

GARDINER DAM TO OUTLOOK

LEGEND

- N Natural Feature of Interest
- H Heritage Site / Resource of Interest
- ▲ Camp Site
- I Information
- W Water
- P Provisions
- H Hospital
- T Emergency / Public Telephone
- ★ Navigation Hazard
- End of Segment / put in - take out
- Emergency / Access and Egress
- Powerline
- Railway
- Highway
- Grid Road



SEGMENT DESCRIPTION

Segment Length: 30 km

Paddling Time: 6 - 8 hours plus stops

Start to End Point Driving Distance: approximately 40 km, via Highways 15, 45, 44

NTS 1: 50,000 Map Sheet References: 72-O/7 Hawarden 72-O/6 Outlook

Rural Municipalities:

River Left: Fertile Valley No. 285
Box 70 Conquest, SK S0L 0L0 856-2037

River Right: Loreburn No. 254
Box 40 Loreburn, SK S0H 2S0 644-2022
Rudy No. 284 Box 1010 Outlook, SK S0L 2N0 867-9349



This first segment begins at Gardiner Dam, about 110 km south of Saskatoon; Highway 44 crosses the top of the dam. The trip begins from approximately 497 m (1630 ft) above sea level, roughly 61 m (200 ft) below the surface of Lake Diefenbaker.

Vehicle parking, information, drinking water and public phones are located at the Danielson Provincial Park Visitor Centre (open 10:00 a.m. - 6:00 p.m. from the May long weekend to Labour Day). Fee camping with basic amenities is at the east side of Danielson Park, or at Coldwell Park (accessible by road but not from the river) on the west side of the valley about 7 km downstream (north) of the dam.

Paddlers of this segment will experience a broad prairie valley with a wide, shallow, somewhat *braided* river channel. Short episodes of wading to slide canoes over barely submerged sandbars may be required if

there is difficulty staying with the deepest flow, which shifts among the sands. The open landscape and kilometre-wide valley bottom mean that headwinds will add to paddling time whenever strong west to northwest winds are blowing. Very strong winds can also sometimes cause blowing sand which may reduce visibility at water level.

There are potential campsites on some islands and channel-edge flats. However, bare sandbars and very low, unvegetated islands should **NOT** be used because they can be submerged quickly by increasing releases at Gardiner Dam. Fee camping is available at the Regional Park, and the town of Outlook provides a good range of services.

Access is at the end of a short road on the east side of the constructed peninsula separating the power house tailrace channel from the longer spillway channel (see inset map for detail). During very high flows, the small bay east of the end of the tailrace channel is an alternative access into less turbulent currents.

There are no take-out points until THE SEGMENT ENDS at the town of Outlook. Go past the highway bridge to the high railroad bridge, crossing to river right. There, a road through the Regional Park goes down to the bank, just upstream of the easternmost pillar.

Natural Heritage Features of Interest:

N1 Unusual limnology - The waters exiting the powerhouse are relatively cold, clear and fast-flowing. Unique river conditions and stocking support many fish species including rainbow, brook and brown trout. Look for pelicans, especially during fall migration.



N2 Workings of water and wind - Rivers lose most of their sediment behind dams. Open expanses of sand and numerous low, unvegetated islands are a feature of this segment. The moving sand makes it difficult for plant cover to gain a foothold. When it does, it forms temporary dune ridges and mounds.

N3 Stabilized terrace - Coldwell Park is at the edge of a terrace of sandy river deposits that have become stabilized by a fairly continuous cover of shrubs and scattered green ash trees. This area is ideal habitat for mule deer and songbirds.

N4 Slumping valley walls - Slumping involves downslope movement of slope material that reshapes the valley walls into a "stepped" appearance. This type of erosion is common along the river valley.

N5 Bank swallow nesting - Steep river banks are ideal for bank swallows. Look for numerous small nest holes in the face of the bank.

N6 Bedrock outcrops - Beneath the glacial drift deposits lie much older bedrocks. In a few places along this segment, you can spot examples of the Cretaceous sandstones and shales that form the bedrock of this region.

N7 Edge of the Coteau - Here, the edge of the *Missouri Coteau* closely approaches the west slope of the valley, resulting in a greater rise from river level, over 75 m, than anywhere else on the canoe route. The Coteau consists of rolling hills that mark the change in elevation from the Saskatchewan Plains region (to the northeast) and the Alberta High Plains regions (to the south and west). The Coteau is more noticeable nearer to Outlook, when you look back upstream.

N8 Upland prairie - The view of the east valley slope includes extensive native mixed grass prairie generously dotted with sagebrush. Much of this upland is Crown land included under the Wildlife Habitat Protection Act. Look for mule deer, sharp-tailed grouse and a variety of prairie wildflowers.

The terms "river left" and "river right" assume the canoeist is facing downstream (i.e., in the direction the river is flowing).

Cultural Heritage Points of Interest:

H1 Gardiner Dam - Since the earliest settlement of this part of Saskatchewan, periodic droughts have plagued its inhabitants. In January 1944, the Honourable James G. Gardiner, Minister of Agriculture in Ottawa, authorized test drilling and revived the dream of a dam on the South Saskatchewan.

Perhaps because post-war unemployment problems failed to materialize, the project was left in abeyance. A Royal Commission was appointed in 1951 to study the proposal. Its published findings in 1952 were not entirely favourable. Still, Saskatchewan Premier Tommy Douglas remained vitally interested in the project. Then, John Diefenbaker promised the undertaking during his successful federal election campaign in 1957, and a federal-provincial agreement was signed in July 1958.

Construction began in May 1959. Eight years later, Gardiner Dam was officially opened as then the world's largest earthfill dam.

The story of the Gardiner Dam and Lake Diefenbaker is told in the Danielson Provincial Park Visitor Centre at the west end of the dam.

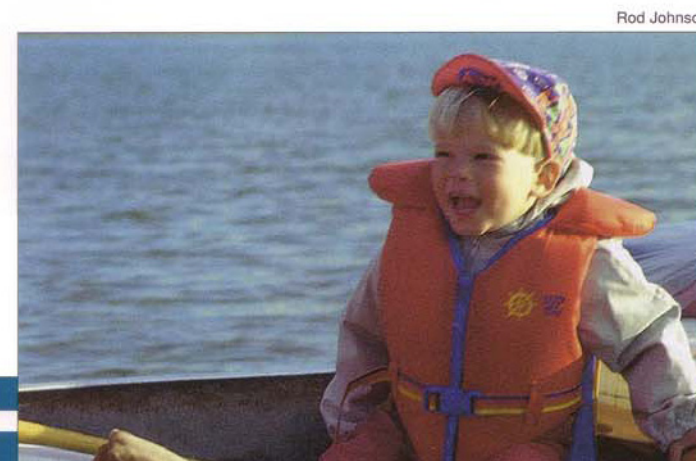
H2 Coteau Creek Generating Station

H3 Town of Outlook - In the fall of 1907, the Canadian Pacific Railway acquired Section 15 (about one km east of the river) for a townsite. Sale of lots in the townsite began in August 1908, with a vision of the site as a huge railway centre.

Outlook has prospered, not as a major railway centre, but as the "Irrigation Capital of Saskatchewan".

H4 Historic Outlook Ferry Crossing - A government crew stretched a ferry cable across the river at Outlook in 1909. A traffic bridge upstream on Highway 15 replaced the ferry in 1936. The abandoned site is hard to find from the river.

H5 Outlook Railway Bridge - The Canadian Pacific Railway Bridge was completed in 1912. Its construction, which employed 500, created a temporary boom in the town's economy.



Rod Johnson

OUTLOOK TO THE "BIG PIPE"

LEGEND

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- Highway
- Grid Road

SEGMENT DESCRIPTION

Segment Length: 27 km

Paddling Time: 5 - 7 hours plus stops

Start to End Driving Distance: approximately 30 km using Highway 15 and Grid 764

NTS 1:50,000 Map Sheet References: 72-O/6 Outlook 72-O/11 Conquest 72-O/10 Indi Lake

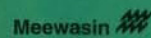
Rural Municipalities:

River Left: Fertile Valley No. 285

Box 70 Conquest, SK S0L 0L0 856-2037

Montrose No. 315 Box 755 Delisle, SK S0L 0P0 493-2694

River Right: Rudy No. 284 Box 1010 Outlook, SK S0L 2N0 867-9349



The segment can be done as a day trip. For most canoeists, it is also a good starting point for a 2-3 day paddle to Saskatoon (through segments 2 - 5 inclusive).

The valley and river are narrower than they are upstream of Outlook. The channel remains fairly shallow and sandy, but winds and blowing sand are less likely. Good campsite potential includes a number of islands about 20 - 22 km from the start, and a river edge site on river left, marked with Post No. 1.

Directions

THIS SEGMENT BEGINS at Outlook, 100 km south of Saskatoon (via Highways 219 and 15, or via 7 and 45). You can put in at Outlook Regional Park.

THE SEGMENT ENDS at the "Big Pipe", a large pipe on river right (east bank). Directions to the "Big Pipe" from Saskatoon: south on Hwy 219 for another 35 km past Beaver Creek Conservation Area; then west 8 km on gravelled farm access road (note — on NTS map sheet 72-O/10 the turn to west is made at intersection with labelled spot elevation of 515 m).

Directions to the "Big Pipe" from Outlook: north 13 km from Broderick on Grid Road 764 to where grid turns east; after 1 km more, turn left and go north 6 km on gravelled farm access road.

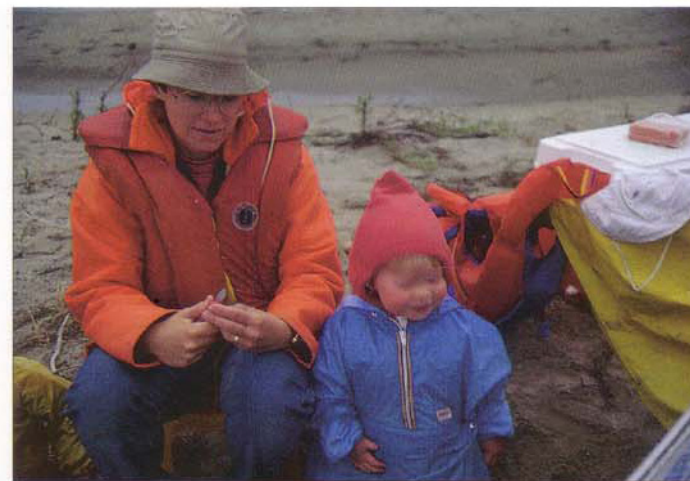
To get to the river, use the short trail beside an irrigation return canal; the trail descends steeply to the outfall pipe on the bank. The slope is steep and may be gullied after heavy rain. Carrying your gear for the 70 m avoids the risk of getting vehicles into difficulty.

Boats and gear can be put in at Outlook Regional Park, using the road ending by the east end of the high railroad bridge. This park offers camping (for a fee) with amenities and potable water.

There are no convenient take-out points until the end of this segment, where a short trail beside an irrigation return canal descends steeply to a large outfall pipe (the "Big Pipe") on the east bank (river right). This take-out site is for pickup/dropoff only, and is unsuitable for camping or extended parking.

