from Algonquin to Georgian Bay, following a route offering a wide variety of challenges and scenery. I do have some recommendations for those who wish to try it:

I would not recommend the Amable du Fond River, unless you are patient and really like a challenge. There are some portages, but they are not well marked, and other places have no portages at all. Many of the rapids are too rocky to run, and the only real alternative is to line down some pretty fast-moving water.

If you do go down the du Fond, stop at the Halfway Chute Outfitters; they in fact did save our trip for us, and Ian knows the river very well. Joe and Mary Ann are incredible people, and Joe can tell you a lot about the history of the area. Joe has been given permission to put the necessary portages in, and there is talk of making the area a park, linking Algonquin to the Champlain Park.

Pick up the new map of the French River Provincial Park. We had topographics, but they don't compare to the info you get on the French River map.

Yes, I think we would do it again.



REVIEWS

QITDLARSSUAQ, The Story of a Polar Migration by Guy Marie Rouseliere, O.M.I., Wuerz Publishing, 1991, cardcover, 196 p. folding map, photos, appendices, bibliography, \$24.95, available from Northern Books, Toronto, (416) 531-8873.

Reviewed by George Luste.

This is an unusual book, a carefully crafted reconstruction of an Arctic migration of around 50 people that took place in the last century. More recently, Renee Wissink organized a dog team re-enactment of the same journey, and wrote an article in *Equinox* magazine — and Mike Beedell showed slides of their trip at the recent High Arctic Symposium (see page 8 of this issue, Ed.).

The book tells the story of an Eskimo odyssey that began around 1850 from Baffin Island, was led by a great shaman, or angakkuq, named Qillaq or Qitdlarssuaq, and ended in northwestern Greenland many years later. Since no written records were left by the principals themselves, the author has carefully pieced together this remarkable story from many sources — including Rasmussen's writings, earlier Arctic explorers such as Inglefield and McClintock, the anthropologist Boas, Cook, Peary, and many others, as well as the oral stories from the Canadian Inuit and the Polar Eskimos of Greenland. Many early photos illustrate the text. I found the book fascinating.

ISLANDS OF HOPE, Ontario's Parks and Wilderness, edited by Lori Labatt and Bruce Litteljohn, published for the Wildlands League by Firefly Books, Willowdale, Ontario, 1992; 290 pages, hardcover, \$35.00.

Reviewed by Toni Harting.

This beautiful and important conservation book was produced by the Wildlands League to celebrate the 100th anniversary of the Ontario parks system. *Islands of Hope* presents a remarkable collection of 130 often stunning photographs by some of Canada's most accomplished nature photographers, as well as excellent essays on the history and nature of the parks system, written by authorities on Ontario's natural heritage. It also contains essays by other people with a deep affection for, and knowledge of, particular parks and wild areas. The more than 40 essays are presented in several sections: History and Attitudes, Regional Introduction, The Canadian Shield, The Hudson Bay Lowland, Youth and Nature, and Thoughts for the Future.

The production value of this large coffee-table book is absolutely first class. Typesetting, color separation, printing, and binding were all done in Canada; what normally would have been a \$70 book now only costs half that, thanks to a number of generous sponsors. This is a book that every nature lover should have and cherish, to better understand and help protect our delicate and threatened natural heritage.

RAIL DIVERSION THROUGH ALGONQUIN PARK

Natural Resources Minister Bud Wildman has asked federal transport Minister Jean Corbeil to disallow a plan that would increase traffic on the Canadian National rail line through Algonquin Park.

Canadian National and Canadian Pacific announced last month that they had reached an agreement to consolidate operations in the Ottawa Valley, from a point near the Quebec border through to North Bay, and use the CN line — which extends for approximately 136 km through the park. Rail traffic through the park could increase to 10 to 12 trains a day from the current level of five to six. The CP line would be abandoned under the proposal.

"The pleasure of a quiet canoe ride is diminished by the sound of train engines echoing through the hills and valleys of the park," said Mr. Wildman. "The trains can be heard up to 15 km away. This will create a constant intrusion both day and night for park visitors, and will have a significant impact on the province's tourism revenue."

Mr. Wildman also expressed concerns about increased mortality rates for wildlife near the rail line and the potential risk of toxic spills, which could damage the valuable Petawawa River system and highly sensitive lake trout populations in the park.

In a letter dated 15 January, Mr. Wildman urged Mr. Corbeil to recommend that the two rail companies consolidate their operations on the CP line which runs outside of Algonquin Park, just south of the Ottawa River.

(This information supplied by Paul Chivers from an MNR news release dated 22 Jan 93.)

1993 RIVER AUX SABLES RENDEZVOUS

We've held back development of several private dams on one of the Mid-North's finest rivers, but we have a long way to go. In particular, we are trying to save the canyon section, which is unique in its wild beauty and wild water.

Don't miss the second River Aux Sables Rendezvous, Victoria Day long weekend (22-24 May). You can receive your registration package from Richard Culpeper, 160 Wembley Drive, Sudbury, Ontario, P3E 1N2.

Richard Culpeper

CONSERVATION

THE CLASS ENVIRONMENTAL ASSESSMENT ON WATERPOWER DEVELOPMENT

Dale Miner

The WCA has become involved in the *Class Environmental Assessment (EA) on Waterpower Development*. This article outlines the reasons for this involvement, what participating is expected to accomplish, and what the implications of continued participation could be for the WCA.

REASONS FOR INVOLVEMENT

The main reason for participating in this Class EA is to provide canoeists with an opportunity to change the planning process that controls what a private developer must do before he obtains approval to build and operate a hydro dam on any river in Ontario. There are currently 67 proposals at various stages of the existing approval process. If these are all approved, a significant portion of the recreational canoeing opportunities in Ontario will be gone.

The Class EA has been put forward by the Waterpower Association of Ontario (WAO). The stated purposes of the proposal include the following statements:

“... This Class EA would replace most of the steps in the current Ministry of Natural Resources Waterpower Guidelines approval process...”

“to permit private developers to develop, maintain, and/or expand water power sites, and sell the electricity to Ontario Hydro, in an environmentally sound, clear, consistent and cost-effective manner.”

In other words, private developers dislike the current process and hope to reduce approval problems through this proposed Class EA. However, the EA process imposes some strict requirements that a proponent must meet prior to an approval. More importantly, it provides significantly greater opportunities for third party involvement in the decision-making process than does the current process. The WCA agrees with the WAO's position that the current process is too disjointed and that a Class EA approach is appropriate, although for different reasons.

