



# VOYAGEUR TRAIL NEWS

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WHAT? DID YOU SAY THE TRAIL GOES  
STRAIGHT AHEAD?!

On This Issue's Cover... the art of deftly skiing through insanely tangled underbrush, over buried logs and stones, and between immovable maples and yellow birch - in the true spirit of the VTA bushwack skier. Don't be put-off by this somewhat exaggerated description; it is really quite fun. Get out and give it a whirl!

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#### UPCOMING TRIPS

##### Saulteaux Section

March 4, 1989 Bushwack on skis (or snowshoes) the Nettleton Lake area. About 10 km. Meet at the Market Mall\* by the gas bar at 10:00 am. Bring lunch.

March 25 -Final ski of the season. The weather may determine the the route but we plan to ski just northwest of town. Meet at Market Mall with lunch at 10:00.

April 15 - Spring ice breakup trip. We plan to hike in the Gros Cap area. Trip will involve some climbing, so bring sturdy boots. Bring lunch. Meet at Market Mall at 10:00.

May 7 - Hike in conjunction with the Sault and Region Conservation Authority. A good short family outing of about 3 km and 2 hours. Meet at the Sugar Shack by Kinsman Park at 10:00

May 13 - Beat the bugs out to Randolph Lake area for a hike on this newly refurbished piece of trail. A good chance to see the spring wildflowers. About 10 km. Bring lunch and meet at Churchill Plaza by the gas bar at 9:00 am.

May 14 - Mothers Day hike. Take mother into the woods. A short family oriented outing of about 2 hours, with a couple of steep hills and a beaver dam to cross. Wiener roast for lunch after. Meet at Market Mall at 10:00.

##### Michipicoten Club

February 25 Ice fishing trip to Treeby Lake. Meet at Wawa Post Office at 9:00 am to arrange car shuffle. Bring lunch, fishing licences, snowshoes, bait. No cans or bottles or live minnows allowed. Call 856-4270 for more information.

March 19 Cross-country ski trek from Wawa to ski hill. Meet at Carl M. Beck school to arrange car shuffle.

Next Meeting Tentatively  
April 18, 1989.

\*\*\*Please Note\*\*\*

All hike leaders are unpaid volunteers. Participants do so at their own risk. You should bring a change of clothing and spare socks for winter trips.

#### SILVER SATURDAY

The air was still and cool. The smoke from woodstoves was curling into the morning air and mixing with the silver clouds. The pine boughs hung with the weight of the winter snowfall. Every branch had a shining coating of silver frost. The countryside looked like a picture on an old Christmas card. The woods were both eerie and picturesque, and they beckoned one to explore.

This was the scene that greeted 17 faces at the top of the Carpin Beach Road on January 14, 1989 as the waxdown commenced for the first Saulteaux Club outing of the year. Once entered, the woods did not disappoint. The previous several storms of meteorological mixture made the snow hard enough so that one didn't sink down to far, so long as one stayed on skis. Thus, the skiing was relatively easy, save for a gully by Bennett Creek, where we wallowed for a while. The enchanting frost stayed on the trees all day, creating an effect that was special. Sounds carried. We debated whether a distant grunt was a moose or a cow. We skidded across a shrubby area, then through some maple woods as we went east along the hiking Trail. Then we crossed a new footbridge on the Trail and slid through some conifer forest, before coming to the

deep gully that holds Bennett Creek. This is where we looped around through some steep terrain before coming back to our trail for lunch.

Lunch was eaten at the bottom of a large rock face. We built a small fire for warmth, and to get that smokey smell into our clothing (a prerequisite for outdoor trips). You never know what the main subject of conversation will be. On a fall hike, we discussed the coriolis force in great deal. On this day, we did an in-depth analysis of Little Miss Muffet.

Soon, we packed up and finished our silver Saturday by returning to the cars. The last part of the trip back involved a long pleasant downhill glide. Now it is time to wait to see what will transpire on the next trip.

Steve Taylor

#### JOB CREATION PROJECT BENEFITS VOYAGEUR TRAIL

Thanks to the persistent hard work of several VTA members, the Association obtained funding to hire a crew of workers to conduct maintenance and construction on the Voyageur Trail. During the week of October 3, 1988, Saulteaux Club President Steve Taylor, Forestry Job Corps Manager David Wells, and Project Manager and seasoned VTA member Tom Allinson, conducted interviews and hired a crew of seven men. The project was funded by the Federal Government, under the "Section 38" job creation program.