Natural Heritage Features of Interest:

- N1** Valley narrows - The valley, from crest to crest, is narrower here than anywhere else from Gardiner Dam to Saskatoon.
- N2** Piping Plover nesting habitat - This endangered shorebird, a relative of the Killdeer, may lay its buff-coloured eggs in shallow scrapes on the sandbars and low islands between the dam and Saskatoon. Against the bare sand, these small birds can be very difficult to see.
- N3** Old channel - On the west side of the valley the terrain is noticeably lower where a swale now parallels the river, indicating a former course of the river at higher elevation. A similar feature is on the uplands to the southeast, where a former post-glacial "channel scar" looks like three long sloughs.
- N4** Recent slumping - The lower slopes show slumping, where parts of the valley wall slip toward the river. Breaks in the ground provide garter snakes with crevasses for hibernation.

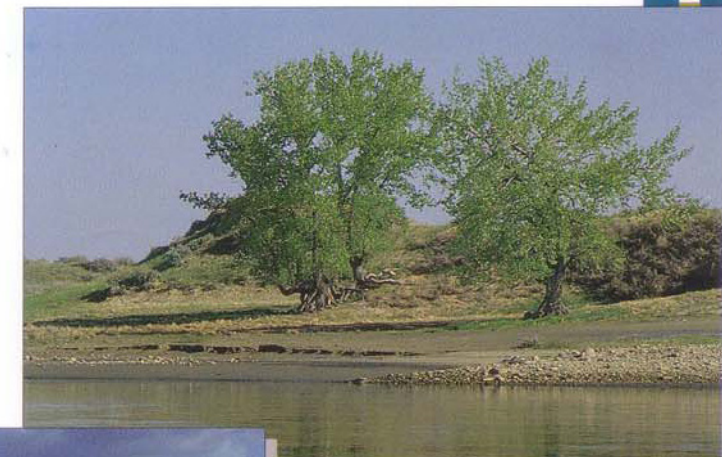


Rod Johnson

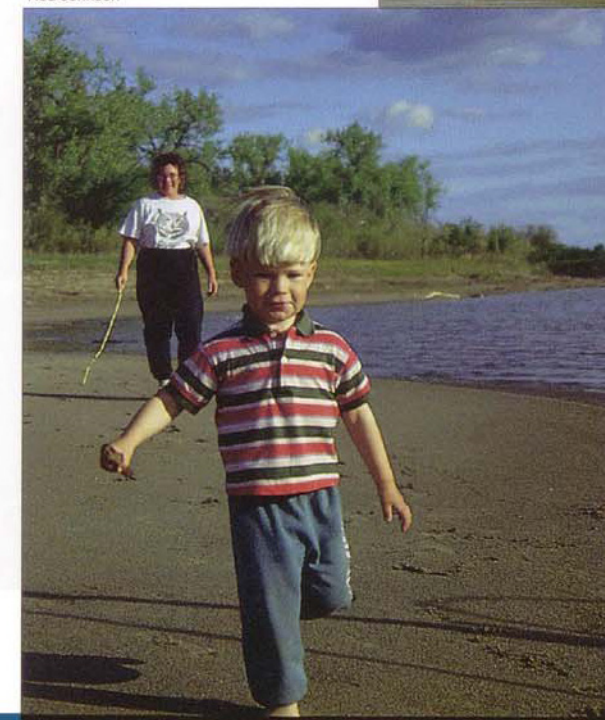
The terms "river left" and "river right" assume the canoeist is facing downstream (i.e., in the direction the river is flowing).

Cultural Heritage Points of Interest:

- H1** Historic Rudy Ferry Crossing - From 1900 - 1910, the Saskatchewan Valley Land Company brought thousands of new settlers from the northern and mid-western United States into Saskatchewan; it was one of the most remarkable land settlement ventures in the West. One of the Company's main areas was the "Goose Lake Country", west of here. Taking advantage of this new boom in economic activity, Nels A. Rudy established a private ferry near here in 1904, as the "gateway to Goose Lake Country". The Rudy Ferry, or Rudy Landing as it was known, was taken over by the provincial government in 1908. Floating "stages" were installed on both sides of the crossing, to make it possible to cross the sandbars during low river flow. A store and post office were built just east of here but, by 1910, ferry service was abandoned. The abandoned crossing site is practically impossible to find from the river.



Rod Johnson



THE "BIG PIPE" TO PIKE LAKE PUMPING STATION

SEGMENT DESCRIPTION

Segment Length: 28 km

Paddling Time: 5 - 7 hours plus stops

Start to End Point Driving Distance: prohibitive for vehicle shuttling; see text below

NTS 1:50,000 Map Sheet References: 72-O/10 Indi Lake
72-O/15 Dundurn

Rural Municipalities:

River Left: Montrose No. 315 Box 755 Delisle, SK S0L 0P0 493-2694
River Right: Rudy No. 284 Box 1010 Outlook, SK S0L 2N0 867-9349
Dundurn No. 314 Box 159 Dundurn, SK S0K 1K0 492-2132



Post #3

H3

N4

N3

219

H2

N2

Post #2

H1

N1

LEGEND

- N Natural Feature of Interest
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This segment can be comfortably paddled in a day or less, but is best when combined with other segments because shuttling vehicles between start and end points means driving almost 300 km. The paddle into Saskatoon from this access is an easy two-day trip for most canoeists.

The trip begins in a fairly narrow, steep-sloped valley, but about a third of the way the valley becomes quite wide, with broad alluvial terraces and a series of large, wooded islands.

Directions

THIS SEGMENT BEGINS at "the Big Pipe", a large outfall pipe on river right (east bank).

Directions from Saskatoon: south on Hwy 219 for another 35 km past Beaver Creek Conservation Area; then west 8 km on gravelled farm access road (note – on NTS map sheet 72-O/10 the turn to west is made at intersection with labelled spot elevation of 515 m).

Directions from Outlook: north 13 km from Broderick on Grid Road 764 to where grid turns east; after 1 km more, turn left and go north 6 km on gravelled farm access road.

To get to the river, use the short trail beside an irrigation return canal; the trail descends steeply to the outfall pipe on the bank. The slope is steep and may be gullied after heavy rain; carrying your gear for 70 m will avoid the risk of getting vehicles into difficulty.

There is one feasible vehicle access on the east side of the valley on the north edge of the Round Prairie Cemetery, about 29 km south of Beaver Creek Conservation Area on Highway 219. It is a trail through a gravel pit to the river's edge and is recommended only for emergencies.

THE SEGMENT ENDS on the left (west) bank by the Pike Lake Pumping Station (marked with Post No. 3). The take-out point is 40 m upstream (south) of an overhanging pipe at a Sask Water pumping station. Gear needs to be carried 60 m to and across a short, steep bank protected from erosion by rock fill. There are no services. To get to the site from Saskatoon: drive south on Hwy 60 toward Pike Lake Provincial Park; about 1.5 km south of the intersection with Grid Road 766, where Hwy curves into the Park, turn right onto a paved residential access road and continue south for 1.8 km; take first left (at south edge of Park, go east 5 km to pumping station (last 3 km is dirt road that may not be passable after heavy rain).

The put-in point is on the east bank, where a short trail beside an irrigation return canal descends steeply to a large outfall pipe (the "Big Pipe") on the riverbank. This is a pickup/dropoff point only, and is not suitable for camping or overnight parking.

The take-out point is 40 m upstream (south) of an overhanging pipe at a Sask Water pumping station.

Natural Heritage Features of Interest:

- N1** **Tributary stream** - A small spring-fed creek joins the valley (on river right). The ravines and coulees of these tributaries enhance the valley habitat. Area wildlife also use the creek valleys to move between the river and adjacent uplands.
- N2** **Valley form transition** - The narrow valley, with abrupt slope crests, changes to a broad, extensive terrace and floodplain. Long ago, the river built sandy delta deposits in glacial Lake Saskatoon. Later, it cut into these deposits, meandering laterally to widen the valley floor and build an *alluvial plain*.
- N3** **Treed river islands** - More than a kilometre wide here, the river contains many large islands. The Kennedy Islands, with open stands of mature cottonwoods, provide excellent habitat for white-tail deer.
- N4** **Broad alluvial plain** - The fine alluvial sands and silts deposited by the river comprise the floor of a valley section up to 9 km wide. These deposits form level, stoneless terraces that are cleared and cultivated or hayed. Paddlers will pass numerous intake sites for irrigation pumps. Evidence of the river's earlier meanderings are seen on the topographic maps as shallow lakes or marshes, called *oxbows*, such as Pike Lake (west of river) and Indian Lake (east of river).

The terms "river left" and "river right" assume the canoeist is facing downstream (i.e., in the direction the river is flowing).



Cultural Heritage Points of Interest:

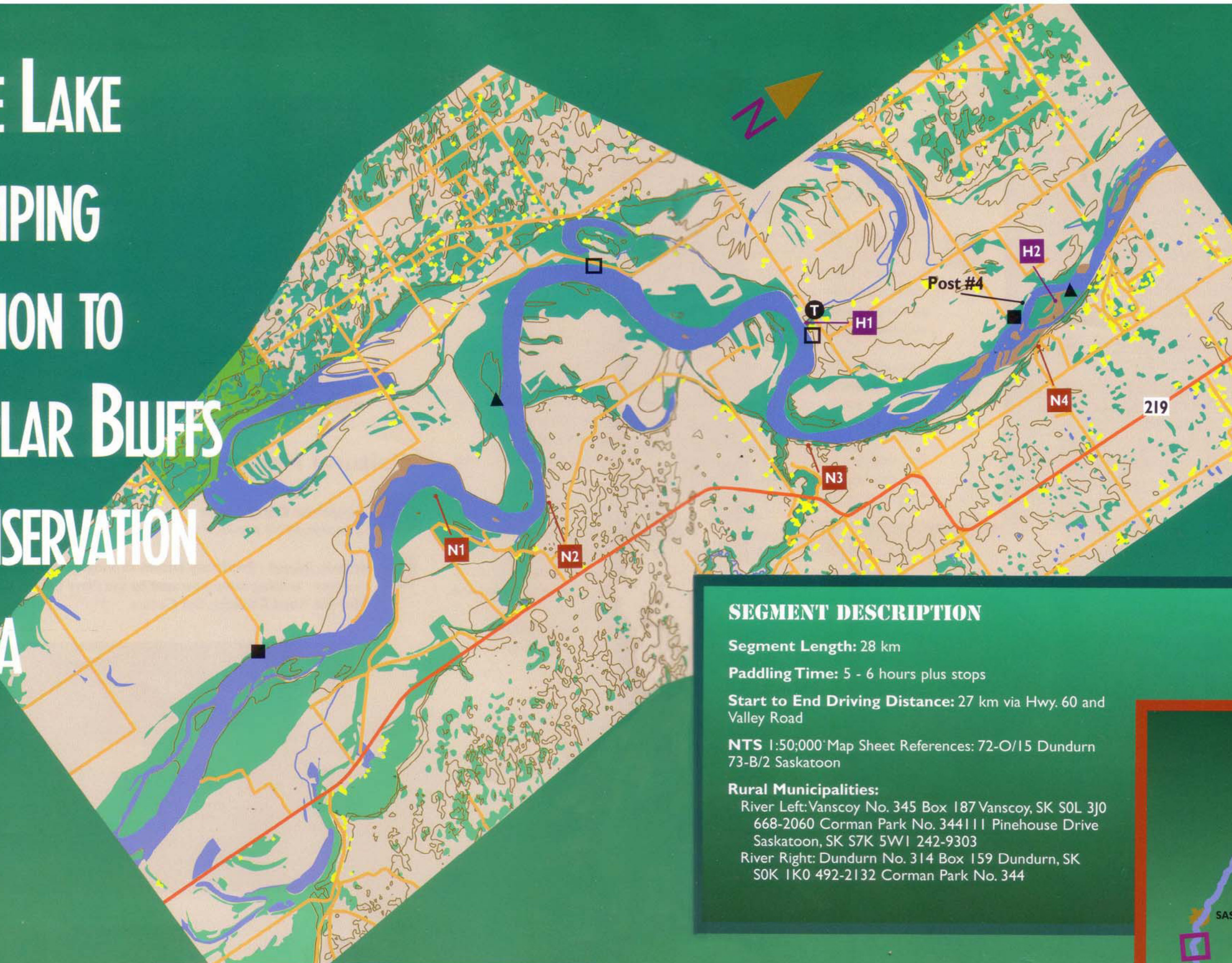
- H1** **Round Prairie (Prairie Ronde) Cemetery** - The Prairie Ronde Métis settlement was one of several wintering settlements ("hivernements") established by Métis hunters in the mid-1800's. About 50 families, under the leadership of Charles Trotchie, lived in this area until the conflict of 1885 forced them to flee to Montana. A hundred and fifty families returned to homestead in 1903 but, eventually, hardships led to mass migration to Saskatoon. The cemetery atop the hill on the right bank was the site of a commemoration ceremony in 1983; there is a plaque honouring the original Métis residents. Post No. 2 marks the foot of a steep trail to the cemetery.
- H2** **Historic Dundurn Ferry Crossing** (dating to 1907) - The abandoned crossing site is difficult to find from the river.
- H3** **White Cap Indian Reserve / Moose Woods First Nation** - The people of the Moose Woods First Nation are Dakota Indians of the Santee or Mississippi Sioux or Dakota, also known as the Eastern Sioux. The Dakota Nation had three groups: the Eastern or Santee group; the Middle or Wiciyela division; and the Western or Tetonwan division.



