

*Shethanei Lake*

## SEAL RIVER

Andrew Hall

The Seal is the last major undammed river in northern Manitoba; it was nominated as a Heritage River in 1987. It has two branches: the North Seal which rises in the Maria Lake region, just east of the Cochrane River, north of Reindeer Lake; and the South Seal, which drains from Big Sand Lake, some 200 kilometres north of Thompson.

The two branches flow into the west end of Shethanei Lake, and form the Seal River at the outfall from the lake. From there to Hudson Bay the river drops at an average rate of about one metre per kilometre in long stretches of fast current and grade C1 to C3 rapids, for 230 kilometres.

When we planned this July/August 1997 trip, Janet and I were looking for a remote river with challenging,

but not bowel-liquifying water. We knew we could work our way through, or round, most obstacles, but travelling alone we could not afford to take excessive risks. We also wanted the opportunity to explore the country back from the river's banks. The Seal seemed ideal. It is very lightly travelled; only a small number of canoe parties use it in summer, and in winter the river and surrounding areas are traditional Dene hunting grounds, remaining untouched by resource development. The many eskers along the route would provide opportunities for exploration away from the water.

The usual point of departure for the Seal is Tadoule Village, a Dene settlement located in the western bay of Tadoule Lake. From there it is a one or two-day paddle through Tadoule and Negassa Lakes to

Shethanei Lake. The outlet from Shethanei is another two-day paddle, and the entire trip from Tadoule to the sea is usually made in ten to twelve days.

We wanted to make a fairly leisurely trip and at the same time cover more water than would be possible in a two-week dash down the main part of the river, so we decided to put in on Chipewyan Lake, near the headwaters of the South Seal. Travelling at our usual, relaxed pace of 20 kilometres a day, with additional time for explorations, we gave ourselves 26 days from put-in to pick-up at the Bay. We would have to paddle the eastern shore of Tadoule Lake and bypass Tadoule Village, the only point of habitation along the way. As it turned out, we never saw a single person from start to finish.

We flew from Thompson in a Cessna 185, and put down in the southern bay of Chipewyan Lake. Chipewyan is split by a substantial esker formation, and the resulting sand beaches provide good camping in a very attractive setting.

The South Seal is a quite gentle river, falling only 15 metres between Chipewyan and Tadoule Lakes, a distance of 70 kilometres. It gave us time to loosen up and provided excellent wildlife viewing. At Fox Lake there is a Manitoba Water Resources Branch cabin with a small beach on which we saw the first wolf tracks of the trip. Although we never heard them, there were many signs of wolves in the area between Chipewyan and the lower Seal. Moose were present on the South Seal, at the northern extent of their range, along with increasing signs of caribou as we travelled further north. There may be a population of woodland caribou in the area, and the South Seal appears to be on the southern edge of Barren Ground caribou migrations.

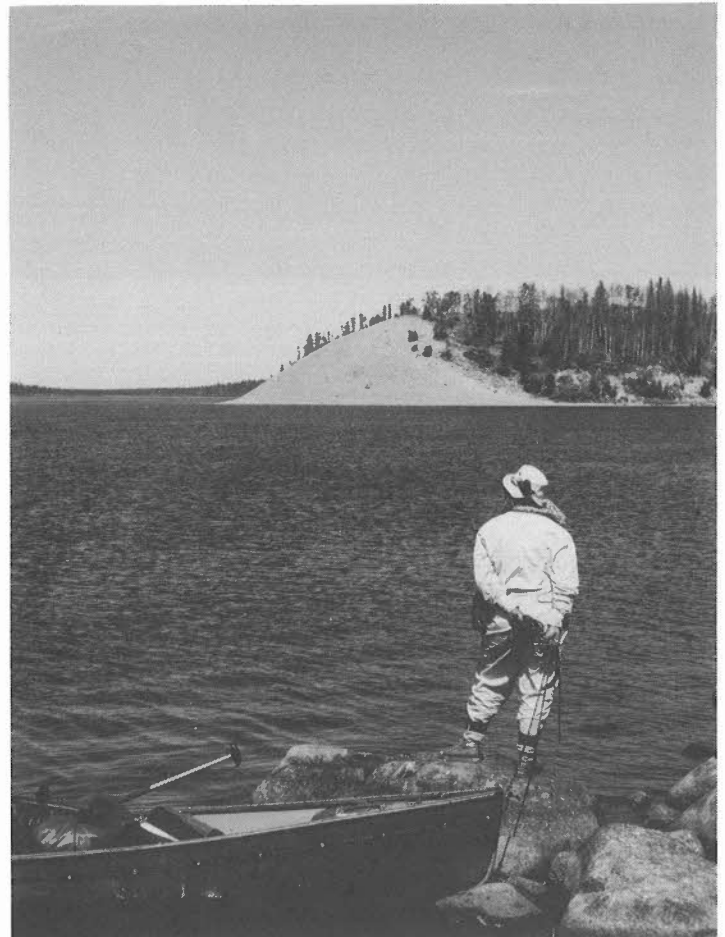
Davenport Rapids, 15 kilometres below Fox Lake, is a bouldery C2 which flows out into Thuychokaneleeni Lake. Coming round the last corner of the rapids, we had a breathtaking view of the esker which falls steeply into the lake on the east shore. We pitched our tent on the beach below the esker and took our first short hike. Rudy Wiebe writes of eskers as "rivers of stone," which is an apt description. He was writing about eskers in the North West Territories, which are presumably much grander in scale. Still, we found these fossilized rivers very impressive. They provide marvellous views over the surrounding country and in some places the view is almost vertical. One sees the land, quite literally, from a different perspective. Because they are bare or thinly wooded on top, eskers provide a natural travel route for many animals and the humans which over the ages have followed them. To the modern observer they can show evidence of those passages.

At the final drop into Tadoule Lake, Porcupine Rapids is another bouldery C2. Overcast skies and heavily burned banks combined to give the river a rather grim aspect at this point. Entering the main expanse of Tadoule, we faced a northeast wind which kept us shore-bound until early evening, when we put

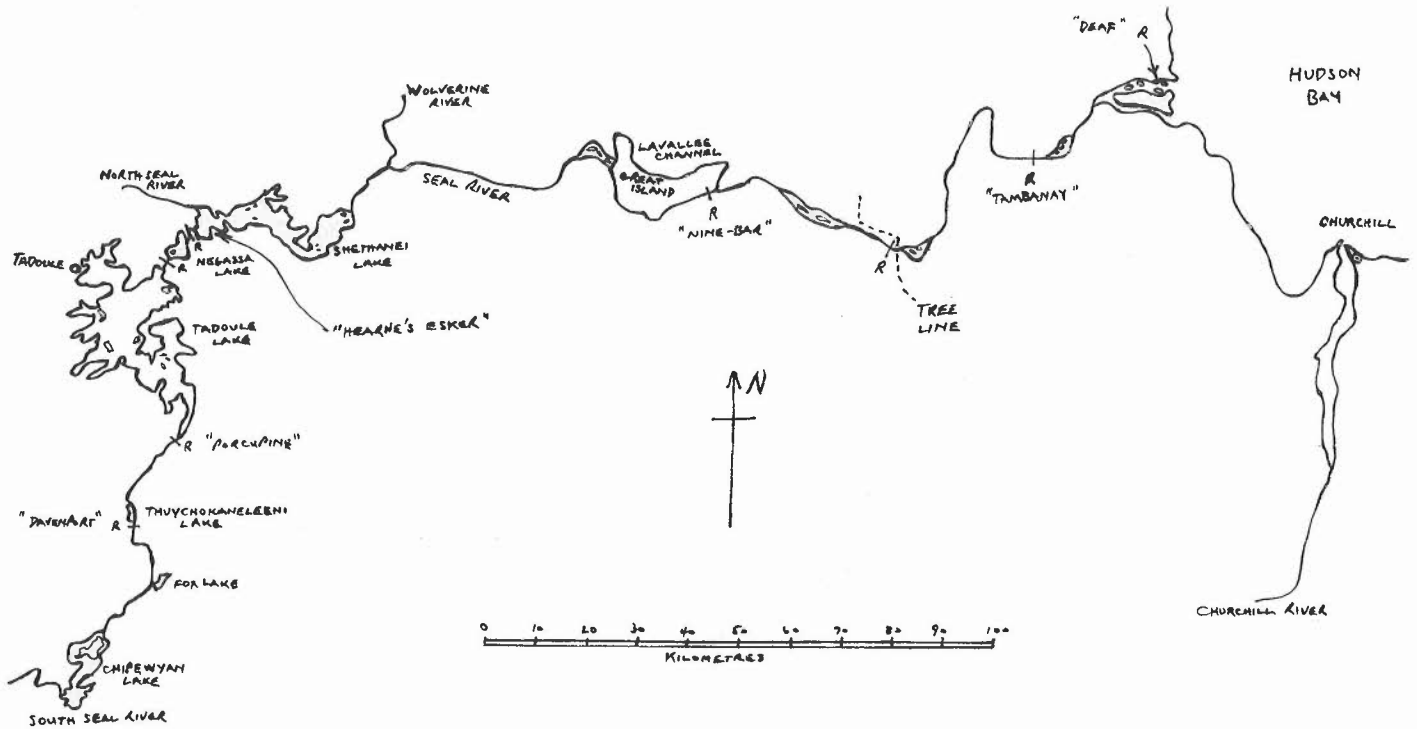
on the spray covers and headed out on a compass bearing for a group of islands where we hoped to find shelter for the night. We came ashore on an island beach halfway to Chip Point as an evening thunderstorm rumbled along the horizon.

We were lucky to experience calm weather as we paddled up the east shore of Tadoule Lake to the easy rapids into Lake Negassa, where we camped on a beach which showed signs of earlier black bear visits. The next day, we tackled the rapids into Shethanei Lake, a 12-metre drop in one kilometre. From the right bank we could not see clearly round the first corner of the rapid, so we lined down the first section. Had we landed instead on the left bank and walked down the shore for 100 metres, we would have seen that the top section is easily runnable in the centre channel. We also lined the second section when we could see no safe way through the heavy whitewater.

Shethanei Lake is beautiful. Cutting through several eskers, it combines some breathtaking views with fascinating esker-walking opportunities. At the west end of the lake we camped on the esker which must have been Samuel Hearne's wintering place in 1770-71. Judging from the signs of occupation, it is still used regularly by Dene hunters as well as occasional summer visitors like ourselves. We were able to walk some distance back along the esker, where we saw signs of



*Thuychokaneleeni Lake*



old fire-hearths and burials. Rolls of birchbark lay under a small spruce tree. We calculated that they must have been peeled from a tree about 15 centimetres in diameter, so they could have been locally obtained, possibly for craft purposes. But it is tempting to dream of some passing hunter or trader of the last century, who may have left his repair kit behind beside a small spruce seedling. How many years can birch bark remain intact in this climate?

Further down the lake, in its southern-most bay, is another esker which provides a tent-site with a magnificent view over the water and an opportunity for another hike on a five or six-kilometre sand esker. We found we were following the tracks of a group of wolves as they hunted along the top and sides of the esker. Caribou antlers lay on the sand, most naturally shed, but a few still attached to skulls seeming to show evidence of hunting activity, whether by wolves or by man, we couldn't tell. On a short side-trip up a nearby tributary stream we watched an almost white wolf dash from side to side on a promontory as it chased down some small animal. When eventually it saw us it departed, leaving most of its meal uneaten. During this part of the trip we experienced a number of dry thunderstorms which resulted in several fires. One fire took hold southeast of the lake and we were able to watch the smoke column growing daily as we continued downriver.

Shethanei is 45 kilometres long, and when we reached the bottom of the lake and entered the Seal River proper we had completed 170 kilometres of the 400-kilometre trip. The river starts off gently with easy

swifts and fast current for the first 50 kilometres, then a curving shallow rapid over gravel and boulders dropped us at the foot of yet another esker and gave us an excuse for an early stop. We set up camp halfway up the slope of the esker and spent the afternoon walking a good five kilometres north on the narrow sandy ridge. We looked down on small lakes nestled among subsidiary eskers on either side. Along the way we disturbed a nesting pair of merlins which screamed and dived at us.

The next day the river really started to pick up the pace. For 40 kilometres we travelled almost constant fast water and C1 to C3 rapids. The Seal runs for much of its course over glacial debris, of which the numerous eskers are the most prominent features, but in parts the bedrock rears up through the gravel and boulder cover. In this section, on the approach to Great Island, the bedrock is very evident and forms shallow canyons in places. It also creates a number of ledges, and on one of these we almost came to grief. In retrospect, we should have been prepared for a problem, since the map clearly shows a string of rocks and small islands right across the river just round a sharp left bend. We came round the bend rather wide on the right, to get a good view of the water ahead, and found ourselves looking at a fast lead-in to a line of tumultuous whitewater running diagonally across the river from right to left. After a momentary dither, we realised that we had two options — make for the shore FAST, or take the least threatening gap between the rocks. Given the speed of the current and the fast approaching rockery, we opted for the second alternative and just squeezed



*The only other caribou we saw*

through a gap and over a metre-high ledge. After regaining our breath, we looked again at the rapid and realized that had we approached on the left, we would probably have been able to follow a turbulent but navigable channel round the end of the ledge. Nevertheless, if we travel this way again, I think we will lift over the flat rocks on the right.

Shortly after this incident we sighted the first of many harbor seals, sunning itself on a rock in the river, 180 kilometres upriver from the sea. Seals have reportedly been seen as far inland as Shethanei Lake. The living must be rich in this water, to make it worth the expenditure of energy involved in travelling upstream in such fast-flowing water. It would be interesting to learn whether these river seals are a distinct sub-species, or just common sea-dwelling seals which have learned to follow their food supply inland.

On the final approach to Great Island the current slows and the river winds through a number of sizeable islands until it splits into two channels at the head of Great Island. Here the current has piled up a high bank of sand, which has been blown back from the shore by the prevailing northwest winds to form a two-kilometre-long dune across the tip of the island. This is a traditional camp spot and also provides a handy base camp from which to explore the esker which extends north from here. According to some sources, Great Island is said to be where the Dene woman Thanadelthur met Cree leaders in 1715 to negotiate peace between the two nations. If correct, this camp must surely be their meeting place.



*Wolf tracks*

Walking on the esker the following day, we saw a female black bear accompanied by a well-grown cub. Mother was lying on her side in a berry patch, sweeping the berries into her mouth with one front paw, while the cub grazed at some distance from her. This esker provides marvellous views of the Lavallee channel, rising 50 metres above the water at one point before petering out in a sandy plateau.

Great Island is 35 kilometres long, and both north and south channels carry good volumes of water. The upstream end of the northern Lavallee Channel looks attractive on the map and the view from the esker was tempting, but at the east end of Great Island the map shows the channel descending in a narrow and tortuous rapid. We took the south channel, which seems to be the standard route. The rock outcrops continue as the river skirts around the island, creating several ledges and sharp drops, a couple of which we chose to lift over. It is a picturesque section of river with further opportunities to dawdle and explore eskers on either side of the channel. At the east end of the island, Nine Bar Rapids has a more fearsome reputation than it deserves. Most of the four-kilometre stretch is runnable with care, but because we had been warned about it, we chose to line a couple of sections out of caution.

After regaining its full volume at the end of Great Island, the river slows again and winds among a number of islands. Here we saw the first of several pairs of whistling swans, as well as grounded, moulting snow geese. On a brief side-trip up a small stream we came across the first and only caribou of our trip. We suspected from its dark color that it was a woodland caribou. Although there were abundant caribou signs along the river from Shethanei Lake onwards, we found we were too early in the season to meet with the Barren Ground migration. We later learned that in mid-August the caribou would usually be starting to show up in large numbers, but this year they were still some distance north of the Seal.

