WINNIPEG RIVER ROUTES

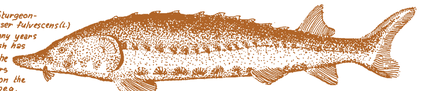
Ochaga
Cree chief who along with many others of his race, including Tackigis, Paka, 'le Petit Homme' and 'la Mere Blanche' furnished La Verendrye, with hitherto unavailable information on the vast region to the west. Ochaga prepared a charcoal-on-birchbark map which in 1728-29 was collated with those of his contemporaries and redrawn in more permanent forms by cartographers. These amazing documents showed waterways extending from Lake Superior towards the setting sun including 'Lac des Bois', 'Riviere d'Ouest' (Winnipeg River) and 'Lac Ouinipigon' (Lake Winnipeg). Those who would consider these maps inaccurate should bear in mind that terms of reference employed related to a lifestyle in harmony with nature where duration of time and obstacles encountered took the place of measured distances and angles. For example, these people gave a distance of ten days to pass Lake of the Woods and the Winnipeg River. In 1731 Ochaga guided La Verendrye on his first voyage in search of the western sea.

The Winnipeg River: Draining an immense area, this artery drops some 1016 metres (348 ft.) in its approx. length of 257 kilometres (160 miles). Historic references speak of it in terms of deep, fast and bold with many rapids and falls most of which have been altered, but the words still apply in many places and this river demands the respect of canoeist and boater alike. An historical link of a nation, the Winnipeg River was known to the voyageurs and bourgeois as the most beautiful section of the Canadian Track from Lachine, to the Athabasca; with a bit of imagination much of this grandeur can be rediscovered.

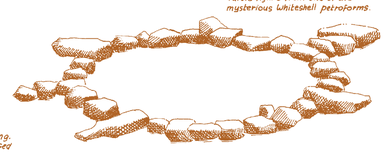
Fort Alexander from a mid-nineteenth century print.

Scene from the canadian opera 'La Légende du Vent', the major part of which was filmed on the Whitemouth River near Seven Sisters Falls.

St. Peter's Dynevor



Lake Sturgeon- Acipenser fulvescens(L.)
For many years this fish has been the poachers prey on the Winnipeg.



Turtle figure, from one of the mysterious Whiteshell petroforms.

'The Canadien Voyageurs'
A special breed of men, unique to the mid-north of this continent appeared during the 'old regime' days engaged under contract by explorers and fur trade companies, they paddled and portaged their birch bark vehicles along the lakes and streams of the interior transporting supplies, raw fur and sometimes passengers. Dressed in plaid shirt, red tuque, corduroy trousers with a ceinture fléchée around the waist and moccasin hide moccasins the voyageur was a colourfull, lively character who had developed a whole repertoire of songs to keep time with the paddling. Usually small in stature they worked up to 18 hours a day and possessed an almost herculean strength. Alex. Mackenzie, tells that as many as 7 packages of 90 lbs each had been carried at a time without stopping Over the "Portage du Bonnet." At times one wonders if their gay carefree behaviour was but a form of diversion to help keep the trials and tribulations of their way of life. A.G. Belcourt mentions seeing wooden Crosses at all portages, each one marking the place where a voyageur had left this earth. By 1800 their numbers west of the Great Lakes were estimated at over 5,000, but for the most part they were anonymous, the only identity being a name on a document. One such contract to Joseph Gaultier de La Verendrye dated June 13, 1756 bore the name "Joseph Drouin". During the war of 1812, the NWCo. offered the service of its employees; and the "Corps des Voyageurs Canadiens" was formed; it is believed that some 3000 voyageurs served in the Canadian Army. Like the strange lights that appear in a northern sky, they spread out and flared over these lands, then slowly faded and disappeared... to the dawn of a new day.

