



Canoe Trips in Ontario

CANOE TRIPS IN ONTARIO



Shooting Rapids on French River

Department of the Interior
CANADA

HON. CHARLES STEWART
Minister

W. W. CORY, C. M. G.
Deputy Minister

National Development Bureau
F. C. C. LYNCH, Director
OTTAWA, 1930

TEN COMMANDMENTS FOR CANOEISTS

Build your camp fires small, close to the water's edge on a spot from which the leaves and moss have been scraped away. Drown it with water when leaving, and stir the ashes with a stick to make sure no live coals are left.

Leave your campsite clean. Bury all rubbish, bottles and cans. Never throw glass or tins in the water where others may bathe.

Learn how to swim, and first aid methods.

Do not sit or lie on bare ground.

Never run a rapid without first making sure that it can be done with safety. Examine it carefully for logs, boulders and other obstructions. Two canoes should not run a rapid at the same time.

Do not make your packs too heavy; about 40 pounds is a good average.

Avoid crossing large lakes or rivers in rough weather.

Make a camp before dark. Erecting a tent, or preparing a meal by firelight is not easy.

Learn how to prepare simple meals over a campfire.

Unless familiar with wilderness travel never attempt a trip through uninhabited country without competent guides. Charts of the route, and good maps of the surrounding country are essentials.



CANOE TRIPS IN ONTARIO

It would be difficult to place one's finger on a map of Ontario without its being in proximity to a good canoe route. Provincial parks, canal systems, rivers large and small, rapids, falls, lakes, stillwaters and all the pot-pourri for a memorable canoe trip are here waiting the devotee of the paddle. Whether it be a cruise through a well settled region or an adventurous journey through the wilderness, or to Hudson bay, the canoeist will find in this province a vast and varied store of lakes and streams.

Some of these routes have been charted and are briefly described on the following pages. The time needed to complete each route is given approximately as it is seldom that two parties travel at the same speed.

Detailed descriptions with accompanying charts have been prepared, or are in course of preparation by the National Development Bureau for the convenience of the tourist. *Those for which detailed descriptions have been issued at date of publication are marked with an asterisk, thus **.



Lake Trout for Dinner

Big Brothers of this one Await You in Canadian Lakes

The descriptions have been compiled from information secured from various sources and are believed to be correct. Rapids and the condition of portages change decidedly in the various seasons of the year. Development operations, fires and other causes contribute their share to alter the condition of a route from season to season. Taking these factors into consideration, it is impossible to guarantee these descriptions as correct beyond the essential details.

The building of railways and the opening of roads have made numberless canoe routes easily accessible. Many beautiful lakes hitherto hard to reach are accessible to the motorist who may carry his duffle and canoe past obstacles to navigation and emerge directly upon the shores of lake or river.

KINGSTON TO OTTAWA*

One hundred and twenty-six miles—Seven days

For those whose desires encompass a trip through a lake-land region where touch with civilization may at all times be maintained, if desired, the Rideau route is one of the many popular ones which in Ontario falls into this category. The course follows the military canal built in earlier days by Colonel By, but the evidence of the man-made channel is not mainly apparent except at the locks. The larger part of the route is through many charming lakes where camp sites abound in hidden nooks, where one may be in privacy even though civilization does lie just beyond the bend. Many fertile farms and thriving towns are situated along the way, making supplies easily available. Fishing, bathing, tennis, golf, sailing, and hunting are some of the attractions of this romantic waterway where the scenery of itself is sufficient inducement. Excellent accommodation is furnished by hotels and boarding houses conveniently placed.

MISSISSIPPI RIVER

Seventy miles—Five days

One of the less strenuous trips may be taken on the Mississippi river and will provide an ideal holiday with enough exercise to keep one in trim. Farms and towns along the way will supply one's larder with all the luxuries of home, which are unattainable if a route through wilderness is chosen.

TRENTON TO LAKE SIMCOE*

One hundred and eighty miles—Nine days

A very popular trip, somewhat similar in nature to the Rideau route, is through the Trent canal and the heart of the Kawartha lakes region. Many old towns are passed en route and the hydraulic lift locks at Kirkfield and Peterborough are very interesting to see. The route winds through many lakes where the fishing is excellent, past prosperous farms and sparsely settled districts, and eventually leads to lake Simcoe. Many hotels and boarding houses along the way provide excellent accommodation.