The current approval process occurs partly outside of the EA process. Under the terms of exemption order MNR 26/7, the MNR District Manager decides if the disposition of the Crown resource associated with a particular site is major or minor. If it is major, the undertaking is referred to MOE's EA Branch. MOE then makes a recommendation regarding designation under the Act. Only those projects which the local MNR District Manager deems likely to have major impacts make it into the EA process. Even then, a full EA does not necessarily follow. From the canoeist's perspective, this has resulted in a catch-as-catch-can approach to discovering and opposing individual projects. The Class EA approach, on the other hand, provides a clearly defined series of hoops through which a proponent must jump, including some mandatory public consultation.

THE CLASS EA PROCESS

The legislation governing the environmental assessment process in Ontario is the Environmental Assessment Act

(EAA). Two critical sections of the EAA are section 1(c), the definition of the environment, and section 5(3), which describes the constituent elements of an EA.

Section 1(c)(iii) indicates that the definition of the environment includes “the social, economic and cultural conditions that influence the life of man or a community.” Section 5(3) requires proponents to provide a statement of the purpose of and rationale for the undertaking, descriptions and evaluations of reasonable “alternatives to” and “alternative methods of carrying out” the undertaking, possible mitigation measures for each alternative, and a description of the “net effects” that can reasonably be expected. In this case, an “alternative to” would be to build a windmill farm or get the power elsewhere, such as from the Bruce station. An “alternative method” would be to build a similar project at another site.

Section 5(3)(d) further requires an “evaluation of the advantages and disadvantages of the undertaking and the alternatives...” Although not explicitly stated as such in the EAA, the cumulative effect of decisions under the EAA has been to require a positive determination of “need” before an approval is given. In at least two cases, this decision was required during an ongoing hearing before allowing the hearing to continue. In this case, we need to establish that the proponents must prove that their particular project is providing a necessary service (as opposed to merely being a potentially profitable business venture) prior to project approval. The issue of need for additional power facilities, including Non-Utility Generation, is being partially addressed, on a macro level, at the ongoing Ontario Hydro Demand/Supply Planning (DSP) EA.

EA's are required for all government proposals, and for private sector proposals that are “major commercial or business enterprises...” Presently, the activities of the water power industry are not subject to the Act, and the allocation of Crown-owned potential water power sites is exempted from the Act by exemption order MNR 26/7.

The main difference between a Class EA and an individual EA is in the scope and nature of the approval. Approval of an individual EA relates to the planning, design and implementation of an individual “one-shot” project, such as a municipal landfill. A Class EA applies to a class of similar projects that “recur frequently and have a predictable range of effects that are minor in most cases.” The approval of a Class EA is a phased or staged approval. The first approval stage relates to the basic acceptability of the overall class of undertaking and the prescribed planning process to plan individual projects within the class. The second stage occurs at the individual project level, where the approved planning process is applied to determine the acceptability of the net impacts of that individual project.

There are currently twenty approved Class EA's in force in Ontario. All were approved without a hearing. The only

Class EA's to go to hearing are the MNR's Timber Management EA, for which the decision is pending, and the Ontario Hydro DSP hearing, which is ongoing.

WCA INTERVENTION OBJECTIVES

There are 3 main objectives to the WCA intervention in this EA:

i) to have exemption order MNR 26/7 revoked;

This is a political decision that will be taken outside the EA process. There are ongoing discussions with the various concerned ministries (including Natural Resources, Environment and Energy) about what and how various Crown resources should be allocated and/or designated.

ii) to have the private water power sector designated as subject to the EAA;

Although this objective is also political, it *should* be the easiest to achieve, since the Waterpower Association itself states, in the opening paragraph of its draft EA:

"The Association has, however, identified the need for these undertakings to be included in the Act and that a Class EA be initiated by the Association."

It may not be *quite* that simple, due to the discussions described above.

iii) to have the Class Environmental Assessment for Waterpower Development *approved as amended by the WCA's proposals regarding the approval schedules and the prescribed planning process.*

In other words, the WCA wants to alter the proposal such that the parent Class EA planning process that is eventually approved fully protects the legitimate concerns of canoeists (as perceived by the WCA) and other river users, that public consultation with particular groups (e.g. the WCA) is mandatory for all classes of projects, and that the evaluation of "need" under the approved process is stringently applied at the individual project level.

To achieve this, it will be necessary to convince the Minister of the Environment, or her designate (e.g. the Environmental Assessment Board (EAB)), that the changes to the EA document proposed by the WCA are both technically feasible and environmentally desirable. This requires negotiation with the proponent to see if they are willing to incorporate the WCA proposals directly. If so, no hearing would be required. If they refuse, then it would be necessary to petition the Minister for a referral to the EAB for a hearing. If the request for a hearing is granted, the WCA case would be made before the Board through cross-examination of the proponent's witnesses, and, if necessary, by bringing evidence from the WCA's own witnesses.

WHY THIS APPROACH?

A major part of establishing our credibility as an intervenor in this case is to demonstrate that we are not simply a "NIMBY" type of special interest group. Therefore, the position we intend to advance will be soundly based on the principles of environmental planning, and the tenets of the EAA and related jurisprudence. We are NOT attempting to achieve a blanket moratorium on all small hydro development projects. What we are proposing is a planning process which ensures that a full and fair evaluation of all the environmental effects, including the "net value" of preserving a site for recreational purposes, must be conducted

before any individual project is approved. However, if that evaluation conclusively demonstrates that the net effects of the proposed project to the people of Ontario as a whole are positive, then it is appropriate that that project be approved.

Another important aspect to our credibility is to demonstrate that we have a broad base of support. To that end, we are approaching other canoeing and conservation organizations with the objective of forming a coalition to present a united position.

WHAT ARE THE IMPLICATIONS?

1. MANPOWER

This effort will require extensive commitments from everyone who becomes involved. Currently, the project team, supported by the Board of Directors, consists of Conservation Chairman John Hackert, Richard Culpeper, John Winters and myself. Anyone wishing to become involved should contact one of the four of us — there is no shortage of available tasks!

2. FINANCIAL

The costs of mounting a case before the EAA can be enormous. Currently, the Board of Directors has not authorized the expenditure of any funds beyond the normal operating budget of the Conservation Committee, currently set at \$1,500. If the EA goes to hearing, this would be a drop in the bucket of the funds needed. It would be our intention to obtain the bulk of the needed monies from the proponent via an application under the Intervenor Funding Act. We will also be requesting financial support from Coalition members, but we will also require enough from the WCA coffers to demonstrate our commitment. The Board of Directors and the Project Team are committed to the sound financial management of this project, and the continued financial well-being of the WCA itself.

3. FOLLOW-UP

Subsequent to an eventual approval, we expect to be on the consultation list for individual projects undertaken under the Class EA. This represents a long-term commitment of manpower resources, and would be best achieved through the Adopt-a-River program discussed elsewhere in this newsletter.

4. PROFILE

A positive side-effect of participating will be to increase the public profile of the club in the professional environmental community. This can result in an increased voice in many other conservation issues in which the club may wish to lobby a particular position.

