

The Toronto Bruce Trail Club

*FOOTNOTES

March
1964

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-a member of the Bruce Trail Assoc., Inc.-

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SUCCESSFUL HIKE ON JAN. 19

Blessed with mild, hazy weather in the mid thirties, and superb co-operation from press and radio, the January hike was favoured with a fine turn-out of 50 men, women and children. The assemblage of some 27 cars at the intersection of Highways 401 and 10 resulted in a public-spirited citizen phoning the Highways Dept. to report a "terrible accident!" Otherwise the hike went very smoothly, lasting from 11:00 to 3:00, and covering some five miles between the 6th and 11th lines, north of Georgetown. A few cars had been stationed at the end of the walk so it was unnecessary to retrace the trail.

It has been suggested that on future hikes with such a large turnout, a trail leader will be assigned to every five or six cars. Each group would operate independently and thus reduce confusion and waiting time at assembly points.

*

NEXT HIKES

As our next issue will be dated May, there will be no further advice to members regarding the next two organized hikes, so please make a note of these dates: Sunday, February 23 and Sunday, March 22. Both hikes will meet at the north turn-off at the intersection of Highways 401 and 25 (Interchange No.39 — see map attached). Please NOTE that it is Highway 25, and NOT No.10 for these two outings.

*

NEW MAPS

With this issue of *FOOTNOTES you will find two new maps of the Toronto Bruce Trail Club territory from Kelso to Terra Cotta. Of particular interest (apart from the fact that these new maps can be made out!) are the Reference Points indicated by the capital letters — A,B,C,D, etc. These will be used in the future to indicate meeting points and hiking areas, so please keep them in a safe place where you can get at them easily.

*

A plea for a cross-Canada hiking trail to benefit young and old

A Trans-Canada hiking trail has for long been the vision of many outdoor enthusiasts. It remains something of an ideal, an objective to help unite the nation as did the railroad a century ago and the highway in more recent years.

Gradually and imperceptibly, however, there is emerging on the map of Canada a series of lines which, with a little co-ordination in long-term planning, could materialize into a foot trail spanning—as a beginning—the five Western provinces.

Groups within these provinces are engaged in independent trail-building programs. At present there is no long-term objective of establishing a Canadian hiking trail system.

It is time to set about such planning and the groups already engaged upon programs form a strong nucleus to be augmented by countless other groups and individuals.

The trail for Western Canada is submitted as a sound and realistic approach to establish a green belt across the more populated areas of Canada, a backbone to extend eventually through Quebec and the Maritimes and from which side trails will grow.

Setting the pace for such a venture is the 467 mile Bruce Trail of Ontario, a well-established and eminently successful trail which points the way northward and westward from the international boundary at Niagara. It invites extension to Manitoulin Island and into a second trail system for Ontario encompassing the rugged scenery of the Lake Superior shoreline and the vast wilderness of the northern lakeland. The tourist appeal alone is sufficient to justify

establishment of this Lakehead trail.

In Manitoba, the Pembina District of Scouts is already undertaking construction of an 80-mile section of trail tentatively termed the Trans-Canada Hiking Trail. In the knowledge that a national trail must surely pass through the neck of land spanned by Whiteshell Provincial Park, this group last year took the initiative as a project for Manitoba's centenary.

Saskatchewan residents for some years have envisaged a recreational trail along the pleasant valley of the Qu'Appelle River which fits admirably into the east-west concept. Last year interest was aroused in the formation of a group to promote and develop the scheme.

Here in Alberta three long-distance trail programs are in existence. The Waskanehan Trail Association is engaged in establishment of a 140-mile circular route around Edmonton. The Chinook Trail Association envisages a circular route through; and to the south of, Calgary with ultimate extension across the province along the Bow River valley. Construction has commenced in the city and also along the river on the Blackfoot Indian reserve 50 miles eastward in the Prairies.

In the mountain national parks, pressure is strong for the recognition of a route straddling the Continental Divide from Waterton to Jasper. Plans are well advanced for the proposed Great Divide Trail.

From Jasper and the Yellowhead Pass the way leads into British Columbia and a superb and challenging opportunity is afforded to follow the Fraser River on its monumental journey from Mount Robson, king of the Canadian Rockies, to the Pacific Ocean. The initial miles of the Centennial Trail of British Columbia, opened in 1937, include much of the lower Fraser Valley

threatened by urbanization which creeps up the valley.

By the time all the corners and grades are counted this trail spanning Western Canada "twixt the gates of Toronto and Vancouver" might extend 4,000 miles.

Magnitude alone is not the objective but such a trail will serve countless good causes.

Primarily, it will help to unite the forces in defense of the natural scene—the conservationists, the anti-pollutionists and the nature-lovers. It will serve to protect places of scenic and historic value. Threat of spoliation to one part will bring a united voice of protest from across the land.

It will become a living museum of natural history, a haven for the student of botany, the birdwatcher, the rockhound. There will be room for the horserider, the alpinist, the snowshoer, the camper and, in places, canoe routes will accompany the trail.

It will provide immense recreational value at a time when more leisure time becomes available to Canadians. It will encourage love of the open air and promote the simple exercise of walking for pleasure, a recreation open to young and old.

The challenge of etching a new line across the face of Canada awaits. The task of co-ordinating present efforts to serve the long-term view should be put in hand.

Federal assistance has been offered toward a properly prepared plan and may be available to aid financially in the convening of a co-ordinating meeting.

The support of individuals and organizations is invited. Correspondence should be directed to The Chinook Trail Association, Box 6623, Station D, Calgary 2, Alberta.

L. D. Campbell
Calgary



The new national dream

Talk of building a hiking trail right across Canada might sound absurd, but so were dreams of a national railroad and highway, and we've accomplished them.

BY DAVID THOMPSON

Some people might take a look at a vision held dear by L.D. Campbell of Calgary and accuse him of being an impossible dreamer.

Fortunately, many others have also caught a glimpse of that vision and want to help make it tangible and real. To them, it has become a quest.

Campbell is president of The National Trail Association of Canada and since 1971, he has been working toward the creation of a hiking trail from our Atlantic coast to the Pacific Ocean.

"It has been said that Canada breaks all the rules of conventional nationhood," Campbell said in an interview. "It exists contrary to the rules of racial structure and geographical design. It encompasses a northerly quadrant of the globe, yet the mass of population lives along a narrow belt tight

against its southern extremities.

"A century ago, the thin line of steel of the railroad bound the people together and heralded subsequent lines of trade and communication. Now it may be time for another line, trodden right across the country, where people of all ages and backgrounds will meet and greet in the friendly atmosphere of leisure and recreation."

Quite a dream, isn't it? Among the groups sharing it are the Boy Scouts of Canada, the Girl Guides of Canada, the Canadian Nature Federation, the Canadian Hostel Association, the National and Provincial Parks Association of Canada and many others. And though group representation is good, the association is now trying to attract more individuals as members.

Let's backtrack a bit. It was in 1968 that the first serious proposal was made to link the western prov-



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THE NATIONAL TRAIL

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The first general meeting of The National Hiking Trail Association was held in February 1978, and four officers were selected from Edmonton and four from Calgary.

"These officers were drawn from the same region only for the practical reasons of meeting and, even at 320 kilometres distance, we have our problems. The position of president has perhaps fallen to me because of my involvement from the start," Campbell explained.

Membership extends to a representative of a provincial council, or, where no council exists, to an elected representative from provincial trail clubs. In effect, full membership is aimed ultimately at one member from each province or territory: a very small group designed to work towards the co-ordination of trail systems within and across the provinces.

Associate membership is available to groups or individuals wishing to identify with the scheme at an annual subscription of \$5.00. Such membership carries no right to vote or to hold office.