On the Rideau
Cozy Nooks are not Hard to Find

NEWMARKET TO WAUBASHENE*

Ninety-two miles—Four days

The pleasures of the Trent Waterways trip from Trenton to lake Simcoe usually fill one with a desire to continue to the end of the system. The country around lakes Simcoe and Couchiching is highly cultivated and there are numerous hotels and summer resorts where excellent accommodation is assured. Those who live under canvas will find ideal camping spots and conditions peculiarly adapted to make their trip enjoyable. Beyond Washago the country is more rugged and the trip ends at the popular fishing and camping resort of Waubashene on Georgian bay.

CEDAR LAKE TO PEMBROKE*

Eighty miles—Seven days

A run down the Petawawa river will give the white-water canoeeman ample opportunities for displaying his skill. The scenic splendors and other inducements make this trip well worth while for the adventurous.



Entrance to Rideau Canal at Ottawa
Junction of Rideau and Ottawa River Routes

NORTH BAY TO MATTAWA*

Fifty miles—Five days

A splendid holiday trip may be enjoyed cruising from lake Nipissing eastward, by lake Talon and along the Mattawa river to its junction with the Ottawa. Excellent fishing and many picturesque and interesting spots combine to prevent one from hastening over the route.

ALGONQUIN PARK—CACHE LAKE TO CEDAR LAKE*

Fifty-six miles—Five days

The deep and beautifully clear lakes of Algonquin Park have cast their charm over the many canoeists lucky enough to have dipped a paddle in their rippling waters, and every year

these enthusiasts return along with a host of initiates to this enchanted region. When one thinks of the high rocky shores with their verdant cover, which screen these gems of lakes from high winds, the connecting channels obviating portages between many of the lakes, the gamey trout thriving in the clear cold waters, the wild life of the region living in security and therefore not too shy, the invigorating fir-laden breezes and the general atmosphere of a wilderness which seems to welcome instead of holding aloof, then one understands the popularity of Algonquin Park.



Island Lake

One of the Many Beautiful Lakes in Algonquin Park

ALGONQUIN PARK—CEDAR LAKE TO LONG LAKE*

Seventy-eight miles—Seven days

As an independent trip or as a return route in conjunction with the preceding, one may look forward to interesting days journeying southward to Whitney station. Several pretty falls are passed as the course circles down to lake Lavieille and on to Big Crow lake. The angler will test his tackle to the utmost while the lover of natural beauty will be well rewarded on this cruise. Opeongo lake, one of the largest in the Park, offers a cruise in itself, with many large arms and bays awaiting exploration. The last stages of the journey follow Whitefish and Rock lakes in close proximity to the railway.

ALGONQUIN PARK—CEDAR LAKE TO McCRANEY*

Eighty-one miles—Eight days

To the paddler who wishes to be completely cut off from communication with the outside world, this route through the more remote portion of Algonquin Park will appeal. Turning westward from Cedar lake and following a chain of large lakes, Cauchon, Mink, Kiosh Koqui, Manitou and Tea, the route then develops into a series of streams, small lakes and portages leading southward to the railway crossing the southern portion of the Park. To repeat in order the names of the dozens of lakelets traversed on this stretch of the journey would make a good memory test.

HUNTSVILLE TO ALGONQUIN PARK*

Forty-nine miles—Four days

While no motor road leads in to Algonquin Park itself, one can reach Huntsville quite easily by automobile or by rail and continue the journey by an interesting canoe trip into the heart of that wonderful playground. The route touches the famous lake of Bays, follows the Oxtongue river and crosses several lakes into the centre of the southern portion of Algonquin Park. Excellent fishing can be looked forward to on this route as well as splendid scenery.

PORT PERRY TO ALGONQUIN PARK*

One hundred and thirty miles—Ten days

Launching one's canoe in lake Scugog and steering northerly, many interesting and picturesque sights will greet the traveller before reaching his destination. From the point of departure the route leads through a portion of the Kawartha Lake region and by a network of lakes and streams into the heart of Algonquin Park. The portages are not numerous and are mostly easy to travel. The angler will find employment for his skill, the nature student subjects galore, and the camera enthusiast will run out of films before exhausting the possibilities of this trip.

BURK'S FALLS TO BYNG INLET

Seventy-nine miles—Six days

The Maganetawan river is one of the many flowing in to Georgian bay that call to the canoeist. Leaving the railway the river is followed through lakes Cecebe and Ahmic and on down past numerous rapids to Georgian bay. The country traversed furnishes excellent sport both for the fisherman and hunter, while numerous splendid camp sites are available.