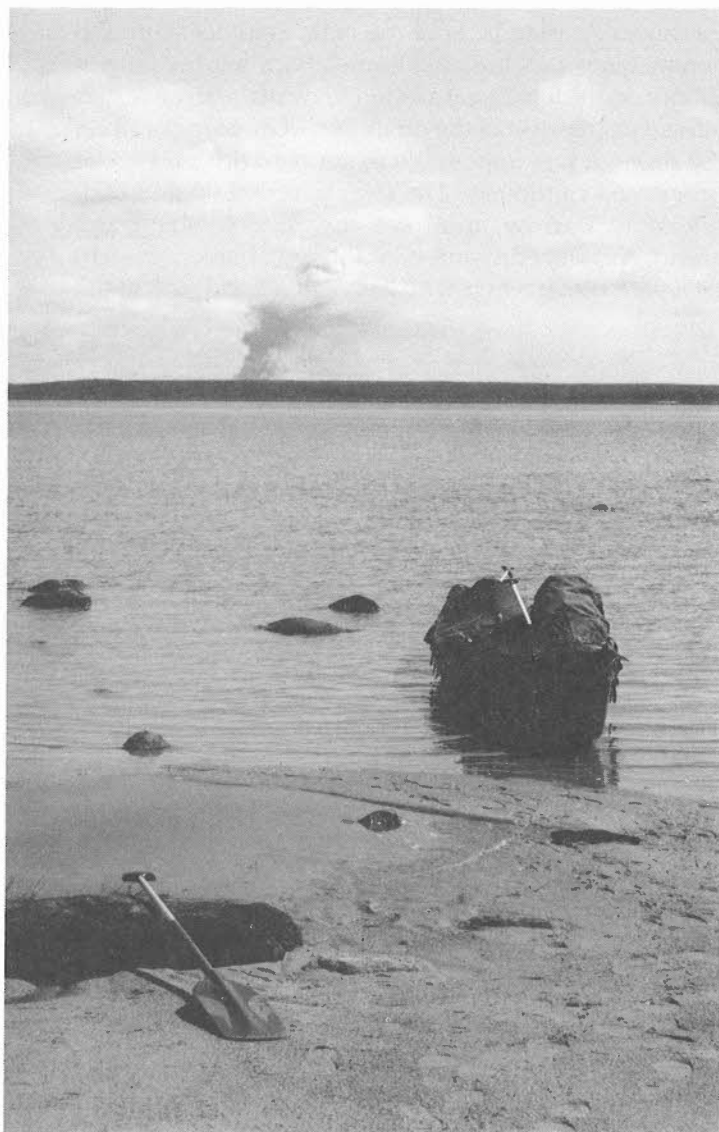
A few kilometres further brought us to a sharp S-bend into a long boulder rapid which opens into a river expansion in which several bald peat islands seem to float. Seals were present in large numbers and it must be only the truly motivated animals which proceed above this point. It was here that we became fully aware that we were crossing the treeline. The country takes on a park-like aspect, with groves of spruce and tamarack separated by stretches of tundra and muskeg on which salmon berries were ripe for picking. We made camp on one of the islands, where we disturbed a covey of ptarmigan in their party-colored summer plumage and set flightless Canada geese running for the water. We could easily imagine ourselves alone in the land. As we finished supper we could smell the smoke from the fire that had been building for the past ten days in the forest southeast of Shethanei. The smoke must have been brought by a downdraft from the cold front which hit us quite ferociously that evening. The sudden storm was followed by a day of cold

north wind and driving rain, which kept us cooped up in the tent for 36 hours.

After another short series of rapids we had a 40-kilometre paddle on quiet water, before the final plunge down to the Bay. At intervals the shoreline is broken by sand dunes which provide excellent camping opportunities.

Forty-five kilometres from the Bay, the river starts to fall quite rapidly through a series of C1 to C2 rapids ending with Tambanay Rapids, before entering a river expansion which is both shallow and choked with rocks and islands. When we arrived at this point we found ourselves facing a strong head wind, driving rain, and a nasty chop. After a few kilometres of this we gave up and made early camp on a serendipitous grassy spot, sheltered under a small grove of tamarack and spruce behind the ever-present fringe of alders lining the river bank. There was an early frost that night and when we woke the tent was stiff with ice.

We were now almost at the end of our trip. As we approached Hudson Bay, we kept our eyes peeled for



*Shethanei Lake*

polar bears. Several experienced travellers, locals included, had advised carrying a shotgun in case of meeting an aggressive bear. Our own feeling was that a gun was probably a greater danger to us than to any marauding bear. Instead we carried a compressed gas horn, and several marine flares. Our precautions were unneeded — we never saw hide nor hair of a white bear.

In the last 20 kilometres, the river drops 30 metres through a maze of islands. Somewhere among the numerous rapids and ledges in this stretch of water we knew that we had to deal with the so-called "Deaf" Rapids. The trouble was, we had no idea which of the multitude of hatchings on the map was the true Deaf Rapids. At first we picked our way through a series of small rapids, trying to keep to the most voluminous channel. We figured we were on the right route when we found ourselves flying down a steep chute which seemed to carry most of the river flow. That couldn't have been Deaf Rapids, could it?

We paddled through a wide and shallow section, which flows over bouldery rapids among rocks and innumerable islands, until the main channel started to contract into a rock-edged funnel. We attempted to put ashore on the left, to get a better view of the river ahead. However, because of the quantities of huge rocks along the shore, it was impossible to get onto dry land so we proceeded cautiously. The river speeded up and continued to narrow, until we saw heavy whitewater ahead. A quick eddy-out onto the right bank proved to be a wise move when we finally got a good look at the

rapid ahead. Almost the full volume of the river flows through this gap, over a diagonal ledge which extends across most of the channel. In our judgement this was not safely runnable — finally we had found Deaf Rapids. We lined down the right side, and then found another ledge below the rapid. After lining again round a back channel, we had only a short paddle through a few easy stretches to reach salt water. We had timed our arrival perfectly; as we rounded the headland to paddle up to the pick-up point, the tide was just lapping at the high water mark.

Our final day was spent exploring the salt flats at the river mouth. Sic-sics popped up and down among the rocks, and flocks of geese and other shorebirds flew over us. The snow geese were particularly abundant, and large areas of coastal flats were trampled, sun-cracked mud; a result, we were told, of over-grazing.

Later, in Churchill, we met Hap Wilson, a veteran paddler who is planning to publish a guide to the rivers of northern Manitoba. He told us that Deaf Rapids is runnable on the left. We believe him, but we still would not run it without back-up.

The Seal ranks among our best trips. The river is challenging enough to be interesting paddling, yet not so demanding that it becomes a technical exercise. The surrounding country offers many opportunities to explore along eskers and tributaries. It is remote, yet not inaccessible. There are interesting cultural and historical connections and good wildlife viewing opportunities. We hope to return and explore the North Seal and possible routes north to the Barren Lands.



*Four weeks of paddling develops the shoulder muscles!*

## CANOEING ALONG THE EDGE OF ICE

Viki Mather

Every year about this time, as the ice begins to form, I get this irresistible urge to go out in the canoe before all the water is gone. And every year, Allan chides me for waiting so long. "Why didn't you get your paddling done in July?" he asks.

For years I have been unable to answer that question. For me the problem isn't so much "why didn't I paddle more in the summer," as it is "why do I feel so compelled to paddle now?" This is the question I pondered as I once again dragged the canoe across the ice to the open water.

Late-November early-December days are often filled with a biting wind. I hear it screaming though the trees as I sit warm and comfortable inside my little log cabin. Often the wind will blow three days running. Howling, blustery northwest winds that are often filled with snow. I just keep shoving wood into the fire, glad to have a stockpile in the backyard.

The storm rages through the nights. Often I'll wake and hear it beating on the window, gusting and rattling, racing to get to wherever it is bound.

Then I'll wake again. Perhaps because of the silence. The wind finished, the world quiet again. Now quieter than ever. Winter is a quiet time, but never more so than in the first few hours after the wind has stopped blowing.

I'm up at first light. Stoke up the fire, have a little breakfast, looking out the window every few minutes as the day brightens. Eventually I can see the lake. Though the ice at my shore remains firm from the cold of weeks past, I can see in the distance that there is still a lot of water out there.

Three days of wind and waves have broken much of the ice further out. It has piled up upon itself, and since the calming of the wind in the night, it has re-frozen into a solid mass. Beyond this edge, mist rises from the lake.

What little heat remains in the frigid water of the lake goes now directly to vapor. It makes a little fog bank over the water, then precipitates out onto every little twig and needle of every tree and bush around the lake. The forest becomes white.

Through the binoculars I can see that the lake is calm. The far shore reflects in the water with mirror perfection. I need to get out there in the canoe. It draws me with a force that only exists in this time between ice and water — this time of miracles.

The aluminum canoe glides easily along as I pull it across the ice. I carry a long pole, a paddle, and a lifejacket in the canoe. Nearing the water's edge, my pace slows as I scan ahead, looking for a safe place to launch.

The ice is thick underfoot, right up to very near the open water. I slide the front of the canoe into the water, step in the back and give a push. For the first few minutes I don't move at all. It takes a little time to blend in with the world around me. Just floating there at the edge of ice, edge of water — I begin to discover what lures me here. It is the quiet, and the beauty.

Sometimes in summer quiet can be found, and beauty is everywhere. But somehow these things are different now. The quiet is deeper, the beauty more intense.

Quiet is absolute. No waves lapping, no boats, no loons, nobody but me. And the ice! It is everywhere. Pure, clear crystalline ice forming on the lake; thousands upon thousands of icicles along the shore where waves spent three days splashing water on the little shrubs; and frozen waterfalls of ice on the cliffs where seeping groundwater runs.

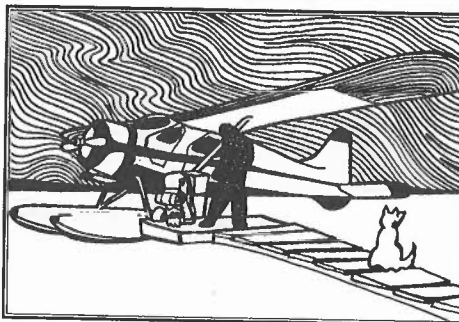
Slowly, silently, I move the paddle through the water. The canoe glides noiselessly on the glassy surface. I spend an hour wandering along the shore, around ice-filled bays, soaking in the miraculous perfection of nature.

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### FLOAT PLANE REGULATIONS

Recently, the Canadian Recreational Canoeing Association was in communication with Transport Canada's District Airworthiness Office with respect to proposed new regulations on attaching external loads (i.e. canoes/kayaks) to aircraft carrying passengers. In speaking to Mr. A. Wherry at the Airworthiness Office — the Association was quoted the following: "(page 6 subpart — Air Taxi Operations 703.25) Except where carriage of an external load has been authorized in a certificate or supplemental type certificate, no air operator shall operate an aircraft to carry an external load with passengers on board." Mr. Wherry went on to say that any revisions to the carriage of external loads would be available through Mr. B. Whitehead at Transport Canada's Policy Development Branch (613) 941-8371.

Although the regulation outlined above does not totally eliminate the carriage of external loads, it puts in place an additional approval process by



which each individual air transport operator must receive approval from an inspector (from the Transport Canada Airworthiness division). It will be interesting to observe how this

extra level of approval will affect the cost of planning your next fly-in trip to your favourite paddling destination or if all current fly-in operations pass the new requirements.



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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 on 3 1/2 in. computer disk (WordPerfect or text files preferred, but any format is welcome), by e-mail, or in typewritten form; for more information contact the editor (address etc. see WCA Contacts on the back page). 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:	Spring 1998	deadline date:	25 January
	Summer 1998		26 April

**WCA MEMBERSHIP LISTS** are available to any members who wish one for personal, non-commercial use. The list can be ordered as hardcopy or on a 3 1/2 in. DD computer diskette. Send a five-dollar bill (no cheque, please!) to Cash Belden at the WCA postal address (see WCA Contacts on the back page).

**FRIENDS OF NITASSINAN** is an international support network working towards protecting Nitassinan (the Innu people's word for their land), more commonly referred to as the Quebec-Labrador peninsula. The Friends publish a bimonthly newsletter, *Nitassinan News*, and can be reached at POB 804, Burlington, VT 05402, USA; ph. (802) 425-3820.

**MAIN CANOE SYMPOSIUM** will take place at Winona Camps, Moose Pond, Bridgeton, Maine on 5-7 June 1998. Spend a weekend learning and celebrating traditional canoeing and camping at a classic woodland camp. Contact: Jerry Kocher, ph. (617) 237-1956; e-mail: Jerry-Kocher@msn.com

**HOME FOR CANOEING** The Canadian Recreational Canoeing Association (CRCA) is finishing its "Home for Canoeing" campaign with a hopefully final appeal for funding. We're almost there, \$24,000 is still needed to reach the fundraising goal of \$150,000 for the new Outdoor Education Environmental Learning Centre that serves as the headquarters for the CRCA. Donors who send their contributions to the CRCA — payable to the "CRCA Home for Canoeing" — will receive charitable donations tax receipts and will be recognized in perpetuity at the new "Home for Canoeing" as well as in *Kanawa Magazine*. *All donors will also receive a free 1998 Heritage Rivers calendar.* Contact: CRCA, P.O. Box 398, 446 Main Street, Merrickville, Ontario, K0G 1N0; ph. (613) 269-2910; fax (613) 269-2908; e-mail: staff@crca.ca website: <http://www.crca.ca/>

## A CALL TO WOMEN CANOEISTS

I am interested in developing a network of women canoeists, of all levels of experience, tandem and solo, who enjoy the wilderness, want to share their expertise and experiences, want to increase their skill level, and want to grow in the context of the natural environment. Please call Ann Dixie at (416) 769-0210 [home] or (416) 979-4747 x 2478 [office]. You may also write to me at 236 Indian Road, Toronto, Ontario M6R 2W9.





## ANDIDATES FOR BOARD OF DIRECTORS

Your Board of Directors is made up of six members who are selected for a two-year term to oversee the operation of the Wilderness Canoe Association. The term of three directors ends at the next Annual General Meeting, which takes place on 8 March 1998 at the Metro East Trade Centre in Pickering. The present Board is looking for candidates from among the membership who are willing to contribute a little more than just their membership fee to fill the vacancies. Individuals who are interested but are not sure what the job entails are invited to contact any member of the Board or the secretary of the WCA who will be happy to answer questions.

The following platforms for candidates for the 1998 Board of Directors were received before our publication date. Any other members who wish to run for the Board may do so by letting the Board of Directors know, or by placing their name in nomination from the floor at the AGM.

### **ANN DIXIE**

I have been an active member of the WCA for 10 years: participating on outings, promoting the WCA at the Sportsmen's Show and the Canoe Expo, and attending annual meetings and symposiums. I am currently entering my fourth year as a member of the Outings Committee. I have agreed to stand for election to the Board of Directors out of: gratitude for the friendships, camaraderie, learning, and other wondrous experiences the WCA has afforded me; a strong commitment to maintaining the integrity of the WCA; and an ever-deepening love of the wilderness.

Over the last two years, I have realized that the wilderness means different things to different people at different times in their lives. This insight resulted from spending 10 days tripping alone in the heart of Algonquin Park and, on two occasions, spending 10 days in "noble silence" on meditation retreats in the near wilderness. Both experiences, although seemingly different, shared many similarities. Both deepened my understanding of the importance of spending time in solitude and being one with nature. Consequently, in addition to ensuring that the WCA continues to offer thrilling outings for the whitewater enthusiasts and wilderness trippers, I would like to use my creative energy and talent to broaden the scope of the Outings Program to include: making the wilderness more accessible to new members; developing (with the other members of the Outings Committee) a mentorship program to foster the growth of new trip leaders; encouraging the participation of more woman canoeists; and offering more outings which focus on the spiritual aspect of the wilderness experience.