Before 1862, the Santee Dakota lived on a huge reservation in what is now Minnesota. However, the American government wanted the land for white settlers. By the summer of 1862, treaties, the settler invasion, and divisions within the Nation led to war.

A small number of Dakota massacred an unknown number of white people, and the government retaliated. The Dakota had to flee and scatter. About a thousand came north across the American border. Among this group was Chief Wapahaska (White Cap) and his Band, who came here in 1862 shortly after the uprising. They camped in the Moose Mountains for several years but, by 1870, shifted west to the Saskatchewan River and as far north as present-day Prince Albert. Wapahaska's Band remained unsettled for the next twenty years until the Moose Woods Reserve was established in 1878.

PIKE LAKE PUMPING STATION TO POPLAR BLUFFS CONSERVATION AREA



LEGEND

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SEGMENT DESCRIPTION

Segment Length: 28 km

Paddling Time: 5 - 6 hours plus stops

Start to End Driving Distance: 27 km via Hwy. 60 and Valley Road

NTS 1:50,000* Map Sheet References: 72-O/15 Dundurn
73-B/2 Saskatoon

Rural Municipalities:

River Left: Vanscoy No. 345 Box 187 Vanscoy, SK S0L 3J0
668-2060 Corman Park No. 344111 Pinehouse Drive
Saskatoon, SK S7K 5W1 242-9303

River Right: Dundurn No. 314 Box 159 Dundurn, SK
S0K 1K0 492-2132 Corman Park No. 344



Meewasin

Saskatchewan LOTTERIES



The river meanders through an alluvial plain with upland areas of dune sands. The paddle to Poplar Bluffs, or to Saskatoon (which includes segment 5 and adds 11 km) is comparatively easy and good for beginner canoeists.

Directions

THE SEGMENT BEGINS on the west bank at the Pike Lake Pumping Station. The put-in point is 40 m upstream (south) of an overhanging pipe. Gear needs to be carried 60 m across a short, steep bank protected from erosion by rock fill. There are no services.

Directions from Saskatoon: proceed from the end of Dundonald Ave. via a paved grid road (Valley Road) for 11 km south before turning to go 5 km west to meet Hwy 60; head 11.5 km south on Hwy 60; where Hwy 60 curves into Pike Lake Provincial Park, turn right onto a paved residential acreages access road and continue south on this 1.8 km; take first left (at south edge of Park), and go east 5 km to pumping station (last 3 km are dirt road that may not be passable after heavy rain).

An alternative put-in or take-out point is at "Paradise Beach", about 15 km downstream. Go 2.5 km south on a dirt road from a point 1.6 km east of the Valley Road's intersection with Hwy 60. Because of its popularity for sunbathing and other activities, it is not recommended for camping. Emergency (only) take-out is also possible on river left (west bank) at the Saskatoon Berry Farm, a few hundred metres west of where Valley Road turns west.

SEGMENT 4 ENDS at Poplar Bluffs Conservation Area on river left (west bank, marked with Post No. 4), opposite the start of Wilson Island and across from the Cranberry Flats Conservation Area. The Area's canoe launch is limited to a small parking area and 100 m portage trail to the river edge; there are no other services. This site is closed to vehicle traffic outside the hours of 9:00 a.m. - 9:00 p.m. daily from the May long weekend to Labour Day, and on weekends until October 31. Directions from Saskatoon: south 6 km on Valley Road; watch for sign showing Poplar Bluffs Conservation Area access road; east 1.8 km to parking lot.

This segment starts on the west bank at the Pike Lake Pumping Station. The put-in point is 40 m upstream (south) of an overhanging pipe. Gear needs to be carried 60 m across a short, steep bank protected from erosion by rock fill.

Segment 4 ends at Poplar Bluffs Conservation Area on river left (west bank, marked with Post No. 4), opposite the start of Wilson Island and across from the Cranberry Flats Conservation Area.

Natural Heritage Features of Interest:

- N1** **Meander in progress** - Rivers *meander* as they shift laterally in their valleys. The flow is deeper and faster on the outside of the bend, and forms steep banks. The slower and shallower inside of the curve causes sediment to form *point bars*.
- N2** **High sand cliffs** - Here one sees a more than 25 m high cutbank exposing the sands the river once deposited as a delta in Glacial Lake Saskatoon. On the uplands above, these sands were shaped by wind into dunes. Groundwater seepage, flowing through the sands and weakening part of the cliff-like slope, has caused a large, concave *slumping failure* part way along the cutbank.
- N3** **Beaver Creek Conservation Area** - Adjacent to the river, Beaver Creek is one of the few tributaries of the South Saskatchewan River. This area preserves and explains the ecology of a tributary stream valley.
Hours open: May 1 - Labour Day 9:00 a.m. - 9:00 p.m. daily
Labour Day - November weekends & holidays
For weekday arrangements phone 374-2474. Canoeists are asked to hike into the site from the river. Watch for signage.
* Open fires and camping are not permitted.

- N4** **Cranberry Flats Conservation Area** - The ecology of dune sand areas and the stabilizing effect of natural vegetation can be seen along the trails of this area. The Meewasin Valley Authority has carried out restoration work on the fragile dune terrain. Please stay on the established trails. There is no developed river access for canoeists, and camping is not permitted.



C. Speer



Rod Johnson

Cultural Heritage Points of Interest:

- H1** **Saskatoon Berry Farm** - This commercial operation features Saskatoon berry products and a restaurant.
- H2** **Wilson Island** - Previously known as Shepley Island, this was the site of a summer training camp operated by the Navy League during World War II for the Royal Canadian Sea Cadets.



The terms "river left" and "river right" assume the canoeist is facing downstream (i.e., in the direction the river is flowing).

POPLAR BLUFFS CONSERVATION AREA TO SASKATOON



SEGMENT DESCRIPTION

Segment Length: 11 km to Saskatoon Rowing Club dock
14 km to Mendel Gallery
18 km to Meewasin Park

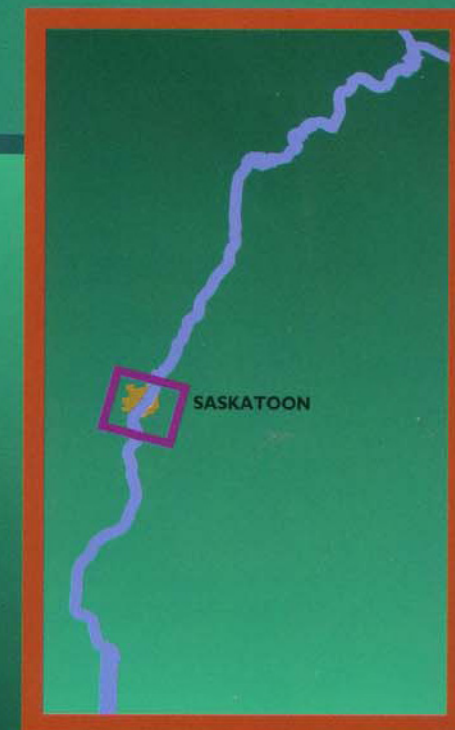
Paddling Time: 2 - 4 hours plus stops to Saskatoon Rowing Club Dock
2 - 4 hours plus stops to Mendel Gallery
3 - 5 hours plus stops, and 1.1 km mandatory portage around the weir in Saskatoon, to Meewasin Park

Start to End Point Driving Distance: 13 km to Saskatoon Rowing Club Dock

NTS 1:50,000 Map Sheet Reference: 73-B/2 Saskatoon

Rural Municipalities:

River Left: Corman Park No. 344 111 Pinehouse Drive
Saskatoon, SK S7K 5W1 242-9303
River Right: Corman Park No. 344



Meewasin



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Segment 5 takes canoeists the short distance into Saskatoon. It is ideal for day trips and improving paddling skills. Other than the downstream end of Wilson Island, there are no riverbank camping places. Fee camping at Saskatoon is at Holiday Park (south central area of city), the KOA campground (3 km south on Hwy 11) and the Saskatoon 16 West RV Park and Campground (2 km northwest on Hwy 16).

Canoes can be launched at Poplar Bluffs Conservation Area on river left (west bank), opposite the start of Wilson Island and across from the Cranberry Flats Conservation Area. The launch has a small parking area and 100 m portage trail to the river; there are no other services. This site is closed to vehicle traffic outside the hours of 9:00 a.m. - 9:00 p.m. daily from the May long weekend to Labour Day, and on weekends until October 31.

Watch for navigational hazards as you enter the city. **NOTE: THESE HAZARDS MAY NOT BE MARKED IN THE SPRING AND FALL.** Warning posts mark the cooling water intakes (instream concrete structures) on river left at Queen Elizabeth Power Station. They are about 300 m upstream of the CNR rail bridge. Stay to river right, but watch for exposed metal debris near shore by the end of a narrow rockfill structure built out from the river right bank. About 2 km downstream from the rail bridge, stay midchannel or river right to pass the water treatment plant.

This is a popular area for boaters and waterskiers. A pamphlet called *River Safety on the South Saskatchewan* is available from Meewasin Valley Centre (665-6888).

Directions

SEGMENT FIVE BEGINS at Poplar Bluffs Conservation Area. Directions from Saskatoon: south 6 km on Valley Road; watch for a sign showing Poplar Bluffs access road; east 1.8 km to launch parking lot.

THE SEGMENT ENDS at Saskatoon. The first primary take-out is a dock on river left (west bank) by the public boathouse in Victoria Park. This facility has parking, washrooms and drinking fountain. The dock belongs to the Saskatoon rowing and canoeing clubs, who have priority for dock use.