LAKE NIPISSING TO GEORGIAN BAY*

Eighty-four miles—Seven days

Leaving North Bay the run across lake Nipissing to the mouth of the French river is made by steamer, as the lake is too large to allow of its safe navigation in a canoe. This route is a portion of that taken by the traders and trappers in the journeys from east to west, and while there are several rapids to negotiate, little difficulty need be experienced on the trip. The usual thrills, scenery and sport necessary to complete the enjoyment of a cruise are here offered without stint.

WOLSELEY AND MURDOCK RIVERS

Sixty-four miles—Six days

The waters of these rivers drain a large territory north of the French river and are yearly becoming more popular with canoeists as their many charms are known.

PICKEREL RIVER

Sixty miles—Six days

Closely paralleling the French river, with which it joins forces and flows into Georgian bay, the Pickerel river takes one over an enchanting water route into a wilderness replete with the things dear to the heart of the out-of-doors man or woman. It is the key to many peaceful lakes, murmuring streams, thunderous rapids and deep pools where the gamest of the finny tribe await the angler's lure.

LAKE HURON TO TIMAGAMI*

One hundred and fifty miles—Twelve days

The diversity of routes through the country north of lake Huron is well shown by the itinerary of the canoeist who cruises along the Whitefish river, Long lake, Wahnapiatae river and lake and thence across a network of lakes and streams to lake Timagami. Wonderful experiences and material for future camp-fire tales are in store for the one who paddles this route.



White Water on French River
Coolness and Quick Action Needed for this Work

TIMAGAMI FOREST RESERVE*

One hundred and twenty miles—Six days

The very name of Timagami arouses the spirit of adventure in anyone seeking a holiday away from the convention of civilized settlement. Here in this fairyland of beautiful forests, lakes and streams, one may lose himself for an indefinite period and regret the approach of the day marking the end of his vacation. One of the many routes leading through this wonderland, opens up the mysteries of lake Timagami and displays the beauties of Lady Evelyn lake before following the marshy Matawabika river and on through Animanipissing lake back to the starting point. Thousands of islands, splendid fishing and good camp sites furnish many pleasant memories after the canoe and paddle are stored in winter quarters.

MISSISSAUGA RIVER*

Two hundred and seventy-five miles—Fifteen days

The first part of this alluring trip threads a maze of picturesque pine-rimmed lakes of every conceivable size and shape, and then the route follows the Mississauga river for 150 miles to Slate Falls. Here a portage is made to Basswood lake and the journey by canoe ended. Amongst the attractions this trip offers are roaring falls, surging rapids, placid lakes, well cut and clearly marked portages, which are mostly short, and a forty-mile rapid which can be run without stepping out of the canoe. The fishing along the way has been described as wonderful.

FRENCH RIVER TO SAULT STE. MARIE*

Two hundred and twenty-two miles—Twelve days

The major portion of this route lies along the northern shore of Lake Huron and while an exciting and enjoyable one, if made with an outboard motor, it is liable to be fairly strenuous and is not recommended to the canoeist depending upon a paddle alone.

STEEL RIVER*

One hundred and seventy-five miles—Ten days

An interesting trip covering virgin territory originates at Jackfish on the line of the Canadian Pacific railway skirting the north shore of lake Superior. The route affords splendid fishing, exceptional scenic attractions and unusual opportunities for wild-life photography. Short portages lead northward through a chain of narrow, island-dotted lakes to a final run of twenty-two miles to the end of Steel lake, where the route swings over to Makwa lake. The return journey leads through a mountainous country, down the Steel river to the starting point.