C'EST LA BELLE FRANÇOISE

1
C'est la belle Françoise, lon, gai,
C'est la belle Françoise
Qui veut s'y marier, ma luron, luirette,
Qui veut s'y marier, ma luron, lure.

– An! qu'a vous donc, la belle, lon, gai,
An! qu'a vous donc, la belle,
Qu'avez a tant pleurer? ma luron, luirette,
Qu'a vous a tant pleurer? ma luron, lure.

Venez m'y reconduire, lon, gai,
Venez m'y reconduire
Jusqu'au pied du rocher, ma luron luirette,
Jusqu'au pied du rocher, ma luron, lure.

2
Son amant va la voire, lon, gaide,
Son amant va la voire
Bien tard, après souper, ma luron, luirette,
Bien tard, après souper, ma luron luiré.

– Je m'a dit hier au soire, lon, gaire,
On m'a dit hier au soire
Que la guerre vous allais ma luron, luirette,
Que la guerre vous allais ma luron, luiré.

Adieu, belle Françoise, lon, gai,
Adieu, belle Françoise,
Je vous abandonne, ma luron, luirette,
Je vous abandonne, ma luron, luiré.

3
Il la trouva sluiette, lon, gai,
Il la trouva sluiette
Sur son lit, qui pliterait, ma luron, luirette,
Sur son lit, qui pliterait, ma luron, luiré.

– Ceux qui vous l'ont dit, belle, lon, gai,
Ceux qui vous l'ont dit, belle,
Ont dit la vérité, ma luron, luirette,
Ont dit la vérité, ma luron, luiré.

Au retour de la guerre, lon, gai,
Au retour de la guerre,
Si j'y suis respecté, ma luron luirette,
Si j'y suis respecté, ma luron luiré.

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SCALE

Kilometres 0 5 10 15 20 25 30

Miles 0 5 10 15 20

MG-770

Lake Winnipeg

Victoria Beach

Traverse Bay

No 44 Elk Island - "Ile aux Biches" on La Verendrye map of 1740 - On his way to the Bay in 1740 coureur de bois Joseph La France saw two islands on this lake, one of which he called "Isle du Biche" or of 'Hinds,' there being several on it.

No 46 Portage Sauvage" from Traverse Bay to "Baie du Portage" through the marsh by carrying or wading depending on water level, was often used instead of rounding the point

Half Moon Island - Fast water passage by-pass to the east. Used by Hind in 1858 - Lake Winnipeg to Lake of the Woods

Half Moon Falls - Fast water passage by-pass on right bank. Used by Hind in 1858 - Lake of the Woods to Lake Winnipeg

No 45 Fort Alexander Indian Reserve "Baie de la Rivière" - There is historic mention of posts in the area from the 1740's on with a break at the conquest of Canada - e.g. - "La Rivière Ouinipeck - 1767" In 1792, Toussaint Lessieur established Fort Bas de la Rivière for the N.W.Co. on the left bank replacing an earlier N.W.Co warehouse. The M.B.C. & XY.Co. also maintained Posts for a time. This trading post had more the air of a large and well cultivated Farm than a fur traders factory: a neat and elegant mansion built on a slight eminence, surrounded with barns, stables, storehouses &c., and by fields of barley, peas, oats and potatoes..." Gabriel Franchère - 1814. After 1821 it became H.B.Co.Fort Alexander.

No 43 Grand Beach Provincial Park

Grand Marais - Aug. 16, 1800, Alexander Henry the younger, noted seeing dead grasshoppers piled up on the shore to a depth of nine inches.

Balsam Bay

No 36 Portage de la Terre Blanche," "Whitemud Falls" - dangerous waters, canot on left side. - On June 10, 1846, "a couple of miles below the rapids" Paul Kane wrote: "the evening was very beautiful, and soon after we had pitched our tents and lighted our fires, we were visited by some Saulteux Indians. As I had plenty of time, I sketched the encampment." From this sketch he executed "Encampment on River Winnipeg." On his return, in 1848 (Aug 4) he did the sketch for "White Mud Portage."