The second primary take-out is at the concrete viewing platform on river left (west bank) by the Mendel Art Gallery. **HERE, ALL CANOES MUST BE PORTAGED ABOUT 1100 m PAST A MAJOR AND EXTREMELY HAZARDOUS WEIR.** The platform is used by motorized river tour boats, who have priority. When portaging, remember that the paved Meewasin Trail is heavily used by cyclists and others. Boats can be put back in the river beneath the west end of the high railroad bridge.

The final primary take-out option is on river left (west bank) at Meewasin Park, about 2 km after the final city bridge (Circle Drive). Public parking, washrooms and drinking fountain (building open 8:00 a.m. - 9:00 p.m. daily) are at the south end of the park. Camping is not permitted. A 100 m trail leads from the riverbank to the parking area.

Canoes can be launched at Poplar Bluffs Conservation Area on river left (west bank), opposite the start of Wilson Island and across from the Cranberry Flats Conservation Area.

Three alternate take-out points are near downtown at Gabriel Dumont Park (river right, just downstream of the rowing and canoe club dock), the South Downtown boat launch (river left, just downstream of the Idylwyld Bridge, marked with Post No. 5) and Rotary Park (river right, just downstream of the Idylwyld Bridge).

The terms "river left" and "river right" assume the canoeist is facing downstream (i.e., in the direction the river is flowing).

Natural Heritage Features of Interest:

N1 Wooded islands - Wilson Island is a high, steep-sided river island supporting a stand of cottonwood trees. The height of the island protects vegetation from most floods, but beaver activity and erosion from high flows can cause large cottonwoods to fall into the river. Downstream at Yorath Island, watch the steep east bank for the holes of nesting bank swallows.

N2 The urban setting - Many of the effects of human activity are obvious. To learn more about the urban river, visit the Meewasin Valley Centre.

N3 River fill - This is an artificial river bank made of fill material. Landscape development created Gabriel Dumont Park.

N4 "Terrace" formation - This natural development next to the Bessborough Hotel is an example of ecological succession formed during prolonged low flows. Sedges, grasses, cattails and recently willows have colonized the exposed surface.

N5 Semi-natural forest - The steep wooded slope next to Cosmopolitan Park (on river right, upstream of University Bridge) has a mix of native and introduced trees and shrubs.

N6 River-edge marsh - Marsh plants and wildlife are on the "lee" of the viewing platform by the Mendel Gallery.

N7 New island formation - The emerging island is heavily used by nesting ducks and Canada geese, and by the pelicans who visit to feed at the weir. Because of the nesting birds, canoeists should not land on the island.

N8 Pelicans at the weir - The weir attracts these large fish eaters. The nearest nesting colony of the American white pelican is about 100 km northwest at Redberry Lake.

Cultural Heritage Points of Interest:

Saskatoon offers numerous visitor attractions and cultural events. For more information, contact Tourism Saskatoon (PH: 242-1206) or Meewasin Valley Centre (PH: 665-6888).

H1 Grand Trunk Pacific Railway Bridge

H2 Pioneer Cemetery

H3 Original ferry crossing in Saskatoon (no evidence remains)

H4 Idylwyld Bridge

H5 Steamshipping Historic Marker - in Rotary Park

H6 Second ferry crossing in Saskatoon - (no evidence remains)

H7 Victoria Bridge - This traffic bridge is the site of the 1907 wreck of the steamboat *City of Medicine Hat*. The wreck signalled the end of the river's steamer activity, which began in 1883.

H8 Meewasin Valley Centre - The Centre (PH: 665-6888) provides public information and exhibits about the natural and cultural heritage resources and points of interest in Saskatoon and elsewhere in the Meewasin Valley. Open from 9:00 a.m. - 5:00 p.m. weekdays and 10:30 a.m. - 5:00 p.m. weekends and holidays. To get to the centre, stop at the boat launch in the South Downtown (Post No. 5) and follow the signs.

H9 Broadway Bridge

H10 The Bessborough Hotel

H11 University Bridge

H12 University of Saskatchewan

H13 Ski Jump Hill

H14 The Weir

H15 Canadian Pacific Railway Bridge

H16 Pest Hill

H17 Circle Drive Bridge

H18 Sutherland Beach/Poplar Point

SEGMENT 6 (OF 14)

SASKATOON TO CLARKBORO FERRY

SEGMENT DESCRIPTION

Segment Length: 25 km (from Meewasin Park in Saskatoon)

Paddling Time: 3 - 5 hours plus stops

Start to End Point Driving Distances: approx. 27 km (exiting city via Warman Road)

NTS 1: 50,000 Map Sheet References: 73-B/2 Saskatoon
73-B/7 Dalmeny 73-B/8 Aberdeen

Rural Municipalities:

River Left: Corman Park No. 344 111 Pinehouse Drive
Saskatoon, SK S7K 5W1 242-9303
River Right: Corman Park No. 344



LEGEND

- N** Natural Feature of Interest
- H** Heritage Site / Resource of Interest
- A** Camp Site
- I** Information
- W** Water
- P** Provisions
- H** Hospital
- T** Emergency / Public Telephone
- *** Navigation Hazard
- End of Segment / put in - take out
- Emergency / Access and Egress
- Powerline
- Railway
- Highway
- Grid Road

Changing form from the previous two segments, the river now becomes a single channel, generally 100 - 200 m wide, in a relatively narrow, steep-sided valley. There are scattered large rocks in the channel. Other navigational hazards include the Saskatoon sewage treatment plant outfall about 2 km from the start, where canoeists should keep well to river right (the east bank) as much as possible, and a railroad bridge approximately 2 km above the segment end. The sewage outfall creates a water quality hazard for a considerable distance downstream. **NO RIVER WATER SHOULD BE USED IN THIS SEGMENT OF THE ROUTE.** Only some bank-edge flats and point bars are feasible for camping.

Directions

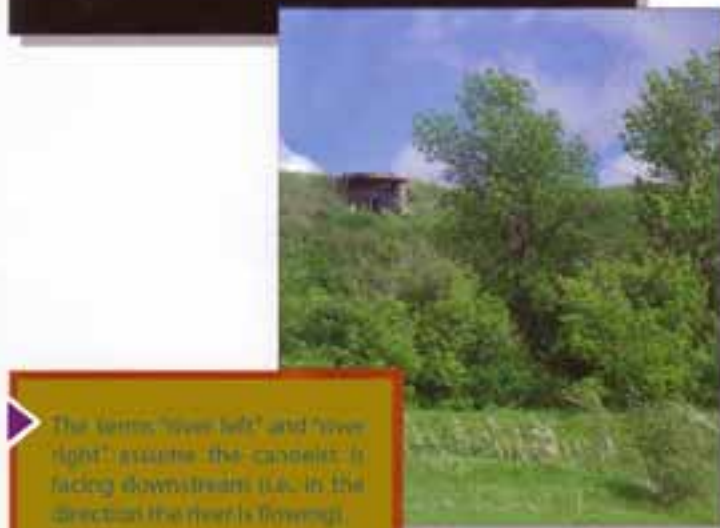
THE SEGMENT BEGINS on the west bank at Meewasin Park in the north part of Saskatoon. Public parking, washrooms and drinking fountain (open 8:00 a.m. to 9:00 p.m.) are located at the south end of the park; camping is not permitted. A trail leads about 100 m to the river bank. **Emergency take-out is possible at: river left (west) bank at Wanuskewin Heritage Park; across the river on river right (east) bank through a gravel pit at the end north end of Central Avenue; or, on the river right (east) bank 6 km south of Clarkboro Ferry.**

TAKE-OUT AT THE END OF THE SEGMENT is from either side of the river at the Clarkboro ferry landing, situated on a grid road 7 km east of Warman or 11 km west of Aberdeen. Vehicle parking is allowed, but there are no other services. **TO AVOID THE HAZARD POSED BY THE FERRY, LAND UPSTREAM OF THE RAMPS.**

Vehicle ferry crossings pose a special hazard on the South Saskatchewan. Caution **MUST** be exercised in approaching, landing at, or passing any active ferry crossing. The main obstacles include the **FERRY** itself, a very low-slung or partially-submerged **DRIVE CABLE**, and downstream channel constrictions of **ROCKFILL**. All of these will reduce safe canoe passage options. The drive cables span the entire channel and may be quite difficult to see, while the rockfill creates rapids. **CANOEISTS SHOULD STOP** on the bank to select the safest route. Watch for vehicles, and **DO NOT LAND OR LEAVE ANY EQUIPMENT ON THE RAMPS. NEVER** cut in front of a moving ferry.

The segment begins on the west bank at Meewasin Park in the north part of Saskatoon. A trail leads about 100 m to the river bank.

Take-out at the end is from either side of the river at the Clarkboro ferry landing, situated on a grid road 7 km east of Warman or 11 km west of Aberdeen. Vehicle parking is allowed, but there are no other services. **TO AVOID THE HAZARD POSED BY THE FERRY, LAND UPSTREAM OF THE RAMPS.**



The terms "river left" and "river right" assume the canoeist is facing downstream (i.e. in the direction the river is flowing).

Natural Heritage Features of Interest:

- N1 Peturrson's Ravine/Saskatoon Natural Grassland** - A groundwater seep on the slope has created a ravine with interesting plants. A short distance away, Saskatoon Natural Grassland is a protected remnant of mixed grass/fescue grassland with an interpretive centre during the summer. For more information, contact the Saskatoon Natural History Society (665-1915) or Meewasin Valley Centre (665-6888).
- N2 Old river channels** - There are wide, shallow swales, indicated by long sloughs on either side of the valley at 30 m above the river. They show former courses of the post-glacial river before it cut further into the valley. Much of the terrain consists of glacial till deposits, as evidenced by gravel pits near the next two bends downstream.
- N3 Dry cliff faces** - The steep high cliffs on river left show typical erosion on the outside of bends. Such well-drained sites have very warm, dry *microclimates* when they face directly south, with conditions too harsh for many plants. Compare the appearance of these slopes with those on river right, about 1 to 1.5 km downstream, which face the opposite direction and have a much cooler, moister microclimate.

Cultural Heritage Points of Interest:

- H1 Factoria/Silverwood Springs**
- H2 Wanuskewin Heritage Park** - Wanuskewin (Wah-nus-KAY-win) is Cree for "seeking peace of mind" or "living in harmony". The park provides excellent opportunities for visitors to explore the cultures of prehistoric Northern Plains Indians, going back some 5,000 to 6,000 years. Indian peoples journeyed to Wanuskewin to hunt bison, to gather food, to seek shelter from the harsh prairie winters, to worship, and to celebrate their relationship with nature. Considerable evidence of their presence includes a medicine wheel, tipi rings, bison jumps, and processing areas.



Wanuskewin is very sensitive and fragile. Canoeists should not enter the Park from the river without prior permission. Permission for river access for organized canoe tours may be obtained by prior arrangement with Park staff (931-6767). Public access is available through the main Park entrance which, at this time, is not easily accessible from the river.