I look forward to an opportunity to make a meaningful contribution to the ongoing success of the WCA.

### **GLENN SPENCE**

WCA experience:

- member of the WCA since year two
- been treasurer, director, fall conference organizer, trip organizer and participant, slide night presenter
- have participated in most functions over the years

Goals:

- to contribute to the continued vitality of our Association and its traditions
- to encourage volunteers to support our outings
- to try to have a good balanced in our outings



### **TIM GILL MEMORIAL FUND**

A memorial fund has been established in memory of former WCA member Tim Gill who passed away last June. The idea for the fund came from Tim's parents and the staff at Mountain Equipment Co-op where Tim was employed.

The memorial fund will be administered as an endowment fund through Seneca College. Each year the interest from the endowment fund will be awarded to a student from Seneca's Outdoor Recreation program. Seneca's Outdoor Recreation program was selected as a way of recognizing Tim's passion for canoeing and the outdoors.

So far \$8,000 has been raised and the Ontario government will match all contributions until 31 March 1998. This is a tremendous opportunity to establish a substantial endowment fund in recognition of Tim Gill. If you are interested in making a contribution to the Tim Gill Endowment Fund, you may forward a cheque to: Ms. Iris Williams, Associate Registrar, Seneca college, 1750 Finch Avenue East, North York, Ontario, M2J 2X5.

Contributions should be made payable to **Seneca College Scholarship and Bursary Fund**. Please specify that the contribution is for the **Tim Gill Memorial Fund**. Seneca College will issue an official receipt for income tax purposes for the fiscal year in which the donation is received.

If you have any questions concerning the memorial fund, please contact Cathy Henry at (416) 363-0122 at the Toronto Mountain Equipment Co-op store.

## LETTER FROM AN ARCTIC TRIPPER

David F. Pelly

It was a late spring on Victoria Island. At Cambridge Bay, 300 km north of the Arctic Circle, we were still driving our snowmobiles across the frozen lake behind town, and fishing through holes in the ice, in late June. The canoeing season seemed distant.

On 8 July, when we flew in (on a tundra-tire equipped Twin Otter) to an esker 200 km northwest of town, well into this island's interior, the lakes we intended to paddle were still 80–90% ice-covered. It was mostly solid ice, too, not the candled ice you find — even 30 cm thick — immediately preceding break-up. We were lucky though: there was a margin of open water between ice and shore, and the wind blew favorably to hold it that way for some days. For the next week we followed that slim channel of open water around the periphery of one lake after another, accomplishing the first 80 km of our trip by paddling probably twice that distance.

Before leaving, we'd considered delaying the flight in (i.e. the whole trip) for a few days, or even a week, in consideration of the ice conditions. As it turned out, we were glad we didn't, once we were "out there." We saw the lakes gradually open up — on day 11, for the first time, we paddled across an open lake entirely unimpeded by ice. We saw the land come to life, gradually turn from brown to green over a span of four or five days. We watched as the first leaves unfolded in the willow bushes, on a hot day in mid-July. We saw the blossoms appear of first one, then another, and another, and finally a myriad of tundra flowers. We saw the island emerge out of winter into summer.

On day 13 we entered a river swollen with meltwater for a two-day run down to the sea, bouncing over standing waves, rushing past cliff faces, with the adren-

alin running as fast as the water. Faced with ice once again, we had to walk over the frozen sea part of the way, dragging our loaded boats behind. Sea ice has the advantage, however, that it does not candle, so it remains relatively strong even as it gets so thin as to be almost translucent.

Heading back inland from the sea, late July found us paddling along a lakeshore, following the familiar thin margin of open water, of a still ice-covered Ferguson Lake, 70 km long. No sooner did we complete the portage out of Ferguson, to enter the chain of small lakes — a traditional Inuit travel route — leading back to Cambridge Bay, than the wind shifted and the ice blew in against the shore, blocking the passage we'd just completed. Luck was with us yet again.

There are other routes, like this one, crisscrossing Victoria Island, that will permit me to paddle "home" at the trip's end. That is such a nice feeling. The maps on my wall are a constant source of dreams of other trips in future years, responding to the tug of the land. Canoeing here is a "wild" experience; the land has harder edges and is even less trampled than the relatively lush Barrens on the mainland to the south.

It's early September as I write this. We were out on a short trip just north of town over the long weekend, and paddled our canoe home for the final time this year, down the now depleted creek that drains into the sea at Cambridge Bay. The char are running up that same stream, a sure sign that freeze-up will soon be here.

WCA member David Pelly, who lives in Cambridge Bay, NWT, is the author of the book *Thelon: A River Sanctuary*.



*Walking over the sea ice, pulling a loaded canoe with little effort, in late July*

## SYMPOSIUM — SHOWS — AGM

### WILDERNESS AND CANOEING SYMPOSIUM

The 13th Wilderness and Canoeing Symposium (sponsored by the WCA) this year is about **Arctic Travels & Arctic Cultures**. The aim of this annual get-together is to share an appreciation of our wilderness. This takes the form of about 18 presentations from individuals who represent a broad mosaic of experiences and views. Register early; the last symposium was quickly sold out.

**DATES:** Friday evening, 30 January 1998, from 7 p.m. to 10 p.m., and all day Saturday, 31 January, from 9:00 a.m. to 9 p.m.

**LOCATION:** In Toronto, at Monarch Park Collegiate auditorium, One Hanson Street, near Coxwell and Danforth, with reserved seating for about 800.

**REGISTRATION:** Registration form and information should have been received by now by all names on the mailing list from: Symposium, Box 211, Station P, Toronto, Ontario, M5S 2S7. Admission \$40 (until 1 January); meals extra.

**CONTACT:** George Luste, 139 Albany Ave., Toronto, Ontario, M5R 3C5; phone: (416) 534-9313 (eve.), (416) 978-7132 (day); fax: (416) 531-8873; e-mail: luste@physics.utoronto.ca



### CANOE EXPO 1998

On 6, 7, and 8 March 1998, Canoe Ontario, will again present its annual canoe/kayak consumer show and educational exhibition, this time at a new location: Metro East Trade Centre, 1899 Brock Road, Pickering, Ontario, (Hwy. 401 and Brock Road North). Features will include: "Try it before you buy it" pool, wooden canoe building demonstration, canoe repair workshop, raffle and silent auction, Ontario Provincial Park contacts, seminars and workshops, author's table, wilderness artists display. Canoe Ontario, 1185 Eglinton Ave. East, North York, Ontario, M3C 3C6; phone (416) 426-7170; fax (416) 426-7363; e-mail: canoeont@osrc.com website: www.canoeontario.on.ca

The WCA will again have a booth at this show and we are looking for volunteers to help (wo)man the booth. Please contact as soon as possible Paul Hamilton at (905) 877-8778.

### WCA ANNUAL GENERAL MEETING

Based upon the high attendance level of last year's AGM, this important meeting will again be held at Canoe Expo (see above, please note the new location) on Sunday, 8 March 1998, in the Seminar Lounge. Refreshments will be served at 8:15 a.m. and the meeting will take place between 8:45 and 9:45 a.m. Attendees will be charged \$4.00 fee for entry into Canoe Expo after our get-together (\$2.00 below regular admission fee for adults). We need 50 people to attend to maintain a nominal room charge. Your Board is looking forward to seeing you there.

\* \* \* \* \*

### OTTAWA PADDLESPORT AND OUTDOOR ADVENTURE SHOW

The Canadian Recreational Canoeing Association presents this show on 13, 14, and 15 March 1998 in the Aberdeen Pavilion of the Ottawa Civic Centre, 1015 Bank street, Ottawa. Some of the attractions are: paddling and outdoor equipment displays, rock climbing wall, mountain biking, slide shows, seminars, demo pool, wilderness art exposition, canoe building displays. Keynote speakers: Robert Perkins, Richard Webber, Michael Peake, Alex Ross, Kevin Callan, Becky Mason, Hap Wilson, and more. Show hours: Friday 13th from 3 p.m. to 9:30 p.m., Saturday 14th from 10 a.m. to 6 p.m., Sunday 15th from 10 a.m. to 5 p.m. General admission \$8.00, students and seniors \$7.00, children under 12 free if accompanied by an adult. Info hotline (613) 269-2910 or tollfree 1-888-252-6292. Website: www.crca.ca

\* \* \* \* \*

### OUTDOOR ADVENTURE SPORTS SHOW

This show features more than 30 sports-related categories (including paddle sports), over 300 exhibitors, three days of seminars, and several interactive features such as a 50-foot demonstration pool. It will take place on 3, 4, and 5 April 1998 at the Toronto International Centre, 6900 Airport Road, Mississauga, Ontario (corner of Airport Road and Derry Road). For more information contact: John Giroux, National Event Management, 115 Apple Creek Blvd., Suite 12, Markham, Ontario, L3R 6C9; tel. (905) 477-2677 or 1-800-891-4859; fax (905) 477-7872; e-mail: fredcox@pathcom.com Website: www.nationalevent.com

The WCA is going to be participating/exhibiting in this show at booth #707. Anyone wishing to help (wo)man the booth, especially on Friday the 3rd, please contact Paul Hamilton at (905) 877-8778 as soon as possible.

## LETTER TO THE EDITOR

**DANGEROUS ADVICE CAUTION**

Unfortunately, some very misleading instruction has been given by Jay Neilson in her Nahanni article in the Autumn 1997 *Nastawgan*. Ms. Neilson offers her technical opinion on manoeuvring in big water "as a river guide," dismissing conventional advice as "hopelessly inadequate," and recommending against using upstream ferries in big water. She asserts that: "The problem with the upstream ferry, where the bow of the boat is pointing upstream, is that it means all of the across-river power depends on the bow strength (in our case, a woman), while the stern paddler is occupied maintaining the upstream angle, which is why strength is recommended in the bow, with the brains in the stern. Some couples do actually paddle with the woman in the stern." Ms. Neilson's analysis is grounded on a lack of understanding of how ferries work.

During a ferry there are four primary factors at work: the speed of the current, the speed of the boat relative to the current, the boat's angle relative to the current, and the degree of downstream lean. You can test this by flying the flat of your hand out the window of your car. If you are tootling about town, not much will happen beyond your confusing other drivers with your hand signals. If you are tearing down the highway, however, the increased force will snap your hand either away from the car or back to the car, depending on the angle and lean of your palm.

If your boat is angled and leaned correctly, it will be pushed over to the other side of the river. The greater the force acting on the hull, the quicker the ferry. To increase the force on the hull, you must drive your boat against the current by either paddling forward in a front ferry, or backward in a back ferry. You will produce far greater force with forward strokes than with reverse strokes. With a forward stroke, full extension combined with the blade being buried at 90 degrees at the catch allows for efficient transmission of energy from hip kipping and torso de-rotation during the pull. Hip kipping lets you use your quads, hams, and glutes as you thrust your hips up to the paddle, and torso de-rotation lets you use your lats as you unwind through your stroke. With a reverse stroke, there is very little extension at the catch, and the blade cannot be buried at 90 degrees, so there is less force to apply, and poorer transmission during the pull. Consequently, if boat angle and lean are correct, a front ferry can get you to the other side of the river more efficiently than a back ferry, simply because your forward stroke should be more powerful than your reverse stroke. In any event, both front and back ferries let you use the force of the river to help you manoeuvre, which is vital when working in big water. You do not have to be a male, or even particularly strong, to have a forward stroke powerful enough to perform a front ferry in big water. All you must do is combine the efforts of several

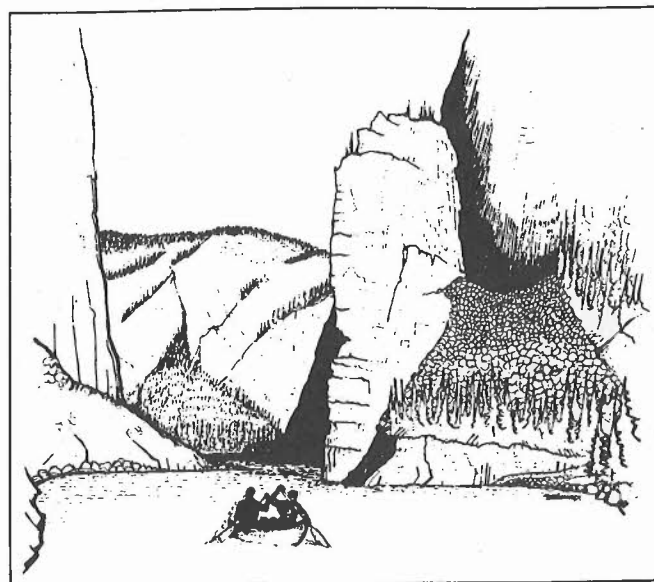
of your major muscle groups, rather than depend on your arms alone.

Contrary to what Ms. Neilson advises, directional control during front ferries is not affected by one paddler being more powerful than the other, for the steering components added to the forward strokes during a front ferry are minimal, and are required equally by both paddlers. Indeed, the stronger the current, the more subtle the steering components need be. A little bit of angle and a little bit of lean will take you a long way in big water. Being forced to fight the current after losing the angle comes from lack of skill, not from lack of power.

Instead of front ferrying in big water, Ms. Neilson prefers paddling hard downstream and "fighting across." This is ill advice, for when fighting the river, rather than working with it, the crossing takes tremendously longer. Even worse, by adding the boat speed to the current speed, rather than subtracting it, you hurtle down through the rapid, running into trouble much more quickly than you would with a proper ferry. "Point, power, and pray" is what aggressive but unskilled paddlers use because they are either ignorant of or unable to use more effective and less risky techniques.

It is very unfortunate that Ms. Neilson recommends powering downstream over front ferries in her "river guide," and even more troublesome that she grounds her advice in her belief that most women do not have the requisite power to handle the bow seat in big water front ferries. I strongly suggest that new paddlers ignore this sort of nonsense.

Richard Culpeper (certified as a wild water instructor through the Ontario Wild Water Affiliation, and as a sprint instructor through the Ontario Canoe Sprint Racing Association)



# A SUPERIOR-TEMAGAMI CORRIDOR

## Linking Natural Heritage, Cultural Heritage, and Recreational Opportunities

Peter Quinby, Bob Henderson, Thomas Lee

*"A culture is no better than its woods"*  
W.H. Auden, 1966

Blue lakes, rocky shores, and big trees (big white and red pine trees that is): for most Canadians, these are likely the first thoughts that come to mind when considering canoeing on the Canadian Shield. And while the Shield bedrock and waterways include the rugged plateaus of Labrador and Ungava, the Land of Little Sticks (spruce forests) of Manitoba and Saskatchewan, and the Barrens (above tree line tundra) to the north, a dominant view of Shield canoe travel is pool-and-drop rapids in swift rivers, rocky-point campsites, and easily connected lakes with well-forested portages which include towering pines.

In fact, those portions of Shield country that exhibit all of these characteristics are relatively few. The most limited characteristic is the towering pines. The fact that old-growth red and white pines — Ancient Forest Landscapes (AFL), see endnote 1 — are now referred to as endangered ecosystems, and that they remain "relatively" abundant (the world's greatest abundance) in the Lake Superior to the Ottawa River band of Canadian Shield country, makes the region one of super significance both in scientific and recreational terms. Indeed, blue lakes, rocky shores, and big trees are still a healthy portion of the landscape within this "Near North" region. But the combination should not be thought of as enduring.

The Superior-Temagami region of what the Ministry of Natural Resources would refer to as the 4E site region is one of 13 biogeoclimatic regions of Ontario (see the map on this page). It is also called the Lake Temagami Site Region (LTSR). The majority of Ontario's remaining old-growth white and red pine forests are located in this region. Three areas within the LTSR have particularly significant concentrations of these unique forests combined with notable wilderness recreation value. They include Temagami, The Lower Spanish Forest, and The Algoma Highlands. The wilderness recreation and natural heritage values of all three areas are currently threatened by resource exploitation, primarily logging.