JACKFISH TO OGAHALLA

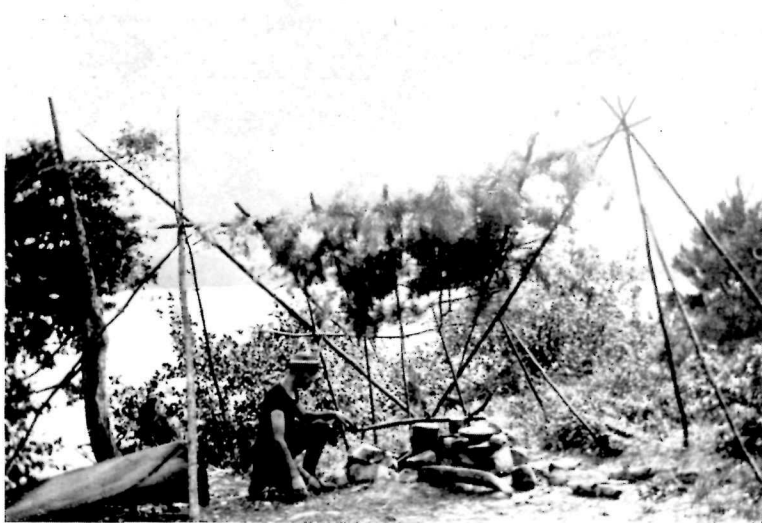
One hundred and fifty miles—Twelve days

From the north shore of lake Superior, by lake, stream and portage, the canoeist reaches the height of land. Then comes fifty-six miles of paddling on Long lake, which has an average width of two miles. The scenery is beautiful, especially at the upper end of the lake, and the fisherman will be rewarded by catches of lake trout from 5 to 30 pounds, also pickerel and whitefish. Most of the small streams flowing into Long lake are full of speckled trout averaging from $\frac{1}{2}$ to 5 pounds. On reaching the end of the lake the Canadian National railway is reached, and the Kenogami river is then followed to Pine lake and on to the entraining point, Ogahalla.

KENORA TO SIOUX LOOKOUT

One hundred and thirty miles—Ten days

The Lake of the Woods region on account of its bracing air and many other attractions is yearly becoming more popular. From this lake-land the route runs northward along the Winnipeg and English rivers to lac Seul and down to Pelican lake. The trip is one for the adventurous as it runs through the outskirts of civilization.



Camp Chef at Work
An Important Member of Every Party

MINAKI TO EAGLE RIVER

One hundred and eighty miles—Fifteen days

Variety in scenery and fishing, the characteristics of the waterways traversed, numberless side trips to adjoining lakes or tributary streams, and the several points at which the trip may be started or completed, all conduce to make this an interesting route. Leaving the railway in the Lake of the Woods region, the first waterway travelled southward is the Winnipeg river, then the canoe glides across many lakes and streams northward to the English river and circles east, then south by Wabascong lake, to the Wabigoon river, and the railway.

Page Thirteen

FORT FRANCES TO ATIKOKAN

One hundred and forty miles—Eight days

From Fort Frances, on the international boundary just north of Minnesota, one can embark on several routes to far away Hudson bay. Crossing Rainy lake this route follows smaller lakes and streams, through a country seemingly made especially for the benefit of the canoeist, to the Canadian National railway at Atikokan, 143 miles west of Port Arthur. The fisherman will find trout, pike and pickerel in plentiful supply.

ATIKOKAN TO IGNACE

Ninety-six miles—Six days

Extending north from the Minnesota boundary the lakes of the Rainy River district provide many canoe trips of long or short duration and by linking several of these they form a complete route over which one can travel to Hudson bay. From Atikokan, this route, serving as a second link in the chain, follows the Atikokan river and many lakes and streams to Agimak lake and Ignace, a station on the Canadian Pacific railway, 150 miles west of Fort William. Clearwater and White Otter are the largest lakes on the route, but a score or more of smaller lakes add interest to the waterway. Good fishing and hunting are points which incline the sportsman to favour this region.

IGNACE TO SIOUX LOOKOUT

Ninety miles—Six days

From Ignace the route leads northward and forms the next-to-last link in a route leading from the Minnesota boundary through a region of lakes and streams famous as the haunts of fish and game, to the Albany river and Hudson bay. After leaving Ignace the route traverses several fine lakes; then the English river is followed to beautiful Minnitaki lake with its numerous islands. After passing the chutes into Abram lake the railroad is reached at Sioux Lookout.

SAVANT LAKE TO OMBABIKA*

Three hundred and seventy-five miles—Thirty days

Paddling northward from Savant lake, on the Canadian National Transcontinental line, the canoeist is immediately claimed by the wilderness and journeys through a region that is a vast network of lakes and streams, many of these being unnamed or uncharted. The only contacts with civilization,

after leaving the railway, are made at isolated posts, until the end of the journey is accomplished at Ombabika. The canoeist may go by the Albany river, or by the Ogoki river, the latter route being shorter by 125 miles. The course leads northward by many lakes and streams, east by either river, then southward up over the height-of-land and down the Ombabika river to the railway.