- H3 Canadian Northern Railway Bridge**
 - H4 Clark's Crossing** - John F. Clark came to the west as an assistant to the Dominion Scientific Expedition of 1879. Clark established a ferry in 1881, about 175 metres south of where the Dominion Telegraph line crossed the South Saskatchewan River in 1876. This was also on the route of the first Canadian Pacific Railway survey. Ferry service was maintained irregularly until 1889 for traffic on the Battleford Trail. In 1884, a telegraph station was opened at the crossing.
- During the Northwest Rebellion of 1885, General Middleton split his forces advancing on Batoche into two columns at Clark's Crossing, and spent April 20 and 21 ferrying one column to the left bank. Three days later, the right column fought an indecisive battle with Métis forces at Fish Creek, about 35 km north.
- The abandoned crossing may be difficult to find from the river.
- H5 Clarkboro Pumphouse** - The structure near the water is the remains of a pumphouse used to pump river water up to the rail line, where the steam engines could fill their boilers.
- Clarkboro Ferry** - In 1908, the "new" Warman Ferry (now known as the Clarkboro Ferry) was established about 1 km downstream of the original Clark's Crossing Ferry.

CLARKBORO FERRY TO HAGUE FERRY

LEGEND

- N Natural Feature of Interest
- H Heritage Site / Resource of Interest
- ▲ Camp Site
- I Information
- W Water
- P Provisions
- H Hospital
- T Emergency / Public Telephone
- ✱ Navigation Hazard
- End of Segment / put in - take out
- Emergency / Access and Egress
- Powerline
- Railway
- Highway
- Grid Road



SEGMENT DESCRIPTION

Segment Length: 25 km

Paddling Time: 3 - 5 hours plus stops

Start to End Point Driving Distance: 31 km, via east bank grid roads to/from Aberdeen

NTS 1:50,000 Map Sheet References: 73-B/8 Aberdeen

Rural Municipalities:

River Left: Corman Park No. 344 111 Pinehouse Drive Saskatoon, SK S7K 5W1

242-9303 Rosthern No. 403 Box 126 Rosthern, SK S0K 3R0 232-4393

River Right: Aberdeen No. 373 Box 40 Aberdeen, SK S0K 0A0 253-4312

This is a fairly narrow stretch with a few sandbars and many scattered large rocks. Campsite opportunities are mainly at point bar flats on the inside of channel bends (Posts No. 6, 7 and 8).

THIS SEGMENT BEGINS and ENDS at ferries east of the towns of Warman and Hague, respectively, along Highway 11. An alternative is to take the grid roads going 11 km west and 20 km north of Aberdeen on Hwy 41. Vehicles can be parked at ferry crossings, but there are no other services. **Emergency take-outs include:** on the east (river right) bank about 12 km north of Aberdeen; and on the west (river left) bank 7 km north and 3 km east of Blumenheim.

Vehicle ferry crossings pose a special hazard on the South Saskatchewan. Caution **MUST** be exercised in approaching, landing at, or passing any active ferry crossing. The main obstacles include the **FERRY** itself, a very low-slung or partially-submerged **DRIVE CABLE**, and downstream channel constrictions of **ROCKFILL**. All of these will reduce safe canoe passage options. The drive cables span the entire channel and may be quite difficult to see, while the rockfill creates rapids. **CANOEISTS SHOULD STOP** on the bank to select the safest route. Watch for vehicles, and **DO NOT LAND OR LEAVE ANY EQUIPMENT ON THE RAMPS. NEVER** cut in front of a moving ferry.

This segment begins and ends at ferries east of the towns of Warman and Hague, respectively, along Highway 11.

Natural Heritage Features of Interest:

- N1** **Large bed load** - The huge boulders sometimes seen in the channel prove that the bed load (i.e., material moved along the stream bed) can be quite large. It takes rare, extreme floods to move very large boulders.
- N2** **The active floodplains** - The role of floods in keeping areas free of shrubs and mature trees can be seen on the inside of many bends in the channel. Here, the flood levels may cover low areas every decade or two, drowning willows, young cottonwoods and green ash.



Cultural Heritage Points of Interest:

- H1** **Historic Osler Ferry Crossing** - dating to 1904. The site of this abandoned crossing is difficult to find from the river.
- H2** **Hague Ferry** - dating to 1905 and still active.



Paul Johnson

The terms "river left" and "river right" assume the canoeist is facing downstream (i.e. in the direction the river is flowing).

HAGUE FERRY TO GABRIEL'S CROSSING

SEGMENT DESCRIPTION

Segment Length: 27 km

Paddling Time: 4 - 6 hours plus stops

Start to End Point Driving Distance: about 29 km, via grid roads on east side of river

NTS 1:50,000 map Sheet References: 73-B/8 Aberdeen
73-B/9 Rosthern

Rural Municipalities:

River Left: Rosthern No. 403 Box 126 Rosthern, SK S0K 3R0
232-4393

River Right: Aberdeen No. 373 Box 40 Aberdeen, SK S0K 0A0
253-4312 Fish Creek No. 402 Box 160 Wakaw, SK S0K 4P0
233-4412



The river remains essentially a single channel, with some large rocks and sand and gravel bars. The valley slopes gradually become more wooded with aspen and some balsam poplar, birch and green ash. The Fish Creek tributary is a large stream – one of the largest since Beaver Creek. Fish Creek enters from the east, several kilometres upstream of where the river goes into a horseshoe bend before continuing in a gradually widening valley. Many of the potential camping sites tend to be on point bars inside channel bends (Posts No. 10 and 11).

Directions

THIS SEGMENT BEGINS at the Hague Ferry, where vehicles may be parked but there are no other services. **LOAD AND LAUNCH CANOES DOWNSTREAM OF THE RAMPS TO AVOID THE FERRY-RELATED HAZARDS.** Emergency take-out is possible about 3 km north of the Hague ferry on the river left (west) bank, and again on either bank at the Fish Creek hamlet (and former ferry site).

This segment begins at the Hague Ferry, where vehicles may be parked but there are no other services. **LOAD AND LAUNCH CANOES DOWNSTREAM OF THE RAMPS TO AVOID THE FERRY-RELATED HAZARDS.**

The segment ends at Gabriel's Crossing, on the downstream side of the Highway 312 bridge 13 km east of Rosthern. Trails lead to the water on both sides of the river, where the ferry crossing used to be.

THE SEGMENT ENDS at Gabriel's Crossing, on the downstream side of the Highway 312 bridge 13 km east of Rosthern. Trails lead to the water on both sides of the river, where the ferry crossing used to be. This is only a feasible put-in/take-out point, and is not recommended for overnight or extended vehicle parking. There are no services and camping potential is minimal.

The terms "river left" and "river right" assume the canoeist is facing downstream (i.e., in the direction the river is flowing).

Natural Heritage Features of Interest:

- N1 Steep Walls** - These are the highest steep valley walls in this area (since Saskatoon). The hilly terrain of the Minichinas Moraine upland approaches on the east. Two effects of groundwater seepage are seen, one as a V-notch cut in the slope, and a second in the form of slumping of a wider section of the slope.
- N2 Hoodoos** - The cliffs on the outside of the river curve are eroding into small examples of the column-like features called hoodoos. These indicate that some of the slope material is more resistant than the rest, or was protected by a cap rock.



Cultural Heritage Points of Interest:

Probably somewhere along this segment of the river Anthony Henday, a Hudson's Bay Company employee guided by a Cree group, crossed the river on August 21, 1754 on his way to southwestern Alberta. Henday was the first European to describe the western prairies. Henday's group used "bull boats", made of willow swatches covered with elk hides. While the women collected many "berries and cherries", the men killed two bear and four elk, and Henday "angled" for some fish.

H1 Middleton's Camp - Take the steep trail up the right valley wall to Middleton's camp. About a mile east is the site of the April 24, 1885 battle between the Métis and the North West Field Force under General Middleton. This indecisive battle was a prelude to the decisive battles at Batoche a couple of weeks later. Post No. 9 marks the foot of the trail to a cairn and historic plaque at Middleton's Camp.

H2 Fish Creek Battlefield - town site, church and historic ferry crossing.

H3 Petite Ville - Petite Ville, established in the late 1860's, was the first semi-sedentary wintering village (*hivernement*) of those families who later founded the St-Laurent settlement. These *hivernant* villages were unorganized clusters of mud-plastered cabins abandoned during the summer months and re-occupied after the fall hunt. The natural shelter along the river was likely the key attraction.

The population probably reached 250-300. The population declined after a smallpox epidemic swept the North Saskatchewan River District in 1870. As well, by 1871 the disappearing buffalo herds could no longer support the semi-nomadic lifestyle of the Métis. Resettlement of the *hivernant* Métis in the St-Laurent District happened gradually over the next few years and, by 1873, other sites had been found by a growing number of these families. By 1875, Petite Ville was virtually abandoned.

Post No. 11 marks the landing point for the campsite near Petite Ville. From the post, hike up the slope about 50 m to the top of the open grassy terrace.

H4 Gabriel's Crossing - This ferry was first licensed in 1877 to Gabriel Dumont, famous Métis leader, who operated it intermittently until 1883. It served a branch of the Carlton Trail from a point half a mile upstream until 1908, when it was licensed to the Town of Rosthern. In 1912, the province took over operation until completion of the highway bridge in the 1960s. The concrete ferry loading ramps remain at the crossing site, about 150 metres downstream of the bridge.



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C. Spear

GABRIEL'S CROSSING TO ST. LAURENT FERRY

LEGEND

- N Natural Feature of Interest
- H Heritage Site / Resource of Interest
- ▲ Camp Site
- I Information
- W Water
- P Provisions
- H Hospital
- T Emergency / Public Telephone
- ★ Navigation Hazard
- End of Segment / put in - take out
- Emergency / Access and Egress
- Powerline
- Railway
- Highway
- Grid Road



SEGMENT DESCRIPTION

Segment Length: 24 km

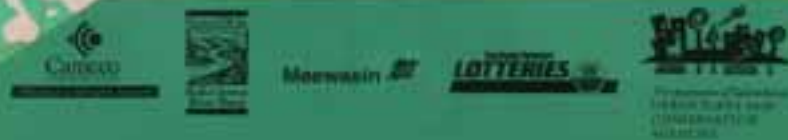
Paddling Time: 3 - 5 hours plus stops

Start to End Point Driving Distance: about 20 km, via Hwy 225 and Grid Road 782

NTS 1:50,000 Map Sheet References: 73-B/9 Rosthern
73-B/16 Duck Lake

Rural Municipalities:

River Left: Rosthern No. 403 Box 126 Rosthern, SK
S0K 3R0 232-4393 Duck Lake No. 463 Box 250 Duck
Lake, SK 467-2011
River Right: Fish Creek No. 402 Box 160 Wakaw, SK
S0K 4P0 233-4412 St. Louis No. 431 General
Delivery Hoey, SK S0J 1E0 422-6170



Canoeists follow a slightly meandering stretch of river between steep walls of a gradually widening valley. The slopes are primarily wooded with terraces. Point bars on the inside bends are the most likely campsites. Numerous rocks and boulders increase the need to manoeuvre during low flow conditions.

Directions

THE SEGMENT BEGINS at Gabriel's Crossing, on the downstream side of the Highway 312 bridge 13 km east of Rosthern. Trails lead to the water on both ends of the bridge. This is only a feasible put-in/take-out point, and is not recommended for overnight or extended vehicle parking. There are no other services, and camping potential is minimal. **Emergency take-out is available on the river left (west) bank about 5 km south, 8 km east of Duck Lake.**

THE SEGMENT ENDS at St. Laurent Ferry, 9 km east of Duck Lake on a grid road, where vehicles can be parked, but camping, potable water and public telephones are not available. **LAND UPSTREAM OF THE RAMPS TO AVOID THE FERRY-RELATED HAZARDS.**

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The segment begins at Gabriel's Crossing, on the downstream side of the Highway 312 bridge 13 km east of Rosthern. Trails lead to the water on both ends of the bridge.

