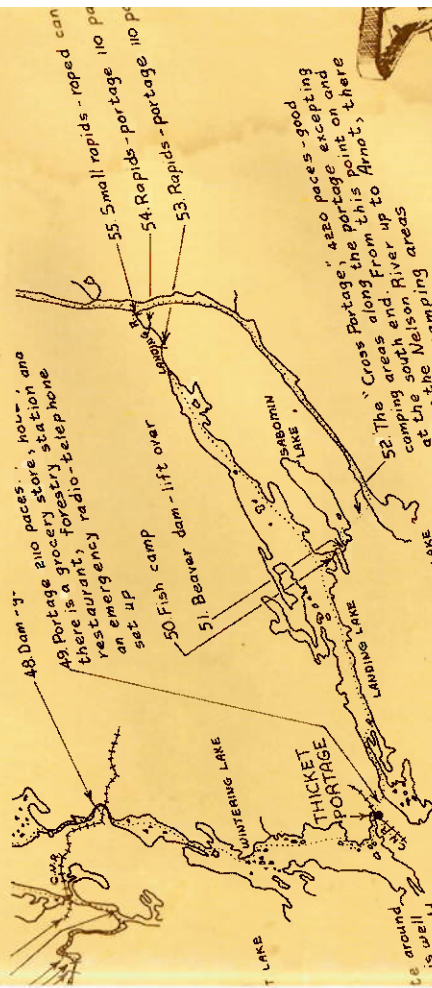


MANITOBA

CANOEING GUIDE



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... is well
... and should
... and because
... and islands. Close
... many should also be paid
... ion should also be paid
... map and compass

side 600 paces - easier via Kwasitchewan

Two shorter portages via Kwasitchewan

'Lynx' Falls -

Indian meaning 'keep pissing' Rapids -

go north side 60 paces -

either end of portage

see Indian meaning 'keep pissing' Rapids -

age north side 265 paces - good

About 4 miles north there is an

old building, the site of an

drilling camp

in from beach -

old fur trading post

3 Lake - good camping area. There is

landing and from here it is two miles

bounden there is a grocery

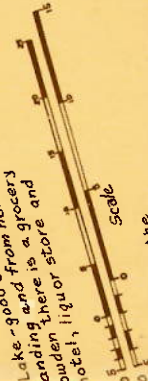
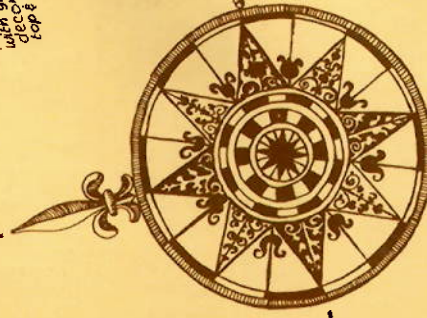
hotel, liquor store and

Scale

There was the

There was the

Tikonegosa - Cree Indian
Cradle board from the region
The one next to it is painted
with greyish paint and
deceit both sides



CANADA



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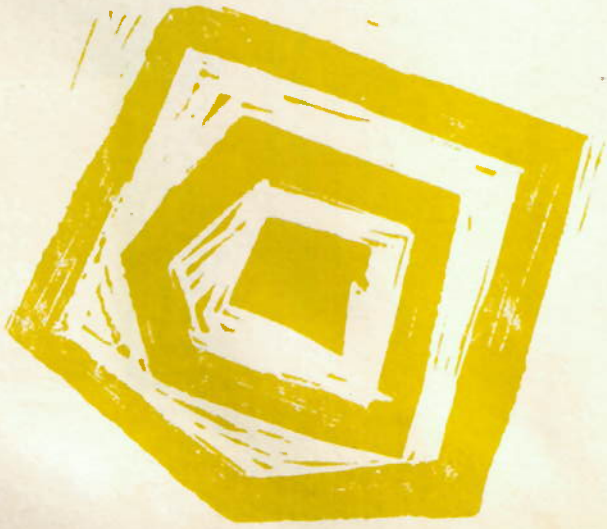
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**MANITOBA
CANOE ROUTES**

SCALE 0 25 50 75 100 MILES
0 40 80 120 160 km

- THE MIDDLE TRACK & HAYES RIVER
- GRASS RIVER
- MISTIK CREEK
- LITTLE GRAND RAPIDS
- SASAGINIGAK
- KAUTUNIGAN
- WHITEMOUTH RIVER
- RIVIÈRE AUX RATS
- LAND OF LITTLE STICKS
- OISEAU-MANIGOTAGAN



CANOEING IN MANITOBA

The canoe is one of the most efficient modes of transportation ever invented by man. It is an almost universal craft which has appeared in a variety of forms throughout the world. These include hollowed-out trees, braided grass or rushes and frail willow frames covered with animal skins.

It remained for the North American Indian, however, to develop the most practical, as well as the most aesthetically pleasing version — the now legendary birch bark canoe. This classic craft has been progressively improved along with periodic advances in technology. But its design has remained virtually the same.





There is more ideal terrain for recreational canoeing in the Province of Manitoba than can be found anywhere else in North America or, for that matter, in the world.

The numerous rivers and lakes in this province have been, until recent history, the main "highways" of com-

merce and exploration. In fact, canoe transportation is still a way of life in many remote sections of the province.