No 37 Great Falls Generating Station - Portage on left side over embankment above power house ending in little bay to the extreme left - avoid turbulent waters - 450 paces.

No 36 Le Galet du Bonnet" - portage of earlier days

No 35 Portage du Bonnet" of earlier days. The drop was 35 ft. and the length of portage 30 chains. The name "Bonnet" according to Alex. Mackenzie was applied to the portage "from a custom the Indians have of crowning stones laid in a circle, with wreaths of herbage and branches".

No 34 Mc Arthur Falls Generating Station - Portage on left side over embankment above power house - 200 paces.

No 31 Seven Sisters Generating Station - portage On the right side over embankment, following gravel road downhill to the lower reaches of the man-made tailrace channel, avoiding fast water & eddies, on the upper portion - 900 paces.

No 30 "Les Sept Petits Portages de la Rivière Blanche" - Seven Sisters Falls "Here are seven portages, in so short a space that the whole of them are discharged at the same moment." Alexander Mackenzie The Hydro dam has laid to rest this voyageurs nightmare.

Seven Sisters Falls - Whitemouth River.

No 23 Here the river split into two channels, the turbulent "Rivière Blanche" of the Winnipeg River to the west and the Pinawa Channel. ("Pinahwa"- Cree) to the north, the latter being used when the water was high enough

No 28 "Le Grand Rapide" - "Otter Falls" - fast water

No 27 The Barrier was portaged by the voyageurs either across the "island" or on the left bank (below present day Pinawa Campground) depending on water conditions, but today Hydro development has tamed the falls to a fast water channel. Many moons ago it was an important meeting place of the Cree - "Kippahagan" when, in the spring of 1733, La Jemmeraye and Jean-Baptiste La Verendrye came upon the site and built a post, they called it "La Barrière" for the Cree had constructed a barrier to trap the spawning Sturgeon. In 1737 at Fort Saint-Charles Pierre Gaultier La Vèverdrye wrote: "Le 26 Imail sont arrivés soixante Cris de la Barrière qui m'ont dit que les Cris du Ouimipigom que j'avois laissés au fort Maurepas étoient tous morts de la petite vérole ..."
Of his encounter with "La Barrière," in 1831, A.G. Belcourt wrote: "La Barrière. C'est là que se brisa un canot, il y a quelques années, dont 4 hommes se noyèrent; j'ignorais cet accident avant qu'on entreprit nous mêmes de la sauter. Quand nous fumes au haut de cette chûte, on debarqua sur un petit rocher qui se trouve presqu'au milieu de la rivière. Il y avoit aussi beau portage sur la rive gauche, et il my auroit pas eu là de danger; mais celui de l'île étoit plus court. Je débarquai sur des premiers, et courus à l'autre bout du rocher, effrayé à la vue des cascades qui nous regardoient à sauter en fesant portage là, je retourne sur mes pas, et je prie le Bout de canot d'aller faire portage ailleurs; mais il y avoit déja des pièces débarquées; (et puis notez qu'un mangeur de lard mest jamais beaucoup écouté'). Ion se contenta de rire de ma crainte et lon fit à la tête. Je m'apperçus bientôt, que rendu à l'autre bout du Portage, le Bout de canot regardoit souvent les bouillons, et avoit l'air de leur dire: "ne sautez pas si haut." Cette remarque m'inquiéta d'avavantage; il n'en fallut pas plus pour me tenter de traverser à gué la partie de la rivière qui me paroissoit moins rapide; mais remarquant que le lit de la rivière étoit couvert de limon sur lequel quelquefois on glissoit malgré toute precaution, puis ensuite être entraîné par le courrant dans la chûte, je retourne au canot et ne me cache pas de dire que puis qu'il faut périr, je vais m'embarquer avec eux, mais rien ne les touche. Nous sigumes ensuite, que les canots qui étoient devant nous avoient pris un autre chemin. Enfin lon embarque; nos hommes nagent de toute leur force pour éviter les cascades, mais l'eau est plus forte qu'eux, et le canot craquant dans toutes ses parties, nous entraine avec lui dans l'abyme. Nous descendîmes avec une vitesse rapide extrême et nous nous trouvâmes dans le canot qu'environ un pied d'eau, ce qui néanmoins n'appesantissoit beaucoup et nous mettoit en danger d'être pris par un terrible remou qui nous auroit ramené malgré nous dans la chûte. Mais chacun travaillant pour sa vie, on échappa au péril."

