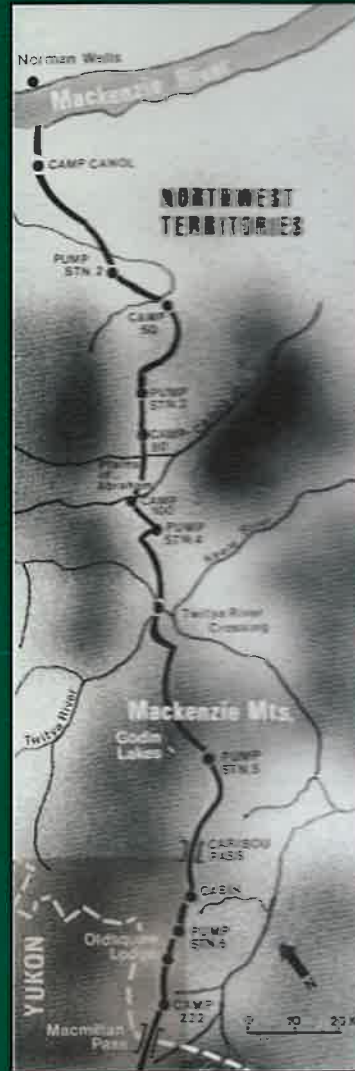


# Hiker's Guide to The CANOL HERITAGE TRAIL



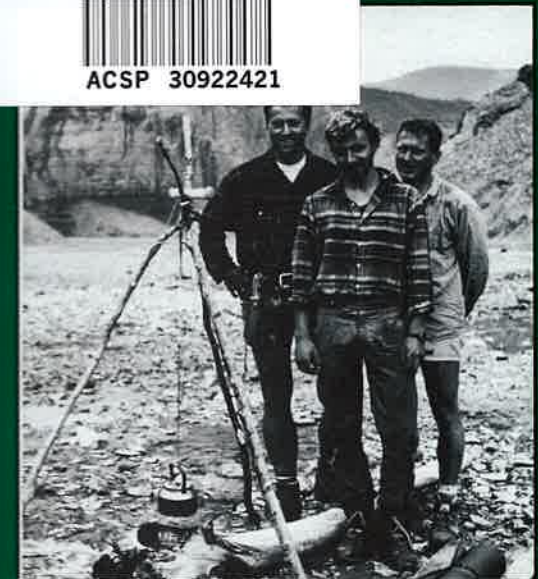
Resources, Wildlife & Economic Development  
Government of the N.W.T.  
Box 10, Norman Wells, Northwest Territories  
X0E 0V0  
Tel: (403) 587-2437  
Fax: (403) 587-2344



GSC/CGC CALGARY



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1996

Resources, Wildlife & Economic Development  
Government of the N.W.T.  
Norman Wells, Northwest Territories

**THE CANOL HERITAGE TRAIL**

by

**TIM HAWKINGS**

for the

**GOVERNMENT OF THE**

**NORTHWEST TERRITORIES**

**MAY 1996 - 2nd Revision**

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## NOTICE

The advice given in this guide will help experienced hikers plan and enjoy a hike on the CANOL Trail. The judgements are mine, and may not apply to all parties attempting the Trail.

The information provided was accurate as of August 1993. But hikers should realize that conditions in the mountains and on the Trail change from season to season, and year to year.

The Trail is remote and long. There are three difficult river crossings, one of which, the Twitya, puts hikers in considerable danger. There are no emergency services on the Trail.

For these reasons the CANOL Trail is one of the toughest hikes in Canada.

It should only be attempted by experienced, strong and well organized parties, capable of helping themselves if something goes wrong.

A number of people made suggestions that improved this guide. I would like to thank Warren Schmitke and Lois Hill particularly.

Tim Hawkings.  
February 1994.