In Manitoba there are canoe routes for everyone from the timid to the adventurous — quiet creek paddling, slugging across big lakes, or the challenge of fighting white water.

In this publication you will find brief descriptions of a number of the main canoe routes and canoeing areas in Manitoba based on a series of pictorial maps prepared by an enthusiastic canoeist and artist, Réal Bérard, a man whose love for the outdoors is paramount.

We only ask that you do five things when you go on a Manitoba canoe trip: burn, bury or carry out your trash; be extra careful with fire; observe fish and game laws; use caution in rapids and rough water; and, most important of all, enjoy yourself.

GRASS RIVER CANOE ROUTE

The Grass River country, once known as "Le Pays du Rat" (Muskrat Country), is steeped in history. More than 200 years ago the eminent explorer Samuel Hearne journeyed up this river system from its confluence with the mighty Nelson River on his way to explore the unknown interior. Later the two major fur trading companies, the Hudson's Bay Company and the Northwest Company, maintained a well established network of commerce along this route.

At one time or another almost every lake on this waterway had a trading post on its shore. For centuries native people, *coureurs de bois*, voyageurs, explorers, traders, trappers, missionaries and prospectors roamed the Grass River country. But today there is little to show that these hardy pioneers ever passed this way. The country landscape itself has changed little, if at all, over the years.

One of the few remaining signs of man's passing relates not to recent history but to pre-history. One of the most important pictograph sites to be seen in Manitoba is found on the northwest shore of Tramping Lake. The red earth-coloured paintings on the granite rock outcrop depict figures of humans, animals, birds, fish and snakes.

Big lakes are the main feature along this route. From Cranberry Portage to Pikwitonei there are 29 portages via the Nelson River loop from Thicket Portage to the mouth of the Grass and back upstream.

Starting Point - Cranberry Portage
Access - Prov. Highway 10
Route - Grass, Nelson Rivers
Length - 450 miles (725 km)
Time - 28 days
Destination - Pikwitonei
Exit - By rail
Best Season - Summer
Classification - For expert canoeists

Topographical Maps Required
(4 miles = 1 inch)

63 K
63 J
63 O
63 P



LITTLE GRAND RAPIDS ROUTES

This is a triple-threat canoe experience. Shown on the Bérard map are three ways to go between Little Grand Rapids and Lake Winnipeg. The only catch is that you must fly in and out by chartered aircraft if you wish to navigate any of these trips as indicated.

If you don't want to go the air route for access you may tack on another canoe trip at the beginning such as the Sasaginnigak Country "Dogskin Route" from Wallace Lake to Little Grand. Coming out, however, it's a choice of the big "silver bird" or slugging it out upstream all the way home.

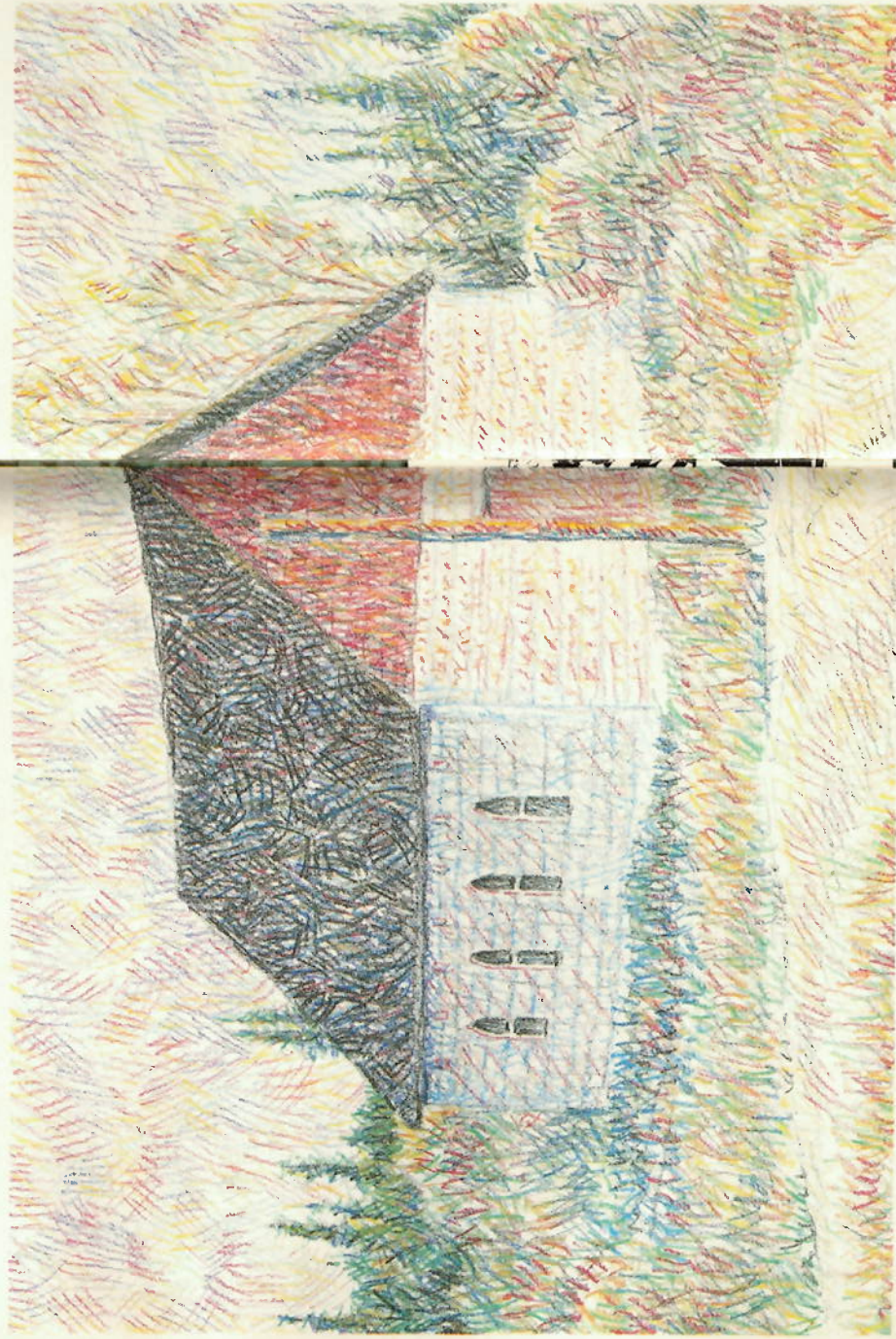
The longest trip from Fishing Lake (Little Grand Rapids) to Lake Winnipeg is via the Poplar River. This route takes you 165 miles (266 km) and over about 45 portages to the Poplar River Indian Reserve on the lake. On the way you'll pass six major lakes and some good examples of pictograph art.