The Northwest Company
In the late 1770's, early 80's competing Montreal fur merchants pooled their resources to form what was to become a vast fur trade empire extending south to the Mississippi, west to the Pacific and north to the Arctic Circle, a company which by 1800 controlled the greater part of the fur trade. Fort Kaministiquia (renamed Fort William in 1807) became the fur trade capital of the continent where annual meetings of the voting partners were held of which J.P. Bertrand writes: "Their deliberations were conducted with all the dignity and decorum of a legislative assembly, and their resolutions, once accepted by the majority of the partners, became law and were recognized as such by the Canadian authorities." With the help of Amerindians and Canadien voyageurs, company explorers including Sir Alexander Mackenzie, Simon Fraser and David Thompson produced a valuable inventory of the northwest interior. Following conflict at Red River and the capture of Fort William in 1816, the Northwest Co. amalgamated with the Hudson's Bay Company. This event of 1821 was to see the Winnipeg River link of the Canadian Track lose its former prominence as a fur brigade route, traffic being directed north to Hudson's Bay.

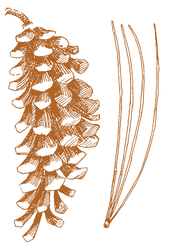
N
W E
S

A figure of the Wabassimong petrographs-Winnipeg R. No 15

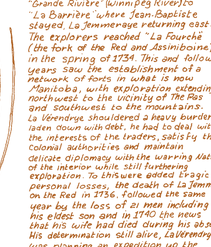
lichen

Wild rice camp of mid 1950's at 'Hardisty Point', Lone Island Lake.

Pierre Gaultier de Varennes, Sieur de La Vérendrye
Born in 1685 at Trois-Rivières, La Verendrye's first career was that of a soldier. Severely wounded at Malplaquet, Flanders in 1709, he returned to Canada in 1712 and married, the couple settling down on a small farm and raising a family of six. All four sons, Jean-Baptiste, Pierre, François and Louis-Joseph played active roles in the epic which followed. Jaques de Noyon had been at 'Lac la Pluie' in 1688 and the old haunt of finding an overland route to the sea leading to the orient was still much in vogue in 1727-28 when La Verendrye, engaged in the fur trade at Michilimackinac, (est. 1717 at Thunder Bay) met Pako, Ochaga and others who had voyaged to present day Cumberland Lake. Enthused by their accounts, he was determined to venture in search of 'La Mer de l'Ouest'. With government permission and token support, for the expeditions would have to be self-financed from the trade, La Verendrye with his nephew, La Jemmeraye as second in command, three of his sons and some fifty voyageurs and engagés set out from Lachine on June 8, 1731. Fort Saint-Pierre (City of Fort Frances) was built that year and Fort Saint-Charles the following year. In early spring of 1733 La Jemmeraye and Jean-Baptiste descended the "Grande Rivière" (Winnipeg River) to "La Barrière" where Jean-Baptiste stayed, La Jemmeraye returning east. The explorers reached "La Fourché" (the fork of the Red and Assiniboine) in the spring of 1734. This and following years saw the establishment of a network of forts in what is now Manitoba, with exploration extending northwest to the vicinity of The Pas and southwest to the mountains. La Verendrye shouldered a heavy burden, laden down with debt, he had to deal with the interests of the traders, satisfy the Colonial Authorities and maintain delicate diplomacy with the warring Nations of the interior while still furthering exploration. He was visited by tragic personal losses, the death of La Jemmeraye on the Red in 1736, followed the same year by the loss of 21 men including his eldest son and in 1740 the news that his wife had died during his absence. His determination still alive, La Verendrye was planning an expedition up the "Rivière Paskoya" (Saskatchewan River) when he took sick at Montreal and died on December 5, 1749.