Tom Allinson had overall responsibility for the project and Foreman Len Munt was hired as the trail boss. The crew braved one of the most miserable Octobers on record; 139.9 mm of precipitation fell that month, above the normal for the month by 65.7 mm. (That was the month when, on the weekend of October 27, the OPP and Sault Search and Rescue had to aid cottagers stranded in the Batchawana Bay area when the Chippewa River burst its banks).

Despite the inclement weather, the crew completed an impressive list of accomplishments. The following are excerpts from the project report written by Tom Allinson:

- succeeded in getting a small article printed in "Sault This Week"
- dropped off brochures at the Chamber of Commerce and held some dialogue about the trail
- extensive walkways were laid through the swamp at Mable Lake
- a walkway was built where the trail crosses below Twin lakes
- a bridge was built on the northern section over the creek from Prince Lake
- 10 km of trail was gone over on the Red Rock "loop"
- three small bridges were built on the Echo Ridges section
- A small bridge was rebuilt in the area of Tower Lake-Bass Lake Road section
- a bridge was laid across the stream west of Mabel Lake
- a bridge was built approx. 2 km west of Goulais Avenue and another east of the Carpin Beach access
- two small bridges were built west of the Prince Lake road
- worked on and erected signs

-made spare signs, built box to store equipment in, and made entries into VTA computer.

Tom further writes in his report: "the project was, I feel, worthwhile in that portions of the trail were "rediscovered" and a number of bridges were built. In many cases it is hard to gather together enough volunteer labour to build a bridge. Two or three people can only carry so much weight and that limits the size and length of the stringers. Eight 4-litre cans of paint were applied, and 'umpteenth million' maple suckers were cut".

The work probably sounds like an intensive work party—a two-month work party which contributed a great deal to the maintenance of our trail. Next time you encounter some of the trail improvements described above, pause a moment to consider the work put last fall by the six crew members, the crew boss, and Project Manager Tom Allinson. Steve Taylor deserves some credit as well for his foresight and determination in preparing a proposal, enduring bureaucratic documentation demands, and obtaining project approval from the Canadian Employment and Immigration Commission.

\*\*\*\*HELP\*\*\*\*

The Newsletter Editor needs input from you, the readers. If you have any photographs, preferably black and white prints, or shots which can easily be made into black and white prints, please send them to the Editor. Photos of VTA themes are needed for covers of upcoming issues.

## A FIRST FOR THE VTA

At the Board meeting prior to the Annual General Meeting last October 22, it was proposed that the Association award a Life Membership to one of its members who has given so much and so unselfishly to the furthering of the aims and goals of the Voyageur Trail Association. This person was present at the first meeting of interested people, held at Blind River in 1973. At that meeting, people from as far east as Espanola, from the Sault and everywhere between, gathered to hear about a proposal for a long-distance hiking trail from South Baymouth on Manitoulin Island, to Thunder Bay. The trail was to be known as "The Voyageur Trail".

Interest was high and virtually all present promised support. One of these, Mr. Norm Lediett of Blind River, has never let up from that day until the present, and was instrumental in organizing the Penewobikong Club, recruiting members, and creating the Penewobikong Section. I don't wish in any way to belittle the efforts of the other members, but I'm sure that they will all agree, that Norm was the driving force that put the Section on the ground. His intimate knowledge of the countryside and his love for it has resulted in one of our more interesting sections. Further, as a retired sign painter for the former provincial Department of Highways, Norm has willingly and skillfully applied his talents to the signs and logos that mark the Voyageur

Trail. He was featured on the cover of our Newsletter No. 14, Fall, 1979.

For Norm's unending enthusiasm, his unstinting contribution to organization and particularly to trail building, it was unanimously approved by the Board that it grant a Life Membership to Norm Lediett.

At the following Annual General Meeting, President Peter Stinnissen made the announcement, and congratulated Norm on being the first person to receive this award. It is with much joy that I bring to the attention of all our members by this notice, this momentous and well-deserved award to our most distinguished, admired, and humble member, Norman K. Lediett.

Paul D. Syme

### \*\*\*NEWS FLASH\*\*\*

VTA News readers will be thrilled to know that the Association has taken a bold technological leap into the realm of the micro-computer. The very newsletter that you are reading right now was typed-in, and "processed" using the VTA's new Ancom Computer. The computer is IBM compatible and uses the MS-DOS system to run the "Wordperfect" wordprocessing package.

The computer also stores the complete VTA membership list, and printed out the label used to mail your copy of the newsletter to you. The