Here, we would like to draw attention to this overall region (the LTSR) and advocate, on a scientific and recreation basis, for a protected "corridor" connecting these three unique areas which would extend from the Ottawa River at Lake Temiskaming to Lake Superior. First, some background concerning the region will be provided. Then the corridor canoe routes with a focus on natural heritage — AFL's, cultural heritage themes, and canoe travel potential — will be explored. The

Superior-Temagami Corridor is now a proposed nature reserve, but with the scientific research well established and ongoing (see reference list), the region's AFL's identified, assessed, and mapped (see An Ancient Forest Atlas reference), and the canoe routes mapped and linked as a corridor with side routes to specific attractions, the time is right to generate greater support and enthusiasm for both the environmental advocacy so needed and the existing canoeing potential that is largely being exposed with the corridor concept and the AFL atlas. Work is now ongoing to achieve the goal of this nature reserve.



Site Regions and Site Districts of Ontario

### BACKGROUND

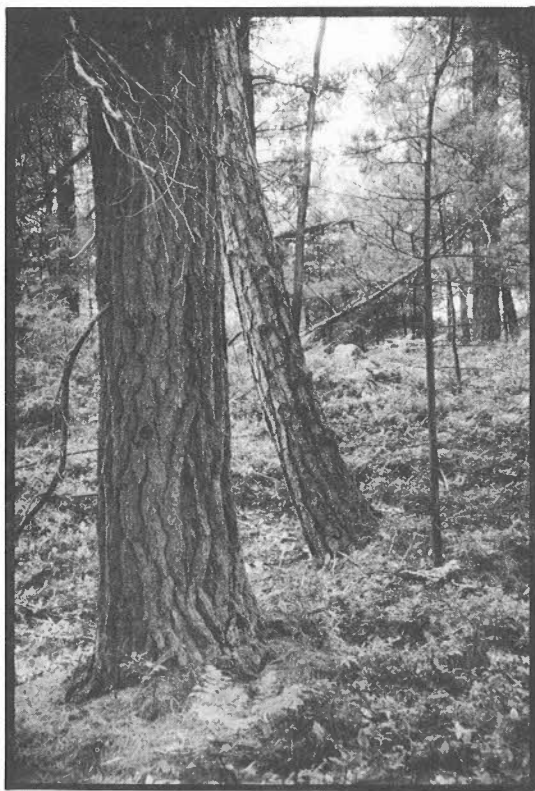
#### Temagami

Since the establishment of the Save Maple Mountain Committee in 1973, citizens have been joining forces to challenge resource management activities that threaten the character of the Temagami wilderness. Perhaps the single most intense battle was fought over the proposed logging of the Obabika Lake old-growth pine stand, which resulted in 370 arrests of protestors blockading the Red Squirrel logging road in 1989 (Killan 1990). Since that time, resource exploitation in Temagami has been minimal and non-threatening to wilderness advocates until recently. In December 1995,

the Temagami Comprehensive Planning Council released a plan that proposes "large-scale industrial development, including mining, logging, road building and bridge construction" (Wildlands League 1995). For example, 35% of Temagami's remaining old-growth pine stands will be opened to logging under this plan.

### ***The Lower Spanish Forest***

A mapping analysis commissioned by the Ontario Ministry of Natural Resources (OMNR) (Spectranalysis 1993) has shown that the largest concentration of white and red pine (50 yrs.; 10% of a stand) is located in The Lower Spanish Forest. Further work by Quinby et al. (1995) has shown that 40,000 hectares of this area is pristine pine landscape. It was also documented just recently that The Lower Spanish Forest has the largest pristine white and red pine landscape remaining in the world (Quinby and McGuiness, 1996). This global significance and pristine character did not, however, persuade the OMNR or E.B. Eddy Forest Products Ltd. to protect the entire 40,000-hectare area despite recommendations from Geomatics International (1994) to do so. Instead, only 8,000 hectares (20%) of the pristine pine landscape has been identified for protection by the OMNR (Crins 1996). Thus, 32,000 hectares of pristine white and red pine landscape are available for logging by E.B. Eddy, *some of which is currently being logged.*



### ***The Algoma Highlands***

The old-growth white pine, sugar maple, yellow birch, and jack pine forests of the 120,000-hectare Algoma Highlands is one of the largest areas of pristine forested landscape remaining in the Great Lakes basin. It sup-

ports healthy populations of lynx, pine marten, and bald eagle — sightings of the endangered eastern cougar have also been made there. However, about 35,000 hectares of The Algoma Highlands is scheduled for logging over the next five years, mostly by clear cutting. Although physical damage to a site may be minimized using shelterwood logging (see endnote 2) in some areas, recent scientific studies of Algoma white pine forests have shown that shelterwood logging can reduce genetic diversity of white pine populations by as much as 54% (Buchert et al. 1995). In addition, in the summer of 1995 it was discovered that Lajambe Forest Products had accelerated their cut of old-growth white pine to 60% of their five-year allocation to take place within the first 12 months of their cutting period. Currently, the only protected area in The Algoma Highlands (Ranger North) is a mere 6,000 hectares in size — too small to be ecologically viable.

### **SOME ADVOCACY APPROACHES TO PROTECTION OF THE REGION**

Because of their remote and roadless conditions, the three primary core areas of the LTSR — Temagami, The Lower Spanish Forest, and The Algoma Highlands — are all still "wild." Due to their wild, forested landscapes, these areas provide special value for their ecological/natural integrity and wilderness recreation. They all have significant amounts of old-growth white and/or red pine forest as well as many other types of ancient forest. And they provide quality habitat for maintaining healthy populations of both plants and animals, which may be severely affected by clear-cutting, agriculture, and urban/suburban development in other parts of Ontario. There are, however, other landscapes located between these three core areas that also have significant ecological, cultural, and recreational features. Examples of such regions include the red pine stands and the uncommon red pine regenerative forest (due to forest fire) at Wolf and Dewdney Lakes on the Chiniguichi River system, and the significant geological fault to the north of Welcome Lake, west of the Wanapitai River. If linked conceptually and protected via the Superior-Temagami Corridor, these additional areas could serve as valuable core linkages, provide additional recreation and tourism resources, and help to meet natural heritage protection goals for the LTSR.

Corridors are "landscape linkage(s) designed to connect open spaces to form protected (areas) that follow natural and man-made terrain features and embrace ecological, cultural and recreational amenities where applicable" (Hay 1991). The identification of a corridor and advocacy for its establishment to connect Temagami, The Lower Spanish Forest, and The Algoma Highlands can serve as a mechanism to create a regional natural heritage network of grassroots organizations with a common focus on values of natural heritage, cultural heritage, and recreation. One of the unique qualities of a corridor in the LTSR is to provide

natural travel ways for people interested in long-distance wilderness travel as well as for wild animals with large territory and migratory requirements, though ecological/natural integrity is the primary goal. Although corridors have been used for conservation purposes in the United States since the 1960s and more recently in southern Ontario, they have not yet been applied in central Ontario on any significant basis.

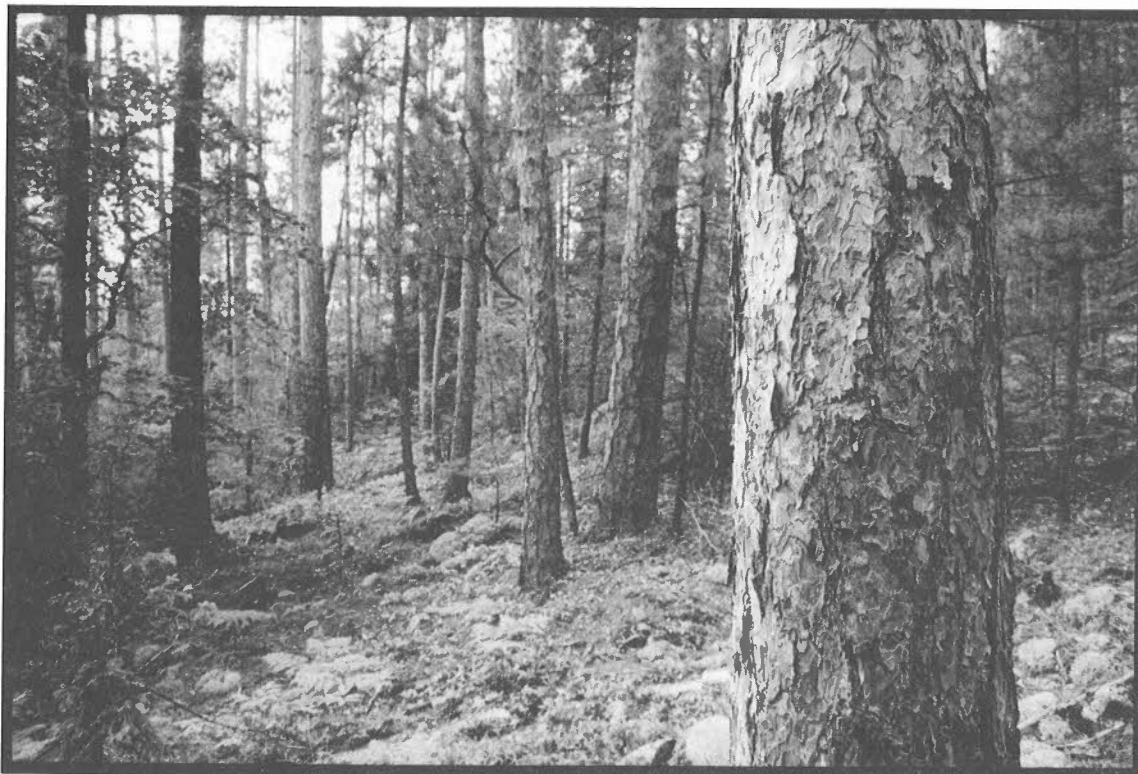
It was the wild nature and resulting recreational appeal of both Temagami and the Algoma Highlands that attracted people to these areas and that facilitated the first significant opposition to destructive resource exploitation practices. The Save Maple Mountain Committee, made up primarily of Lake Temagami summer residents, effectively stopped the Maple Mountain Resort Development Plan in 1973. The Alliance for the Lady Evelyn Wilderness, which evolved from the Save Maple Mountain Committee, advocated successfully for the creation of the 72,000-hectare Lady Evelyn-Smoothwater Wilderness Park created in 1982. The Temagami Wilderness Society, which grew out of the Alliance for the Lady Evelyn Wilderness, successfully protected the Obabika Lake old-growth pine stand and many other ancient white and red pine stands in the Temagami area. They also pressured the OMNR into generally improving resource management in the district. Temagami is well known (and "too" well travelled, many would say) as recreational canoe country. The corridor concept would open up new regions and connect travel routes to advance the needed conservation advocacy voice within a broader area of the whole LTSR. In The Algoma Highlands, George Nixon, a remote tourism operator on Megisan Lake, with support from Forests for Tomorrow, was able to convince the Ontario government

to conduct an environment assessment of logging in the Megisan Lake area with special emphasis on his remote tourism business. This assessment delayed logging in the region resulting in additional study of its unique features and additional time for advocacy groups to strategize. The AFL offers canoeists a choice canoe route north from Megisan to Lance Lake. (see article on Algoma by Joan McGuffin in *Kanawa*, Summer 1995), as well as the connections to Lake Superior and to the eastern routes of the LTSR.

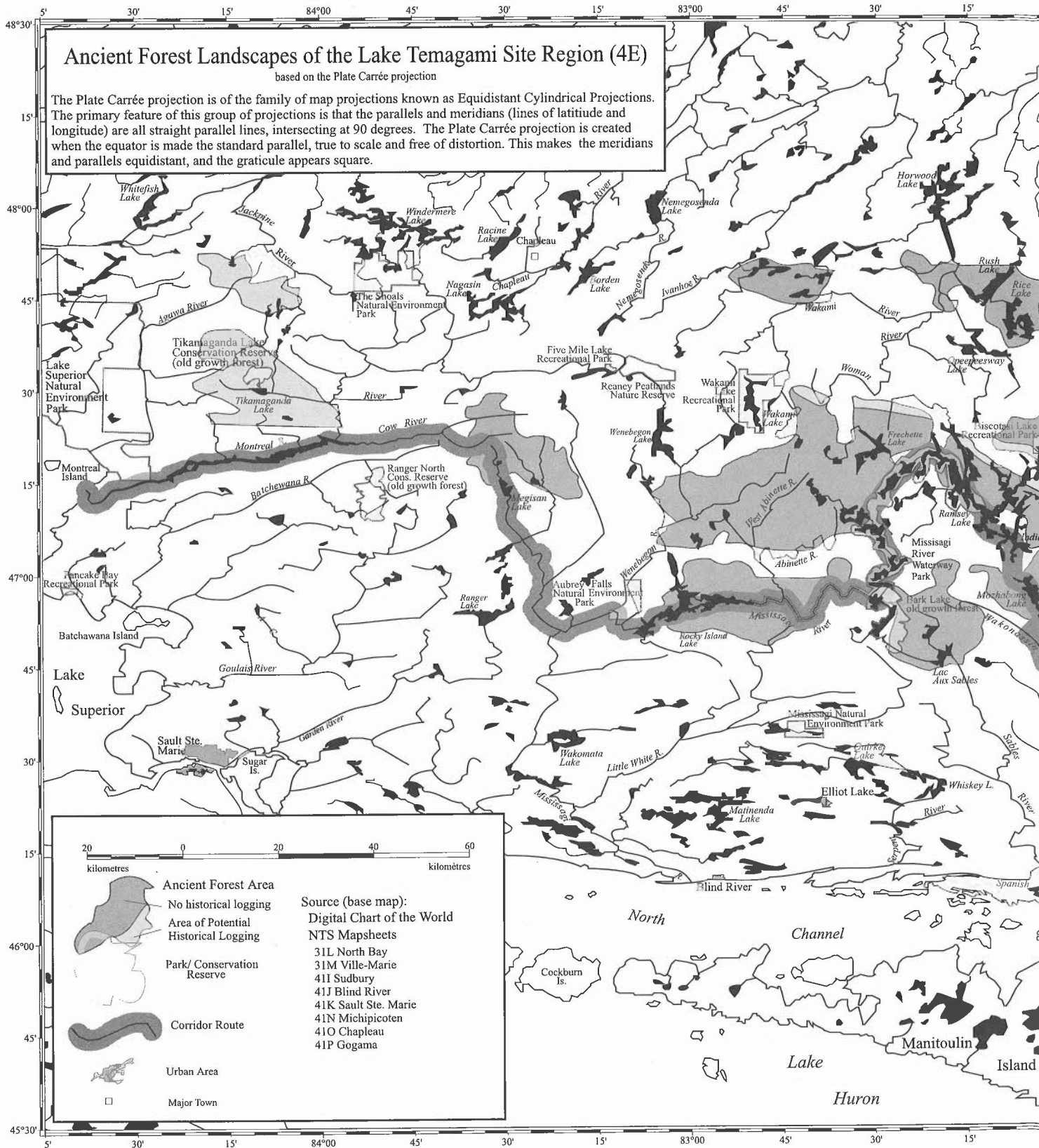
Although The Lower Spanish Forest is virtually unknown for its wilderness recreational opportunities, The Ancient Forest Exploration and Research Group has recently received funding to identify and promote these opportunities. As with Temagami and The Algoma Highlands, interest in the recreational values of The Lower Spanish Forest will help to protect this special area. Currently, this area is thought of, from a canoeist's perspective, as part of the Lake Biscotasing/Spanish River area. Knowledgeable canoe trippers know of the beautiful lakes in The Lower Spanish Forest such as Pogamasing, but the attention to conservation and for recreation are hardly recognized.