White Pine - Pin Blanc (Fr) - Pinus Strobus(L) Sa majesté le Pin - Fr. Marc Victorin. Aside from adding a classic touch to the northern forest, the wood of this specie was much esteemed by the early furniture makers & sculptors of this country, with its even grain and texture responding well to the chisels and finishes. To be seen at Falcon Lake, Camp Lake and at no. 9 where the portage trail passes through a tall stand.



Song of the Slave.

the river
would never change its course
to take her home
but
as she listened
the water flowed
thru her heart
in the morning
she drifted
over the falls
her blood colored the sky.

J. Tallosi May/1975

Ironwood (Hornbeam)
Ostryer de Virginie (Fr.)
Ostrya virginiana(L.) Abounds on the Slave Falls portage (No 25). The wood of this tree, being very hard, was once used for making roller bearings, mauls and mallets.

Winnipeg River

No 22 Pointe du Bois - Winnipeg Hydro power plant (1911) As at all hydro dams, approach must be made with caution to avoid being caught in the current - stay away from bridge and dam. (flashing lights) Portage starts at boathouse to the right, west of bridge, passes through the townsite and ends below the Power House parking lot - 700 paces. Early name, was "Ka-mash-aw-gu-Sing" (eng. trans. — two Carrying places) and referred to by Joseph Derouen in 1760 as "la Pointe au Bois."

No 23 "Portage de la Pointe aux Chênes" or Oak Point - fast water follow carefully to right hand shore

No 24 "Portage du Rocher Brûlé" - or "Petit Rocher" or "Eight Foot Falls" - fast water - canoe in small channel on extreme right by the campground.

"The Pinawa Ruins" - Winnipeg Electric Railway Company plant built between 1902 & 1906 - portage 500 paces on left side.

Control dam - port 100 paces on right side

Pinawa

Natalie L.

Sturgeon L.

Gunflint L.

Scots Rapids

Rennie River enters.
Coa Falls" - portage.
Bridge and Falls - portage.
Series of rapids and falls extending for some distance - portages.
Sets of rapids - port right side
"Bannock Point Falls" - control dam - port crossing
Prov. Road 307.

No 25 Sturgeon Falls - dangerous waters - portage to left or canoe close to left shore, keeping away from the centre.

No 26 "Chute aux Escaves" or "Slave Falls."
Paul Kane made sketches and paintings of Slave Falls including one, identified as "Dalles des Morts". "Tradition tells that a slave of a ferocious master, maddened by long continued cruelty, calmly stepped into a canoe above these falls in the presence of the tribe, and suddenly pushing off from shore, wrapped her deer-skin robe round her face, and glided over the crest of the cataract, to find rest in the surging waters below." - Y.H. Hind - 1857
Portage on south-east bank.
Slave Falls Generating Station

Rainbow Falls - portage on either side.

Rainbow Falls

Crowduck Falls

Whiteshell

Control dam - port crossing Prov. Road 307

Portage 750 paces over high rocky ridge.

Little Whiteshell L.

The Fork

Hardisty Point

Mallard Falls - port 350 paces, right side

Mallard Lake - In August of some years it may be necessary to pole the canoe through the field of wild rice.

Sailing L.

Control dam - portage.

North Cross L.

South Cross L.

CPR & CNR crossings. At both places the river passes through a tunnel under the tracks, navigable during times of low water. To avoid danger, portage over R.R. grade required when river is high.