The segment ends at St. Laurent Ferry, 9 km east of Duck Lake on a grid road, where vehicles can be parked, but camping, potable water and public telephones are not available. **LAND UPSTREAM OF THE RAMPS TO AVOID THE FERRY-RELATED HAZARDS.**

Natural Heritage Features of Interest:

- N1** **Spring creek** - Small spring-fed streams join the river here and elsewhere along the valley. They are important sources of water for wildlife during winter because the resurgence of groundwater often maintains a surface trickle during even the coldest temperatures.
- N2** **Alluvial terraces** - The valley begins to broaden. Terraces well above the river's present elevation were created by earlier alluvial deposits.
- N3** **Slope failure** - The whole steep valley wall has recently descended. Such major erosion shows that the river is still widening the valley by undermining the slopes. Structures built near the top of such slopes, like the valley-edge road above this one, sometimes fall victim to the river's power.
- N4** **Spruce outlier** - This steep, north-facing wall is the first place along the route where white spruce is naturally present. This indicates the route's gradual ecological change from prairie to forest. More northerly vegetation appears in the cooler microclimates of the north-facing slopes.



C. Dwyer

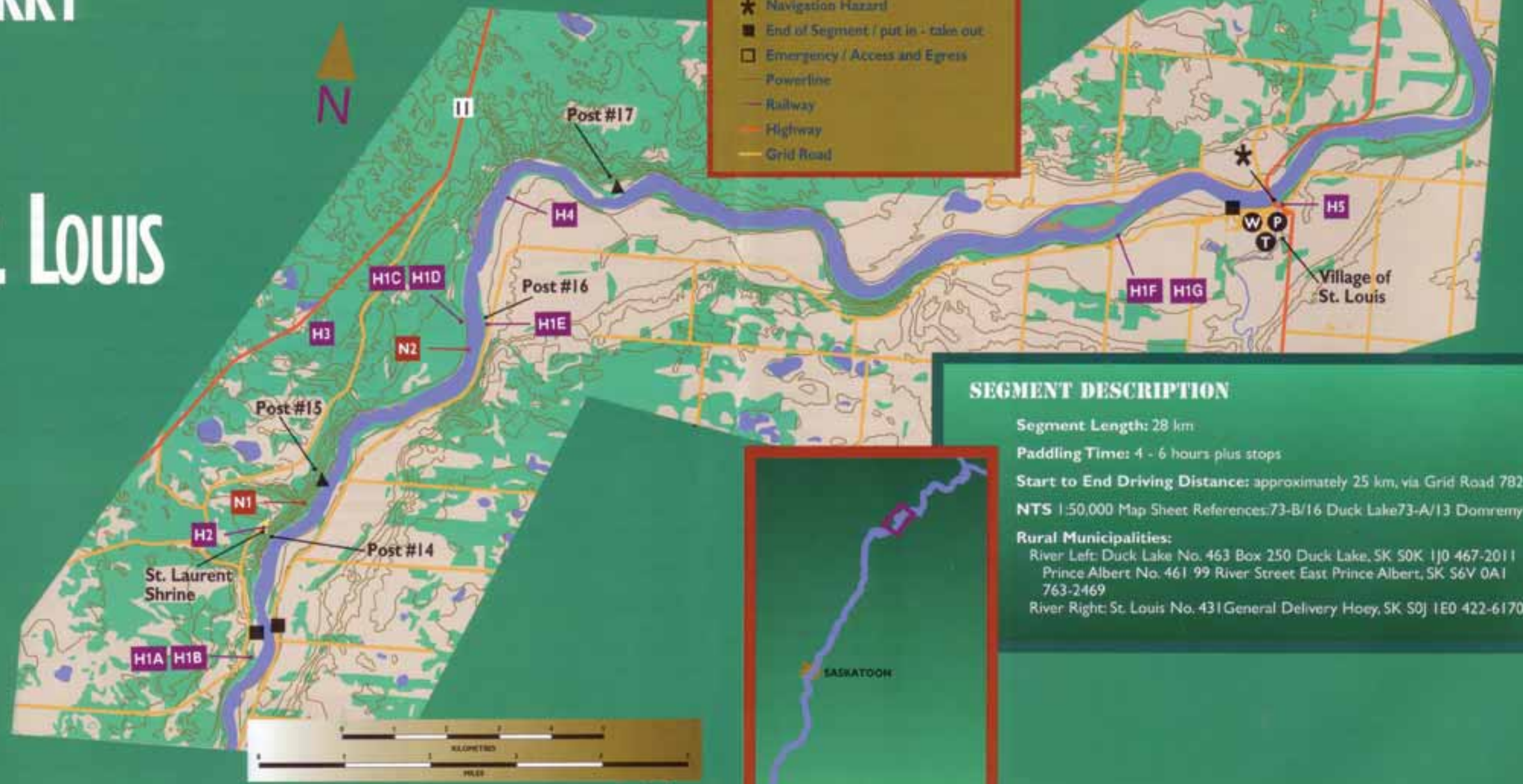


Cultural Heritage Points of Interest:

- H1** **Batoche** - Batoche National Historic Park tells the story of the Métis people of the St-Laurent settlement and of the events surrounding the Métis resistance of 1885. The Batoche cemetery is visible about 2 km upstream from where you would gain access. Access to the National Historic Park Visitor Centre from the river follows the historic Carlton Trail, past the East Village site and then south and east to the church, rectory and cemetery.
- H2** **Carlton Trail** - The Carlton Trail was the major overland trading route between Fort Garry (Winnipeg) and Edmonton House during the fur-trade era. A fast cart train would make the 900 mile trip in six weeks. The trail was vital to the fur-trading, freighting, hunting and pioneering life of the northwest. Travellers and explorers such as Sir George Simpson, Captain Palliser, Lord Milton, Dr. Cheadle and Sanford Fleming passed here, seeking or leaving the friendly hospitality of Fort Carlton 35 km to the west. (Note: potable water may sometimes be available at the East Village parking lot of Batoche National Historic Site, approximately 200 metres up the Carlton Trail from the river, but no camping is permitted.) Post No. 13 marks the foot of the Carlton Trail.
- H3** **Original Ferry Crossing** - As early as 1841, the Hudson's Bay Company kept a bateau where the Carlton Trail crossed the South Saskatchewan. It served the overland fur brigades, Itinerant Company officials and occasional travellers. In 1874, Xavier Letendre dit Batoche replaced it with a cable ferry about 1 km downstream. No evidence remains of this first crossing.
- H4** **Batoche Ferry** - The first formal ferry service in the Northwest Territories was established here. About 1871, Xavier Letendre placed a barge on the river for the convenience of his customers in the surrounding Métis settlement. In 1874, he replaced his barge with a cable ferry. During the 1885 Battle of Batoche, the Métis defenders of Batoche lowered the ferry cable in an attempt to capsize the steamer Northcote, which was bringing troops and supplies to reinforce the North West Field Force. Although the attempt failed, the cable sheared off the Northcote's smokestack and pilot house, and delayed her rendezvous with the troops until the battle of Batoche was over. The site of this crossing may be difficult to find from the river.
- H5** **St-Laurent Ferry** - still active

The terms "river left" and "river right" assume the canoeist is facing downstream (i.e., in the direction the river is flowing).

ST. LAURENT FERRY TO ST. LOUIS



SEGMENT DESCRIPTION

Segment Length: 28 km

Paddling Time: 4 - 6 hours plus stops

Start to End Driving Distance: approximately 25 km, via Grid Road 782

NTS 1:50,000 Map Sheet References: 73-B/16 Duck Lake 73-A/13 Domremy

Rural Municipalities:

River Left: Duck Lake No. 463 Box 250 Duck Lake, SK S0K 1J0 467-2011

Prince Albert No. 461 99 River Street East Prince Albert, SK S6V 0A1 763-2469

River Right: St. Louis No. 431 General Delivery Hoey, SK S0J 1E0 422-6170

This segment follows a stretch through a valley 2-3 km wide. One bank is usually at the base of the steep, wooded valley wall, while the other is a steep but shorter rise to a cultivated alluvial terrace. There is boreal forest vegetation where the river passes part of the Nisbet Provincial Forest on river left (west bank). This area of Crown land provides some opportunity for upland hiking, but travelling far in from the river requires map and compass skills, and hikers are likely to encounter cattle. During low river flow, rocks, boulders and strong headwinds can make progress more difficult.

Most campsite possibilities are on bank-edge flats and point bars in the upper 18 km of the segment (Posts No. 15 and 17), with limited potential in the 8 - 10 km upstream of St. Louis.

Directions

THIS SEGMENT BEGINS with access at the St. Laurent Ferry. Parking is available, but there are no other services. **LOAD AND LAUNCH CANOES DOWNSTREAM OF THE RAMPS TO AVOID THE FERRY-RELATED HAZARDS** (i.e. ferry cable and possible rapids). **There are no emergency take-out points.**

THE SEGMENT ENDS at the Town of St. Louis on Highway 2, 33 km south of Prince Albert, 30 km north of Wakaw. River access here can be gained on the west edge of town on a trail downslope from the waterworks building (watch along north side of town's main street), roughly 800 m upstream (west) of the highway bridge. It is not suitable for overnight or extended parking. From the river, the site appears as a grassy opening on the river right bank with a low, square well-intake structure in its middle.

Basic small community services are available. Camping is allowed in a small picnic area in McKay Creek, across the highway from the hotel at the end of the bridge, but this is not readily accessible by canoeists from the riverbank.

Access is at the St. Laurent Ferry. Parking is available, but there are no other services. **LOAD AND LAUNCH CANOES DOWNSTREAM OF THE RAMPS TO AVOID THE FERRY-RELATED HAZARDS.**

The segment ends at the Town of St. Louis on Highway 2, 33 km south of Prince Albert, 30 km north of Wakaw. River access here can be gained on the west edge of town on a trail downslope from the waterworks building (watch along north side of town's main street), roughly 800 m upstream (west) of the highway bridge.

Natural Heritage Features of Interest:

- N1 Spruce ravine** - A stand of white spruce (river left) grows in the shelter of the steep-sided ravine on the west side of the valley. It is evidence of the nearby Nisbet Provincial Forest and the approaching boreal forest region. The Nisbet Area has forested dune sands deposited by the post-glacial river as a delta and later re-worked by wind.
- N2 Valley form transition** - From here, you can see 3 km downstream to the opposite valley wall as the river skirts the edge of the borad terrace on river right (east bank). The river is leaving the Saskatchewan River Plains area to continue across the lower Carrot River Plains. The terraces are formed by alluvial silts and sands earlier deposited by the river when it meandered at a higher elevation. These areas, once cleared, provided readily cultivated land.

Cultural Heritage Points of Interest:

This portion of the river marks the western limit of fur trade posts on the South Saskatchewan River, except for some short-lived posts at the junction of the Red Deer River in the early 1800s.

- H1 Fur-trade posts** - This stretch was the site of several fur-trading posts. The posts were ideally located to perform their two main functions: to trade for furs from the forests, and to produce pemmican (made primarily from buffalo meat), the staple food of the western fur brigades. Thrasnport of furs to market and pemmican to other posts was easily accomplished by canoe and York boat on the two wide branches of the Saskatchewan.