Part of a news item from Ontario Hydro, dated 28 January 1993:
HYDRO CANCELS PLANS FOR SUDBURY-TORONTO TRANSMISSION LINES

Ontario Hydro has decided to cancel plans for the new 500 kilovolt transmission line between Sudbury and the Greater Toronto Area, resulting in a savings of about \$ 1 billion (see *Nastawgan*, Winter 1992, page 32; Ed.). Recent cancellation of an agreement to purchase 1,000 megawatts from Manitoba Hydro, deferral of studies of potential hydro-electric sites in Northern Ontario, and a scaled-back non-utility generation program have reduced the need for the proposed Sudbury-Toronto transmission lines. Reliability of supply from the north can be maintained by upgrading and refurbishing existing transmission facilities.

GOGAMA CIRCLE ROUTE?

Jane Burgess

Trip location: west of Gogama, Ontario. Trip date: 30 July 1992. Participants: Jane Burgess, Peggy and Wilko Frankovich, Daphanie Harris, Mario Manuel, Karl Stevens.

“The long portage from Southcamp Bay over to Dividing Lake is shown as an alternate route on the 4M Circle Trip. This trail through waist-high thick bush must be rarely used and certainly not maintained. Any lapse in my attention to the skimpy indications of the path and I was losing the trail amidst the thickets.”

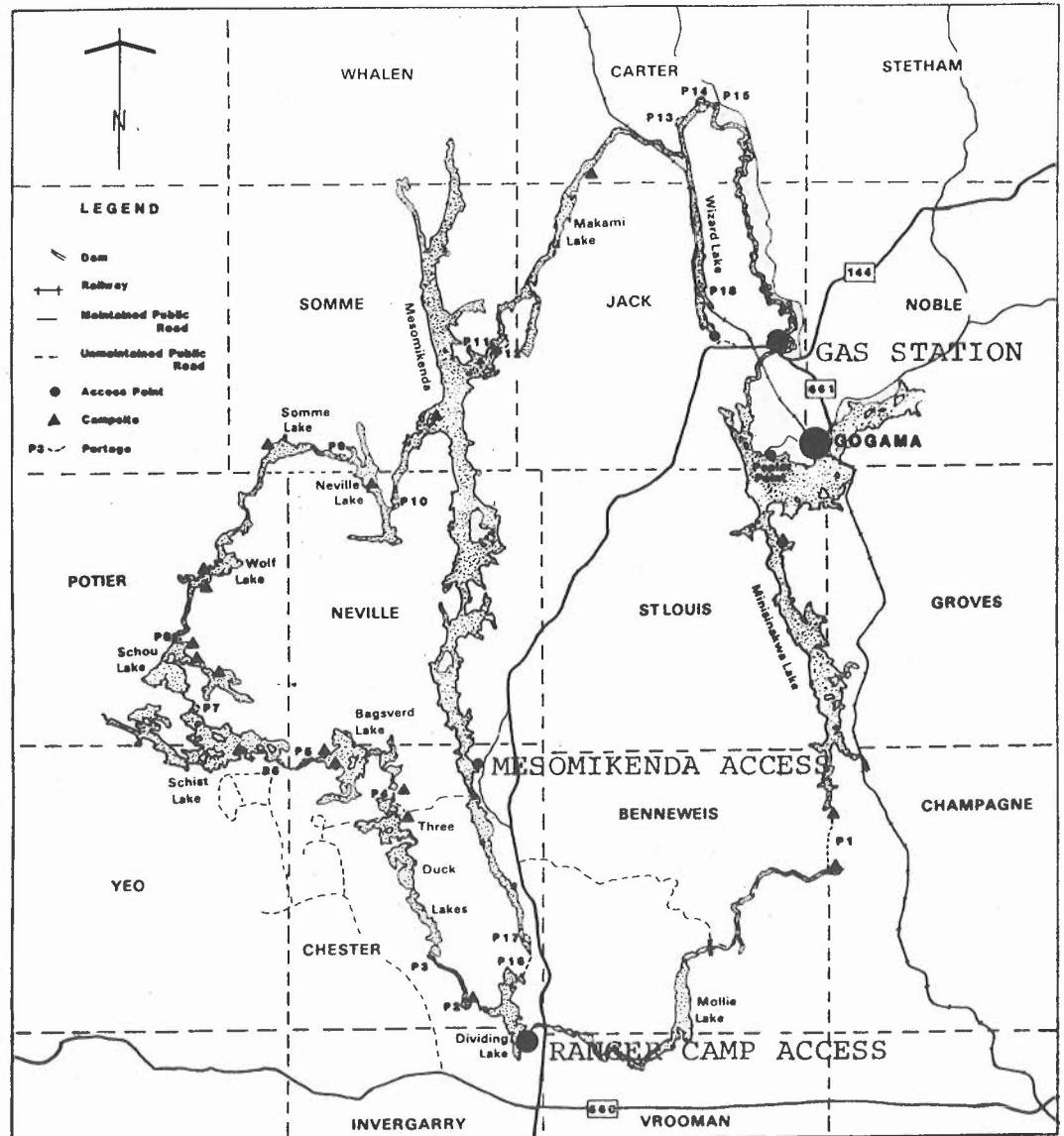
These words were written by Phillip Nusbaum in his article “West of Gogama” in the Spring-1988 issue of *Nastawgan*. Oh, that we had remembered them! Yes, we had read them in 1988 with great interest as we were familiar with the latter half of this route from fishing it from our base camp on Lake Mesomikenda. But Phillip Nusbaum was a self-proclaimed neophyte to canoe tripping and a virgin to the Gogama area, whereas we were old hands at both. Back in 1978 we had started out on this same trip and, though we had failed to find the Dividing Lake Portage, we had the smarts to drive around to the Three Duck Lakes on the mine roads.

“Dividing Lake is the pivotal point in the canoe route. From here one can go directly to Mesomikenda Lake which is to the north, or one may take the longer way around. The direct route to Mesomikenda starts from a small lake to the north-east of Dividing Lake. Here one encounters the first of two portages which is 706 metres long. It is shown on the accompanying map as portage 16. The portage goes to a narrow unnamed lake at the north end of which there is a second portage (number 17) of 87 metres. Southcamp Bay of Mesomikenda Lake lies ahead.”

This innocuous-sounding pack of lies, complete with

fold-out map of the same trip, is contained in the brochure, “4M CIRCLE CANOE ROUTE, Minisinakwa Lake, Mollie Lake, Mesomikenda Lake and Makami River,” published by Gogama District, Ministry of Natural Resources and available free to any innocent soul who writes them. It has always been a habit of mine to paddle downstream, not up, so we were to follow the Ministry’s route in reverse. Armed with both the Ministry’s map and topographic maps we set out from Mesomikenda access point to portage 16 into Dividing Lake and from there lake-hop back to Mesomikenda, an easy four-day trip.