For further information, write to:
THE NATIONAL TRAIL ASSOCIATION OF CANADA,
Box 6623, Station "D", Calgary, Alberta. T2P 2E4.

inces and Ontario with a string of hiking trails. Later, interest was expressed by groups in the Atlantic provinces, and the idea of a national trail started to gel.

After the association was formed in 1971 (made up of 10 national organizations and a few individuals), it was incorporated as a national society in 1977.

"The structure of the organization is to build on provincial bases, developing trail clubs to form provincial trail councils," Campbell explained. "Only one province — Ontario — has such an organization, the remainder having trail clubs which have yet to form councils. It is our aim to encourage and develop this kind of structure so that, ultimately, full membership will allow one member from each province."

Campbell continued, saying that over the past decade, in all his correspondence and personal encounters with outdoor groups across Canada, "...there has been no opposition to the scheme and support has come from a broad range of interests. With the right approach, it should be possible to harness this massive support, not only to

organize and build the trail, but to gain wide public support which will win constructive assistance at government level."


There lies the rub.

In these tough economic times, government support is difficult to win, no matter how worthy the cause, unless enough voters demonstrate to their federal representative that they consider a particular project important. That's one of the reasons The National Trail Association of Canada wants to attract more individual members.

It needs funds to set up the organization across the country and government support "...is sought for relatively nominal sums," he said. "Such support is also sought from private and business sectors. Again, it is the volunteer support from groups across the country which will allow the association to achieve its objectives, and it is primarily the initial establishing of regional groups which will involve expense.

"Since 1971, the federal Department of Health and Welfare took an interest, and we have endeavored to obtain funds for a national meeting, to no avail," Campbell complained, adding the greatest disappointment

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n 1977 from the federal
ary of State Department. The
ation was unable to get finan-
help for a feasibility study aim-
at setting up regional organiza-
ons. He said it was most discourag-
ng when considered that "...per-
haps no single scheme will aid so
significantly in the fields of national
physical fitness, provisions for
recreational facilities, tourism,
employment, resource development
and preservation of our heritage."

However, he said, provincial
governments, particularly in On-
tario, Alberta and British Columbia,
have shown an interest in recent
years in trail-system development.

Existing trail systems in each prov-
ince would play key roles in the na-
tional trail. Where possible, they
would be incorporated as part of it,
and that decision would be left up to
the association's provincial
representatives.

For that reason, the association's
proposed route is a broad line sub-
ject to change. Three of the main
criteria the national trail must meet,
though, are its passing near urban
centres for maximum usage, passing

through areas where urbanization or
commercialism threatens and
paralleling major highways for ease
of access.

"We want each province to deter-
mine the route which will serve its
best interest. For instance, in British
Columbia, a trail paralleling the
Fraser River might be described as
historical, as the river is identified
with the exploration, growth and col-

orful history of the province," Camp-
bell explained. "In Alberta, the route
from the alpine meadows of the
Yellowhead Pass, down through the
majestic mountain scenery to follow
the Bow River through the foothills
and over the prairie to the unique
Cyprus Hills is clearly a trail to
display the contrasting landscapes
of the province."

He pointed out that the associa-
tion doesn't really expect trail
maintenance to be a problem,
especially in the urban areas where
use will take care of it. However, in
areas far removed from population
centres, and particularly where
climate promotes rapid and heavy
undergrowth, the trail will have to
be cleared annually.

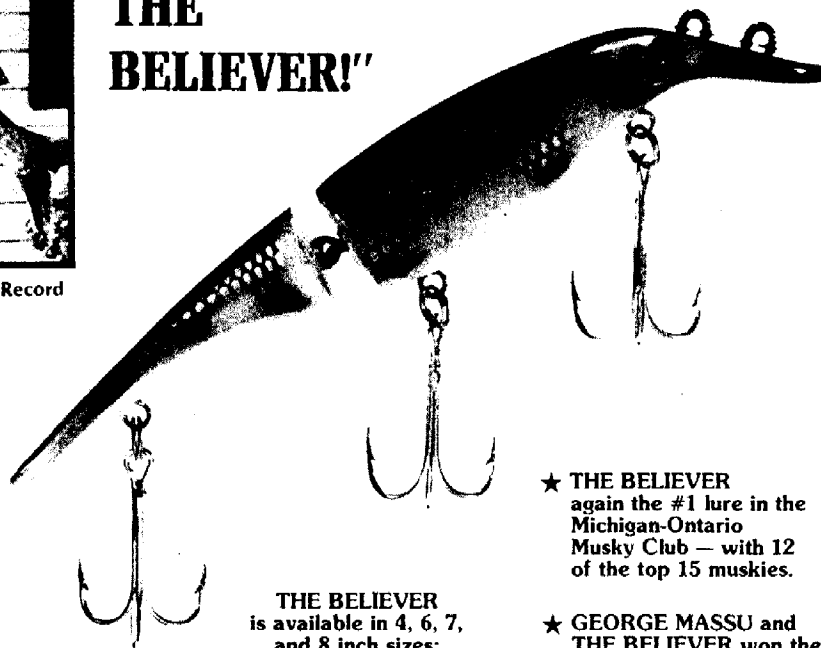
"Maintenance will be carried out
by regional and local groups and will
involve minimal costs," Campbell
assured. "Here and there, foot-
bridges or stepping-stones might be
required, and wooden stiles to cross
fences will abound, but construction
and maintenance costs on a per-
kilometre basis will be small."

As mentioned, existing trails will
be used wherever they serve the



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ral east-west concept of the national trail and as long as they are considered suitable by the association's provincial representatives.

The National Trail Association would act as the intermediary between landowners and the public, but that will be subject to any arrangement already made with local trail groups.

"Fund raising for purchasing some sections will need to be organized by the association, but for the most part, the venture rests upon the volunteer efforts of those who wish to identify themselves with the scheme and the recognition by property owners of the immense value to the country that granting permission to cross their land will give."

Private property. Campbell is the first to admit it is bound to be the biggest problem. He knows there is always the fear of irresponsible and destructive people damaging a landowner's property, but he feels a well-defined trail across it will "...tend to channel people so they do not stray, and trail-users are of a more responsible nature than the vandal out to wreak damage."

If that argument fails to convince enough people to allow the national trail to cross their lands, he has another one which might have more appeal. "It should be remembered that the lands bordering the national trail will be enhanced in value due to its prominence and scenic values. A movement might arise to donate land to the trail, and many landowners are likely to be public-spirited enough to invite the trail over their property."

As with any other trail, the strength of the national hiking trail will be its continuity and stability. Campbell hopes it will become so well-known and appreciated that "any threat to its existence will provoke reaction across the country."

Interest in the scheme has come from all quarters of the country, he said enthusiastically, with, of course, the greatest response coming from highly populated areas.

"Once it can be seen that this scheme is attainable by organizing on regional bases and co-ordinating plans between the provinces, public interest is likely to gain momentum." He cited Ontario's Bruce Trail which

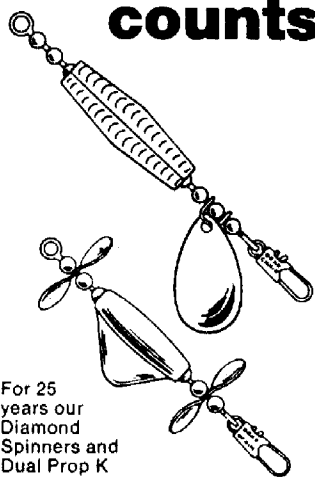
he recalled came into being "in spite of some of the most difficult challenges."

Not only does Campbell believe it will be possible to hike the entire trail, he's sure some Canadians will do it. To help them, he said, overnight shelters or hostels will likely follow construction of the trail. But its main purpose will be to draw people of all ages into the outdoors. It's possible the trail will broaden into parkland, allowing for a variety of routes, loops and side trails.