The shortest route, down the well-travelled Berens River, is 110 miles (177 km), taking you across four lakes and more than 25 portages. It brings you out at the Berens River Settlement.

The third alternative, the most southerly of the three, is down the Pigeon River to Pigeon Bay just south of Berens River. Along this 165 mile (266 km) route are five lakes and about 35 portages.

All three routes afford canoeists ample opportunity to hone their paddling skills through challenging rapids and swift-water places along the way.

There are many trapline camps along these rivers, and trappers frequently leave equipment behind when they go "outside" with their fur catch. The unwritten law of the north decrees that they will find their camp and belongings undisturbed when they return.



Starting Point	- Little Grand Rapids settlement
Access	- Chartered aircraft or adjoining route
Route	- Pigeon, Berens or Poplar Rivers to Lake Winnipeg
Length, Time	- Depending on route chosen
Destination	- Poplar River or Berens River settlements
Exit	- Chartered aircraft or return canoe trip
Best Season	- Summer
Classification	- For canoeists with reasonable experience

Topographical Maps Required
(4 miles = 1 inch)

63 A
53 D
62 P
52 M

MISTIK CREEK CANOE ROUTE

Mistik Creek has to be the neatest little canoe trip package in Manitoba. Not only that, but it's the handiest to get to if you are travelling in the north and also it's safe for any level of canoeing ability, even beginners.

It's safe, but not by any means uninteresting. Along the way there is plenty of rugged, rocky, beautiful country with towering Pre-Cambrian outcrops and a lush forest growth of spruce, birch and pine.

Wild game is plentiful throughout the Mistik Creek Route. There are frequent beaver dams along the way, many of which can be navigated by just sliding your canoe over the top. Canoeists who can paddle silently may get close-up views of moose, muskrat or beaver and at no time be farther than 20 miles (32.2 km) from the City of Flin Flon.

Many canoeists have come out of the Mistik Creek country with a wealth of pleasant memories about their trip like the following account from a paddler's journal of a few years ago:

"We did the trip in the second half of October. Most of the birds had gone except for the Whiskey Jacks and Ravens always present at mealtime, looking you straight in the eye. But one can be sure they had ulterior motives behind their friendliness. There was often a thin coating of ice along the stream's edge in the morning and one of the good things seldom mentioned about frost is that it is the best mosquito repellent yet invented."

The Mistik route has only 28 portages and no dangerous lake waters or canoe smashing rapids.

- Starting Point - Mistik Creek
 - Mistik Creek
 - Provincial Highway 10
 - Access
 - Route
 - Length
 - Time
 - Destination
 - Best Season
 - Classification
- Mistik Creek
 - Mistik Creek and numerous lakes
 - 50 miles (80 km)
 - 4 days (7 is better)
 - Bakers Narrows camp-ground (or complete the circuit by passing through Mink Narrows into Payuk Lake)
 - Autumn
 - Good for beginners