As for the LTSR as a whole, the Wildlands League in November 1996 printed the following "campaign snapshot" for the North Shore:

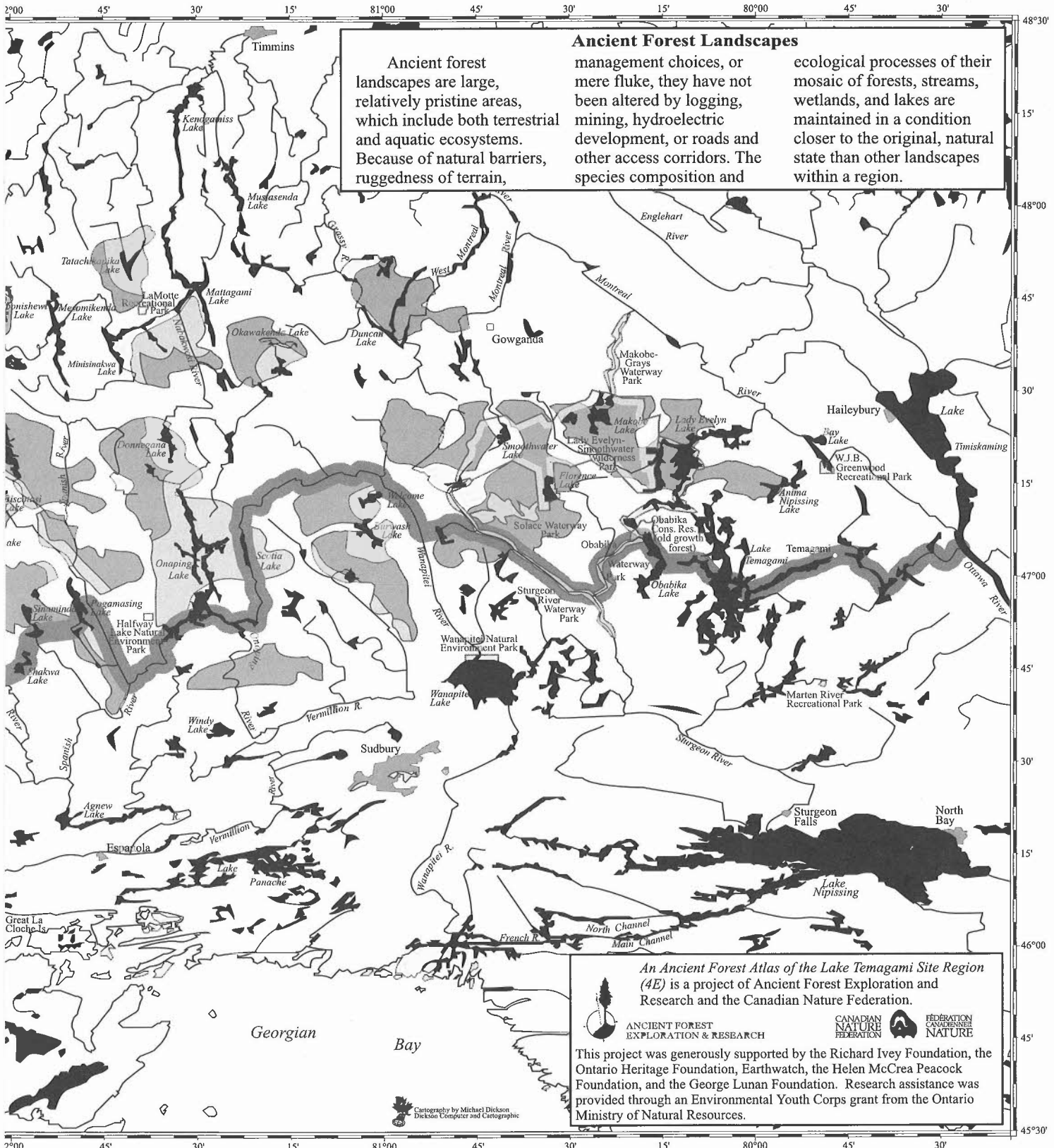
Wilderness still exists in this Nova Scotia-sized region that stretches from Lake Temiskaming to Lake Superior and gives rise to waters that feed both the Great Lakes and the Arctic Ocean. Over the next two years we will be bringing you both news and ways to get personally involved in our efforts to protect the wild in this area.



Photographs by:  
 Bob Henderson  
 Mike Henry  
 James Hines







**Ancient Forest Landscapes**

Ancient forest landscapes are large, relatively pristine areas, which include both terrestrial and aquatic ecosystems. Because of natural barriers, ruggedness of terrain, management choices, or mere fluke, they have not been altered by logging, mining, hydroelectric development, or roads and other access corridors. The species composition and ecological processes of their mosaic of forests, streams, wetlands, and lakes are maintained in a condition closer to the original, natural state than other landscapes within a region.

An Ancient Forest Atlas of the Lake Temagami Site Region (4E) is a project of Ancient Forest Exploration and Research and the Canadian Nature Federation.

ANCIENT FOREST EXPLORATION & RESEARCH

CANADIAN NATURE FEDERATION

FEDERATION CANADIENNE DE NATURE

This project was generously supported by the Richard Ivey Foundation, the Ontario Heritage Foundation, Earthwatch, the Helen McCrea Peacock Foundation, and the George Lunan Foundation. Research assistance was provided through an Environmental Youth Corps grant from the Ontario Ministry of Natural Resources.

Cartography by Michael Dickson  
Dickson Computer and Cartographic

## A SUPERIOR-TEMAGAMI CORRIDOR CANOE ROUTE

Combining the information of the AFL atlas and the corresponding map of the AFL's within the LTSR with a knowledge of historical and contemporary travel ways (see endnote 3), it was possible to create a canoe route corridor and off-shoot routes that: travel through AFL, travel through interesting connecting canoe country, visit cultural heritage sites, and, most importantly, are viable long-distance cross-country canoe routes with specific off-shoot routes. This is not an easy task given the general north-south flow to the rivers and lakes with the need for an east-west orientation to travel. Also, matching routes to AFL's is not always the obvious choice of travel, though it is usually the most wild.

However, the result, remembering that certain links in the overall route would need trail maintenance to "re-open" former cleared portage connections, is an exciting cross-country vision that stirs the heartstrings of many seasoned travellers. Combing over maps, standard 1:50,000 topo sheets plus the AFL atlas, MNR's 1950 canoe route guides for the area, and learning of historical routes and stories reveals the richness of the area for canoe travel, long-distance or short loops, and highlights an understanding of the region as one integral natural and cultural heritage region in Ontario.

The following notes are a rough sketch of the canoeing corridor. To follow along for details you will need a map, preferably a set of 1:50,000, but the



1:250,000 also provides the needed detail. The large map on pages 16-17 is a first attempt to combine the canoeing corridor with the AFL of the 4E LTSR map that accompanies the atlas.

Provided here is one early version of a canoe route corridor system in its most complex form. This "involved" version highlights the overall travel potential. For the most part, it is a direct route, but occasionally there are loops for specific interest and standout travel areas. The fixed routing for one single corridor is yet to be finalized, but for canoe trippers this branching routing format offers the most potential to envision long-distance routes, connections to take-out/put-in sites, and canoe circuits to and from a main corridor. Routing 4A South and 7A can be part of the main corridor as will the stages with no route branching. The Obabika-Maskinonge-Wolf-Florence-Smoothwater loop of Stage 2 can be deleted from the main corridor in favor of the more direct Obabika-Diamond-Lady Evelyn River-Smoothwater routing.

Legend: (\*) = old growth; (+) = cultural heritage;  
(out) = trail head routings

The following stages comprise the Superior-Temagami Corridor: Stages 1, 2, 3A, 4A south, 5, 6, 7A. Alternate stages are provided here to showcase the opportunity for canoeing: circuits, off-shoot routes, and long-distance cross-country travel.

### Stage 1: TEMISKAMING TO TEMAGAMI

— via Matabitchuan-Rabbit(\*) — Cassels-Snake Island(\*) — Temagami

### Stage 2: TEMAGAMI TO SMOOTHWATER

— Temagami (northeast arm)(+) to main lake (Cross Bay, Narrow Island, Witch Bay, Temagami Island(\*)  
— Wawiagawa(\*) — Sturgeon River — Upper Goose Falls — Kelly Portage(+) to Maskinonge-McCarthy Bay(+)  
— Wolf/Dewdney(\*) — Chiniguichi  
— Yorston (series of lakes and portages) — some logging road confusion — to Yorston — Florence(\*) (+) — Lady Evelyn River — to Lady Evelyn Lake — Mowat Landing(out) (see endnote 4) or Gamble — Sunnywater — Smoothwater(+)

### Stage 3A: SMOOTHWATER LAKE TO THOR LAKE

— Smoothwater(+) — Scarecrow (Ishpatina Ridge) to Sturgeon River — Stewart  
— Stewart Lake to Haentschel (the Haentschel/Stewart portages) to Sturgeon River (north to Welcome Lake, intriguing fault formation)(\*) — Welcome — Prune — Avery(\*) to Thor Lake



- Stage 3B: SMOOTHWATER LAKE TO SHINING TREE  
 — Smoothwater — Montreal River — Gowganda (town) (out) to Hanging Stone Lake — Elkhorn — Firth Lake/Creek — Montreal River west — Duncan Lake(\*) to Pigeon Lake to Houston Lake (on Montreal River) — Wasapika Lake — Michwakenda (Main road crossing) to Okawakenda Lake(\*) to Shining Tree Lake (Shining Tree town) (out)



- Stage 4A South: THOR LAKE TO BISCOTASING LAKE  
 — Thor Lake (lodge at Thor, food drop) — Oshawong Lake (cross railway) — south to Scotia Lake(\*) — Friday Lake — Kawawia Lake — Bennet Lake to Onaping River  
 — Onaping Lake (possible out option Onaping River to Onaping)  
 — Onaping Lake — lower Onaping to Spanish River via: 1. Bailey Lake to Spanish, 2. Moncrieff Creek (a drag in summer), 3. arrange drive between lower Onaping and Benny (on railline) then paddle/drag down lower. (Note that 1 to 3 is an awkward connection.)  
 — Moncrieff Creek from Spanish River up-river to: 1. Pogamasing Lake(\*) — long up-river stretch, 2. to Mogo River (Bluewater Lake) to Pogamasing(\*)  
 — Pogamasing — Little Pogamasing — Sinaminda Lake — Mozhabong(\*)  
 — Indian Lake — Biscotasing Lake(\*) (+) (out option Biscotasing, rail and road, food supply option)  
 — possible river finish down-river and Spanish (out)
- Stage 4A North: THOR LAKE TO BISCOTASING LAKE  
 — Thor Lake — Oshawong Lake — Shoofly — Meteor — Opikinimika — Deschenes Creek/Lake to Westree (on rail line) — Duchegana Lake (good portage) — Donnegana Lake(\*) (poor portage) to Lupas Lake  
 — Invernesse (seasonal — low water)

- Three Corner Lake — East Sand Creek (cross road #144) to Spanish River (Spanish River at headwaters to out option down Spanish River)
- Spanish River to Azure Creek — Smuts Creek/Lake — Biscotasing Lake(\*) to Biscotasing town(+)(out)

#### Stage 4B: SHINING TREE TO BISCOTASING LAKE

- West Shining Tree Lake — Alan Lake — Opikinimika — Nabakwasi Lake(\*) — Nabakwasi River to Mattagami (Indian First Nation) — Minisinakwa River
- Gogama town on Minisinakwa Lake
- Mollie River to Dividing Lake
- Azure — Smuts Creek/Lake to Biscotasing(\*) (+)(out)
- possible: Spanish River trip down from headwaters (out)

#### Stage 5: BISCOTASING TO MISSISSAGI RIVER TO AUBREY FALLS

- Biscotasing Lake to Cat Bay — Spanish Lake — Bardney Lake — White Owl — Upper Green(+)
- Upper Bark(+) to River proper (follow Wild River Provincial Park) to Rocky Island Lake to Aubrey Falls on #129 Highway (out)

#### Stage 6: AUBREY FALLS TO MEGISAN/LANCE LAKES, ALGOMA HIGHLANDS

- Mississagi River to West Aubinadong River to Spike Lake — Ranger Lake
- Saymo Lake — Gong Lake to Nushatogaini River to West Aubinadong River to Megisan Lake(\*) via Gord Lake to Lance Lake
- possible: Mississagi River down-river to Lake Huron (Blind River) (out)

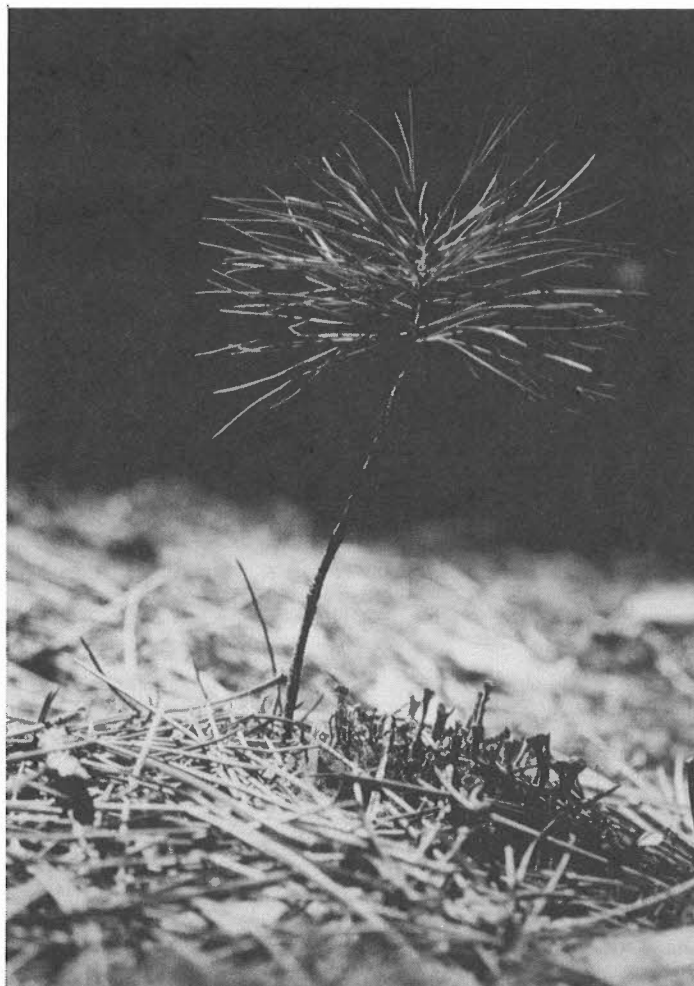
#### Stage 7A: MEGISAN LAKE TO SUPERIOR VIA MONTREAL RIVER

- Megisan Lake to Lance Lake to Farewell Cr. to Cow River to Montreal River to Superior

#### Stage 7B: MEGISAN LAKE TO SUPERIOR VIA GOULAIS RIVER

- Megisan Lake to Lower Lake — Goulais Lake to Goulais River through Searchmont and Goulais River town to Goulais Bay, Superior.

Routes 3A, 4A South, and 7A are the routes for the Superior-Temagami Corridor connecting old-growth and direct east-to-west travel. The B options are presented mainly for recreational canoe circuit purposes. These options continue to connect with AFL's and enhance recreational canoeing and heritage exploration options.



#### ENDNOTES

1. Ancient Forest Landscapes are more than just forests — they are the combination of terrestrial and aquatic ecosystems that have developed together and interact within a region. In addition to forests, they include the lakes, streams, wetlands, and non-forested terrestrial ecosystems that make up the entire landscape. Their common characteristic is their natural integrity. Because of natural barriers, ruggedness of the terrain, management choices, or mere fluke, they have not been altered by logging, mining, or hydroelectric development, and their original species composition and ecosystem processes are maintained throughout the mosaic of forests and other habitats. The minimum landscape area identified for an AFL was 20,000 hectares, with the narrowest connections between any two portions of an AFL no less than 500 metres wide.