Finally, Campbell considers a national trail to be a natural development, growing in appeal along with the growing interest in outdoor activities such as cross-country skiing, snowshoeing and hiking.

"A completion date can only be judged from the triggering of public support with appropriate financing for establishing provincial and regional groups of trail clubs," he said. Asked to try a projection, he did. "If the original thought of 20 years holds good, we are looking at another 10 to 12 years. There is certainly no timetable, though. The sooner, the better." ●

It's what's up front that counts

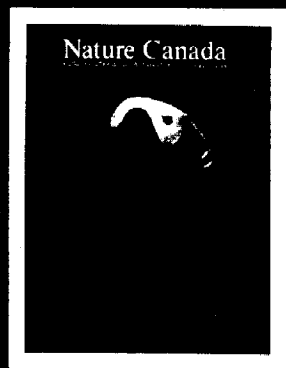


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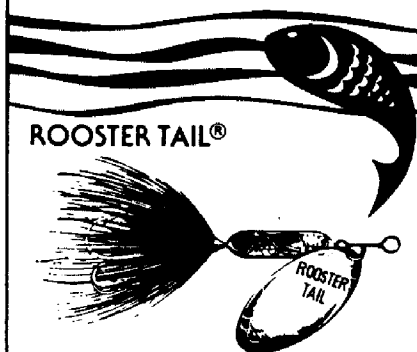
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**THE NATIONAL TRAIL
MANUAL**



Written by Curtis Schafer
Parks Department, City of Medicine Hat
August, 1991

Kind assistance of
Summer Employment Experience Development (S.E.E.D.)

REFERENCES:

Information from the Waskahegan Trail Association
Bruce Trail Handbook
Report by Ms. Poyin Auyoung
Our experiences with the National Trail Association



THE NATIONAL TRAIL

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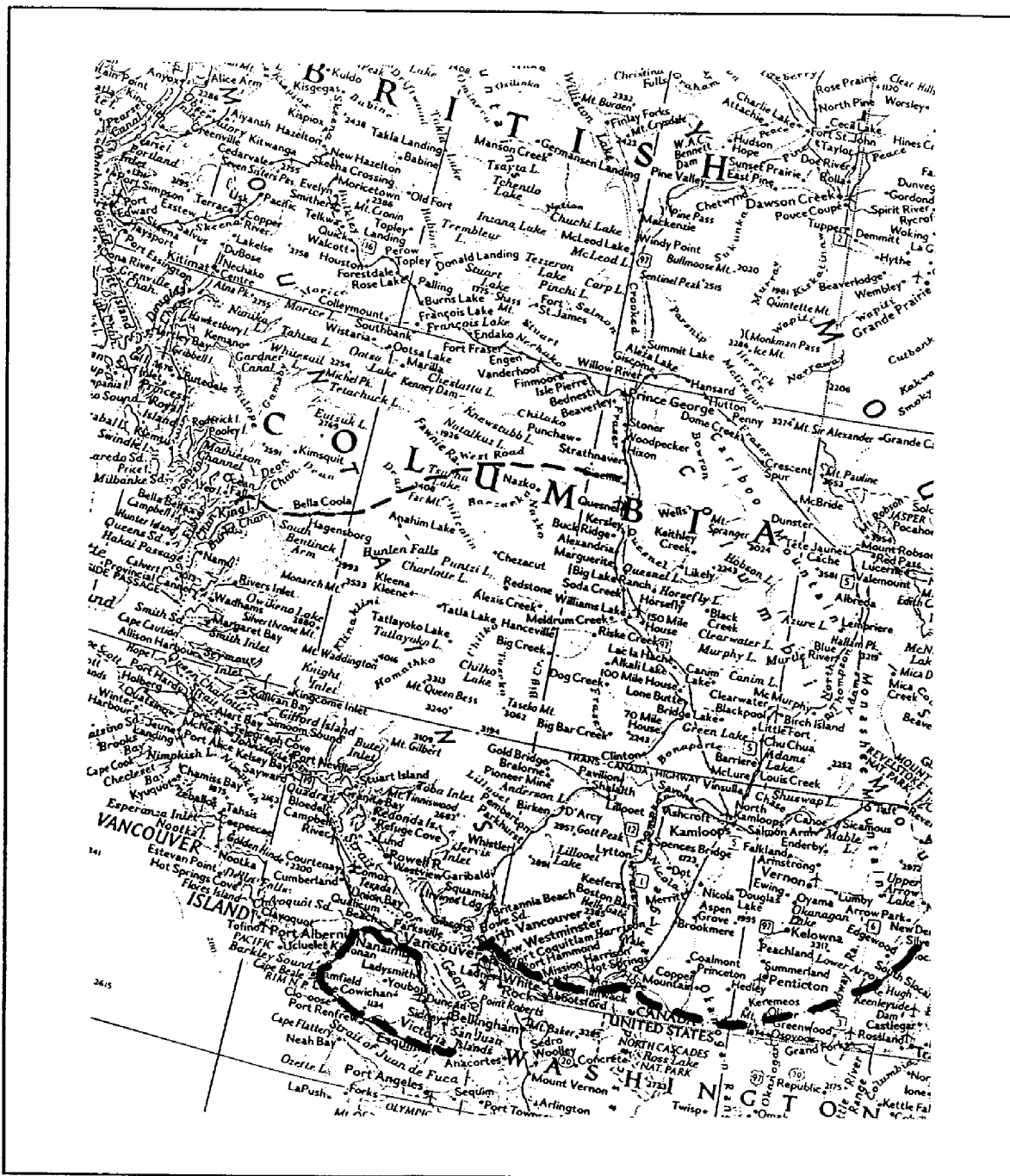
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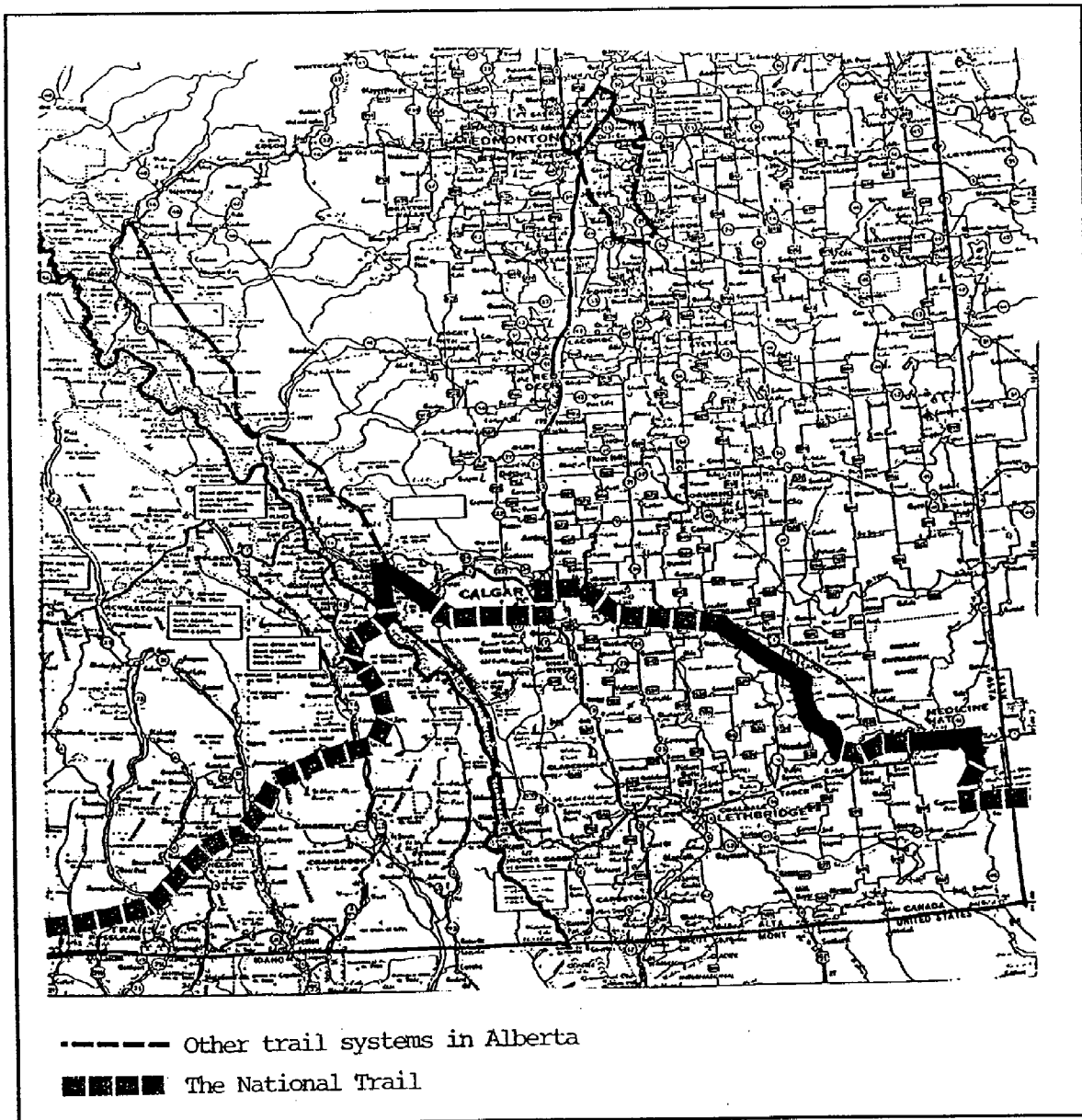
REGIONAL MAP NO. 1