NAKINA TO CAVELL

One hundred miles—Seven days

The Nipigon region has long been famous for its trout, and the canoeist travelling over this route, paddling through practically untouched country north-east of lake Nipigon, will no doubt return with many pleasant memories and a good stock of fish stories. Leaving the railway at the Twin lakes, the course leads northward by the Drowning river to the mouth of the Wababimiga river, which enters from the west. This river is followed to Wababimiga lake, and then several smaller lakes lead to beautiful Esnagami lake and back to the railway.

FORT FRANCES AND HUNTER ISLAND*

Three hundred and forty-seven miles—Twenty-one days

An enjoyable and popular trip is the one through a portion of the Rainy Lake district and Quetico Park, following the international boundary, then looping Hunter Island and returning to Fort Frances. The route may be shortened by about 100 miles if the course is changed near Sturgeon Narrows and a chain of lakes followed northerly to the railway at Kawene. This trip offers much in the way of sport and adventure, as the scenery is picturesque, game is much in evidence, fish are plentiful and the portages are kept well open.

FORT FRANCES TO SIOUX LOOKOUT*

One hundred and fifty-six miles—Eight days

Fort Frances, on the international boundary north of Minnesota, is the gateway to many enjoyable canoe trips threading the waterways of the Rainy Lake district. The route suggested follows an interesting chain of streams and lakes—Sphene lake, Pickerel, Manitou, Minnitaki and many others offer excellent campsites on islands and headlands. Lake trout and black bass can be caught en route and many enchanting spots tempt the angler to linger. Exploratory side trips reward

the fisherman with the discovery of many lakes that afford excellent sport. Guides, canoes and camp equipment can be secured at Fort Frances or at Sioux Lookout if the canoeist wishes to reverse the route.

RAINY RIVER TO PIPESTONE LAKE AND RETURN*

Two hundred miles—Sixteen days

The Lake of the Woods region is a vast network of lakes, and it is a problem for the canoeist to select one trip from the many excellent ones available. One route leads to Sabascong bay and Nestor's falls and on eastward to Pipestone lake where still can be seen the quarries from which the Indians procured stones for pipes. The course turns north from this lake to lake Rowan, then west to Whitefish bay in lake of the Woods, then to Sabascong bay where the route is retraced to Rainy River. Wilderness scenery and deep lakes with gamey bass, maskinonge and trout haunting their clear waters are some of the inducements which tempt one to pitch his tent on a few of the many fine camping spots that this route affords.

SIoux LOOKOUT TO RED LAKE AND RETURN*

Three hundred and seventy-eight miles—Twenty days

Adventure, sport and the pursuit of wealth have all had their share in drawing men to the region north of lac Seul and the English river. This route traverses lac Seul from end to end, then follows the English river down past Ear falls to the Chukuni river which is ascended through Pakwash, Gull Rock and Keg lakes to Red lake. Here one may see all the activity of a new mining district and then turn aside by the Medicine Stone and Long Legged lakes to Wilcox lake on the English river. From this point the route turns eastward by the Manitou falls and on to lac Seul where the route used coming in is retraced to Sioux Lookout. The region abounds in game including moose, deer, and bear for the sportsmen intent on the larger animals. Geese, ducks and partridge are also abundant, and the angler that cruises through this district will long remember the wonderful sport it offers. Innumerable lakes lie beyond the course of the route outlined which is through a well wooded country. The trip offers many interesting and novel features.

SIoux LOOKOUT TO FORT ALBANY*

Five hundred and eighty miles—Thirty-six days

The variety of routes offered by the Province of Ontario ranges from civilization to wilderness, and this one, through the northern part of the province, falls in the latter class. Leaving the scattered settlements along lac Seul and lake St. Joseph the first half of the journey is accomplished by many portages along the river which is a series of expansions forming long narrow lakes. At Martin falls the last portage is made, and the remainder of the run down the river to Fort Albany, a distance of 250 miles, is negotiated without difficulty. Fish and game are plentiful along the route.



Ready to Portage

Note Paddles Lashed to Thwarts

McDOUGALL MILLS TO VINCENT LAKE AND SIOUX LOOKOUT*

One hundred and sixty-three miles—Fourteen days

Lying to the east of lac Seul and between lake St. Joseph and the main line of the Canadian National Railway is a region of hundreds of lakes which in the majority of cases run to length instead of breadth. Unspoiled and uninhabited, yet so easy of access by canoe from the railway it is a wonder that this district

has so far escaped being overrun by vacationists. For several years, however, the canoeist may feel that he has in this area a virgin field for cruising, where the lakes are connected by streams or short portages, and where there is very little difficult water to navigate.