“Old-Growth Red and White Pine Forests” — a subset of Ancient Forests — are ones that are pristine, but also comprise a significant component of red and white pine trees that are, according to the Ministry of Natural Resources (Ontario) definition, 120+ years in age.

2. Shelterwood logging involves the planned removal of approximately 50% of the tree biomass with the first cut. The second is to follow 20 years later. It can also mean the removal of 1/3 of the trees followed by the second third 20-30 years later, with the last third cut in another 20-30 years.
3. Sources for information on Red and White Pine Old-Growth Forests:
  - Ancient Forest Exploration Guide, Peter A. Quinby, 1993.
  - An Ancient Forest Atlas of the Lake Temagami Site Region (4E), prepared by Ancient Forest Exploration and Research and the Canadian Nature Federation, 1996.
  - Wolf/Dewdney Lakes, Sudbury Naturalist Club Report, Viki Mather, 1995.
  - Paddling, Pines & Portage Trails, Joan McGuffin, *Kanawa*, Summer 1995.

## Sources for canoe routes:

- Correspondence with canoe guides or canoe trip journals. Thanks to Joss Haiblen/Chuck Samuels, Steve Beamish/Jonathan Reynolds, James Wheeler.
- Temagami Canoe Routes, Hap Wilson.
- "A King Among Rivers: Grey Owl's Mississagi." Bob Henderson, *Paddler*, Spring 1992.
- Correspondence with area historian Craig Macdonald.
- MNR canoe routes pamphlets and 1950/60 route maps. Sault Ste. Marie District.

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Two useful guides are already available (other than Ancient Forest Atlas of the LTSR, 4E): *Ontario's Old Growth: A Learner's Handbook*, by Mark Stabb; and *Exploring Old Growth Forests: A Teacher's Manual*, by Chris Lemieux, Jennene Powers, Peter Quinby, Caroline Schultz, and Mark Stabb. Both are available via The Canadian Nature Federation and the AFER, 1 Nicholas St., Suite 520, Ottawa, Ontario, K1N 7B7, 1-800-267-4088. For information on the political front, contact The Wildlands League, c/o Lara Ellis, 401 Richmond Street W., Suite 380, Toronto, Ontario, M5V 3A8.

For more information about the Superior-Temagami Corridor contact Ancient Forest Exploration and Research, created in 1992 to address, through research and public education, the loss of Ontario's native forest heritage: *Ancient Forest Exploration and Research*, 93 Westmoreland Avenue, Toronto, Ontario, M6H 2Z8, phone (416) 535-0205, fax (416) 535-8336; summer address: RR#4, Powassan, Ontario, P0H 1Z0, phone/fax (705) 724-5858.

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## TO KEEP THE WOLF FROM THE DEER?

There is no question now that summer is behind us. The campgrounds are empty and the nights are clear and cold. The leaves are turning, the days are sunny, and silent, and many Algonquin Park inhabitants are getting ready for the approaching winter.

In some cases, the preparations are quite obvious and no human visitor will miss them. Most birds have already left for warmer climates, the squirrels and chipmunks are laying in their winter stores, and bears are becoming sleek and fat before their long winter sleep. Still, there are other familiar Park animals which make rather different preparations for winter and whose true significance has only started to emerge in the last few years. Take, for example, the white-tailed deer. If you should see one at this time of year, the chances are that it is still inside the rather small area where it has spent the whole summer but nowhere near the place it will spend the winter. Late in the fall, white-tailed deer in Algonquin (and elsewhere in the northern part of their range) leave their scattered summering places and congregate in traditional coniferous wintering areas called "yards." For years the unquestioned interpretation of this behavior was that it permitted deer to remain more mobile, especially in bad winters. For one thing, the snow is less deep to begin with under the thick evergreen cover typical of deer yards and, for another, deer in yards can share the work of breaking and maintaining trails to nearby feeding areas. There is no doubt that deer seriously bog down in snow over 50 cm deep and the energy savings conferred by living in a yard might be considerable indeed in a place like Algonquin where snow depths sometimes go over 100 cm.

As far as we know, no-one ever doubted this explanation of yarding behavior until a few years ago when the movements of some radio-collared deer were followed in northern Minnesota. The study supplied a great deal of information that probably could not have been learned any other way. For example, by accurately locating each deer at least once a week, the researchers were able to show that individual deer spent all summer in quite small areas — averaging 319 hectares for adult males and 83 hectares for females. Nevertheless, when night-time temperatures fell below some critical level in the fall (the average was  $-7^{\circ}\text{C}$ ), the deer suddenly moved to their winter yards, covering as much as 40 km in

just a few days. (Sometimes, if the weather turned warm again, individual deer quickly went back to their summer ranges and stayed there until it turned cold once more!)

In spring, the timing of the reverse migration was quite independent of snow depth and seemed to be triggered when the temperature went over freezing. Migration routes were apparently learned (and kept for life) when fawns followed their mothers on the fall trek to the yards and back to the summering areas the next spring. (At this point the yearlings are driven away by their expectant mothers and forced to find nearby areas of their own.)

The most interesting finding of all, however, was that some deer wintered where others had summered. It seemed very perplexing that deer would actually leave an area to spend the winter elsewhere when other deer obviously found the very same (vacated) area perfectly acceptable as a winter yard. There was another problem, too. Some yards seemed to be over-browsed whereas nearby areas with lots of food and apparently suitable in every other way were ignored by deer.

It is very difficult to explain these observations on the basis of the old idea that yards are chosen as places having the optimum combination of cover and food. Could it be that there is another, entirely different set of reasons for the white-tailed deer's annual migrations and yarding behavior? The Minnesota researchers believe there is and that it has to do with minimizing the danger of wolf attacks.

In the deep snows of winter deer are much more vulnerable to wolves than at other times of year. By coming together in a winter yard, deer probably achieve a measure of protection in two ways. First of all, wolf packs are territorial even in winter, so if all the



deer from miles around (from the territories of many different wolf packs) bunch together in a single yard contained within the territory of a single wolfpack, the deer will have to contend with only that one pack instead of several. Secondly, by being only "one of a crowd" lessens its chances of being attacked when the wolves do show up for a meal.

This would also help explain the mystery of why deer often insist on yarding in areas with largely depleted food supplies and ignore nearby, apparently more suitable areas. It may sound cowardly in human terms but what the deer are looking for in a yard is not so much good food or cover as it is other deer "to hide behind." If escaping wolf predation were not so important we would expect individual deer to wander away to better feeding areas or to congregate in different places in different years. Instead, deer make long migrations to the same traditional yards that may have poor food but where they can at least find safety in numbers.

But, if yarding is the best way to escape wolf predation in winter, things change in the spring. If the does were to stay in the yarding areas and have their fawns there, the wolves, already knowing the yard's location, would be able to concentrate their efforts there and effectively wipe out the defenceless fawns. Clearly a fawn will have a much better chance if it is born off in some secret place far from the yard.

Thus, the observed spring dispersal of does from the communal winter yards to their individual summer ranges also makes sense in terms of evading wolf predation. As for the bucks, they probably leave the yards because browsing conditions will be better elsewhere and because the next fall, the bucks will need to find does for mating.

Personally we find the wolf avoidance theory for the migrations and yarding of deer to make a lot of sense and that it adds a very interesting perspective to a very beautiful animal. It has long been accepted that the white-tailed deer is fleet of foot and keen of smell and hearing because it has needed these qualities to survive in a world where wolves would quickly eliminate the slow and unwary. Deer are the way they are, in other words, because wolves have made them that way. Now, we can see that this idea is even truer than we thought, for even the social behavior of the deer has evolved in response to the age-old pressure from its predator .... Something rather marvellous to think about should you be lucky enough to spot a graceful white-tail in golden autumn hardwoods on your visit to the Park this fall.

Reprinted from the 8 September 1983 issue of *The Raven*, courtesy of the Ministry of Natural Resources.

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## GREEN CHRISTMAS MIRACLE

Stephen Rouleau

Sault Ste. Marie, Northern Ontario, a day before Christmas 1994, and you would have a better chance of getting the ingredients for a snowball in Miami.

I listen to the radio, read the weather reports, and watch the News, but they all say the same thing: NO SNOW THIS CHRISTMAS. My great-uncle Tuno tells me that this will be his second Green Christmas since coming to the Sault as a boy in 1909.

This is a disaster: no skiing, no tobogganing, no snowmobiling, no ice fishing, no snowshoeing, no snow-covered trees, even Scrooge would have hated this. The song White Christmas starts to play on the radio, I turn it off, even Bing sounds off-key without any snow. Bah Humbug on a Green Christmas.

I step outside Christmas Eve, hoping to see snowflakes drifting down, but all I see are stars. I go to bed disappointed, the stars are pretty but I'd rather see clouds full of snow.

I wake up Christmas morning and look outside hoping for a miracle, but my Christmas wish for snow has not been granted. I guess Santa had forgotten who had been naughty and who was without ice.

People have often said that Christmas is a time of magic, and I believe they may be right. Because as I

walked out to my truck that morning, I suddenly understood that a miracle had happened and if I didn't hurry, I would miss a once-in-a-lifetime chance.

You see, just like the Grinch I found out that Christmas comes whether or not you have toys, lights, or a tree; it even comes if you don't have any snow in Northern Ontario. After all, Christmas and indeed all of life is what you make of it.

I dashed back into the house and so it was that shortly after lunch my father and I headed out to enjoy the strange but wonderful Green Christmas Miracle I had discovered. Our laughter rolled down the St. Mary's River as we picked up our paddles and canoed out into the warm afternoon sunshine of that Christmas Day.

So, if you have to face a Christmas without snow or your traditions have been trashed, cheer up and sing that old Christmas carol:

On Dasher  
On Prancer  
On Grumman Canoe  
And a very very merry  
Christmas to you

## THE STUFF OF LIFE

For those in the Toronto area who don't want to bake bannock, here is a handy tip:

Phone Rooneem's Bakery (also called D.N.A. Bakery) at (416) 504-5205 or fax (416) 504-0746 or visit them at 484 Queen st. West, Toronto, M5V 2B2 and ask them where they deliver nearest your home. Then phone that deli and put in an order for plain rye or sweet-and-sour rye, sliced, which you will collect on delivery day. Wrap the bread in jay cloth dipped in vinegar (and wrung out well), double bag, and freeze or refrigerate. There are 22 slices to each heavy oval loaf. This bread keeps for a week on a canoe trip and doesn't squash if you're careful. We prefer the sweet-and-sour and wouldn't to be without it when practical. Good loafing.

Claire Muller

(Tip from Rob Butler: There is a much more durable bread — Double-Crusted Silesian — that lasts two to four weeks. Recommended by Jim Greenacre.)

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## DO YOU SHOP AT AN OUTFITTER?

Your Board is looking for people who shop at their favorite outfitters on a more or less regular basis. We would like to supply you with WCA pamphlets that could potentially be displayed at "your" outdoor store. Often these places have public information boards or space for appropriate pamphlets.

If you would be willing to handle this task, please contact any Board member mentioned on the back page of *Nastawgan*. S/he will gladly send you pamphlets for display purposes. Please let us know your store and its location, so we do not have duplication of service. Thanks in advance for your assistance.

\* \* \* \* \*

## IS IT SAFE?

Often asked "Is it safe?" by outdoors people. Most of them good campers. Some of them very good campers. All of them friends of mine.

The first time that question was put to me I didn't quite know how to answer. What are they really asking? Is it a guarantee that all will go well on a particular canoe trip? That there is no uncertainty? That there is no danger?

There are no guarantees in the wilderness. The list of possible events is long. Water levels can change. Portage trails can be missed. Violent storms are possible. Wild animals move about. Accidents can happen. Help is a long way away.

But that is the whole essence of wilderness. Man is not in charge. He is just a visitor to an ecosystem with

very harsh rules of survival. He might not even be the dominant factor in the particular ecosystem that he is travelling in. While man has shown that he can live and even thrive in hostile environments, occasionally the ecosystem proves to be very good competition.

Since the fact that there is some risk is known going in, it's imperative that wilderness travellers not sue outfitters, bush plane companies, or government agencies. No one is accountable if things do not go perfectly. You are in the wilderness. You are at the edge. The major difference between travel at the edge and travel in more settled climes is the absence of backup. But that's why you are there. If the edge is not real then it's all just pretend and you might as well be in an amusement park. It's your choice to travel in wild country and you should stand the consequences of that choice. Suing breeds regulation and exterminates adventure.

Sitting at a campsite on this year's trip and looking at the river. Musing on the safety issue. River gurgling quietly by as I sit and look at it. Asked the river again if it was safe. After all, it should know. River gurgled back. "Be careful" it said.

Got my answer. The people asking "Is it safe?" have never been on a true wilderness canoe trip. Anyone that has been on one could never ask that question. Wilderness canoe trippers already know the answer.

Resolved in the future to direct those who ask if it is safe to the nearest national park. It's really what they want anyway.

Greg Went

### JANUARY

On the way up a portage trail  
My skis sliiiiip just a bit  
And I check the slope with mittened hands  
Pawing twenty feet of it  
And scout some awkward summer steps  
When I go back to find my mitt

Can't be too careful, you know

Looks fine to me; I'll return  
When the hill's a somewhat greener place  
When January's degrees seem heavenly  
To the sweat sliding down my face

I fasten ski-poles to my wrists  
And create a caterpillar track  
Envyng some future summer self  
World in a dumpy canvas pack  
Stepping up this same steep slope  
Canoe upon my summer back

anonymous



## THERE'S AN UNLUCKY MOOSE IN THIS TRUE STORY (and two lucky people)

Randy Brown

Two friends of mine are medical doctors who work together in research at a university, both smart cookies, used to doing difficult things. One of them had only recently emigrated from Holland; his name is Hans. He had heard a lot about the Canadian north and wanted to go on a canoe trip; and my Canadian friend, Geoff, a junior colleague of Hans, thought that a canoe trip would be a great chance to get in solid with this senior tenured professor, so he pretended to know everything about the north, even though he had never been on a canoe trip before and couldn't even paddle stern.

First they went out and bought equipment, the best money could buy. Hans paid seventeen hundred dollars for a Mad River Royalex canoe and seven hundred dollars for a Wild Country Hyperspace tent. They bought two hundred dollar Apache Western Mountaineering sleeping bags and hundred and fifty dollar Wetskin rain suits. Hans paid a hundred dollars for a Swiss Army Champ, and they had a Peak 1 stove and Teva sandals, Pelican camera cases and Bending Branch paddles with Kevlar tips, Thermarest mattresses and Petz headlamps, Leitz binoculars and Patagonia windbreakers, and the list went on. They left about five thousand dollars in the pockets of Mountain Equipment, Trailhead, and Europe Bound.

They decided to go around 15 October, the coldest, rainiest, darkest part of the year, the time of year when most rivers are at their lowest and the weather is at its worst, when the sun is up at eight and gone by six and there are no leaves on the trees and the forest looks like another planet. And as if to ratify their intention to have a miserable trip, they purposely didn't inquire into known canoe routes because they wanted a real break from research work. And since they worked in labs full of graduate students, getting away from people was top on their agenda. No popular canoe route for them.

They got out a big map of Ontario and deliberately picked a river well north of Sudbury (where it snows early) about which they knew nothing (a real seat-of-the-pants adventure), in an area so remote that no one in their right mind (say no more) would be there that time of year. They heard that seventeen miles a day was about average daily travel for canoeing, so they could cover about two hundred and forty miles in the two weeks they were planning to be away. Their route on this river, from its headwaters to its first highway crossing, was about the distance they figured so optimistically that they could cover. Travelling every day for two weeks did not seem like a gruelling trek as they were in peak physical condition: they both jogged miles every day and played squash four times a week.