BRITISH COLUMBIA



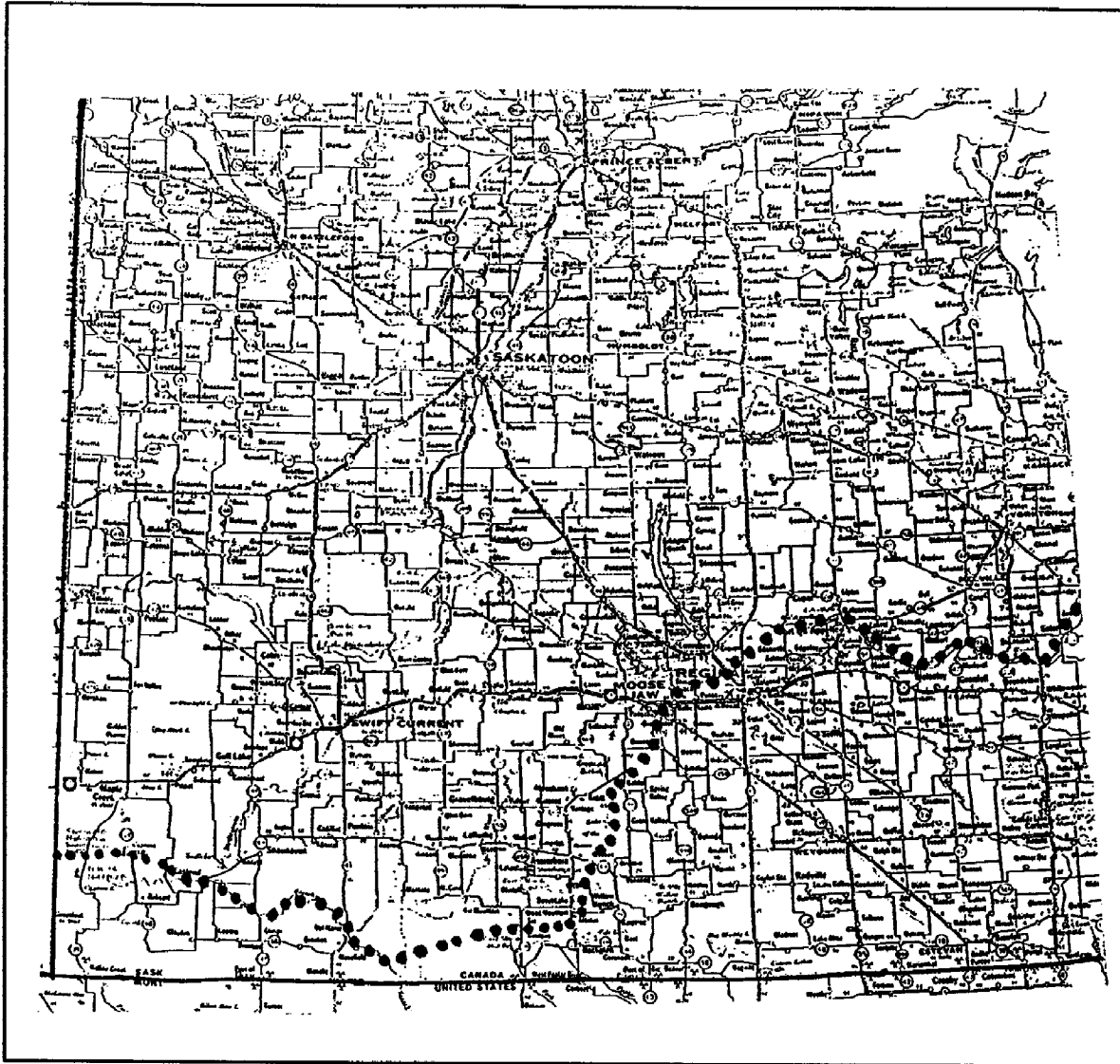
REGIONAL MAP NO. 2

ALBERTA / BRITISH COLUMBIA



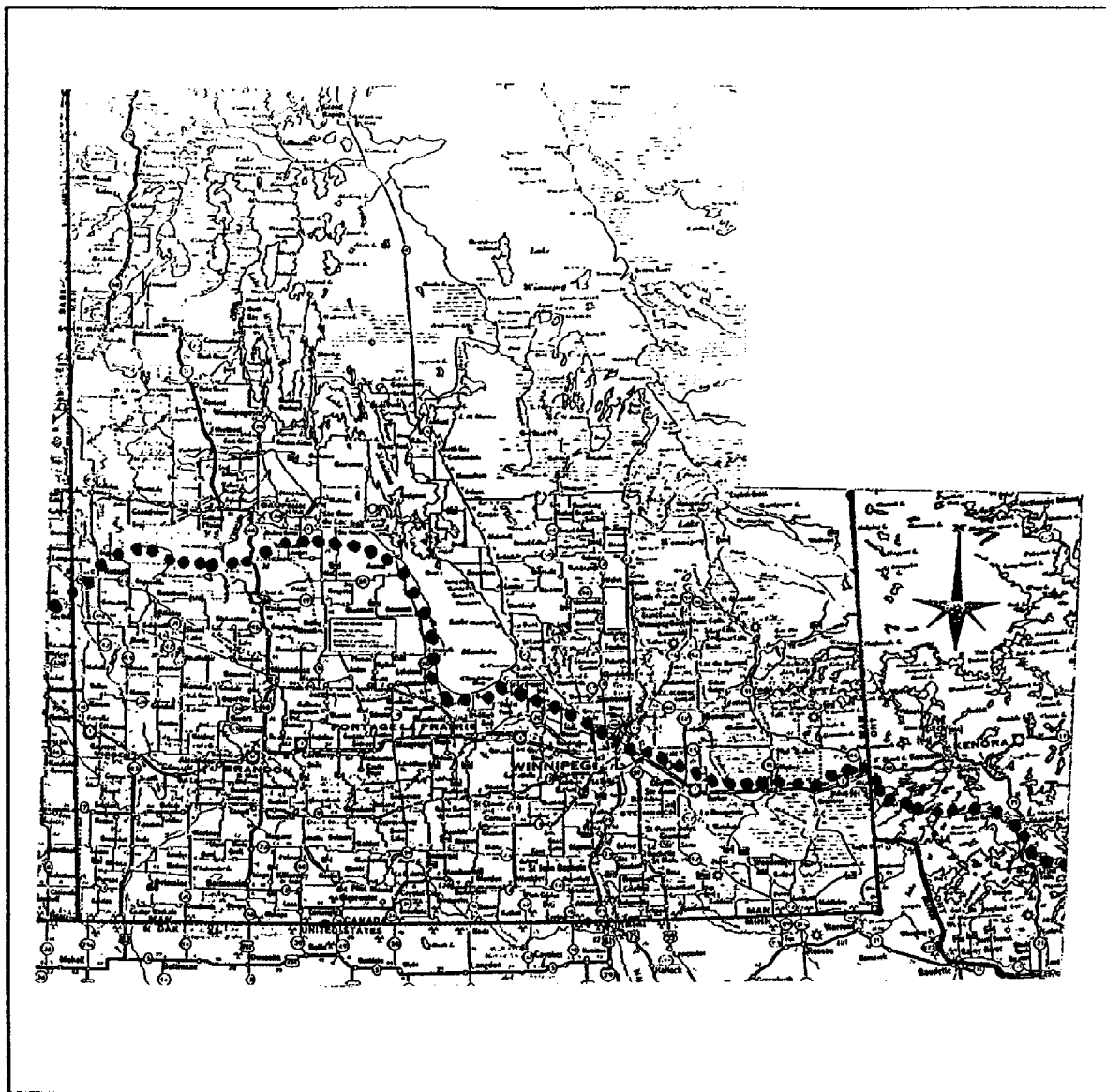
REGIONAL MAP NO. 3