New maps of this area, developed from aerial photographs, show myriad lakes and connecting waterways covering the blank spaces on maps of comparatively recent issue. The



The Roll Up
Preliminary Steps in Portaging

route through Marchington, Stranger, Kimmewin, Fairchild and Hooker lake to Vincent lake, and return to the railway at Sioux Lookout through Ghost, Spirit, Raggedwood and other lakes is only one of the many possible routes through this region.

The fishing for pike and pickerel is excellent throughout the trip. The game consists of moose, deer, bear and a few caribou, and amongst the wildfowl are ducks.

MORRISON RIVER*

Seventy miles—Seven days

Leaving the railway near Shekak the river is followed northerly, encountering several rapids and portages to the junction with the Nagagamis river, which is then followed to Nagagamis lake. Many excellent fishing pools and picturesque falls will have been passed before reaching that lake, which possesses many scenic attractions and fine camp sites on its shores. Several small lakes form a connecting link with the



The Swing Over
Easy When You Know How

Nagagami river which flows northward to the railway, near Ameson. Several portages are necessary on the latter stretch, all of which are short, with the exception of one which is a mile in length.

If desired, the southern route may be followed from the Nagagami river. This leads up the river to Nagagami lake and along the Obakamiga river, rejoining the railway at Tondern. No hotels or accommodation are available and it is necessary therefore to carry tents and supplies.

ISLAND FALLS TO MOOSE FACTORY*

One hundred and forty-eight miles—Twelve days

For the adventurous canoeist, the trip down the Abitibi river to its junction with the Moose and on to James bay offers many thrills to compensate for the difficulties it entails. The condition of the water, high or low, has considerable effect on the nature of the trip and as to whether or not the main river should be followed or detours made by small connecting lakes. Experienced guides are essential for the trip, and, because of the discomfort of flies earlier in the season, September is the month recommended.

JACKSONBORO TO MOOSE FACTORY*

One hundred and eighty-eight miles—Fifteen days

Paralleling the preceding route and a short distance west, a trip of similar nature is the one down the Mattagami river to Moose Factory. The same remarks are applicable to either course.

MICHIPICOTEN TO MISSINAIBI*

Fifty-nine miles—Four days

From Lake Superior this route follows the Michipicoten river and on through a chain of lakes ending at Dog lake near the height of land. Several picturesque rapids and falls are passed, giving the canoeist an introduction to the north country for which this route serves as a gateway.

MISSINAIBI TO MATTICE*

One hundred and forty-seven miles—Ten days

Six miles above the railway the end of Dog lake is reached and the short portage made over the height of land into Crooked lake. The route then follows along Missinaibi lake and river through virgin forest where the fishing and hunting are exceptionally good. Numerous rapids are encountered before the end of the journey, but the portages are all well cut.

MATTICE TO MOOSE FACTORY*

Two hundred and three miles—Twelve days

The Hudson's Bay Company uses this route for transporting goods between Moose Factory and points to the south. The condition of the water for travelling is best in the spring or early summer, for then the water is high; during this season the route is the easiest one to James Bay.



On the Way

The Last Step, and Sometimes the Longest

CANOE CRUISE OUTFIT

The ideal canoe outfit is light and compact, and these features are usually attained by avoiding duplicate articles and non-essentials when selecting its various parts. The following suggested outfit, an adaptation of ones used by canoeists who have covered many miles of Canadian water trails, may be altered to suit the needs of each party and the character of the trip undertaken. The outfit as listed is seemingly a large one, but by making a careful selection of each article the whole can be packed in a surprisingly small space and should not be excessive in weight.

Dunnage bags and pack sacks are best for packing and make for easier portaging. Boxes and loose bundles are troublesome on a long carry.