Topographical Maps Required
(4 miles = 1 inch)
63 K



RIVIERE AUX RATS CANOE ROUTE

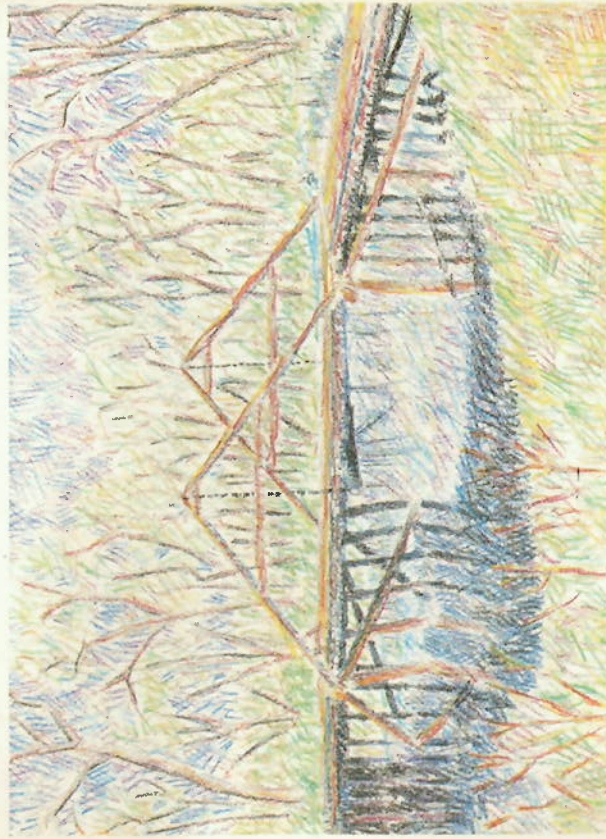
If you know a recipe for "Soupe au Pois" or "Tourtiere" or "Vin de Raisin Sauvage" then you're halfway into the proper mood for a leisurely canoe trip down a river that is virtually a history book of pioneer Canadian settlement in the West. If you forget your recipe you can find it, along with others, on Réal Bérard's Rat River map — also an open book on French Canadian settlement in Manitoba.

It was almost 200 years ago when the first fur traders from Montreal penetrated this part of southern Manitoba where they found a congenial woodland with plenty of game and firewood, but few people. A quarter of a century later some of these adventurers were drawn back to this land and became its first settlers. A few of their hand-hewn homes still stand along this canoe route.

But there are still other ghosts along la Riviere aux Rats. If you have a good ear for the past, you may catch the sound of the Rat River lumberjacks on their last log drive which took place in 1903.

Although the world of today is never far beyond its banks, the river itself retains much of its original character, passing through deep spruce forests, swamp and bushland. Surprisingly, even now, wild game is fairly plentiful along the river. There are waterfowl, beaver and the occasional mink, but muskrats, oddly enough, are a rare sight today.

Five portages get you past a clutch of rapids midway along the route and good camping spots are not hard to find.



- Starting Point - Junction of Provincial Hwy. 12 and Provincial Rd. 402
- Access - Footpath from Provincial Hwy. 12 north to the river
- Route - Rat and Red Rivers
- Length - 140 miles (225 km)
- Time - 7 days
- Destination - Winnipeg
- Exit - Docks on Red and Assiniboine Rivers
- Best Season - Spring
- Classification - For canoeists with some experience

Topographical Maps Required
(4 miles = 1 inch)
62 H



SASAGINNIGAK CANOE COUNTRY

This part of Manitoba's canoeing terrain has to be the real bonanza for every kind of wilderness traveller from the uncertain beginner to the whitewater expert. On the Bérard pictorial map for this area is an interconnecting series of canoe routes that could keep a canoe vacationer busy every summer for at least five years.

Altogether there are 11 ways to go and the entire series involves more than 150 portages in a part of the province's Pre-Cambrian Shield country that starts less than 200 road miles from Winnipeg.

From the jumping-off point at Wallace Lake it's wilderness all the way including five rivers and eight major lakes.

Peppered along this infinite variety of routes are countless rapids and water-

falls. High, rock-walled channels on some of the rivers and lakes containing many small islands create spectacular views for the canoeist/photographer.

The Sasaginnigak country has many other interesting aspects. The inhabitants of this sparsely settled area are mainly trappers, whose cabins can be seen along the way, native people from two Indian Reserves and a few others from fly-in fishing camps in the district.

Angling is excellent throughout this part of the province and a considerable amount of wild rice, which grows in Sasaginnigak country, attracts numerous waterfowl. For those interested in local pre-history there are a number of Indian rock painting sites in the area.

This route and its environs are challenging.



Starting Point - Wallace Lake
Access - Provincial Road 304
Route, Length and Time

- Length and time will depend on which of the many route choices you decide to follow

Destination - Same as starting point or fly-out by charter bush plane

Exit - Bloodvein Indian Reserve, Little Grand Rapids, fishing camps or rendezvous location of your choice

Best Season - Summer
Classification - Shorter trips for canoeists with some experience and longer trips, further from civilization, for the experts

Topographical Maps Required
(4 miles = 1 inch)

52 M

62 P

63 A

53 D

KAUTUNIGAN CANOE ROUTE

"In the last glow of the sunset, or through the quiet moonlight, beavers can be seen rippling their way to and from a low hut at the mouth of a creek."

"Early in the morning the fog, tinted with a somewhat savage odor, rises slowly as an incense to the creator."

These quotations, taken from the log of a canoe trip in the Kautunigan area in the summer of 1962, describe a quiet section of what must be one of the most exciting and picturesque canoe areas in Manitoba. The main Kautunigan route involves travel along six rivers and over more than a dozen lakes.

That trip, from Wallace Lake to the Berens River settlement on Lake Winnipeg, is a canoe-in, fly-out proposition. However, several variations of a circle route back to the starting point can be made for those not afraid of paddling up river.