SASKATCHEWAN



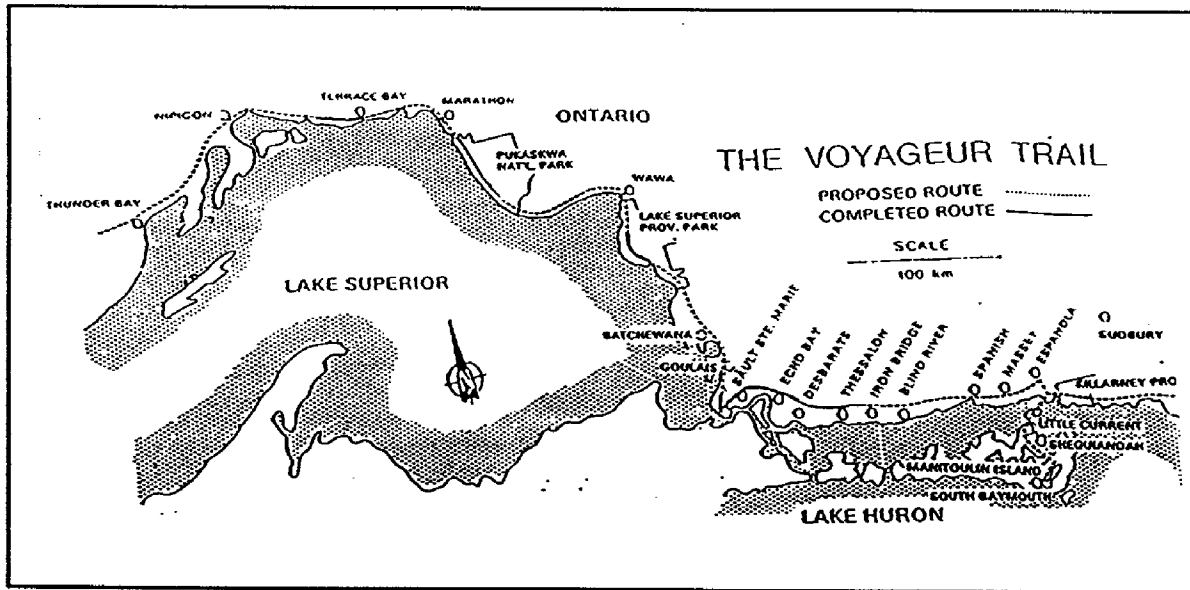
REGIONAL MAP NO. 4

MANITOBA



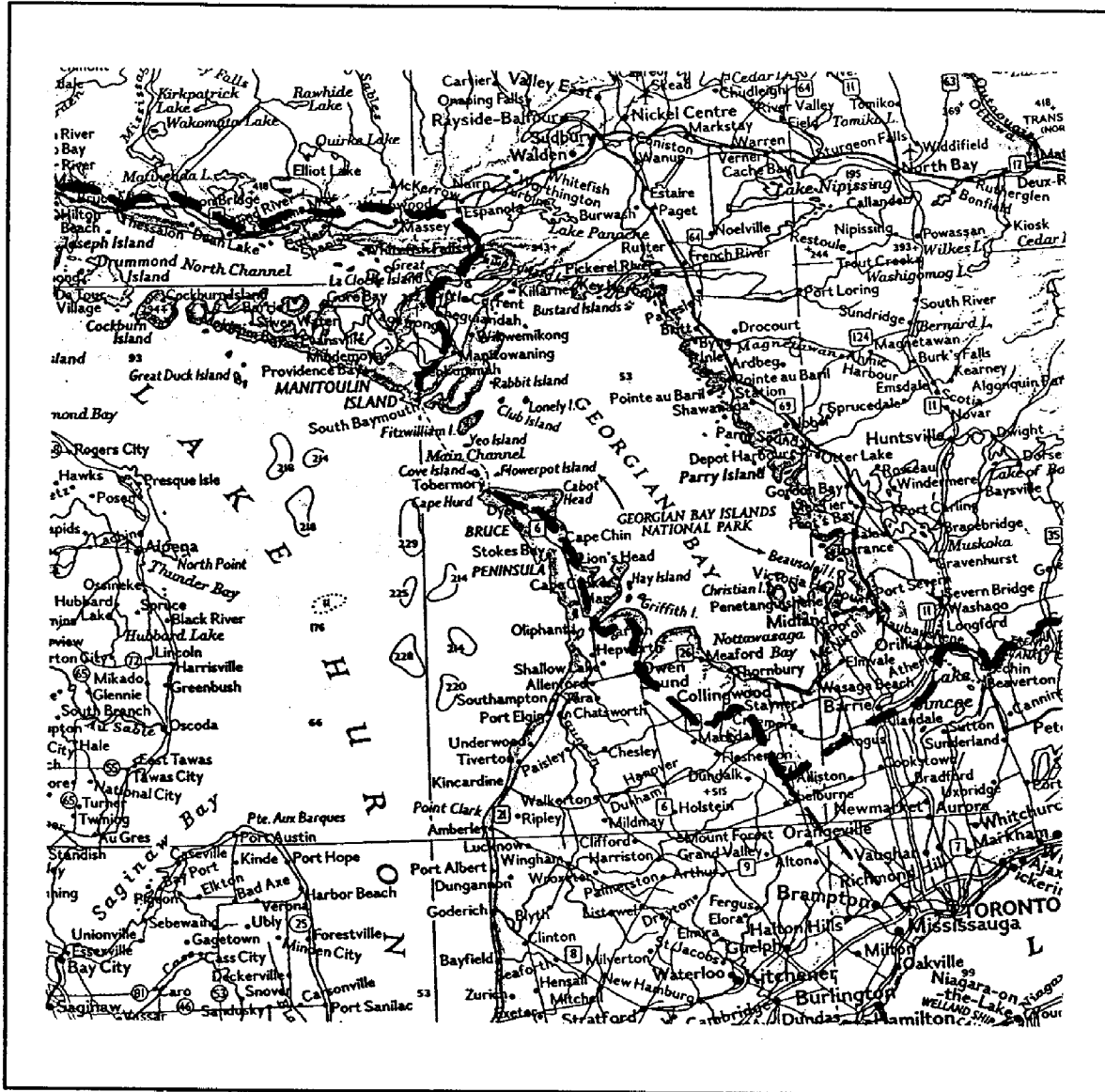
REGIONAL MAP NO. 5

NORTHWEST ONTARIO (VOYAGEUR TRAIL)