CAMP OUTFIT

- | | |
|----------------------------|---|
| 1 Canoe—Not under 16 feet. | 1 Tent—7' by 7', preferably silk, water and mosquito proof. |
| 3 Paddles. | 1 Ground Cloth. |
| 2 Kneeling Cushions. | 1 Camera and Films. |
| 2 Tracking Ropes. | Mosquito netting and dope. |
| 1 Axe. | Map of route (keep in section of auto or bicycle inner tube, tied securely at both ends). |
| 1 Candle Lantern. | |
| 4-6 Blankets. | |
| 2 Flannelette Sheets. | |

COOK OUTFIT

(For two persons)

- | | |
|--|-------------------------|
| 1 Coffee Pot. | 2 Knives. |
| 3 Saucepans or Pails and covers to fit. | 2 Forks. |
| 1 Frying Pan. | 1 Large Knife and Fork. |
| 1 Can Opener. | 2 Tins of Matches. |
| 3 Plates. | 2 Candles. |
| 2 Cups (Granite). | 1 Bar Laundry Soap. |
| 2 Deep Saucers or Small Bowls. | 1 Dish Cloth. |
| 3 Tea Spoons. | 1 Dish Towel. |
| 2 Dessert Spoons. | 1 Large Cooking Spoon. |

FIRST AID KIT

Bandages, Adhesive, Ointment, Quinine Capsules or other personal remedies.

Twenty-two

REPAIR KIT

Can Marine Glue.
Canvas Patches.
Few Tacks and Nails.

Coil Fine Wire.
Twine.

SEWING KIT

Needles—Large and Small.
Thread and Yarn.

Buttons, Safety Pins.
Small Scissors.

FOOD SUPPLIES

(Two persons for five days)

This list will bear modification according to the locality selected for the trip, and individual tastes. For a longer trip increase the quantities accordingly and add dry beans, cured meats, etc.

| | |
|---|----------------------------------|
| 5 Loaves Bread. | 1 lb. Cornmeal. |
| 1 lb. Butter. | 2 lbs. Flour. |
| 1 lb. Lard or Cooking Oil. | $\frac{1}{2}$ lb. Baking Powder. |
| 1 lb. Oatmeal or Rolled Oats. | 1 Jar Honey or Jam. |
| $\frac{1}{2}$ lb. Coffee. | 1 pkge. Pancake Flour. |
| $\frac{1}{4}$ lb. Tea. | 1 tin Maple Syrup. |
| 3 lbs. Sugar. | $\frac{1}{2}$ lb. Salt. |
| 5 Small Cans Condensed Milk. | 1 Small Tin of Pepper. |
| 1 Bottle Pickles. | 6 Soup Tablets. |
| 1 lb. Rice. | $\frac{1}{4}$ Peck Potatoes. |
| 1 lb. Dried Apples, Peaches or Apricots. | 2 Tins Sardines. |
| 1 lb. Prunes. | 2 Small Cans Beans. |
| 2 lbs. Bacon. | $\frac{1}{2}$ lb. Raisins. |

Waterproof provision bags should be used for all foods and these safely packed in waterproof dunnage bags as an added precaution.

PERSONAL EQUIPMENT

| | |
|------------------------------------|---|
| 1 Felt Hat. | 3 Handkerchiefs. |
| 1 Sweater or Mackinaw. | 1 Pocket Knife. |
| 1 Rubber Sheet or Poncho. | 1 Waterproof Match Safe. |
| 1 Pair Duck Trousers. | 1 Compass. |
| 1 Pair Wool Trousers. | Shaving Brush and Soap, Razor, Comb and Brush, Talcum, Mir- ror, etc. |
| 1 Wool Army Shirt. | 1 Bar Toilet Soap (floating). |
| 1 Khaki Shirt. | 2 Towels. |
| 1 Suit Light Underwear. | Fishing Rod and Tackle. |
| 1 Suit Wool Underwear. | Tobacco, Pipe and Cigars. |
| 2 Pairs Heavy Socks. | |
| 1 Pair Leather Boots. | |
| 1 Pair Canvas Shoes, rubber soles. | |

The above outfit should be duplicated by every member of the party—part to be worn and the balance packed in waterproof dunnage bags.

All dunnage bags should be packed so that the most used articles are on top, and in loading the canoe the cook outfit and provisions should be easy of access without disturbing the rest of the duffle when stopping for lunch.

* * * *

This booklet is one of a series of four which have been issued by the National Development Bureau, Department of the Interior, Ottawa. Should you not find on the preceding pages a trip to suit your choice or convenience a copy of any of the other booklets will be sent on request. The titles of the booklets in the complete series are as follows:—

- Canoe Trips in the Maritime Provinces.
- Canoe Trips in Quebec.
- Canoe Trips in Ontario.
- Canoe Trips in Western Canada.

PRINTED BY
F. A. ACLAND, KING'S PRINTER
OTTAWA, CANADA