Along the Bloodvein, Pigeon and Berens rivers are many spectacular waterfalls and rapids amidst countless breathtaking scenic vistas. Shining Falls on the Pigeon River at the south end of Family Lake, is a cascade of tumbling white water just waiting to be photographed.

The Berens River is probably the most dramatic of all and one that has played a major part in the early history of the area. Its short, hilly portage trails have been worn smooth by generations of moccasin-shod packers.

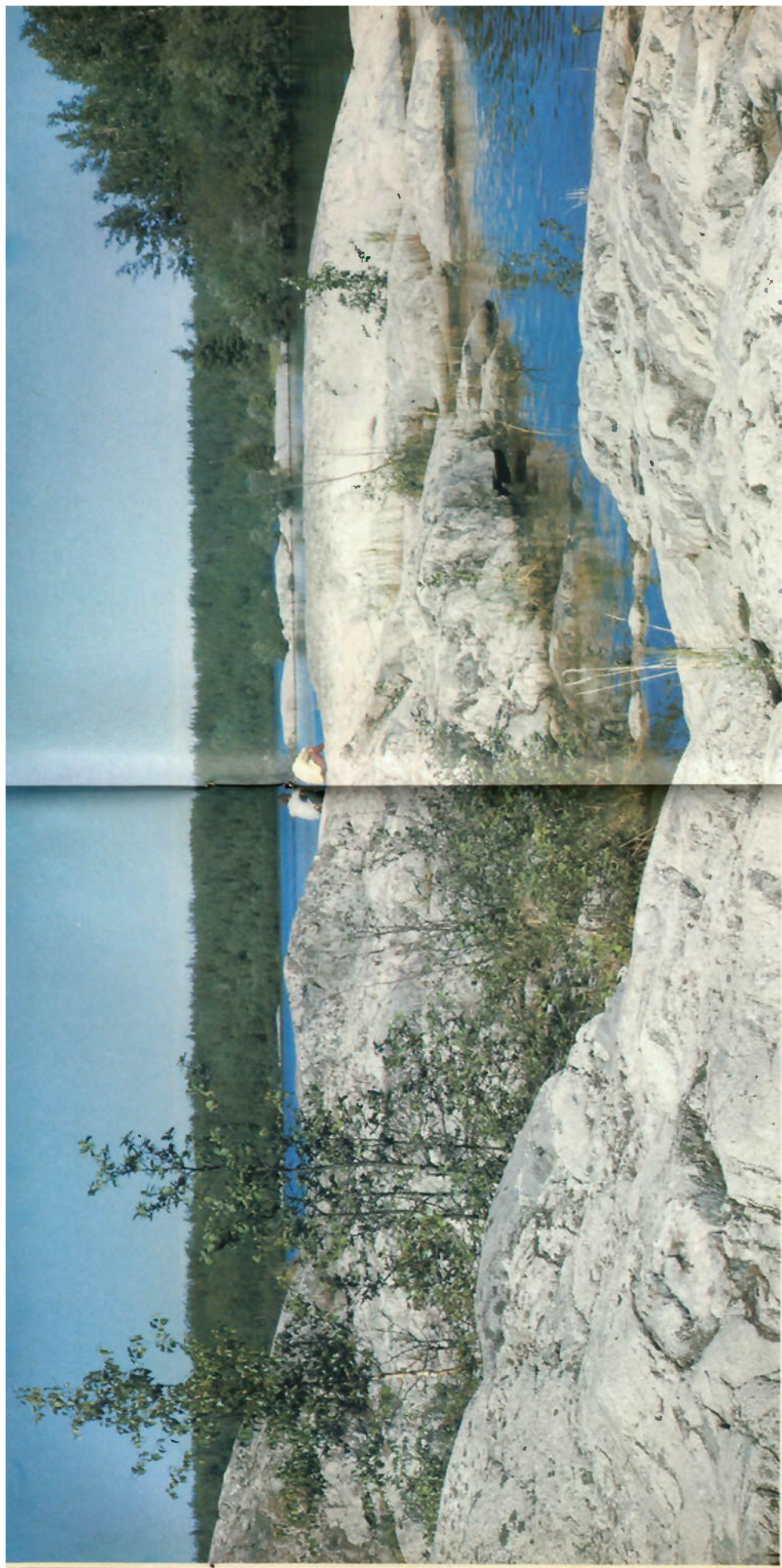
There are close to 70 portages along the basic Kautunigan route from Wallace Lake to Berens River.

- Starting Point - Wallace Lake
campground
- Access - Provincial Road 304
- Route - Wanipigow, Broadleaf,
Gammon, Bloodvein,
Sasaginnigak and
Berens Rivers
- Length - 300 miles (483 km)
- Time - 21 days
- Destination - Berens River settlement
- Exit - Chartered aircraft
- Best Season - Summer
- Classification - For canoeists with
considerable
experience

Topographical Maps Required
(4 miles = 1 inch)

- 52 M
- 62 P
- 53 D
- 63 A





LAND OF LITTLE STICKS ROUTES

One of the most interesting features of the Little Sticks routes is the gradual transition from the heavily forested southern section to the almost treeless tundra terrain at the northern end of the trip. In all, the routes total a network of more than 2,000 miles (3,200 km) of canoe travel above the 54th parallel, fanning north and northeast to the territorial boundary and east to the treacherous Hudson Bay shoreline.