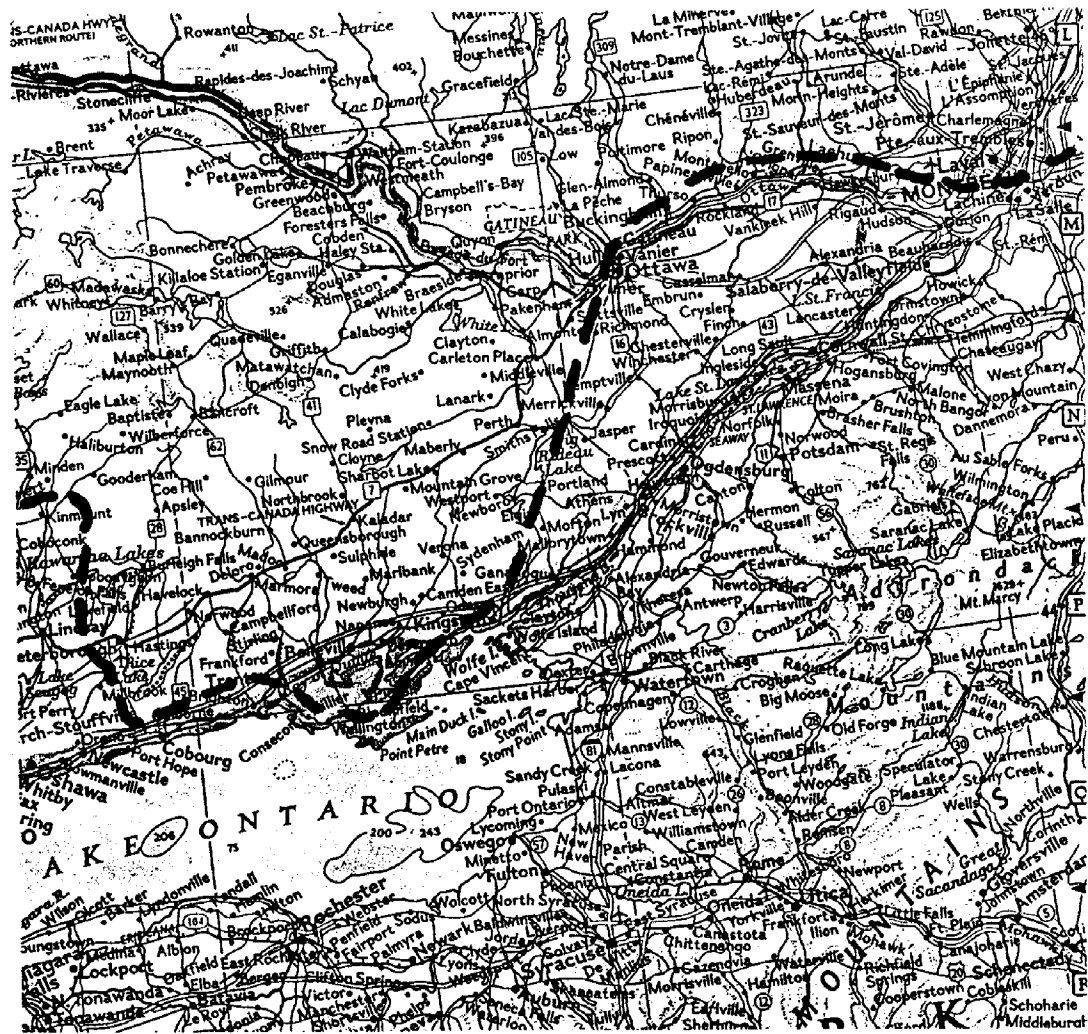
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NORTH CENTRAL ONTARIO



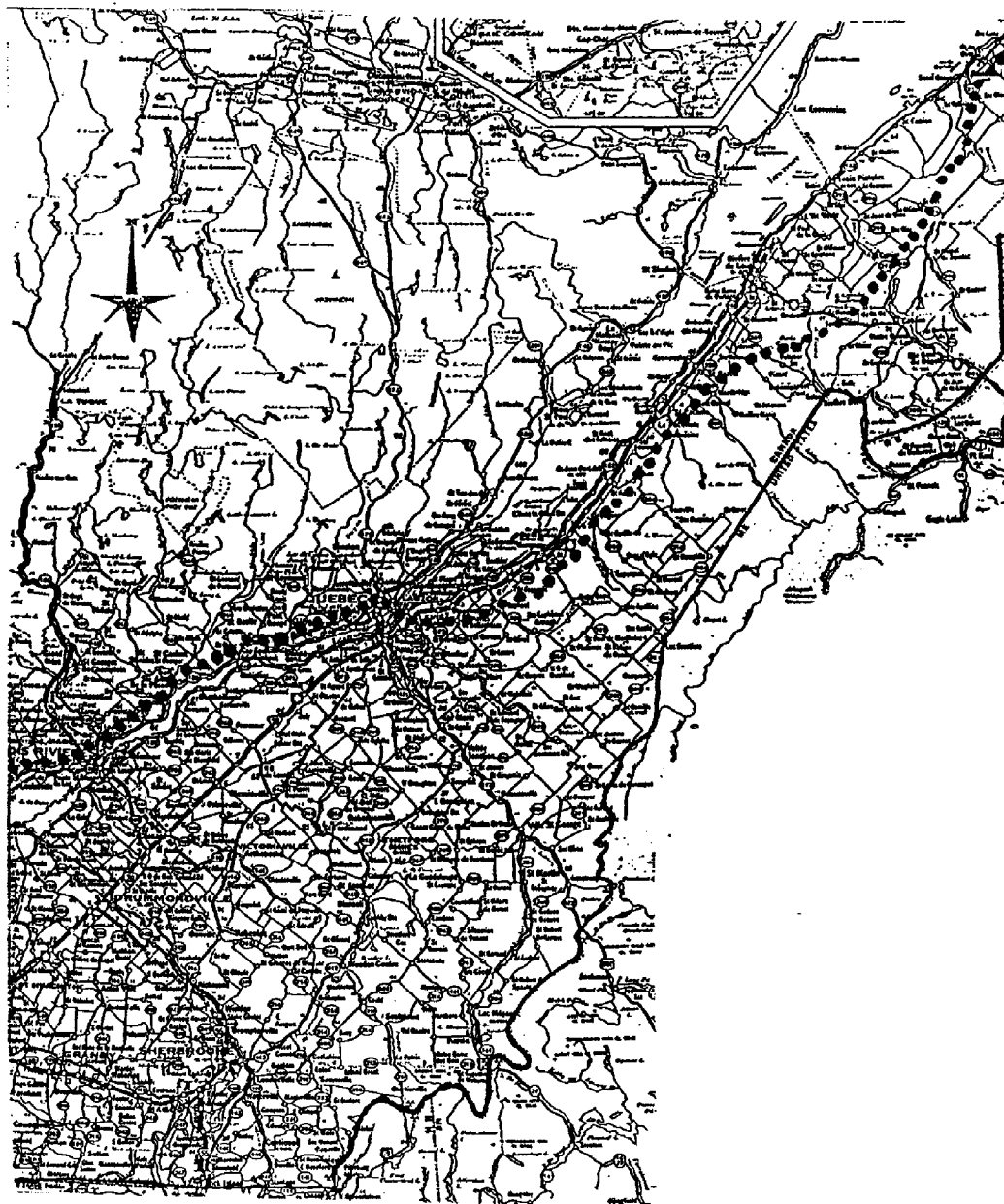
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SOUTHEASTERN ONTARIO