Traders at these posts used the rivers for transportation and communication until, guided by Cree and Assiniboine, they explored the region more fully. Then, overland trails linking the various posts were developed. These trails were later followed by the territoria and provincial road systems.

The fur trade posts along this stretch included:

- A. Carlton House II (Hudson's Bay Co., 1805 - 1810)
- B. South Branch House II (North West Co., 1805 - 1810)
- C. South Branch House (North West Co., 1786 - 1794)
- D. South Branch House (Independent, 1786 - 1794)
- E. South Branch House (Hudson's Bay Co., 1786 - 1794); this site is marked with a provincial historic marker and is accessible by a steep trail up the bank from the river (Post No. 16)
- F. Fort des Isles (North West Co., 1785 - 1786)
- G. For des Isles (Pangman et al., 1785 - 1786)

- H2 St-Laurent Shrine** - Since 1879, the St-Laurent Shrine has been the scene of a religious pilgrimage. That year, lay member Jean-Pierre Marie Piquet arrived to help the parish priest. The spring supplying the mission of St-Laurent with water reminded him of the shrine at Lourdes, France. Thereafter, he and the priest, Father Fourmond, began to make daily pilgrimages to the site. Other members of the parish joined them. In 1890, the Shadow of the Cross appeared at the site, ushering in a period of suffering for the parish. The first inter-parochial pilgrimage was organized on August 15, 1905 and on July 16, 1909, the Right Reverend Albert Pascal, first Bishop of Prince Albert, blessed the grotto and inaugurated the Procession of the Blessed Sacrament. Since then, the pilgrimage has been made as often as twice yearly, with up to 4,000 people attending.

Canoeists visiting the shrine need to hike up a steep, brushy trail to the top of the valley. Post No. 14 marks the foot of the trail on the river left (west) bank.

- H3 Nisbet Provincial Forest** - This portion of the Provincial Forest is named after the Reverend James Nisbet (1823 - 1874), a Presbyterian minister who founded an Indian mission on the North Saskatchewan River at a site he named Prince Albert in 1866. This mission grew into the present City of Prince Albert. Remains of some of the area's major historical trails are found within the forest's boundaries.

- H4 Garipey's Crossing historic ferry site** - In the spring of 1773 (about a century before the establishment of the ferry crossing), after the failure of an Assiniboine bison pound (a buffalo hunting "trap") at Red Deer Hill (north of the river), Matthew Cocking and his Cree companions moved to the river bank near here to build canoes. Cocking was the last to describe the west before the establishment of the inland posts. Later, he relieved Samuel Hearne at Cumberland House. No evidence remains of this crossing.

- H5 St. Louis Railway and Highway Bridge** - a peculiar bridge, with its eight spans and lanes.



The terms "river left" and "river right" assume the current is facing downstream (i.e., in the direction the river is flowing).

ST. LOUIS TO FENTON FERRY

LEGEND

- N** Natural Feature of Interest
- H** Heritage Site / Resource of Interest
- ▲** Camp Site
- I** Information
- W** Water
- P** Provisions
- H** Hospital
- T** Emergency / Public Telephone
- *** Navigation Hazard
- End of Segment / put in - take out
- Emergency / Access and Egress
- Powerline
- Railway
- Highway
- Grid Road



SEGMENT DESCRIPTION

Segment Length: 25 km

Paddling Time: 4 - 6 hours plus stops

Start to End Point Driving Distance: about 25 km, via Hwy 25 and grid road to Fenton

NTS 1:50,000 Map Sheet References: 73-A/13 Domremy
73-H/4 Prince Albert

Rural Municipalities:

River Left: Prince Albert No. 461 99 River Street East Prince Albert, SK S6V 0A1 763-2469

River Right: St. Louis No. 431 General Delivery Hoey, SK, S0J 1E0 422-6170 Birch Hills No. 460 Box 369 Birch Hills, SK S0J 0G0 749-2233



There is a single channel for only a few kilometres after the start of this segment. For most of the route, braided channels run between large terraces, and there are many islands, several of which are quite large. The valley itself is very broad, having left the Saskatchewan River Plains and moved onto the adjoining lower Carrot River Plains (365 - 450 metres elevation). Navigation will require the normal caution for the bridge at St. Louis and large in-stream rocks, but there is comparatively less problem with rocks and boulders during low flows than in other segments. **There are no emergency take-out points.**

Basic community services are available in St. Louis. Camping is allowed in a small picnic area at McKay Creek, across the highway from the hotel at the end of the bridge, but this is not readily accessible from the river.

Paddlers should stay north (left) of both Sugar and Campbell islands. Watch along the edges of these steep-banked islands for downed trees. Also watch for large boulders and fast water (in two sharp bends of the river as it becomes a single channel again) and a high railroad bridge in the last 2.5 km of the segment. **LAND UPSTREAM OF THE RAMPS TO AVOID THE FERRY-RELATED HAZARDS.**

Directions

THE SEGMENT BEGINS with access at the Town of St. Louis on Highway 2, 33 km south of Prince Albert, 30 km north of Wakaw. The access is on the west edge of town on a trail downslope from the waterworks building (watch along north side of town's main street), roughly 800 m upstream (west) of the highway bridge. It is not suitable for overnight or extended parking. The site is a grassy opening on the river right bank with a low, square well-intake structure in its middle.

THE SEGMENT ENDS at Fenton Ferry. **LAND UPSTREAM OF THE RAMPS TO AVOID THE FERRY-RELATED HAZARDS.**

Vehicle ferry crossings pose a special hazard on the South Saskatchewan. Caution **MUST** be exercised in approaching, landing at, or passing any active ferry crossing. The main obstacles include the **FERRY** itself, a very low-slung or partially-submerged **DRIVE CABLE**, and downstream channel constrictions of **ROCKFILL**. All of these will reduce safe canoe passage options. The drive cables span the entire channel and may be quite difficult to see, while the rockfill creates rapids. **CANOEISTS SHOULD STOP** on the bank to select the safest route. Watch for vehicles, and **DO NOT LAND OR LEAVE ANY EQUIPMENT ON THE RAMPS. NEVER** cut in front of a moving ferry.

Access is at the Town of St. Louis on Highway 2, 33 km south of Prince Albert, 30 km north of Wakaw. The access is on the west edge of town on a trail downslope from the waterworks building (watch along north side of town's main street), roughly 800 m upstream (west) of the highway bridge.

Natural Heritage Features of Interest:

- N1** "Stepped terraces" - Flanking the channel are distinct terrace levels at 440 - 450 m and at 425 - 435 m, separated by a short slope (scarp). Rivers create such features when they alternately meander, then downcut and meander again. The terrain was formed mainly by the depositing of alluvial silts and sands.
- N2** **Braided channels** - The numerous islands and intertwining channels indicate that there was, for soem time, more sediment to move than the river could carry. The river bed has a more gentle slope (gradient). By dropping its silt and sand load, the river infilled the channel, causing it to subdivide and re-merge repeatedly. This is called *channel braiding*. Sugar Island is the largest along the entire route, and is not vacant Crown land; it has since been cleared for cultivation. Campbell Island retains its cover of mature poplar.
- N3** **Boulder line** - A near-horizontal line of small boulders is visible in the cliffs on the riverbends (and other points further along), indicating a former elevation of the river bed. The occurrence of such a feature is evidence of how rivers move sediment and reshape valley terrain. First, the boulders themselves are examples of how major floods can transport very large *bed loads*. Second, rivers can build up the valley floor with sediment or cut downward, depending on the flow. Presently, the river is re-excavating former silt and sand deposits, sometimes exposing the large rocks and boulders that once lined the riverbed.



C. Speer

The terms "up-river" and "down-river" assume the canoeist is facing downstream (i.e., in the direction the river is flowing).

Cultural Heritage Points of Interest:

From the late 1600s until the 1770s, the Cree and Assiniboine Indians gathered in the early spring at the stands of large birch trees which grew along this stretch of river. Here, they would construct bark canoes to make the three-month journey to Hudson's Bay Company posts on the shores of Hudson's Bay. They travelled in large flotillas of up to 60 canoes, although most were in groups of 10 to 15.

- H1** **McKenzie's Crossing** - A main branch of the Carlton Trail - known as the Humboldt-Prince Albert Trail - crossed the river between 1887 and 1898. (No evidence remains; location is approximate.)
- H2** **Historic Halcro Ferry crossing** - (no evidence remains; location approximate)
- H3** **St. Andrew's Church**
- H4** **Canadian National Railway Bridge**
- H5** **Fenton Ferry** - still active



FENTON FERRY TO FORMER BIRCH HILLS FERRY CROSSING

LEGEND

- N** Natural Feature of Interest
- H** Heritage Site / Resource of Interest
- ▲** Camp Site
- I** Information
- W** Water
- P** Provisions
- H** Hospital
- T** Emergency / Public Telephone
- *** Navigation Hazard
- End of Segment / put in - take out
- Emergency / Access and Egress
- Powerline
- Railway
- Highway
- Grid Road



SEGMENT DESCRIPTION

Segment Length: 32 km

Paddling Time: 4 - 6 hours plus stops

Start to End Point Driving Distance: 35 km, via grid roads to/from Birch Hills

NTS 1:50,000 Map Sheet References: 73-H/4 Prince Albert 73-H/3 Peonan Lake

Rural Municipalities:
River Left: Prince Albert No. 461 99 River Street East Prince Albert, SK S6V 0A1 763-2469
River Right: Birch Hills No. 460 Box 369 Birch Hills, SK S0J 0G0 749-2233



This segment has large rocks, some sandbars and small islands. The river makes its way past broad alluvial terraces, most of them cleared and cultivated. The banks vary in height and are generally wooded, except where steepened by erosion. The point bars on the inside of bends in the channel tend to be open, grassy and somewhat rocky, but provide most of the potential campsites (Posts No. 19 and 20). Along part of the segment (8 km to river left, 15 km to river right) the river is flanked by the Muskoday Indian Reserve; the band office should be contacted beforehand by phoning (306) 764-1282 for permission to camp on the reserve riverbank.

The channel bed is strewn with rocks and boulders for much of the segment. At low flows this means more maneuvering. Strong headwinds could also make progress very difficult. About 8 km and 3 km above the end of this segment, the channel is quite rocky, producing small rapids at low flows. You may need to line or wade canoes along the shore for a short distance when the flows are very low.

Directions

CANOEISTS CAN PUT-IN just below the rockfill downstream of Fenton Ferry. **LOAD AND LAUNCH CANOES DOWNSTREAM OF THE RAMPS TO AVOID THE FERRY-RELATED HAZARDS** (i.e. ferry cable and possible rapids). The ferry is reached by use of grid roads that begin either 13 km south of Prince Albert along Hwy 2, or 15 km east of St. Louis along Hwy 25. Vehicles can be parked, but there are no other services.

Approximately 14 km downstream of the ferry, vehicle access to the river is also possible on river right (east bank) immediately downstream of the Highway 3 bridge on the Muskoday Indian Reserve. This site is suitable as an alternative place for canoeists to be dropped off or picked up, or as an emergency take-out; there are no facilities or services.

THE SEGMENT ENDS at the site of the former Birch Hills Ferry, at the end of a grid road 19 km north of the town of same name. It can also be reached from Prince Albert by driving 21 km east on Hwy 302, then south 3.5 km on gravelled Birson Road. With the ferry gone, the site is only a feasible put-in or take-out point. It has no services or facilities and is not recommended for overnight or extended parking.