South Little Sticks country is home to the Chipewyan Indians and, in its northernmost parts, the Inuit. Within these geographic brackets has been the meeting ground between the two races for centuries, sometimes peaceful, sometimes not. This is also the land of one of the most unusual animals in North America, the barren ground caribou. These deer travel in huge migratory herds that, at one time, took days to pass a given point.

One of the strange features of the transitional landscape are the many sand eskers. These post-glacial formations, that look like lofty road allowances or railway rights-of-way, serve as natural game trail routes.

Starting Point	- Cranberry Portage, Flin Flon, Leaf Rapids, Kinooosao, Lynn Lake or Pukatawagan	Topographical Maps Required (4 miles = 1 inch)	Manitoba -
Access	- Provincial Hwy. 10, Provincial Rds. 391, 394, or rail	63 K 63 N 64 C 64 F 64 B	64 G 64 J 64 I 64 K 64 N
Routes Length and Time	- Seal or Caribou Rivers		
Destination Exit	- Depending on choice of routes		
Best Season	- Hudson Bay	63 M	Saskatchewan - 64 D 64 E
Classification	- Charter airplane - Summer or fall - For adventurous experts only		

\$1.50 from Dept. of Tourism and R.R. Lands and Surveys Br. 1840 Larue St., Regina, Sask. S4P 3V7 (306) 565-2799

MIDDLE TRACK AND HAYES

Canoeists who travel the Middle Track and Hayes River routes will be paddling along two of the main exploration and fur trading "highways" of the past. It was along these routes that explorers, fur traders, and the early settlers penetrated the interior of mid-Canada and wrote the first pages in the history of the Canadian West.

Following the first exploration of this part of North America, the Hudson's Bay Company was incorporated in 1670 and York Factory was built at the mouth of the Hayes river. This cargo depot, trading post and workshop became the base of the HBC fur trade empire and operated for the next 2¾ centuries. Finally closed in 1957, it is now a National Historic Site.

Almost every mile along these canoe routes has some historic significance. In June of 1690, Henry Kelsey left York Factory by the Middle Track route on the first of his famous expeditions. The trader/explorer Joseph La France in 1742 left the area around The Pas for Fort York (York Factory) with 200 Indians in 100 canoes carrying 10,000 beaver pelts "likely using the Middle Track as it was the Indian route of the time". After spending the winter of 1811-12 near the Nelson River mouth, the first Selkirk settlers started up the Hayes River July 6 reaching the site of present-day Winnipeg August 29.

These routes comprise some spectacular canoe country with more than 30 portages on each.

Starting Point	- The Pas
Access	- Provincial Highway 10
Route	- Minago, Bigstone, Fox and Hayes Rivers or Saskatchewan, Nelson, Echimamish and Hayes Rivers
Length	- 570 or 685 miles (917 or 1,102 km)
Time	- 30 or 40 days
Destination	- York Factory
Exit	- Chartered aircraft
Best Season	- Summer
Classification	- For expert canoeists only

Topographical Maps Required (4 miles = 1 inch)

53 L	63 H
53 M	63 I
53 N	63 J
53 C	63 K
63 F	63 P
63 G	



THE OISEAU-MANIGOTAGAN WATERWAYS

That strange sickness known as "fishing fever" today draws some outdoor lovers to this part of Manitoba but it was a different kind of malady responsible for originally opening up the country — gold fever! Consequently there are probably more abandoned mine shafts and remains of old mine buildings per square mile in this area than almost anywhere else.

This canoeing region, located just north of Whiteshell Provincial Park and spilling over Manitoba's eastern border into the Province of Ontario, was once known as the Central Manitoba Mining District. When the Great Depression had the rest of the country in the doldrums Central Manitoba was a lively island of activity where gold miners had money in their pockets, unlike most everyone else in those days.

Times inevitably change and what little remains of their localized prosperity can be seen while canoeing through this semi-wilderness country. But the region has other claims to fame from the canoeist's standpoint. In an area little more than 60 miles square there is an intricate web of interconnecting rivers and lake systems creating an endless variety of canoe routes, all of them readily accessible by roads.

The Oiseau-Manigotagan routes also afford excellent practice in the art of unloading and loading canoes. If you managed to cover them all you would have negotiated approximately 290 portages. Most are short, however.



Starting Points

- Lac du Bonnet, Fort Alexander, Manigotagan or Northwestern Ontario points

Access

- Highway 11, Provincial Roads 304, 314, 315 or Ontario Secondary Highway 596

Route

- "Do it yourself" from a wide choice of river and lake chains

Destination

- Your choice or take one of several circle routes

Exits

- Various Highways

Best Seasons

- Spring, summer and autumn

Classification

- For canoeists with some experience

Topographical Maps Required
(4 miles = 1 inch)

- 52 L
- 52 M
- 62 I
- 62 P

WHITEMOUTH RIVER

Canoe travellers who strike out along this interesting route all agree it is best described as a transitional trip from "forests to farms".

Throughout its first 40 miles (64.4 km) or so the route passes through a semi-wilderness area of dense spruce groves, marshy stretches, log jams and fast water. Along this part of the river the alert canoeist may spot moose, ducks or occasionally Canada geese in addition to the ubiquitous beaver.