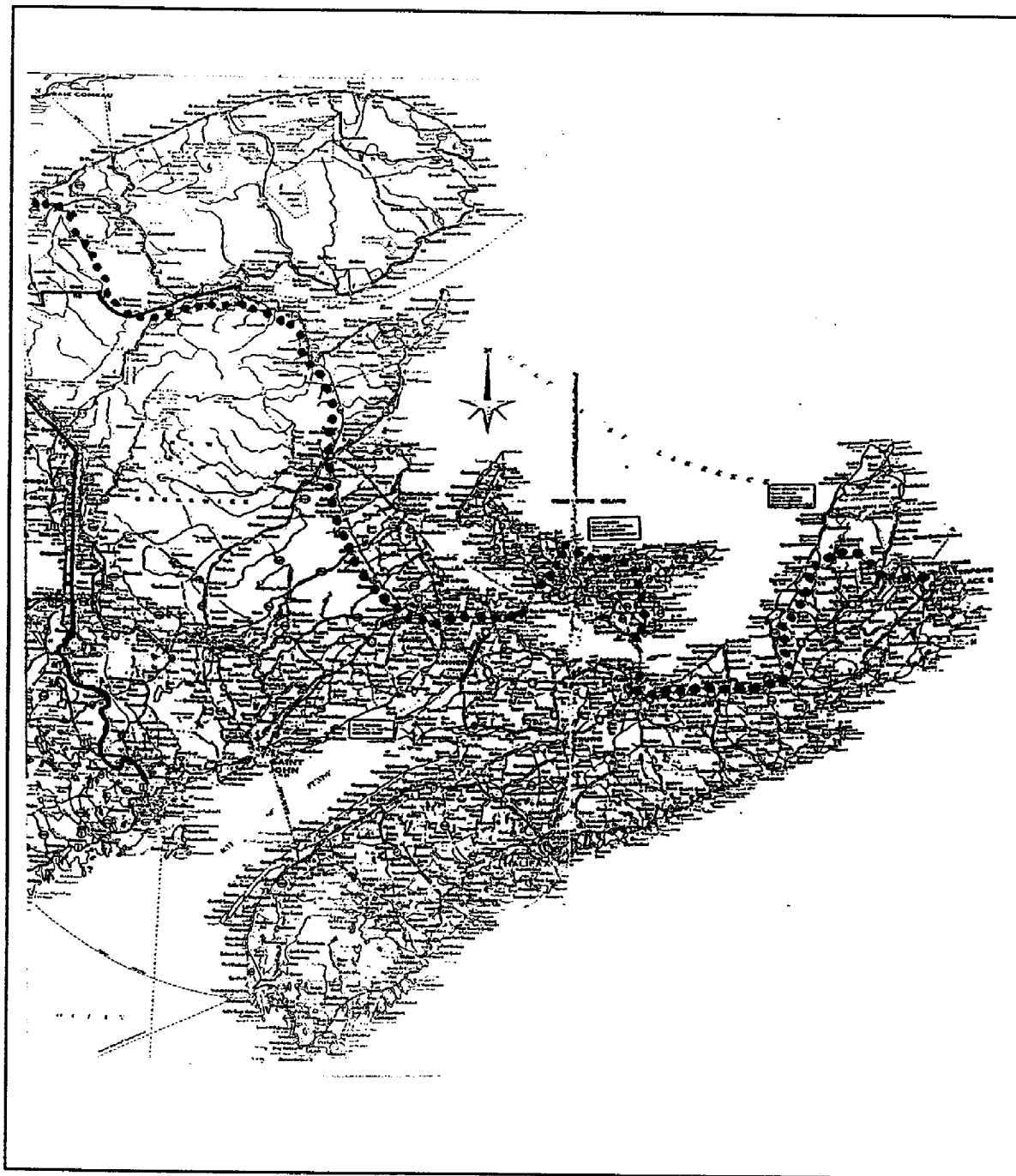
REGIONAL MAP NO. 8

QUEBEC



REGIONAL MAP NO. 9

NEW BRUNSWICK / NOVA SCOTIA





APPENDIX 3

LETTERS OF ENDORSEMENT



PRIME MINISTER - PREMIER MINISTRE

On behalf of the Government of Canada, I am delighted to extend my warmest greetings and sincere best wishes to the members of the National Trail Association of Canada on the occasion of the launching of the trans-Canada recreational trail corridor.

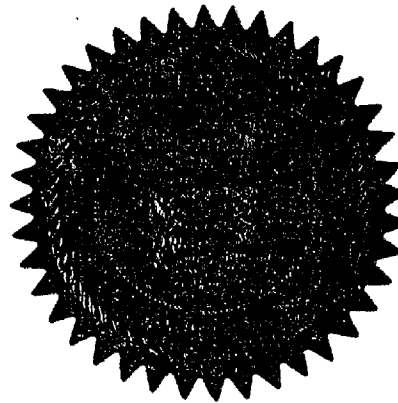
Fred Bodsworth, a Canadian author, once wrote, "It is no coincidence that our national emblem is not a rising sun, a star, a hammer, a sickle, or a dragon, but a beaver and maple leaf. Nor is it coincidence that there are more paintings of wilderness lakes, spruce bogs, and pine trees on more Canadian living room walls than in any other nation on earth. We may scoff, we may deny, but the wilderness mystique is still a strong element of the Canadian ethos."

This recreational trail will help bring the wonder and beauty of the wilderness into hearts and minds of Canadians, reminding us of our heritage and cautioning us that we are merely occupants of this world, charged with its preservation and enhancement.

May I wish each of you continued success in this project, as well as good health and happiness.

Jonas Blundell

OTTAWA
1987



Board of Directors
Sentier National Trail
14 March 1999

Dear Directors,

The Federation of Mountain Clubs was given the duty of coordinating the Sentier National Trail at our AGM in June of 1997. Here is an update.

Our first action was to evaluate the reality of a southern route through B. C. as first proposed. After an extensive survey of maps and talks with the SNT consultants, we came to the conclusion that a southern route was not viable for the following reasons.

1. Much of southeastern B. C. has been logged since the original proposal in the late 1960's. The FMCBC views hiking on logging roads not only unsafe, but anything but esthetic. Hiking on logging roads is the only viable and economical way to make a hiking trail through the southeastern portion of B. C. Our members view this as unacceptable as hiking on logging roads is just the same as hiking on a multiple-use trail (something the Trans Canada Trail is already proposing).
2. There is little chance of passing through the Okanagan valley except hiking on roads. Again, not acceptable for reasons stated. One of our members biked on the Kettle Valley Trail this past summer. She stated that there was a paucity of water such that if she had not been on a bicycle she would not have been able to reach water in a day on foot. This trail is suitable for bicyclists. *Carry water. Much of Prairies don't have drinking water.*
3. Once Cathedral Provincial Park is reached, there is a possibility to hike in this park on designated hiking, non-mechanized trails. But the trail from Cathedral Provincial Park to Manning Provincial Park has fallen in disrepair. *- Repair it.*
4. From Manning Park west, the proposal was to hike on the Centennial Trail. Vice-President Chris Mills tried this a few years ago only to find out that most of the Centennial Trail has fallen into disrepair, paved over for roads, or blocked by gates on the banks of the dykes. What type of quality experience would this offer hikers? The FMCBC finds this unacceptable.