The emphasis on this trip was to be “relaxed, laid back;” we even let Karl take his screened dining room. We had sent ahead a scout to ensure the 1978 fiasco would not be repeated, and to confirm that the Ministry had since clearly



MNR BASE MAP SCALE APPROX. 1cm = 3km Scale 1 cm : 3.00 km

marked the portage. Piece of cake, not only had the Ministry put a brand-new sign at portage 16, showing the traditional yellow canoeist bent double under his load, but a beaver had conveniently raised the level of the unnamed lake and all but eliminated portage 17.

Portage number 17, if it did in fact exist, would be hell. It's not that the bush is that thick, its just that the thicket described by Phillip Nusbaum in 1988 has grown into a copse. Or at least it was doing its best to grow into one until a tornado went through the area the previous fall and twisted the tops; twisted them exactly the way old bush hands twist them when they go through an area and want to mark a trail without permanently blazing it. This had confused us for a bit as we followed twisted tops hither and thither until we were caught in a tangle the likes of which had protected Sleeping Beauty for one hundred years. It became time to hang the canoes up and reconnoiter the area looking for the actual trail.

As everyone knows, real established portages the likes of portage 17 would be well and truly blazed. Sure enough, there were blazes, fine, well-formed, deep blazes carefully placed at eye level, with the rear of each tree marked at just the right spot to ensure safe passage back. I followed one set of blazes that lead off the trail about 100 yards from the start, while our scout followed another set of blazes leading out from the tangled, 'tulgy' (thank you, Lewis Carroll) wood. It turned out I was lucky, I found the claim post about a half hour later.

But the scout was not as lucky, he crashed around in that twisted mess for an hour before he found his post. That entire area has been the focus of a penny gold stock company for the past ten years and the bush is tidily divided into a grid with each claim carefully maintained with neatly blazed lines as required by law to preserve one's claim.

The party regrouped at the canoe depot in the 'tulgy' wood. The scout had seen a body of water off in the right direction for Dividing Lake whilst walking his claim. Half the party decided to proceed in the direction of Dividing Lake taking packs only and following the topographic maps, whilst gainsaying anything to do with Ministry mythical portages or claim blazes.

We did make it eventually, about an hour later, out to Dividing Lake, but we knew that no one but no one (with the possible exception of John Winters) was going to take a canoe through the tangled mess we'd just been through. Moving at 706 yards per hour is not fast travelling, but we were now at least on Dividing Lake. And since the way the Ministry had set up the loop was from Dividing Lake into Mesomikenda, we should be able to find the Dividing Lake portage sign and follow it backwards along the infamous portage 17 to somewhere close to the canoe depot where the rest of the party languished.

We combed the shoreline but could not find that portage sign. We found three little ticks on a tree that looked like a half-hearted effort by a Three-toed woodpecker, but no trail lead off from the tree. It took us two hours to make it back to the rest of the party and another to get back to the lake with no name. We had started on 706-metre-long portage 17 at ten in the morning and it was now six o'clock in the

evening, time to go home.

I had wanted to storm the Ministry's office the next day but was forbidden by my sister who owns the camp on Mesomikenda and is indebted to the Ministry, not just for canoe routes but also for fish-stocking records and information on new bush access roads. She did promise to discuss the matter with them. A Mr. Andrew Stewart was pleased to hear from her; in fact, he had another complaint that very summer about that portage. No, he'd never been out on that portage himself, he'd only been in the office for two years and they were so short-handed he rarely got out of the office. No, there was no one to maintain or check the routes; in fact, he was greatly indebted to people when they called up and told him he had given them a "bum steer," his own words.

I realize the Ministry of Natural Resources, like all Ministries, is going through cutbacks but I still have a problem with a Ministry that has the funds to post a portage with a brand-new sign but does not have the manpower to walk it and see that it does exist.

Another problem I have with blaming cutbacks is that Phillip Nusbaum's 1987 experience was not dissimilar: ". . . First thing today I asked some questions at the local Ministry of Natural Resources office. The staff man who used to know the canoe situation in all the district townships had been moved on. The new CO was polite and friendly but had to apologize for not being as yet better acquainted with these details first hand Soon I was putting in at an M.N.R. access point near the south end of Mesomikenda Lake. Starting here instead of at Wee Duck Lake was to cost me two full days at the beginning of the journey"

If you go on this trip, *do not* ask the Ministry. Do what the Federation of Ontario Naturalists does, take a leisurely week, put in at the forest ranger camp on Dividing Lake, and take out at the Texaco Station at the Gogama turnoff. Or take four days and do what we should have done: put in at the forest ranger camp on Dividing Lake and take out at the public access point two-thirds of the way down Lake Mesomikenda. Either of these trips should prove a pleasant flatwater trip through classic black spruce forests and respectable pike and pickerel water, with only used (but not all marked) and reasonably short (about 400 metres is the longest) portages.

If you are the adventurous sort and would like more information about this or other trips in the Gogama district, you can write The Ministry of Natural Resources, P.O.Box 129, Gogama, Ontario POM 1W0, or phone Andrew Stewart at (705) 894-2000.

Me, I'm the adventurous sort. When I was visiting them in the local office last spring, they gave me a copy of a map with all the logging roads in the area, both public and private. Logging in that area is so widespread, the roads connect Shining Tree and Gogama all the way through the bush to Chapeau. The people in the Ministry aren't too familiar with them, so they couldn't give me much information. But with all those new access points to water previously only accessible by plane or train, it sure is tempting to give the Ministry's mapping another try.

Perhaps John Winters would like to come.

POST-TRIP DEPRESSION

Dan Jenny

My cold nose woke me as it usually does. The fire was almost out and I was beginning to get chilled. The only warm spot was where Molly was leaning up against my side. I flipped my blanket back, reached behind my head, and grabbed a couple of logs and threw them on the fire. The fire crackled, sparks flew, and a flame slowly came back to life. It felt good. I lifted the lid on the pot and stirred a concoction of beans, slab bacon, onions, and basil. They had been cooking all night and were almost ready. I moved the pot closer to the fire. Breakfast would ward off the morning chill.

It was beginning to get light. A faint fog hung close to the ground and the dampness seemed to hang on everything. Molly stood up, stretched, her nose working the spruce behind camp, hoping for a chance partridge.

The receptionist walked into my office and brought me back.

"How was your trip?"

"Good," I answered, not really wanting to talk.

"Where'd ya go?" she asked.

"Labrador," I said, watching her frown. I knew the next question. "Where's Labrador?" she asked.

"Northeast side of Quebec," I answered, praying for no more questions. Again she frowned. It was the look I was used to following a trip. She just couldn't understand. I wasn't about to explain.

Finally she said: "My idea of roughing it is a week at the Holiday Inn!" I forced a smile. I wish I had a dollar for every time I heard that comment. I could retire.