Signs of human habitation along this stretch are mostly deserted lumber camp buildings with caved-in roofs surrounded by the rusted remains of stoves and other relics of a less sophisticated age.

Suddenly, somewhere north of St. Labre creek, all this changes. The river widens and, except for a few small waterfalls, puts on a more tranquil face. Cows, pigs and horses take the place of moose, ducks and beaver and, from here on in it's pretty much of a canoe trip through the "back 40".

Appropriately the man-made structures encountered along this part of the trip are all farm houses and farm outbuildings, some of them already abandoned by families who were the original settlers. These old farm homes, and the rural churches with their onion domes lend a special character to the region and this is reinforced by the unique "do-it-yourself" log bridges encountered along the way.

There are 11 portages on the route, one of which takes you through a farm yard. Camping spots should be picked with care.

- Starting Point - Whitemouth, Lake
campground
- Access - Country roads 2 mi.
(3 km) south and 14
miles E. of St. Labre
- Route - Whitemouth River
- Length - 125 miles (201 km)
- Destination - Seven Sisters Falls, at
confluence of White-
mouth and Winnipeg
Rivers
- Exit - Provincial Road 307
- Best Season - Spring
- Classification - For canoeists with
some experience
- Topographical Maps Required
(4 miles = 1 inch)
52 E 62 I





Whitemud Portage, Winnipeg River — by Paul Kane Circa 1851-1856.
Courtesy: National Gallery of Canada — Ottawa.

WINNIPEG RIVER ROUTES

He was short in stature but strong as a bear. He worked an 18-hour day fighting wind, rain and rapids. To break the monotony, he often sang as he paddled. He was colorful in lifestyle as well as in dress and there were an estimated 5,000 of him at the height of the fur trade-exploration era of Canada's history.

He was the Canadian Voyageur — Canada's answer to the gun-slinging cowboy, that American historical invention. A unique breed of men, les Voyageurs provided muscle for the only practical means of transportation throughout the great northwest of that day — the freight canoe. And the lakes and rivers of this vast wilderness were their "highways".

None of these waterways was more familiar with the comings and goings of les Voyageurs than the Winnipeg River. It was described by them and other travellers as the "most beautiful section of the Canadian track from Lachine to Athabasca."

However, today's canoeists, like the Voyageurs before them, still treat this deep and turbulent river with respect. Along its 160 miles (257 km) course it drops some 348 ft. (106 metres) creating some treacherous waters for the unwary boatmen.

This historic route embraces approximately a dozen lakes and 15 portages with most of its connecting channels being wide and lakelike. Its waters are cool and clear and will give up several varieties of game fish to the angling canoe traveller. Camping spots are plentiful along the way.



Starting Point - Keewatin, Ontario
Access - Trans-Canada Highway at junction with Highway 596

Route - Winnipeg River, Lake Winnipeg and Red River (Two alternate routes start from the Trans-Canada at West Hawk Lake and join the main route via either the Whiteshell River or Crowduck Lake)

Length - 260 miles (418 km)
Time - 14 days

Destination - Winnipeg
Exit - Docks on Red or Assiniboine Rivers

Best Season - Summer
Classification - For canoeists with considerable experience

Topographical Maps Required
(4 miles = 1 inch)

52 E 62 H

52 L 62 I

PLANNING AND PROVISIONING

course, basically determined by what kind of a journey you have in mind. Will it be long or short; fast or slow; through uninhabited wilderness or in settled country? Will you be able to replenish supplies at stores or trading posts en route? Will you be supplementing daily food allotments with fresh fish or other legal game found along the way?

When you have the answers to those questions you can start figuring out your "grub list".

Not so long ago there were two opposing camps on the subject of food supplies considered most practical for canoeing and hiking jaunts. While some claimed that weight-saving desiccated foods were the only way to go, others insisted these products did little for either nourishment or taste buds and ended up packing many unnecessary pounds over portages. But today, dried foods, a much improved product, are generally accepted as the best answer to the supply/weight problem.

In most Manitoba canoeing areas there is no problem with drinking water. You can drink from the lakes, rivers and streams with no fear. Near towns or settlements, even in remote areas, it is advisable, however, to take precautions. When in doubt either boil your drinking water or use water purification tablets.

The real key to the success of any canoe trip is adequate planning. Once you've decided on the country you wish to travel through the most important item is a map. The rule here is "the larger the scale the better."

All Manitoba's canoe country is covered by topographical maps, four miles equalling one inch. A few maps are also available in larger scales. An index to the topographical maps sheets you will need on any Manitoba expedition may be obtained from:

Mines, Natural Resources and Environment,
Surveys and Mapping Branch
1007 Century St.
Winnipeg, Manitoba R3H 0W4

The pictorial canoe route maps created by artist/canoerist Réal Bérard of the Manitoba Parks Branch, on which the main routes in this publication are based, will add immeasurably to the interest and enjoyment of your Manitoba canoe trip. However, they are not meant to be used as your only means of navigation. These specially illustrated maps may also be obtained by writing to the above address. Charges are 40 cents per map plus 50 cents for postage and handling. The complete set of 10 Bérard maps can be had for \$4.50.