Caddy L.

West Hawk L.

Portage - 75 paces.

Portage from picnic site - crosses Trans Canada Hwy then along west side of creek and across old highway - 570 paces.

Portage 1500 paces - mushy & bogs.

Portage 350 paces

Falcon Beach - townsite, Park Ranger Station, R.C.M.P.

Falcon L.

Duo L.

The Falcon - Whiteshell River route, used for centuries by native peoples, was an alternate link from "Lac des Bois" to "La Barrière" explored by La Verendrye

Passing under the railway bridge, the canoeist goes upstream on the Falcon River - many beaver dams haul-overs

Echo Bay to Clytie Bay - portage

Greater Winnipeg Water District dyke - stay clear of aqueduct inlet area.

Provincial road 315 bridge, test water below

Provincial road 315 - test water below

Provincial road 315

Provincial road 315

Provincial road 315

Provincial road 315

Provincial road 315

Oiseau River

Oiseau L.

Boston Creek

Summerville

Portage - 100 paces on north side.
Portage - 1525 paces.
Portage - short; at times it is possible to cross on west-side creek.
Portage - 1500 paces.
Portage - 2400 paces.

No 18 Campsite with shelter on island

No 17 Portage de l'Île - 1760 - Boundary Falls - Very fast water. For trade portage, was over the little island or port. 300 paces on blasted rock fill at left. Alexander Henry the younger gives a tragic account of one of his canoes that tried to shoot the rapid: "....But alas! he sank under a heavy swell, and when the bale arose the man appeared no more....."

No 16 'Wabartim' - early name of locality where there existed various posts including one possibly operated by coureurs de bois prior to 1730. A very old French fort" was noted by David Thompson in 1797.
1789 Toussaint Lessieur & Simon Fraser maintained "Fort du Portage de l'Ile" for the N.W.Co.
1793 James Sutherland and John Mackay of the H.B.Co. arriving via the English River from Albany, set up nearby. Alexander Henry remarked that it took 5 days for the N.W.Co., brigade to reach Lake Winnipeg from this point.

No 19 Whitedog Falls Generating Station - Portage is on right hand bankat end of log boom, starting on a flat rock, crossing the road and extending to below turbulant waters - 400 to 950 paces depending on amount of water going through dam. Note that at any power dam the opening of a sluice gate can drastically change water conditions in a matter of minutes.

No 2 Portage du Rat: Lake of the Woods Origins into the Winnipeg River at Kenora, where there exist three channels, two in the Town of Kenora and a third at Keewatin. This latter channel is believed to be one used by the voyageurs and the most suitable one today. From Rat Portage Bay one proceeds north under the fourth Trans Canada Hwy bridge west of downtown Kenora, makes a left turn to the west at the island and passes under a street bridge in the Town of Keewatin. Portage starts nearby on a sandy beach to the right, passes on dry stream bed under C.P.R. bridge and ends on Darlington Bay - 220 pcs

No 7 Mnaki - (Cree - Eng trans. - blueberry grounds) & C.N.R. bridge

No 6 The Dalles - "Les Dalles" - voyageur name given to this gutter - like long narrow stretch of fast water rapids passing through The Dalles Indian Reserve. On June 11, 1831 enroute to "La Rivière Rouge" Abbe G.A. Belcourt noted the 1816 grave of Owen Revveny On the right bank at the head of "Les Dalles."

No 1 Lake of The Woods - known to the Cree as "Minittic" and called "Lac des Bois" on map of 1728-29. In 1732 on Magnusons Island at the Northwest Angle Inlet, La Verendrye founded Fort St. Charles, the ruins of which were rediscovered in 1908. In 1736 on a small island some distance to the southeast occurred the dramatic event concerning La Vérendrye's son Jean-Baptiste, Pere Aineau and 19 companions.