"On behalf of wilderness canoeists, we're glad you like the Holiday Inn. It's getting crowded up north!" Way to go Dan . . . alienate everyone.

I sat up and laced my moosehide moccasins around my ankle. Grabbing the tea kettle, I stood up and stretched. The morning air was crisp and cold. This was my favorite time of day. I could hear the Cache River rippling a dozen yards any. Suddenly a partridge bolted for deeper cover. Molly jumped in pursuit. I walked to the edge of the river and paused, hoping to spot a moose. Nothing this morning. The dew soaked into my socks, a familiar feeling, part of the morning ritual. I filled the teakettle. The old tea leaves came back to life and swirled. As I turned back to camp, I looked overhead, noticed there were no clouds. It was going to be a great day.

Patrick, the office manager, popped his head into my office.

"How was the trip?" he asked.

"Good," I answered, thinking maybe I should close my door.

"Are there any golf courses in Labrador?" he asked.

"I hope not!" I responded, knowing full well there was

one in Goose Bay. "Glad to have ya back."

"Ya . . . thanks." I looked at the clock on my wall. It wasn't even 8 o'clock. I would never last the day.

I slipped the canoe in the water and secured the Duluth pack in the centre. Molly hopped in the bow and we were off. We had camped on the east shore of the Cache River where it flows into the Churchill River. The last several hundred yards of the Cache was fast water and we soon entered the Churchill. The Churchill at this point was somewhat narrow and fast. This area was reported to have lots of moose and I had not seen any yet. I kept to the north shore hoping to spot one.

The steep slopes and mountains of the Churchill River and Winokapau Lake are breathtaking. One beautiful waterfall follows another, particularly along the north shore of Winokapau Lake. I couldn't wait for the next turn in the river.

Bob Paffenroth, Paff, came through the door and looked at me. He smiled.

"My wife, Nancy, calls it PTD," he smirked. "That's for Post-Trip Depression." Paff understood. I was fortunate in that I shared an office with a fellow wilderness canoeist. I wonder what the odds of that are?

"You're right," I said, "I am depressed. It usually starts the last night in the bush. It gets worse during the drive home."

"You'll get over it in a couple of days."

"I know . . ." I moaned. "I have trouble concentrating. I daydream a lot . . . relive the trip in my mind . . . even the details. I'll start planning my next trip and that usually cures me." My phone rang. I ignored it. These people have no heart. Thank the Lord for voice mail. It's only 7:45.



guidelines for wca trips

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

canoe safety rules

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

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



difficult - use own judgment



all clear - with caution

SIGNALS



danger - do not run

WCA TRIPS MAY HAVE AN ELEMENT OF DANGER.

THE ULTIMATE RESPONSIBILITY FOR A MEMBER'S SAFETY IS HIS/HER OWN.

trip ratings

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

WHITewater TRIPS

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

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

FLATwater TRIPS

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

WCA TRIPS

A WORD OF CAUTION

As the skill level of some of our paddlers is increasing, we find ourselves on the rivers immediately after the spring thaw begins. Trip organizers and participants need to be aware that water and weather conditions vary greatly from year to year, and a river that was a challenge last season may be a greater challenge when paddled this year.

Safe canoeing requires sound judgement and an appreciation of the risks involved. As we attempt more difficult trips, the potential for serious accidents increases. Even close to the city flood-level waters have surprised experienced paddlers. Proper clothing, safety and rescue equipment are essential; see John Hackert's article on wetsuits and drysuits in the Winter 1991 issue of *Nastawgan*.

Highly specialized whitewater playboats may successfully negotiate water unsafe for normal boats. The decision to run or not run a rapid is personal and no one should be ashamed of portaging water beyond the level of their canoe or their skill.

We draw your attention to the safety rules published in this issue of *Nastawgan*. Enjoy the spring paddling.

13 March LOWER CREDIT RIVER

Steve Burnett, (519) 837-8774, book before 4 March.

The Credit from Streetsville down is normally running high in this season. The water is cold and can be unexpectedly tricky. Experienced cold-water paddlers able to manoeuvre in fast water and who have properly outfitted boats are welcome. Limit five canoes.

18 March ELORA GORGE

Steve Burnett, (519) 837-8774, book before 12 March.

Elora Gorge can reach extremely high levels in the spring. This is a trip for advanced whitewater canoeists with properly equipped boats and wet or dry suits. Assuming that there is water it will be fast and extremely cold. There are few exit spots once the trip is begun and the narrower sections have very large waves and holes. Limit four canoes.

21 March LOWER CREDIT RIVER

Duncan Taylor, (416) 368-9748(H), (416) 327-1400(W), book before 14 March.

The traditional Lower Credit run, from Streetsville to the golf course. Cold, fast-moving water. Experienced paddlers in properly equipped boats. Wet suits required. Limit six canoes.

27 March UPPER CREDIT RIVER

Paul and Diane Hamilton, (416) 877-8778, book before 19 March.

A run from Ingleside to Glen Williams. The river can be fast and cold with some small rapids. Canoeists should wear wetsuits and prepare for cold conditions. Limit six canoes.

3,4 April MOIRA RIVER, BEAVER CREEK

Dale Miner, (416) 693-2067, book before 22 March.

The Moira is one of Southern Ontario's finest spring rivers with rapids that can reach Grade 3. Beaver Creek is narrower and more technically demanding. This is a trip for advanced whitewater paddlers with proper equipment; dry suits are recommended. Full floatation is essential. Limit five canoes.

4 April GRAND RIVER

Dave Sharp, (519) 621-5599, book before 26 March.

A gentle flatwater trip starting at Cambridge and, depending on water levels, ending at Paris or Brantford. An excellent trip for novice moving-water paddlers. Limit six canoes.

4 April OAKVILLE CREEK

Jeff Lane, (519) 846-2586, book before 26 March.

Narrow and winding, Oakville Creek can demand precise manoeuvring to avoid sweepers. While there are no large rapids, the water can be very cold and paddlers should be prepared accordingly. Depending on the put-in point, Oakville Creek can involve a full days paddling. Limit five canoes.

9-11 April SALMON, MOIRA, BEAVER

Dale Miner, (416) 693-2069, book before 3 April.

See previous week. The Salmon is less demanding than the Moira or Beaver Creek but still offers a whitewater challenge. Participants should be prepared for cold conditions and have fully outfitted boats. Limit five canoes.

10 April SAUGEEN RIVER

Jon Kirby, (416) 276-1718, book before 6 April.

From Durham, downstream towards Hanover, the Saugeen River offers gentle moving water followed by rapids. Depending on water levels class 1 to class 3 rapids may be present. Experienced moving-water paddlers familiar with negotiating sweepers and avoiding rocks are welcome. Suitably outfitted boats and wet or dry suits required. Helmets recommended. Limit six canoes.