Then they made one more mistake, I mean, decision: they decided not to take any food. That's what I

said: no food. No powdered eggs, no granola, no dried fruit, no Bisquick, no Harvest Foodworks, no food of any kind, nothing, nada, zip. This inspiration came from Geoff who assured Hans they could live off the land. Of course, any plants they might have eaten were long dead by October, but they never thought about plants because Geoff was an olympic level marksman (I told you he was smart). He would take his gun along. Fall was the hunting season, his reasoning ran, so the food was there; and anyway, hadn't the Indians lived off the land for centuries? Geoff made it sound as if animals would be lined up along the riverbank.

You might wonder what they were carrying in their one-hundred-and-eighty-dollar North Face backpacks. The contents of those packs was proof that not even a scientist, rocket or otherwise, can be utterly mad all the time. These men carried one important item: medicine! They took so much First (and Second and Third) Aid that they could have gotten depressed, gone over a waterfall, broken both legs, suffered internal injuries, then anaesthetized themselves, operated on themselves, and fixed themselves up well enough to carry on. No mental incapacity or physical injury could slow them down.

Well, when heading off down a strange river in Northern Ontario, it's customary to call the local Rangers for news about forest conditions like water levels, fishing and hunting regulations, or logging, and to let them know your location and schedule. But Geoff and Hans both sat on committees getting approval for everything they did in their jobs, and they did not want to ruin the spontaneity of their escapade by calling the government.

There was some debate about whose car to drive; Hans had a brand new Saab Turbo that he wanted to take for a ride, but Geoff held out for his white Jeep four-by-four because it could handle anything. So they drove north, through the rain and fog, three solid days, to the end point of their trip, which was a highway bridge in a god-forsaken hamlet where a few human souls clung to the highway by their fingernails. And they hired a float plane to take them from there on a two-hundred-mile ride to the headwaters of the river. Finally the day came when the pilot dropped them on the shore of the lake with their gear and left them.

Well, they were primed for action. All they had to do was find the river. Their search took several hours because the mouth of the river was plugged by logs and undergrowth, but find it they did. They then had to portage half a mile through underbrush so dense they could barely stand; a machete would have been more useful than an axe. And when they finally got around to the river just before the light died, they saw that the



water was so low it wouldn't float their canoe. It had been a dry summer, and the river was probably a spring run-off stream that was impassable by July anyway.

They woke up the next morning without supper or breakfast to start hauling the canoe over the rocks and ancient log jams and deadfalls. Hour after hungry hour they waded, ankle-deep in freezing water. At the end of the first day, exhausted and hungry — no lunch, no supper, remember — they had travelled three miles. It snowed a little bit, too. Repeat the same scenario for the second day, chalk up another three miles. At the end of the third day, they had shot one partridge for lunch and seen nothing else. They were weak from hunger and frozen from walking in the water.

When they woke up on the fourth day, forty-two miles behind schedule, they realized that even if the weather cleared and water came booming down, they could never hope to make more than ten miles a day around the logjams, and they were losing strength from the cold, from bone-breaking work, and from hunger. They simply couldn't go on and the truth dawned: they were doomed.

The details of each others faces were etched into their minds as the last things they would see on this earth. They hugged and talked about their hopes and fears, about their families, their careers, and about life. Hans regretted that Geoff had not been given a full professorship before this and Geoff took full responsi-

bility for getting them into this terrible situation. And they were closer that night, as they sat around their fire, their lives flashing before their eyes, than they had ever been before. And their lives might have vanished into the winds if their luck had not changed.

Did I say there was a moose in this story? Well, a few hours later on that fourth day, they shot a moose. From starving, they suddenly had eight hundred pounds of red meat. Neither of them had ever butchered an animal before, but starving men can learn new tricks. They cooked themselves a meal of pure gore and stuffed it down. It came right back up again but they stuffed more down and finally it stayed. They then cut up as much of the moose as they could carry and they started off down the river with their blood-soaked packs.

They had walked about a mile over a couple of log jams and a gravel bar, dragging their canoe and their overloaded packs when, suddenly ... they couldn't believe their eyes ... it was ... it was ... a road! A mud-puddled, broken-down washboard of a lumber road, but a road. Oh Lord, thank you, you have sent us a road and we shall walk down that road! They screamed, and laughed and danced: "We're saved, saved!"

And then suddenly, another thought struck them. Now that they were saved, there was hundreds of pounds of perfectly good moose meat back down that

river. Even at a dollar a pound, it was worth getting. So they turned their weary bones around, and they went back up the river, and they cut up the moose, and in four or five trips that day and the following morning they carried five hundred pounds of moose back to the road, put it under their red canoe with the rest of their equipment, and left a note saying what had happened and included their names, addresses, and phone numbers; if, by any chance, they didn't make it, someone had to know how nobly they had tried.

They then commenced to walk out, no mean task in itself. They had walked most of the day when, late in the afternoon, through the drizzle, they spied a vehicle parked beside the road with a man in it. Yes, a green station wagon (Save the Lord!) and they ran up to it, their hearts pounding. The man rolled down the window, and they saw at a glance he was a Ranger with a rifle on the seat. They asked him (in what they thought was massive understatement similar to, "Dr. Livingstone, I presume?") how far it was to the nearest town. He told them to keep walking, it would be another twenty miles to the highway; he couldn't give them a lift because he was on duty, watching for poachers.

Poachers? Gosh, people poach up here? They sure do, he said. Gosh, well, what do they poach? Fish? Deer? Yep, but right now, it's moose. Moose, really? Why would someone drive all the way in here for ... for moose? Because six hundred pounds of meat is worth a lot of money. It would be, yes. And what would the punishment be for, say, shooting a moose and piling the meat underneath your red canoe and leaving your name and address on it in sight of this very road? Well, he said, everything. Everything? You mean, jail, fines, parole? Yep, and your boat, guns, tents, sleeping bags, pots, stoves, knives, flashlights, binoculars, and your car; and then there's a court case you can't win and big fines. Could lose your house. We don't catch many, but when we do, it makes the papers, sometimes even the Toronto papers. So, you boys have any identification?

And so they walked late into the night, and ended up sleeping in the bush beside the road, a piece of moose meat as their supper. And when they got to the highway, they stood for hours before anyone would allow the woebegone hitchhikers, standing fifty miles from nowhere, into the back of their pickup truck. Twenty-four hours later, after numerous kindnesses from strangers, they reached the Jeep.

A day later they returned down the logging road; it had been a day of paranoia and recrimination. They had debated long and loud if it wasn't better just to go home. Geoff wanted to save his white Jeep in case the Ranger had found their cache, but Hans surmised it was unlikely the Ranger had found the meat and they should get rid of the evidence and save Hans' seventeen-hundred-dollar Mad River canoe and his tent. Geoff wondered aloud if Hans would feel the same if

they were driving his Saab Turbo. Then Hans pointed out that it would be sheer luck if their crime wasn't found out sooner or later, even months from now, since they had left their names and addresses. Geoff tersely asserted that at least they would be at home, whereas they might spend a month in jail if the Ranger wasn't satisfied that they would return for trial. Hans then changed the subject and talked about the innate unfairness of the university system, and pointed out that there were enemies on committees, the grants were never sure-fire, and the effect a scandal could have on a promising, though untenured, professor. However, if the shit hit the fan, Hans promised his full support, that is, as long as they dealt with this situation now! Geoff drove in.

The Ranger was still parked in the same place, stolidly fixed behind the wheel. They put on their one-hundred dollar smiles and greeted him like old pals. He methodically checked their vehicle ownership and took all the information off their driver's licences and gave them two hours to go in and out. Driving madly, they reached their canoe, and found the pile of moose meat still underneath. They took that meat out deep into the bush, and after an hour of digging, managed to bury that moose in the thin soil of the Canadian Shield where no one would discover it. And then they drove frantically back to the Ranger, arriving half an hour late. He didn't search them because it was obvious that they hadn't been there to hunt moose.

"Have a nice day," he said.

## PARTNERS WANTED

**WHITEWATER PADDLING** I am looking for a regular (preferably) paddling partner for the 1998 whitewater season. I am a good intermediate paddler; my skills are stronger in the bow but I want to continue to develop my skills in the stern as well. My paddling is stronger on the right side. Most important, I have a spirit of adventure and a good sense of humor. Please call Ann Dixie at (416) 769-0210 [home] or (416) 979-4747 x 2478 [office].

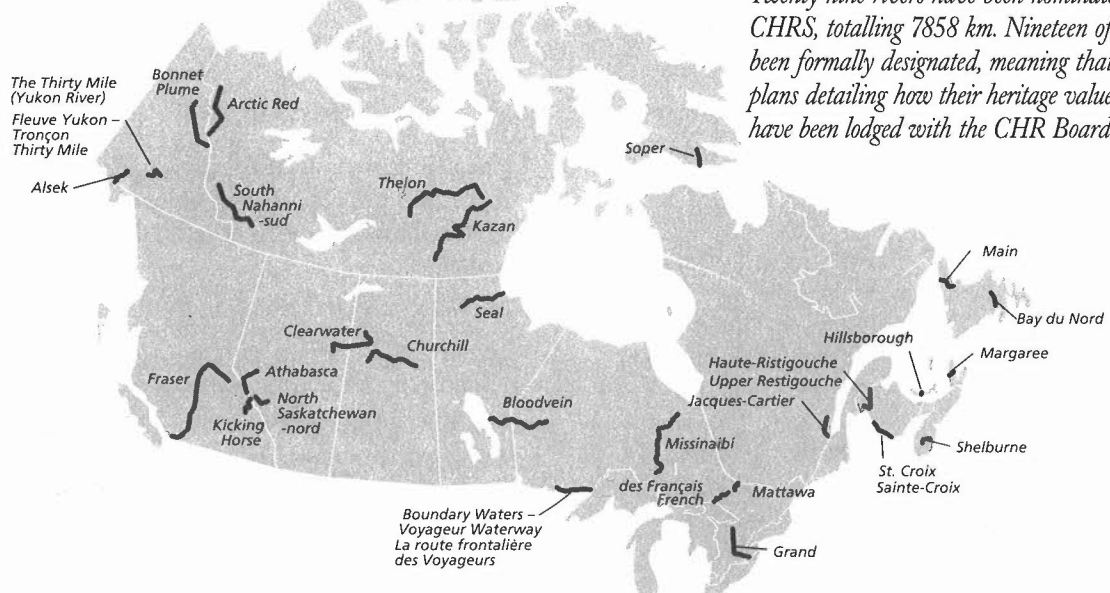
**SUMMER 1998** Explore Kluane National Park and St. Elias Mountain Icefields, then paddle the Kluane, Donjek, White, and Yukon Rivers into Dawson. Swift class 1-2 WW skills, fully outfitted. Approx. 15 July to 6 August. Phone Jay Neilson (416) 690-4016 or Frank Knaapen (819) 689-2307 Mo-Fr hm.

**SNOWSHOE-CAMPING** trip in Ontario or Quebec, about one week in February or March. Date and place flexible. Four-season sleeping bag and a good parka are essential. Tom Elliott (905) 648-1560.

**BARREN LANDS** Looking for four people and two canoes to share Twin Otter flight out of Bathurst Inlet (Hood or Burnside River). Sometime in the first two weeks of August 1998. Bob Dion (416) 481-1347.

# Status of the CHR<sup>s</sup>

*Twenty-nine rivers have been nominated to the CHR<sup>s</sup>, totalling 7858 km. Nineteen of these have been formally designated, meaning that the management plans detailing how their heritage values will be protected have been lodged with the CHR Board.*



## Designated Rivers

River	Province/Territory (Park <sup>1</sup> )	Date of Designation	Length (in km)
French	Ontario (French River PP)	February 1986	110
Alsek	Yukon (Kluane NP)	February 1986	90
Clearwater <sup>2</sup>	Saskatchewan (Clearwater PP)	June 1986	187
South Nahanni	Northwest Territories (Nahanni NP Reserve)	January 1987	300
Bloodvein <sup>3</sup>	Manitoba (Atikaki PP)	June 1987	200
Mattawa	Ontario (Mattawa and Samuel de Champlain PPs)	January 1988	43
Athabasca	Alberta (Jasper NP)	January 1989	168
North Saskatchewan	Alberta (Banff NP)	January 1989	49
Kicking Horse	British Columbia (Yoho NP)	January 1989	67
Kazan	Northwest Territories	July 1990	615
Thelon	Northwest Territories	July 1990	545
St. Croix	New Brunswick	January 1991	185
Yukon - The Thirty Mile	Yukon	January 1991	48
Seal	Manitoba	June 1992	260
Soper <sup>4</sup>	Northwest Territories (Katannilik Territorial Park)	June 1992	248
Arctic Red	Northwest Territories	September 1993	450
Grand <sup>4</sup>	Ontario	January 1994	627
Boundary Waters - Voyageur Waterway	Ontario (La Vérendrye/Quetico/Pigeon River PPs)	September 1996	250
Hillsborough	Prince Edward Island	January 1997	45
<b>TOTAL</b>			<b>4487 km</b>

## Nominated Rivers

River	Province/Territory (Park <sup>1</sup> )	Anticipated Designation Date	Length (in km)
Shelburne	Nova Scotia	June 1997	53
Jacques-Cartier	Quebec (Jacques-Cartier PP)	February 1998	128
Main	Newfoundland	February 1998	57
Missinaibi	Ontario (Missinaibi PP)	February 1998	426
Bay du Nord	Newfoundland (Bay du Nord Wilderness Park Reserve)	February 1998	75
Bonnet Plume	Yukon	February 1998	350
Bloodvein <sup>3</sup>	Ontario (Woodland Caribou PP)	February 1998	106
Churchill	Saskatchewan	February 1998	487
Margaree	Nova Scotia	February 1998	120
Upper Restigouche	New Brunswick	February 1998	55
Clearwater	Alberta	January 1999	139
Fraser	British Columbia	January 2000	1375
<b>TOTAL</b>			<b>3371 km</b>

**TOTAL km of NOMINATED & DESIGNATED RIVERS 7858 km**

- 1 PP denotes provincial parks; NP denotes national parks
- 2 Clearwater River has been nominated in two sections by Saskatchewan and Alberta
- 3 Bloodvein River has been nominated in two sections by Manitoba and Ontario
- 4 Includes mainstream and major tributaries

## WCA TRIPS

For questions, suggestions, or anything else related to the WCA Trips, contact any of the members of the Outings Committee: Bill Ness (416) 321-3005, Mike Jones (905) 270-3256, Ann Dixie (416) 769-0210, Peter Devries, (905) 477-6424.

*Remember that WCA trips may have an element of danger and that the ultimate responsibility for your safety is your own.*

### December-March **WINTER WHITEWATER CRAZIES**

Harrison Jolly, (905) 689-1733; Steve Bernett, (519) 837-8774; Barry Godden, (416) 440-4208.

If we get a warm spell in the winter there could be some good paddling in southern Ontario. Give one of us a call if you think conditions are promising. We like to stay on the water any time it is liquid. Only four advanced-level whitewater paddlers with the necessary equipment and moxie to swim in ice water.

### 7 January **CROSS-COUNTRY SKIING ON THE FIVE WINDS TRAIL**

Rob Butler, (416) 487-2282, book before 2 January.

Back-country trails in the Gibson River area. Limit five skiers. Phone organizer for time and place.

### 17 January **SKIING ON THE FIVE WINDS SKI TRAIL**

Karl Schimek, (705) 487-0172, book before 10 January, phone before 9.00 p.m.

These trails are not groomed. For advanced or good intermediate skiers. Location will depend on snow conditions of the day. Limit five good skiers.