What provisions you will take on your planned Manitoba trip is, of



EQUIPMENT

When it comes to deciding what kind of canoe you want to use for your Manitoba canoe trips, you have three ways to go. Traditionalists still swear by the old wood and canvas type but, aluminum canoes now have the lion's share of the market. Fiberglass is probably next in popularity.

All three types have their good and bad points.

The wood and canvas canoe handles well, is generally light and is comparatively easy to repair in an emergency — even chewing gum will do in a pinch. Continued exposure to the elements, however, can make long-term maintenance a problem and these crafts usually, like humans, tend to gain weight with age.

The aluminum canoe, an outgrowth of modern aircraft technology, should require no maintenance whatsoever and is surprisingly resistant to such occurrences as being dragged over or bounced off rocks. One of its disadvantages is the fact that it is noisy, a characteristic that rules it out for those whose hobby it is to sneak up on wild game. Some say also that these craft are somewhat more difficult to handle under squally conditions.

Fiberglass canoes are favorites of the tough-guy set — those who would as soon drop their craft from the top of a two-storey building as paddle it. Actually these canoes are almost impossible to damage under ordinary conditions and can be put through some amazing rough use without showing wear and tear. On the minus side is the fact that some fiberglass canoes, especially the early designs, were heavy and others considered

somewhat less than spirited in the maneuverability department.

The main thing to be said about paddles is that you should carry at least one spare for every two paddlers. Broken paddles are probably the most common of all canoeing mishaps.

Another must is a repair kit, suitable to the type of canoe you are using. This can be secured out of the water in the bow or stern for that moment you hope will not occur.

Unless you have a tough neck and shoulders, or you are an expert in rigging paddles into your canoe for portaging, a handy item to take along is a carrying yoke, preferably padded. This can be affixed permanently to the balance point on the gunwales.

SAFETY

When properly handled by experienced people, the canoe is one of the safest of any small craft. In the hands of the inexperienced, however, it can be a one-way ticket to a sudden dunking or worse.

Traditionally the canoe in the minds of the general public, has been associated with frailty and capricious behavior and many thought it both unwieldy and unsafe. In the past decade, however, with an ever-increasing number of young and old taking up canoeing as a sport, the canoe is assuming a more respectable image.

Actually a canoe is only as safe as its paddlers are skilled, both in dexterity and judgement. For instance, no experienced canoeist would attempt to take a fully loaded canoe across a stormy lake or through white-water rapids no matter how strong a paddler he was.

The skills required in canoeing are quite easily learned either through formal instruction or otherwise. Nevertheless the most important skill of all can only be acquired under actual field conditions. That is waterwise experience.

Neophyte canoeists planning a first trip would be wise to include an experienced paddler in their group or at least pick one of the shorter or less arduous routes, preferably not too far from settled areas.

Transport Canada's regulations for small vessels require all pleasure craft,

powered or not, (including canoes) to carry one approved personal flotation device for each person aboard. Although it is not mandatory for canoeists to wear these continuously during a trip it is a good idea to pick a type that does not impede paddling action when it is being worn.

Certainly non-swimmers and small children should not only carry life-jackets but wear them at all times while in the canoe. When travelling in early spring or late fall with waters at bone-chilling temperatures it is advisable for everyone to don a life preserver.

The un-loaded canoe, even after a capsizing incident, makes an excellent life raft for two people to hang on to, but a loaded canoe which has swamped is little help especially to non-swimmers.

The best rule of thumb you can follow in all canoeing situations where safety is concerned is to use extreme care. In other words make sure any decision to be made is on the cautious side.

A first-aid kit, a good idea to have at hand during any kind of journey, is a "must" on a canoe trip. Another "must" even if you are using a portable stove and packing tent poles, is an axe. The latter is indispensable in many emergency situations and no bush-wise canoeist would leave home without one.



OTHER ROUTES

Other canoe routes in the southern regions of Manitoba, not covered by the Réal Bérard series of pictorial charts, can provide inexperienced canoeists with a less arduous introduction to the sport. Many are comparatively short, have few, or no portages and keep close to civilization. These include:

THE SOURIS RIVER - 165 miles (265 km), one dam
WHITESHELL-CADDY LAKE - 105 miles (169 km), 10 portages
SPRUCE WOODS PARK - PORTAGE LA PRAIRIE - 80 miles (128 km) via Assiniboine River
PORTAGE LA PRAIRIE - WINNIPEG - 75 miles (120 km) via Assiniboine River
WINNIPEG - EMERSON - 70 miles (112 km) via the Red River
BRANDON - SPRUCE WOODS PARK - 65 miles (104 km) via Assiniboine River
RED RIVER - LAKE WINNIPEG - 40 miles (64 km) via Red River
FRANCIS LAKE - 22 miles (35 km), three portages and 12 beaver dam hauls

Although the great general popularity of canoe travel as a recreation has been sudden and recent, people have been writing about canoeing for many years. Among the numerous sources of information on canoe technique and canoe trips are the books on the subject you will find in your local library.

These will assist you in everything from how to navigate through rapids to how to make emergency repairs if you fail to negotiate the rapids properly.

Other sources of canoe lore could be the Red Cross, the Y.M.C.A., many associations or clubs involved in wilderness activities and some merchants who deal in camping, hiking and other outdoor equipment. The latter can often provide advice and occasionally instruction programs for customers.

For further information write to:

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