16-18 April WEST BRANCH SUSQUEHANNA RIVER

Daniel Jenny, (412) 443-1913, book now.

Only a five-hour drive from Toronto, the Susquehanna is the most remote river in Pennsylvania. This trip offers a very different canoeing experience from Ontario rivers and is well worth a visit. The Susquehanna runs through mountainous countryside with beautiful valleys and waterfalls down cliffs at the edge of the river. There is no significant whitewater and the trip is suitable for novices. Limit five canoes.

17,18 April NITH RIVER

Peter Verbeek, (416) 757-3814, book before 1 April.

The first two of four trips on the Nith River, see *Nastawgan* (Fall 1992, p.12). For full details of all trips send a stamped self-addressed envelope to Peter at 24 Romulus Dr., Scarborough, Ontario M1K 4C2. Limit eight canoes.

17,18 April SALMON AND MOIRA RIVERS

Glenn Spence, (613) 475-4176, book before 9 April.

Just north of Belleville these two rivers offer exciting whitewater and fine scenery. The Salmon is the more gentle one but has some ledges to practise your skills. The Moira has larger rapids possibly up to class 3. This is one of Southern Ontario's finest spring rivers. Intermediate paddlers welcome. Limit six canoes.

17 April LOWER BLACK RIVER

Steve Lukasko, (416) 276-8285, book before 7 April.

From Queensboro to Highway 7. Advanced experienced whitewater paddlers with properly outfitted boats will enjoy this trip. The river has several significant drops and demands precision manoeuvring in fast water. Limit five canoes.

18 April **UPPER AND LOWER BLACK RIVER**
Del Dako, (416)421-2108 or Steve Lukasko (see above), book before 7 April.

From Cooper to Highway 7. This river offers strenuous paddling through a series of demanding rapids. The rapids will be scouted from our boats as much as possible. Participants must have fully outfitted boats and be comfortable paddling Class 3 rapids. Limit five canoes with advanced paddlers.

18 April **BLACK RIVER, WASHAGO**
Bill King, (416) 223-4646, book before 11 April.

A gentle moving stream flowing through spring woodlands. A few small riffles and one, or possibly two, portages suitable for novices and anyone else who would enjoy some pleasant spring canoeing. Limit six canoes.

18 April **NONQUOM RIVER**
Jane Burgess, (416) 466-3154, book before 11 April.

Back by popular demand, the perfect way to shift into canoeing gear, or if you've never been in a canoe, the gentlest of introductions. The Nonquom River meanders through the vast wetlands of the Nonquom Conservation Area ending at Seagrave on the shores of Lake Scugog. All welcome to welcome spring. Limit five canoes.

24,25 April **NITH RIVER**
Peter Verbeek, (416) 757-3814, book before 1 April.

The second two of four trips on the Nith River, see 17,18 April above.

24,25 April **HENVEY INLET**
John Winters, (705) 382-2057, book before 10 April.

We will do a weekend circumnavigation of Henvey Island. A good trip for intermediate paddlers who don't mind cold weather. Limit four canoes.

25 April **EELS CREEK**
Bill Ness, (416) 321-3005, book before 18 April.

Eels Creek, north of Burleigh Falls, combines Kawartha scenery with some great technical whitewater. Meandering calm stretches separate Grade 1 to Grade 3 rapids, with a few scenic falls thrown in for good measure. Suitable for competent intermediate paddlers. Limit five canoes.

1,2 May **OPEONGO, UPPER MADAWASKA**
Dale Miner, (416) 693-2067, book before 23 April.

Both very demanding, these whitewater rivers are very different in character. The Opeongo has long, continuous rapids requiring precise manoeuvring. The Upper Madawaska has short sections of rapids but they can reach Grade 3 and more in high water. Both of these rivers offer a challenge to the expert canoeist and in the cold spring water conditions should be treated with respect. Paddlers should wear wet or dry suits, and have fully equipped boats. Helmets are recommended. Limit five canoes.

1 May **GIBSON RIVER — GEORGIAN BAY LOOP**
Tony Bird, (416) 466-0172, book before 26 April.

Starting at Gibson Lake, we will canoe down the Gibson River into Georgian Bay and return via McCrae Lake and Crooked Bay. A day trip for those who enjoy a long paddle (approximately 9 hours). Suitable for fit novices. Limit four canoes.

2 May **WILLOW CREEK**
Steve Lukasko, (416) 276-8285, book before 25 April.

Novice paddlers are welcome to participate in this scenic trip on a gentle river. Limit five canoes.

2 May **MOIRA RIVER**
Bill Ness, (416)321-3005, book before 25 April.

By early May the level on the Moira is usually just right for experienced, enthusiastic novices who want to begin paddling intermediate level rivers. There are some excellent play spots at this level to challenge the newcomer and delight the veteran whitewater paddler. Limit six canoes.

8,9 May **BEAVER CREEK**
Karl Schimek, (705) 487-0172, book between 28 April and 5 May.

A fast-moving two-day run on Beaver Creek, with an overnight camp on the river. The lower portion of the trip has a number of class 3 rapids with short portages. A good trip for intermediate whitewater canoeists. Limit four canoes.

8,9 May **ONAPING RIVER**
Bob Shortill, (705) 277-3538, and Richard Culpeper, (705) 671-3343.

An exploratory trip. We aren't quite certain what we're in for but it sure looks good on the map. If you are competent paddling intermediate wild water and are looking for an exploratory weekend, give us a call. Limit five canoes.

15 May **ANSTRUTHER LAKE LOOP**
Rob Butler, (416) 487-2282, book before 8 May.

Several portages and a series of small lakes make this interesting day trip a memorable experience for fit paddlers. Limit four canoes.

15,16 May **SOLO MOVING-WATER SKILL-BUILDING WEEKEND**
Steve Lukasko, Jeff Lane, and Bill Ness (416) 321-3005, book before 8 May.

This weekend clinic at the Elora Gorge is designed for those with tandem river canoeing experience who want to develop a basic proficiency at handling a solo canoe in moving water. Even if you normally paddle tandem, emergency and rescue situations can arise, making solo skills very valuable. The Gorge has some excellent Grade 1 and 2 rapids at this time of year. A specialized solo canoe is not required; only a tandem river canoe set up for solo is needed.

If you have ever wanted to acquire basic solo river skills, this is the time to do it. Limit nine participants.

22-24 May **ALGONQUIN PARK**
Jasper and Mary Megelink, (416) 877-0012, book before 12 May.

A novice trip to Rock Lake area south of Highway 60. Easy paddling with a couple of long portages and an optional hike on Monday. Come prepared for cool, damp weather. Limit four canoes

22-24 May **BARRON RIVER**
Pat and Bryan Buttigieg, (416) 831-3554, book before 7 May.