### 6-8 February **WINTER CAMPING IN ALGONQUIN PARK**

Herb Pohl, (905) 637-7632, book before 1 February. The focus of this outing will be on short back-country day trips from a base camp. The organizer's heated tent will serve as a kitchen and dining room for communal meals. The latter will be provided and prepared by pre-arranged schedule by the participants, who are also expected to help with the sledging of the organizer's equipment from the parking lot to the camp site. A sleeping bag is absolutely essential; a modicum of fitness is highly useful. Limit four participants.

### 8 February **MONO MILLS PROVINCIAL PARK X-COUNTRY SKIING**

Dave Sharp, (519) 846-2586, book before 1 February.

There are a lot of ski trails in this wilderness area north of Orangeville. Suitable for intermediate skiers. Limit six skiers.



### 21-22 February **ALGONQUIN SKI TOUR**

Karl Schimek, (705) 487-0172, book before 15 February, phone before 9.00 p.m.

On overnight ski trip over lakes and trails in Algonquin Park. Total distance is about 34 km. Participants should be in condition to ski two full days with a backpack. Limit four fit skiers.

### 21-22 February **SKIING/SNOWSHOEING IN MATTAWA RIVER PARK**

Jay Neilson or Frank Knaapen, Monday to Friday (416) 690-4016 or (819) 689-2307, weekends (705) 776-2653, book before 14 February.

Great opportunities for winter outdoor activities abound in this area. There will be a sleep-over at Jay and Frank's place at Bonfield. Pot-luck dinner will be organized. Limit eight.

### 28 February **ELORA GORGE**

Harrison Jolly, (905) 689-1733.

The exact date for this trip will depend on the weather and water conditions. At this time of year, if the water level is high, this can be a very serious trip as you could go for a long swim. Only suitable for very advanced paddlers who are accustomed to paddling high water in cold weather. Limit four canoes.

### 1 March onwards **HAVE PADDLE, WILL TRAVEL**

Barry Godden, (416) 440-4208.

I will be paddling whitewater almost every weekend. If you're an advanced paddler looking for some challenging rivers and you don't see anything in the newsletter that suits you, give me a call.

### 14 March **LOWER CREDIT RIVER**

John Kirby, (905)-276-1718, book before 7 March.

The Lower Credit, if it is running, will be cold and paddlers should dress appropriately in wet or dry suits. Boats should be properly outfitted with floatation. If there is rain as well as melting ice the river can be difficult. Limit six canoes with paddlers experienced enough to handle the above conditions.

### 22 March **OAKVILLE CREEK**

Harrison Jolly, (905) 689-1733, book before 15 March.

Water levels are always unpredictable. Plan for fast, cold water and possible sleepers. Oakville Creek can be a long day's paddle if the conditions are bad, though a super run if water and weather are favorable. Put-in and take-out can be adjusted depending on the weather. Limit six canoes.

### 28 March **MOIRA RIVER**

John & Sharon Hackert, (416) 438-7672, book before 21 February.

We will meet at Chisholm's Mill in the morning and then run down the river to Latta. In the afternoon we will run the more difficult lost channel section. Wet or dry suits, helmets, and properly installed air bags are required. Limit six boats with advanced crews.

### 29 March **LOWER CREDIT RIVER**

Barry Godden, (416) 440-4208, book before 22 March.

From Streetsville to the Golf Course. Cold, fast-moving water. Potential sweepers. The Credit can provide some exciting challenges for intermediate paddlers with properly quipped boats. Wet suits or dry suits required. Limit six canoes.

10 April **GOOD FRIDAY ON BEAVER CREEK**  
John & Sharon Hackert, (416) 438-7672, book before 3 April.  
This will be a challenging whitewater run suitable for advanced-level whitewater paddlers with fully outfitted canoes and adequate cold weather attire. Limit five boats.

11 April **SAUGEEN RIVER**  
John Kirby, (905)-276-1718, book before 4 April.  
Fast, cold moving water with rapids up to class 2. Paddlers must wear wet or dry suits and be confident in these water conditions. Limit six canoes.

18-19 April **BEAVER CREEK AND UPPER BLACK RIVER**  
Barry Godden, (416) 440-4208, book before 12 April.  
Saturday's run follows Beaver Creek down to Fiddler's Rapids. Sunday we run the challenging upper Black River. Both of these require advanced paddling skills. Limit five canoes properly outfitted for cold whitewater. Wet suits or dry suits required.

18-19 April **SALMON AND MOIRA RIVERS**  
Glenn Spence, (613) 475-4176, book before 11 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. These are two of southern Ontario's finest spring rivers. Intermediate paddlers welcome. Limit six canoes.

25-26 April **UPPER MADAWASKA AND OPEONGO RIVERS**  
John & Sharon Hackert, (416) 438-7672, book before 19 April.  
Two days of whitewater excitement for advanced paddlers. Saturday we will paddle the upper Madawaska, which is a fast-flowing pool-and-drop river with quiet stretches interspersed with some very serious rapids. All rapids can, and some must, be portaged. On Sunday we will move to the Opeongo, which contains long stretches of continuous riffles plus several significant drops. Portaging is more difficult here. In the high water this can make for quite a strenuous trip. Wet suits or dry suits, helmets, and fully outfitted whitewater boats with good flotation are a must. Limit six canoes.

9-10 May **UPPER MADAWASKA AND OPEONGO RIVERS**  
Jay Neilson or Frank Knaapen, Monday to Friday (416) 690-4016 or (819) 689-2307, weekends (705) 776-2653.  
See above for description. The only difference is that the weather will be better for this trip.

10 May **GRAND RIVER**  
Doreen Vella, (416) 264-2265, book before 3 May.  
A leisurely paddle from Cambridge to Paris. The river passes through scenic farm country. Suitable to novice moving-water paddlers. A good family day trip. Limit four canoes.

16-18 May **FRENCH RIVER**  
John & Sharon Hackert, (416) 438-7672, book before 9 May.  
From our beautiful campsite on The Ladder we will play at Blue Chute, Big Pine, The Ladder, and Upper (Little) Parisien. Suitable for all skill levels. Wet suits, helmets, and flotation are required. Limit six canoes.

16-18 May **FRENCH RIVER**  
Jay Neilson or Frank Knaapen, Monday to Friday (416) 690-4016 or (819) 689-2307, weekends (705) 776-2653, book before 9 May.

We agree with John and Sharon that this is one of the best places to spend the Victoria Day weekend. We are organizing a second group for this perennial favorite to make sure no one is disappointed. The French is a large river with numerous good campsites and rapids. Limit six boats.

23 May **BASIC FLATWATER WORKSHOP**  
Doug Ashton, (519) 654-0336, book before 16 May.

This workshop is being offered to new members who wish to develop their basic paddling skills. We will discuss and practise strokes, portaging, and canoe safety as it relates to flatwater paddling. The day will be paced to allow for plenty of practice time. Participants will be expected to provide a suitable canoe, PFDs, and paddles. Registration is limited to twelve current WCA members.

23-24 May **PALMER RAPIDS INTERMEDIATE WHITEWATER CLINIC**  
John & Sharon Hacket, (416) 438-7672, book early.

This tandem and solo clinic is designed for those who have previous whitewater experience and want to further develop their skills. The emphasis will be on having fun and playing in the whitewater. We will practise surfing, jet ferries, and eddy turns across a strong moving differential. Participants should have an ABS canoe outfitted with thigh straps and full flotation. Helmets and wet suits are required. Limit five canoes.

6-12 June (approx.) **DUMOINE RIVER**  
Jay Neilson or Frank Knaapen, Monday to Friday (416) 690-4016 or (819) 689-2307, weekends (705) 776-2653, call early to book and confirm dates.

This is one of the finest one-week river trips easily accessible from southern Ontario for intermediate or better canoeists. It offers mile after mile of class 1-3 whitewater. We will fly into Lac Laforge and paddle down to Driftwood Provincial Park on the Ottawa River. Limit three canoes.

## ANNOUNCEMENT

Early in the new year, before the paddling starts, we want to:

- hold a one-day symposium for novice canoeists and new members,
- plan an informal meeting with people who are interested being a mentor for new trip leaders.

We would welcome your ideas and comments. If you are interested in participating, in any way, in the development of these activities, please contact any member of the Outings Committee (names and phone numbers see WCA TRIPS). Please call as soon as possible so that we can get together!

## 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:

- Algonquin Outfitters, RR#1, Oxtongue Lake, Dwight, Ont.
- Rockwood Outfitters, 669 Speedvale Ave. West, Guelph, Ont.
- Suntrail Outfitters, 100 Spence Str. (Hwy. 70), Hepworth, Ont.
- Smoothwater Outfitters, Temagami (Hwy. 11), Ont.

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

**CANOES AND KAYAKS FOR SALE** ABS Swift Madawaska, ABS Bluehole OCA, Dagger Transition and Perception Corsica Matrix Proline. All boats are in good shape and are outfitted with end bags. Paddles and spray skirts are also available. Please call (416) 440-4208.

**WEST GREENLAND SEA KAYAK FOR SALE** Wood frame and canvas skin, built April '96 at workshop, length 19'4", width 24", designed for weight over 225 lbs., canvas sea sock, air bags, cover, skirts, paddles, paddle float, Beckson pump. Investment \$1800, price negotiable. Contact Box 430, Lucknow, Ontario, N0G 2H0.

**CANOES FOR SALE** Swift Kipawa, expedition kevlar with aluminum gunwales, \$1500 (new \$1995). Mad River Courier (predecessor to the MR Guide), ABS with vinyl gunwales, only used one season, \$875 (new \$1400). Contact Sara Seager at sseager@cfa.harvard.edu or (978) 448-9172.

**CROSS-COUNTRY SKI PULK FOR SALE** Fjellpulken, made in Finland, excellent condition. It has a tinted windshield, adjustable back support, zippered storage for waxes, etc., comfortable waist belt, double wands. For infant to six-year old. Could also be used for pulling loads. \$350 or best offer. Contact Joanne or Mike at (905) 722-9178.

**SKIERS WANTED** Ski at a variety of 1st class locations in Ontario, Quebec, North-Eastern states, and beyond. Receive free high-quality instruction from our CSIA-certified instructors. Enjoy a wonderful wintersport without the hassle of planning things or driving yourself. We are an adult downhill ski club dedicated to helping people learn to ski, meet new friends, and enjoy each other's company on and off the slopes. Membership to our Voyageurs Ski Club is \$100 if you join before 6 November 1997. For more information contact us at (416) 422-3214 or e-mail voyageurs@scsi.org or write to P.O. Box 533, Adelaide Post office, Toronto, ON, M5C 2J6.

**ELLICE RIVER, NUNAVUT** Tired of meeting other canoeists on a river? Located far north of the tree line in the Central Arctic is the fabulous, remote, seldom-travelled Ellice. Miles of class 1 and 2 rapids. Short portages. Camp on

tundra, dine on lake trout, arctic char, and grayling. Hike beautiful flowering eskers. Explore breath-taking fjords. In this remote corner of the North we are totally alone, and time seems to stand still as the midnight sun swings its low arc. Lots of birds and wildlife as the river traverses the Queen Maud gulf Bird Sanctuary. Ideal for canoeists looking for an easier Barren Lands trip. Dates 28 June – 11 July. Tripper limit is five. Contact: Bill Pollock, Tuckamor Trips, 7123 Lac Noir Road, Ste-Agathe-des-Monts, Qc, J8C 2Z8, ph. (819) 326-3602, e-mail bill@tuckamor.com

**THELON: A RIVER SANCTUARY** "... as exciting as a well-plotted novel" said the Thunder Bay Chronicle-Journal. It's *the* definitive book on the NWT's Thelon River area, which Toni Harting said "tells about the soul of the river" and *Che-mun* called "superb" and "exciting." Don't miss what critics have declared one of the best books about Canada's northern wilderness, written by WCA member David Pelly. Ask for it at your local independent bookseller or outdoor store. Published by the CRCA (ph. [613] 269-2910), distributed by Key Porter.

**KUKAGAMI LODGE** A little log cabin by the lake ... *cross-country skiing* at your doorstep ... freshly baked, organic whole-grain bread on the table ... a place to relax away from the crowds. Enjoy 28 km cross-country ski trails in the heart of the Northern Ontario forest. Our lodge has no direct road access; you must ski seven kilometres to get here! We bring in your luggage. All packages include three meals daily. Lots of skiing and snowshoeing. Stay in our warm and comfy cabins for \$70 to \$80 per person per night. Five hours north of Toronto. Kukagami Lodge, RR.1, Wahnapiatae, Ontario, P0M 3C0, phone (705) 853-4929 or leave message at (705) 853-4742.

**TIEKEN KAYAKS** In February of 1998, the town of Gananoque in Ontario will become the new main distribution channel for Tieken Kayaks, distributor of Wilderness System kayaks, Ainsworth paddles, WindRider trimarans, and related accessories. The new address will be 145 River Street. Information on Tieken Kayaks can be found by phoning (902) 827-4383 and on website [www.marineNS.com/tieken/welcome](http://www.marineNS.com/tieken/welcome)

**FREE PADDLING CATALOG** Canoeing, kayaking, and sea kayaking guidebooks, maps, videos, instructional manuals, calendars, magazines, and much more. For a free Paddling Catalog contact the Canadian Recreational Canoeing Association, P.O. Box 398, 446 Main Street, Merrickville, Ontario, K0G 1N0; ph. (613) 269-2910; fax (613) 269-2908; e-mail: [staff@crca.ca](mailto:staff@crca.ca) website: <http://www.crc.ca/>

**HERITAGE RIVERS CALENDAR** Plan your next adventure with the full-color, large-format 1998 Canadian Heritage Rivers Calendar — produced by the Canadian Recreational Canoeing Association in co-operation with the Canadian Heritage Rivers System. Thirteen of Canada's most spectacular Heritage Rivers are featured with a short description of each river. Cost \$12.95 plus \$2.00 p&h and 7% GST. Contact the CRCA, see previous item.

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**WCA Postal Address:**  
**P.O. Box 48022**  
**Davisville Postal Outlet**  
**1881 Yonge St.**  
**Toronto, Ontario M4S 3C6**

**BOARD OF DIRECTORS`**

Earl Silver (Chairman)  
 117 Sherwood Ave.  
 Toronto, Ont., M4P 2A6  
 (416) 343-1212

Herb Pohl (Vice Chair.)  
 Burlington, Ont.  
 (905) 637-7632

Bob Bignell  
 Dundas, Ont.  
 (905) 627-3730

Anne Snow  
 Toronto, Ont.  
 (416) 482-0810

Mike Jones  
 Mississauga, Ont.  
 (905) 270-3256

Dan Rusciolli  
 Pickering, Ont.  
 (905) 839-6004

## WCA Contacts

**SECRETARY**  
 Bill King  
 45 Hi Mount Drive  
 Willowdale, Ontario  
 M2K 1X3  
 (416) 223-4646

**INFORMATION**  
 Herb Pohl  
 480 Maple Ave., #113  
 Burlington, Ontario  
 L7S 1M4  
 (905) 637-7632

**WCA TRIPS**  
 Bill Ness  
 194 Placentia Blvd.  
 Scarborough, Ont., M1S 4H4  
 (416) 321-3005

**JOURNAL EDITOR**  
 Toni Harting  
 7 Walmer Road, Apt. 902  
 Toronto, Ontario M5R 2W8  
 (416) 964-2495  
 aharting@netcom.ca

**TREASURER**  
 Rob Butler  
 Toronto, Ontario  
 (416) 487-2282

**COMPUTER RECORDS  
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 Cash Belden  
 Toronto, Ontario  
 (416) 925-3591

## Wilderness Canoe Association

## membership application

I enclose a cheque for CDN \$25 (single) or CDN \$35 (family) for membership in the Wilderness Canoe Association (for non-residents US \$25 or US \$35). 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.