Natural Heritage Features of Interest:

- N1 Faceted spurs** - In many places the bank shows recent erosion of the river, as banks become steeper and are gullied by surface runoff. The spurs (ridges) between the gullies have been cut into steep, cliff-like facets sometimes called *truncated spurs*.
- N2 Pillars** - Here the steep banks are being reshaped into pillars by rain, wind and sun. These are fine sands and silts deposited by the river; they have since become more consolidated. As erosion continues, the most resistant portions may remain as free-standing features much like small "hoodoos".
- N3 Gradient change** - Shallow, rocky sections of channel signal a steepening of the slope or *gradient* of the channel as the river continues its descent to a rendezvous with the North Saskatchewan. (There is a drop of another 30 metres from here to The Forks.) Such sections become minor rapids at low flows, and are good places to observe bald eagles and osprey.

Cultural Heritage Points of Interest:

Much of the cultural heritage of the valley from here to the Forks with the North Saskatchewan needs to be researched and developed. One of the very few archaeological surveys carried out along this stretch of river found 167 precontact sites between the eastern boundary of the Muskoday Reserve and the Forks. Some of these sites date back to Palaeo-Indian times (about 10,000 years ago). In more recent times, this area experienced considerable development and activity related to land speculation and settlement.

H1 Adam's Crossing historic ferry

H2 Muskoday Indian Reserve

H3 Stanleyville District - Settlers began arriving in this area (known as the Stanleyville District) in the 1870s. By 1880, the population was large enough to require a flour and grist mill, which was built along a creek. In 1895, the Stanleyville School District was formed and the first school built.

H4 Birch Hills Ferry site

The terms "river left" and "river right" assume the canoeist is facing downstream (i.e., in the direction the river is flowing).



FORMER BIRCH HILLS FERRY CROSSING TO WELDON CROSSING & WELDON FERRY TO THE FORKS

SEGMENT 13/DESCRIPTION

Segment Length: 21 km
 Paddling Time: 3 - 4 hours plus stops
 Start to End Point Driving Distance: 19 km, via Birson Road and Hwy. 302
 NTS 1:50,000 Map Sheet References: 73-H/3 Peonan Lake
 Rural Municipalities:
 River Left: Prince Albert No. 461 99 River Street East Prince Albert, SK S6V 0A1 763-2469
 River Right: Birch Hills No. 460 Box 369 Birch Hills, SK S0J 0G0 749-2233
 Kinistino No. 459 Box 310 Kinistino, SK S0J 1H0 864-2474

SEGMENT 14/DESCRIPTION

Segment Length: 20 km
 Paddling Time: 3 - 4 hours plus stops
 Start to End Driving Distance: to The Forks – about 11 km, via farm access roads or, to optional end point – about 24 km on assorted roads and trails
 NTS 1:50,000 Map Sheet Reference: 73-H/3 Peonan Lake
 Rural Municipalities:
 River Left: Prince Albert No. 461 99 River Street East Prince Albert, SK S6V 0A1 763-2469
 River Right: Kinistino No. 459 Box 310 Kinistino, SK S0J 1H0 864-2474



LEGEND

- N Natural Feature of Interest
- H Heritage Site / Resource of Interest
- ▲ Camp Site
- I Information
- W Water
- P Provisions
- H Hospital
- T Emergency / Public Telephone
- * Navigation Hazard
- End of Segment / put in - take out
- Emergency / Access and Egress
- Powerline
- Railway
- Highway
- Grid Road

0 1 2 3 4 5
KILOMETRES
0 1 2 3 4 5
MILES

In segment thirteen, the river cuts a deeper valley into the level, cultivated Carrot River Plains. The steep slopes are wooded with the aspen, balsam poplar, birch and white spruce that characterize the southern boreal forest. Bald eagles nest on this part of the river. Open, grassy point bars on the inside of channel bends provide most of the campsite potential. Numerous rocks and boulders require paddlers to do more maneuvering when flows are low. The second half of the segment has several stretches of rocky channel which at low flows become riffles or shallow rapids (Class I). In places, canoeists may run aground or choose to line or wade canoes along the channel edge when flows are very low. The most likely places for rapids are shown on the segment map, but circumstances will depend on water level. Canoeists should remain alert to channel conditions.

Directions

THE SEGMENT BEGINS where the former Birch Hills Ferry once operated, at the end of a grid road 19 km north of the town of same name. It can also be reached from Prince Albert by driving 21 km east on Hwy 302, then south 3.5 km on gravelled Birson Road. With the ferry gone, the site is only a feasible put-in or take-out point. There are no services or facilities and overnight or extended parking is not recommended. **There are no emergency take-out points en route.**

THE SEGMENT ENDS at Weldon Ferry. Vehicle ferry crossings pose a special hazard on the South Saskatchewan. Caution **MUST** be exercised in approaching, landing at, or passing any active ferry crossing. The main obstacles include the **FERRY** itself, a very low-slung or partially-submerged **DRIVE CABLE**, and downstream channel constrictions of

ROCK-FILL. All of these will reduce safe canoe passage options. The drive cables span the entire channel and may be quite difficult to see, while the rockfill creates rapids. **CANOEISTS SHOULD STOP** on the bank to select the safest route. Watch for vehicles, and **DO NOT LAND OR LEAVE ANY EQUIPMENT ON THE RAMPS. NEVER** cut in front of a moving ferry.

The segment begins where the former Birch Hills Ferry once operated, at the end of a grid road 19 km north of the town of same name.

The end point is located at Weldon Ferry, where vehicle parking is possible but there are no other services. **LAND UPSTREAM OF THE RAMPS TO AVOID THE FERRY-RELATED HAZARDS.**

Natural Heritage Features of Interest:

- N1 Nisbet Forest** - One block of Nisbet Provincial Forest extends up to the river left (west bank) slope of the valley where a small, spring-fed stream meets the channel. The area is valuable habitat for elk, deer, moose and black bear, among numerous other forest species. (Canoeists may wish to look more closely at the forest habitat; anyone intending to hike a considerable distance away from the river should be competent in use of map and compass.)
- N2 Valley form changes** - The valley becomes noticeably more steep-walled below this point. The slopes are heavily wooded and begin to support more extensive white spruce stands.
- N3 Rapids** - Rapids indicate a greater slope to the river. They are good fishing areas for birds such as bald eagles, ospreys and pelicans.
- N4 Cliff Swallow colonies** - There are numerous spots where vertical or slightly overhanging parts of the bank are ideal for colonies of cliff swallows. Their nests are made of river mud daubed into place to form a gourd-like structure on the cliff face.
- N5 Fort-à-la-Corne Forest** - One corner of this large boreal Provincial Forest extends to the valley edge.
- N6 Slump Block** - A large block of the bank has been slumping toward the river. Viewed from downstream looking back, one can readily see the shrubs and trees high on the bank that are "along for the ride".
- N7 Meander neck** - The river turns and recurves so sharply that, another 3.5 km downstream, paddlers will only be about 250 m from this location. This neck will eventually be cut through from opposite directions by erosion.
- N8 Eagle nesting** - Bald eagles can often be found nesting in this area. Their large stick nests may be spotted in the tops of trees; a dead spruce is a typical choice.
- N9 Confluence** - The Forks are where two sizeable branches of the Saskatchewan River join. The South carries less water and suspended sediment; a walk up the slope allows a view of how the waters intermix.

Cultural Heritage Points of Interest:

The area from the Weldon Ferry to the Forks was slow to receive settlers in the late 19th Century. Even though it was some distance from Prince Albert, it received a great deal of attention from land speculators. However, extensive clearing didn't occur until the late 1930s and early 1940s.

- H1 Weldon Ferry** - Still active
- H2 The Forks** - At one time senior federal bureaucrats saw The Forks as a potential "site of a future city at the junction of two great natural highways and also affording one of the few opportunities for a crossing of the whole Saskatchewan at one point." Obviously, the Forks did not develop as envisioned. The railway did not cross the river anywhere near the Forks, the role of the rivers as "natural highways" did not last long, and no city was ever established. Nevertheless, the Forks area has an interesting story to tell:
 - Captain William Butler, author of one of the most popular 19th Century books about the Canadian West, wrote about his wintering for several months in a cabin on the west side of the Forks.
 - Edward Belanger, former Chief Factor at the Hudson's Bay Company post at Cumberland House lived for more than ten years on the southeast corner of the Forks. The site was a crossing place on the trail from Fort-à-la-Corne to Fort Carlton; Belanger's home became a popular stopping place for those using the trail. In 1880, he built a large warehouse for cargo unloaded from the steamboats which could not get up La Colle Falls on the North Saskatchewan.
 - Numerous squatters made a living cutting firewood during the summers for the steamboats which needed extra power going up La Colle Falls. The days of the big boats ended with the arrival of the railway to Prince Albert in 1890.
 - A sturgeon cannery is reported to have been operating in the early 1920s, on the North Saskatchewan just upstream of the Forks.

The terms "river left" and "river right" assume the canoeist is facing downstream (i.e., in the direction the river is flowing).

In the final segment, fourteen, the river flows relatively swiftly. Meandering curves edged by very steep, high valley walls add to the scenery. The channel is rocky, with numerous places for riffles and small rapids. This is the most challenging part of the route, especially at low flows. A Class I rapid, for example, is located in the first bend, 2 km downstream of the put-in point. Canoeists may run aground or choose to line or wade canoes along the channel edge when flows are very low. Most of the sections where rapids occur are indicated on the segment map, but circumstances will depend on water level. Canoeists should remain alert to channel conditions. Open, grassy point bars on the inside of channel bends provide most of the campsite potential (Posts No. 21 and 22).

Directions

Access to the segment is at Weldon Ferry, 40 km east of Prince Albert on Highway 302, or 20 km north of Weldon on a grid road. Vehicle parking is possible but there is no potable water, camping or public telephone. **LOAD AND LAUNCH CANOES DOWNSTREAM OF THE RAMPS TO AVOID THE FERRY-RELATED HAZARDS.** **There are no emergency take-out points en route.**

At The Forks, the confluence of North and South Saskatchewan rivers, canoeists may end at the river left (west bank), just at the point of river confluence, and carry gear about 200 m up a steep trail to the road-accessible picnic site on the valley crest. Facilities at the picnic site are limited to tables and pit toilets. Camping, potable water and public telephone are not available. Overnight or extended parking is not recommended. Well marked grid roads lead, from Hwy 302 about 35 km east of Prince Albert, the remaining 12 km to The Forks.

An optional take-out point is available about 1.5 km downstream of The Forks on river right (east bank) where a road to a gravel excavation allows vehicle access to water level. This alternative pick-up point (marked with Post No. 23) avoids the need to portage upslope at The Forks, but the site is somewhat secluded and involves additional driving on both gravel and dirt roads. Overnight or extended parking is not recommended.

Directions from Weldon Ferry (east bank): south 6 km on grid road; east 10 km and north 10 km on farm access roads; east 3 km on dirt road; north 2 km on trail that skirts high, steep valley slope and descends onto a terrace; continue 500 m, passing a gravel pit (on right) and go 100 m further to access water level.

Access to the segment is at Weldon Ferry, 40 km east of Prince Albert on Highway 302, or 20 km north of Weldon on a grid road. **LOAD AND LAUNCH CANOES DOWNSTREAM OF THE RAMPS TO AVOID THE FERRY-RELATED HAZARDS.**