Starting at Achray, the eastern boundary of Algonquin Park. The river is flat and follows a steep-walled, narrow valley with many scenic spots, including the Barron Canyon. Six medium-length portages (less than 700 metres) will be part of the trip. We will end at Squirrel Rapid, where the Barron River leaves the Park. This trip is exploratory for the organizers. Novice paddlers are especially welcome. Limit four boats.

22-24 May PETAWAWA RIVER

Tim Gill, (416) 447-2063, book before 16 May.

We will enjoy the Petawawa River from Lake Traverse to Lake McManus in spring conditions. Suitable for good intermediate paddlers equipped for cold weather and water. Solo paddlers welcome. Limit four canoes.

22-24 May FRENCH RIVER

Anmarie Forsyth & Stuart Gillespie, (416) 881-5145, book before 7 May.

We will meet at the Hungry Bear Restaurant at 9 a.m. and proceed to Wolseley Bay put-in. We will set up a base camp at The Ladder. Within a short distance of this spot are several rapids to play in. High water levels and cold temperatures make wet or dry suits a must! Solo canoes are welcome. Suitable for intermediate paddlers. Limit eight canoes

22-24 May MAGNETAWAN RIVER

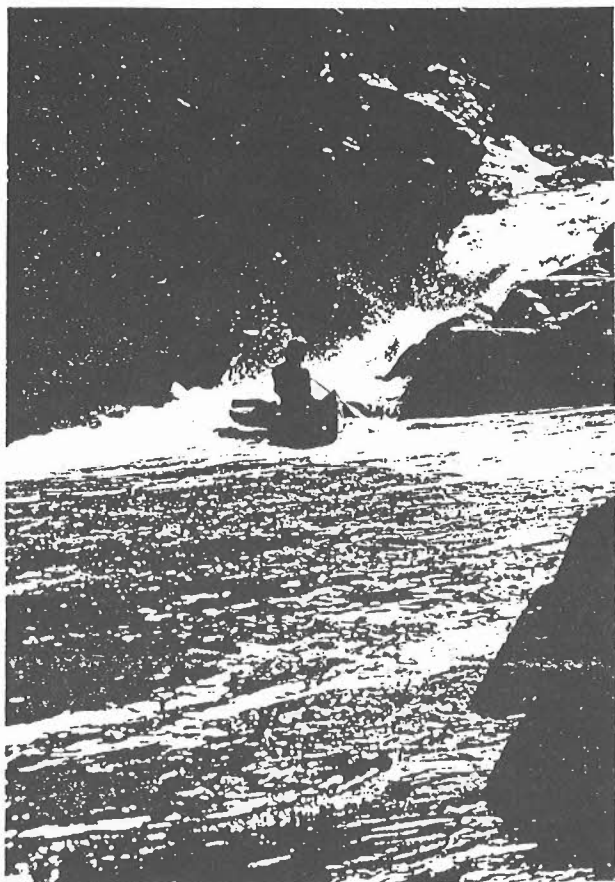
Duncan Taylor and Morna Wales, (416) 368-9748, book before 12 May.

A whitewater spring loop from Harris Lake, upstream to just above Mountain Chute, running as many of the rapids as we can back to Highway 69. Suitable for good intermediate paddlers, wet suits advised for rapids. We will plan to share meals on the trip. Limit five canoes.

29 May BASIC FLATWATER WORKSHOP

Doug Ashton, (519) 654-0336, book before 15 May.

This workshop is being offered to new members who wish to develop their skills. We will discuss the basic strokes, portaging, and canoe safety. The day will be slow paced with plenty of time for practice. Participants will be expected to provide a suitable canoe, PFDs, and paddles. Registration is limited to 20 people who must be current members.

**29,30 May ISLAND LAKE SOLO TRIP**

John Winters, (705) 382-2057, book before 15 May.

This will be an easy lake trip in the Magnetawan area for people who won't complain about the bugs. Good for novices. Limit four canoes.

29,30 May OPEONGO RIVER, UPPER MADAWASKA

Karl Schimek, (705) 487-0172, book between 16 May and 22 May.

On Saturday, we will paddle the Opeongo which offers long runnable sets of rapids. The water levels will be medium to low so there will be plenty of opportunity to practise our manoeuvring skills. Sunday will see us on the Upper Madawaska which will bring our exciting whitewater weekend to a close. A good trip for experienced whitewater canoeists. Limit four canoes.

19, 20 June LOWER MADAWASKA RIVER

Duncan Taylor and Morna Wales, (416) 368-9748, book before 8 June.

A leisurely two-day trip from Latchford Bridge to Griffith with plenty of time to play in the rapids. The rapids can be run or portaged according to skill and taste. All paddlers welcome. Limit five canoes with bug repellent.

12-13 June WHITEWATER COURSE AT PALMER RAPIDS

Hugh Valliant (416) 699-3464 (evenings), book before 21 May. (The sooner the better, course fills quickly.) Co-organizers: Anmarie Forsyth, Jim Morris, and Debbie Sutton.

We will meet at Palmer Rapids on the Madawaska River for an exciting and instructional weekend. The emphasis of the course is on the strokes and techniques necessary to safely negotiate a set of rapids. Palmer Rapids is considered Class 2. In this controlled and structured environment, there will be plenty of time to practise and perfect your strokes. You will learn how to control a canoe in moving water so that you can go where you want to go (most of the time); the river will no longer control your canoe (all of the time).

To feed your hungry appetites there will be a group bbq on Saturday night featuring a real salad, real steak, and real potatoes using real charcoal. A deposit of \$15 for the meal is required to secure your spot on the roster.

Open to experienced flatwater, novice, or beginning whitewater paddlers. Preference will be given to those who need it. Friends are more than welcome to the Saturday night's festivities.

Limit eight canoes.

21-25 June KILLARNEY TO WOLSELEY BAY

Gerry O'Farrell, (519) 822-8886, book before 2 June.

An up-river camping trip on the historic French River, starting at Killarney on Georgian Bay. Gerry is looking for a paddling partner for this trip. Limit four canoes.

1-4 July FRENCH RIVER

Hugh Valliant (416) 699-3464 (evenings), book before 20 June. Co-organizers: Anmarie Forsyth, Jim Morris, and Debbie Sutton.

This is a continuation of the Palmer Rapids weekend. This is an excellent opportunity to practise and further hone your whitewater skills in more challenging rapids. As the holiday falls on a Thursday this year, we are planning to have some people go in on Thursday and have the remainder follow on the Friday or Saturday.

Suitable for novice or beginning whitewater paddlers. Preference will be given to those who attended the Palmer Rapids weekend.

Limit 10 canoes.