5. Even if the Centennial Trail still existed (it has been removed in the hiking guide 103 Hikes of Southwestern British Columbia because it no longer exists), it would be prohibitively costly to cross the North Shore Mountains in the Mission, Port Coquitlam, Port Moody area. Housing developments have pushed far to the north since the original proposal. Huge lakes also offer an insurmountable barrier.
6. It would be blatantly dishonest to push a proposed hiking trail that is geographically impossible and prohibitively costly. The only honest thing to do is to support a route that is still feasible.

Our second action was to find such a route. We believe we have found that route which would be truly a hiking trail and still feasible to accomplish because the area is still undeveloped and unlogged. The route would start at Banff and proceed north to Mount Robson using existing trails. It would proceed around the north side of Mt. Robson and then head west to Tete Jaune Cache. From there, a trail needs to be developed until we reach the start of the Alexander Mackenzie trail at Quesnel. I received a message from Dave King of the Caledonia Ramblers just last week that the Alexander Mackenzie Trail Society has given its approval to being part of the Sentier National Trail. Dave King has been meeting with many government agencies and has received positive responses from them. To view our proposal, please check our website at www.mountainclubs.bc.ca. Our proposal, therefore, uses existing trail two-thirds across B. C.

The FMCBC believes that if the Sentier National Trail keeps joining forces with the Trans Canada Trail, then there is no need for two national routes. The only reason for two national routes to exist is if they exist for different purposes: one hiking and one multiple-purpose. Our Board of Directors and Delegates to our 1998 AGM endorsed the northern route. It was unanimous in opinion that there existed no realistic southern route. The majority of our clubs are from the south and not a single club endorsed a southern route. We must be honest to the public if we expect the public to support a serious hiking route through B. C. 'Hiking on roads is not hiking!' The FMCBC was led to believe that it was up to the party representing the SNT in B. C. to determine the best route through B. C. I hope we weren't misled.

Sincerely,

Pat Harrison

Pat Harrison

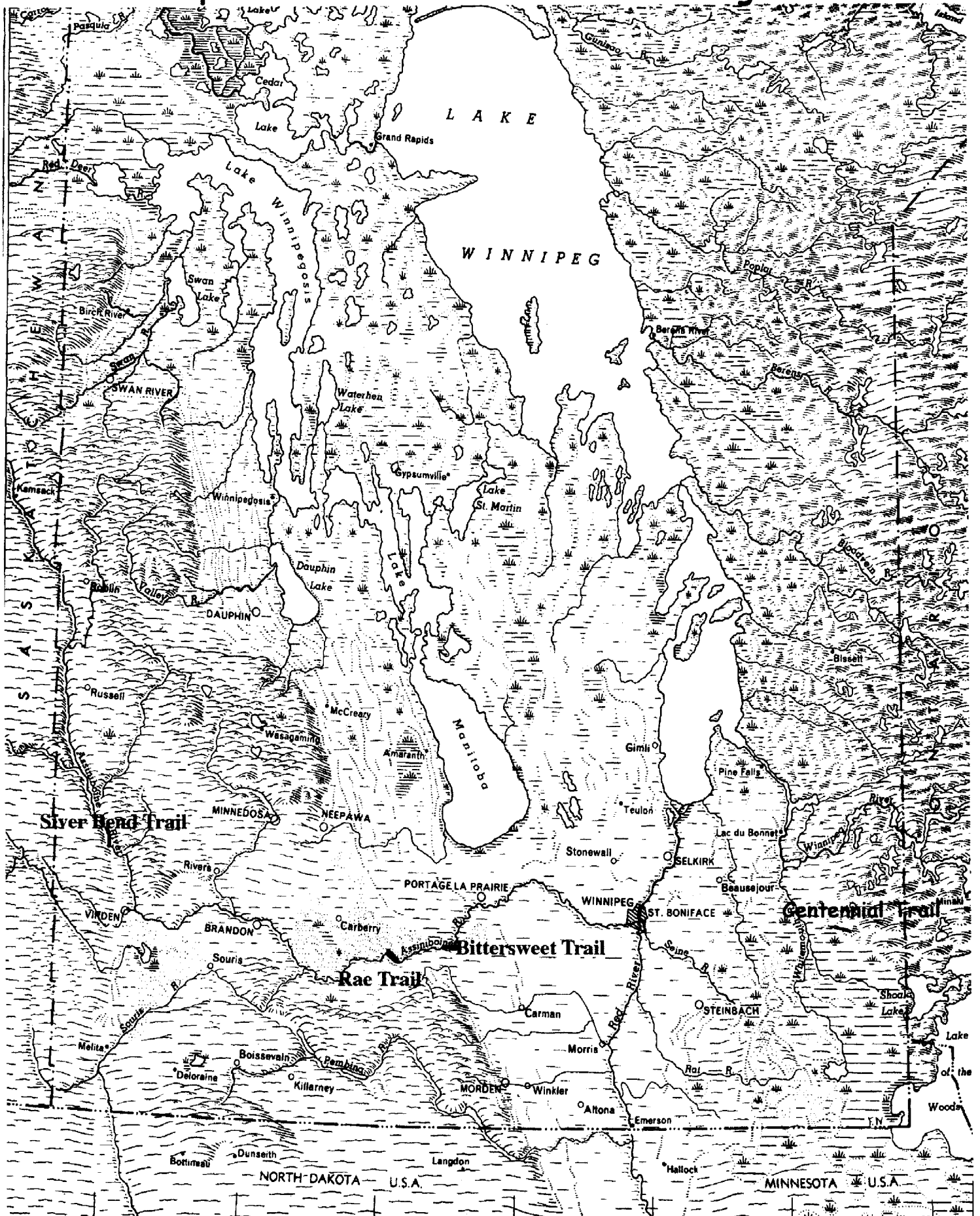
President

Federation of Mountain Clubs of B. C.

47 West Broadway

Vancouver, BC V6X 1A5

Manitoba's potential sections of National Hiking Trail - 2006



Manitoba Report to Hike Canada En Marche – 2006

I can report a bit of progress this past year. The very first presentation on the National Hiking Trail was made to a group in May. A power point presentation with a brief history of the trail and Manitoba's first link, The Centennial Trail, was given and photos of parts of the East Coast Trail and The Bruce Trail and potential sections in Manitoba were shown. One of the trail builders, Barry Cornish, was present and was introduced. He gave a short talk on his trail, The Silver bend Trail, near Miniota. The audience of hikers was very receptive to the concept and many signed up to help with further development. We agreed to hold a meeting in late fall.

The three sections of trail that are now in use in Manitoba: The Silver Bend Trail near the Saskatchewan border, The Rae Trail in central Manitoba and the Centennial Trail in eastern Manitoba are all being maintained and extended. Barry Cornish lives in Miniota and has a network of volunteers all committed to the historic Silver bend Trail. Cindy Bell worked with Vern "Skink" Dutton on the Centennial Trail and with the help of Scouts, Guides and Venture groups continues to maintain and extend this trail in the Whiteshell Provincial Park. The Prairie Pathfinders Hiking Club members are maintaining the Rae Trail in a Wildlife Management Area. This is, in total, only about 35 km of trail. There is however, another section along the Assiniboine that is being considered. The Bittersweet Trail was developed by X-C skiers many years ago and is now maintained for both hiking and skiing. Two very active hikers and naturalists own some of the property it runs through. This section would add another 6 kms.

Obviously, we need to form a Manitoba national hiking trail organization to keep our efforts coordinated. When Vince DeJong visited Winnipeg this spring he called on me and we talked about his organization, the Waskahegan Trail Association, its history and constitution and I think it might be our best model.

Kathleen Leathers