No 8 Here, the river once, flowed in two separate channels, the historic portages noted being on the northern one, now blocked off, with the southern one, leading to the hydro dam.

No 3 Highway no 536 bridge.

No 5 Old Fort Island - The NWCo operated here shortly after 1790. In 1836 the HBCo. built a wintering post on the island, later moved to a site on the mainland around which grew the settlement of Rat Portage known today as Kenora.

No 4 Confluence with the West Branch of the Winnipeg River. A power plant was built on the East Branch in 1892.

Keewatin
Kenora

Lake of the Woods

Rideau L.
Concession L.
Northern Peninsula
Sand L.
Longbow L.
Kakagi L.
Mac Farlane R.
Black Sturgeon R.

No 9 "La Grande Décharge" or "la Petite Rivière" - J. Deroüen - 1760.

No 10 "Portage de la Terre-Jaune" or "Portage des Coteaux."

No 11 "Décharge de Charette" or "la Chute à Charette."

No 12 "Portage de la Terre-Blanche." or "la Pointe du Bois."

No 13 "Rapide de la Cave" or Décharge de la Cave" So named after the pool in the river at bottom of rapids.

No 14 "Portage de la Grande Equerre" (The Grand Turn)

No 15 "Wabassimong" (Ojibway-Eng trans: "White dog") Islington Indian Reserve. There is historic mention of an overland winter trail to Red River settlement, the trip by dogsled & snowshoe taking some six days.

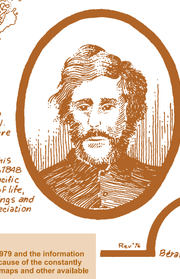
No 21 Chute à Jacqueau" - 1760 - "Lamprey Falls" - dangerous waters - portage, across point on right side - 100 paces (Campsite & shelter) "We passed the "Chute de Jaques" so called from a man thus named, who, being dashed by one of his companions to run his canoe over a fall of fifteen or twenty feet, an exploit never attempted before or since, unhesitatingly essayed the bold feat and pushing off his frail bark, jumped into it, and on rounding a small island darted down the main sheet, his companions meanwhile anxiously watching for his safety from the shore. As might have been expected, he was dashed to pieces and no more seen." - Paul Kane, June 9, 1846. H.Y. Hind mentions anti-hills nearby measuring from 5 to 7 ft in diameter at the base.

No 20 Campsite with shelter on island

No 14 "La Grande Equerre" (The Grand Turn) →

"La Rivière Pichikoka" of La Vérendrye's time known today as the Whiteshell River. Portage starts on right bank above hwy bridge & control dam, crosses over to the left hand side on the bridge, follows down rock ridge and along the bank to deeper water below a small foot bridge - 800 paces.

Paul Kane 1810-1871
Born at Mallow, Cork County, Ireland, Paul Kane came as a young lad to York (present day Toronto) where he attended the District Grammar School. His post-school days were spent in earning a living, first as a furniture maker and later as a portrait painter after which he spent some four years in Europe, perfecting his skills in the classics and painting. Returning home to Canada after a glimpse of Asia and Africa, Kane was able to pursue his boyhood dreams of the North-West. His voyage of 1845 and that of 1846 to 1848 with the fur brigades through the Shield, the Prairies and Mountains to the Pacific provided a rich harvest of documentation on the Amerindians, their way of life, customs and regions from which he created a priceless collection of drawings and paintings. The present day Winnipeg River-traveller can gain a further appreciation of this country by reading Kane's book. "Wanderings of an Artist".



Manitoba Department of Natural Resources
Parks Branch

CAUTION:
This Canoe Route is to be used for general information; it is not a navigational chart. It was prepared in the summers of 1959, 1960, 1962 & 1979 and the information recorded, including information with respect to the volume and velocity of water, reflects only the conditions which existed at that time. Because of the constantly changing nature of the waterway, this Canoe Route should be referred to with extreme caution, and only in conjunction with topographical maps and other available data.

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