PRODUCTS AND SERVICES

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

DISCOUNTS ON TRIPPING SUPPLIES WCA members who present a membership card will receive a 10 percent discount on many non-sale times at:

ABC Sports, 552 Yonge Street, Toronto,
Algonquin Outfitters, RR#1, Oxtongue Lake, Dwight, Ontario,
Rockwood Outfitters, 669 Speedvale Ave. West, Guelph, Ontario,
Suntrail Outfitters, 100 Spence Str. (Hwy. 70), Hepworth, Ontario.

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

RIVER RESCUE CLINIC The Ontario Recreational Canoeing Association is once again offering its River Rescue Clinic. This clinic will be held the weekend of 29-30 May at the Minden Wild Water Preserve at a cost of \$150.00 for ORCA members. Topics will include: pinned-boat recovery, boat-based rescues, strong-swimmer rescues, tag lines, etc. If you paddle whitewater, this clinic is a must. For more information contact the ORCA office at (416) 495-4180.



CLASSIC SOLO CANOE COURSES Four hours of instruction by Becky Mason; fee \$60. Box 126, RR#1, Chelsea, Quebec J0X 1N0; phone (819) 827-4159.

CANOE FOR SALE Old Town Otter whitewater playboat with Perception saddle and air bags. \$500. Call Ralph Benson at (416) 482-4888.

CANOE FOR SALE Sixteen-foot wood-canvas Langford, refinished like new. Asking \$1,500.00 or trade for ABS/Royalex boat. Larry Martyn, Brampton (416) 451-2968.

CANOE FOR SALE Mad River 16' Explorer, fully outfitted for tandem and solo whitewater. Air-bags, thigh straps, and solo seat included. Call Ken Coburn (416) 767-5845 for more information.

CANOE FOR SALE Blue Hole Sunburst II, fully outfitted with floatation bags, quick-release thigh straps, mini-cell pedestal seat and kneepads, detachable yoke, and kevlar skid plates. Completely at home in whitewater, yet versatile enough to be used as a solo tripping boat. Excellent condition. Asking \$1000.00. Call Jeff Lane (519) 846-2586.

FOR SALE DOWNHILL SKIING EQUIPMENT, LIKE NEW: Nordica boots, size 7; Rossignol Caravelle ARS skis, 170 cm, with Salomon S226 bindings; Gipron aluminum ski poles, 120 cm: all this \$175.00 — Alpine ski boots, Dolomite, size 8: \$40.00 — Alpine ski boots, San Giorgio, ladies, size 7: \$40.00 — **CROSS COUNTRY (SKATING STYLE) SKI EQUIPMENT, LIKE NEW:** Karhu Ultramix skis, 180 cm, with Salomon Equipe bindings; Exel Sportive poles, 155 cm; Karhu Silver Skates boots, size 42: all this

\$175.00 — **PADDLE:** Gil-S-Pie 14 degree bent paddle, 51" long: \$35.00. **WANTED:** Cheap damaged or wrecked canoe which I can fix up for a trip in the Far North. Peter Verbeek, Scarborough, (416) 757-3814.

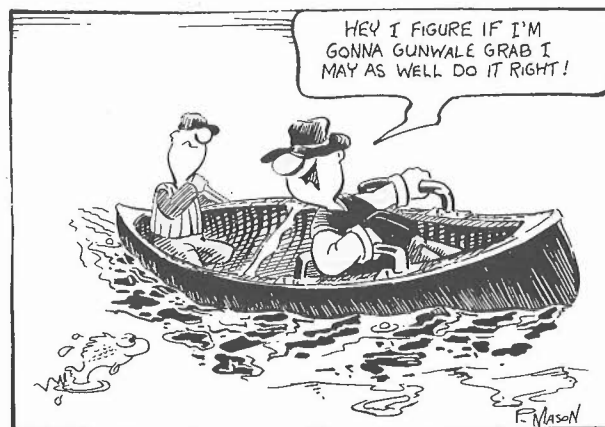
WILDERNESS BOUND Our new summer 1993 color brochure, presenting outfitted wilderness canoe trips as well as canoe instruction courses, is available by contacting: Wilderness Bound, 43 Brodick St., Hamilton, ON L8S 3E3; tel. and fax (416) 528-0059.

TENT MAKER Wanted: quality tent maker to fabricate a sturdy winter camping wall tent from "sail silk" or light-weight canvas. Call Bill Scott at (613) 834-8887.

NORTHERN BOOKS Used, scarce, and select new books on northern, arctica, Canadiana, wilderness, and canoeing topics. Write for free catalog, currently #8, which lists some 750 items, and has a special emphasis on northern Native People and related material. Northern Books, Box 211, Station P, Toronto, ON, M5S 2S7, or call (416) 531-8873 and leave a message.

FRENCH RIVER PROVINCIAL PARK MAP is now available. This 1:50,000-scale full-color map, recently produced by the Ministry of Natural Resources, is an indispensable guide to canoeists and boaters who want to visit any part of the French River system, from Lake Nipissing to Georgian Bay, and provides much useful information such as campsites, portages, and access points. Sales of the map — which costs \$10.00 plus postage and handling — are primarily made through The Friends of the French River Heritage Park, P.O. Box 142, Copper Cliff, Ontario P0M 1N0. (I have a number of maps available in Toronto for direct sale at \$10.00; Toni Harting, (416) 964-2495.)

WATERPROOF TOPO MAPS The Canada Map Office is about to release topo maps printed on waterproof (Tyvek) paper. This is the olefin-based paper used in "indestructible" envelopes. (Readers of the review on page 22 of the previous issue of *Nastawgan* may recall it was proposed for the next printing of the French River Provincial Park map.) Starting April 1993, topographic maps in the 1:250,000 and 1:50,000 scale series will begin to become available in the new format. This will be welcome news to all canoeists: no more soggy paper maps, no more tears on every crease, no need to pay for lamination or to mess with bottles of waterproofing goo. In addition, the Tyvek material is lighter than paper! For more information, call Peter Andrews at (613) 943-8502 (fax (613) 995-6001) or write to him at: Energy Mines and Resources Canada, 615 Booth Street, Room 405, Ottawa, ON, K1A 0E9.



CANOETOONS
PAUL MASON

Where it is ...



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Wilderness Canoe Association

membership application

I enclose a cheque for \$25 (single) or \$35 (family) for membership in the Wilderness Canoe Association. I understand that this gives me/us the opportunity to participate in WCA trips and activities, and entitles me/us to receive *Nastawgan* and to vote at meetings of the Association. I also understand that WCA trips may have an element of danger and that the ultimate responsibility for the member's safety is his/her own.

PRINT CLEARLY!

Date: _____

Name(s): _____

Address: _____

City: _____ Prov. _____

New member Member # if renewal: _____

Single Family

Phone Number(s):
 (_____) _____ (h)

(_____) _____ (w)

* This membership is valid for one year. Postal Code: _____ Ext. _____

* Send completed form and cheque, payable to the WILDERNESS CANOE ASSOCIATION, to the membership secretary at the WCA postal address.