## CONTENTS

Summary.....	2
Travel Permit .....	3
Introduction .....	4
Location, How to Get There .....	5
Trail Conditions .....	6
Weather, Logistics, Emergencies .....	8
Maps, Information.....	10
Services.....	11
Planning Notes.....	12
Index to Map Sheets.....	15
Trail Maps.	
Section 1. Mile 5 - Mile 30 .....	16
Section 2. Mile 30 - Mile 74.5 .....	18
Section 3. Mile 74.5 - Mile 100 .....	20
Section 4. Mile 100 - Mile 135 .....	22
Section 5. Mile 135 - Mile 170 .....	24
Section 6. Mile 170 - Mile 193 .....	26
Section 7. Mile 193 - Mile 222 .....	28
Trail Notes .....	30

## SUMMARY

The Sahtu land claim agreement was signed on September 8, 1993 and received Royal Assent on June 23, 1994. The Sahtu Dene and Metis rights set out in the agreement are recognized and affirmed by section 35 of the Constitution of Canada.

The parcels of land granted to the Dene and Metis are so large, special access conditions were negotiated in the Land Claim Agreement. Members of the public are allowed to cross the privately-held settlement lands and waters overlying such lands, to exercise a right, interest or privilege on the adjacent Crown land. Where practical, such crossing must be on the routes designated by the local Sahtu organizations or after the organizations are given notice. Members of the public may also use portages and waterfront lands on settlement lands when travelling on rivers but usually may not hunt or fish from these lands. Access to any settlement lands is subject to the condition that no significant damage be done to the land or mischief committed on it, and that there be no interference with the Sahtu Dene and Metis use and enjoyment of their lands.

Commercial operators may cross settlement lands without consent or charge providing that the crossing is of a casual or insignificant nature and that the Sahtu organizations are notified. Commercial operators requiring more than significant or casual access to settlement lands must reach an agreement with the Sahtu organizations or refer the matter for resolution to the Surface Rights Board.

The rights and benefits provided to the approximately 2,000 Sahtu land claim participants include:

### Land Ownership

Title to 41,437 sq. km, including 1,820 sq. km subsurface of land in several parcels situated throughout the Sahtu Settlement Area. Some of the privately held land is located along the Canol Trail and Dodo Canyon Territorial Park and visitors should consult park or Sahtu officials to determine what they may or may not do before entering on Sahtu land.

### Wildlife Harvesting

Subject to legislation in respect of conservation, public safety or public health Sahtu participants have the right to harvest all species of wildlife within the Settlement Area; the exclusive right to harvest all species of wildlife on Sahtu land; the exclusive right to harvest all furbearers throughout the Settlement Area; rights to participate in the commercial harvesting of wildlife and rights to trade, barter and sell wildlife on a non-commercial basis.

## Financial

Sahtu participants will receive \$130.4 million in capital transfers from the federal government paid out over a 15 year period and will receive an amount equal to 7.5% of the first \$2.0 million of resource royalties and 1.5 percent of any additional resource royalties received by government for oil, gas and mineral production in the Mackenzie Valley each year.

## Management

The agreement provides Sahtu participants with the right to participate on government boards to manage and permit land and water usage, land use planning, environmental impact screening and review and manage wildlife.

## Settlement Area

The Sahtu Settlement Area boundary describes the area within which Sahtu participant rights apply and include the communities of Fort Good Hope, Colville Lake, Norman Wells, Tulita and Deline and the Canol Trail and Dodo Canyon Territorial Park.

### TRAVEL PERMIT FOR USE OF THE Canol Heritage Trail, Northwest Territories, Canada

Please complete the following details when you have decided to use the Canol Heritage Trail for a hiking expedition.

Contact Name \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_

Country \_\_\_\_\_

Number in Group \_\_\_\_\_ Starting Date \_\_\_\_\_

Starting Location \_\_\_\_\_

Purpose of trip or special interests \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Filing of this permit is currently voluntary and without fee. We appreciate your participation to assist us with compiling statistics on the use of the Canol Heritage Trail. Many Thanks.

Please mail completed form to:

Resources, Wildlife & Economic Development  
Government of the N.W.T.  
Box 10  
Norman Wells, Northwest Territories Canada  
XOE 0V0  
Tel: (403) 587-2437 • Fax: (403) 587-2044

Introduction

50 years ago, during World War II the American Army Corps of Engineers supervised the building of a road and pipeline from an oil field at Norman Wells in the Northwest Territories, to a refinery at Whitehorse in the Yukon. At the end of the war the pipeline was shut down. The steel pipe and much of the equipment was taken away, but today in the most remote and rugged area of the mountains, parts of the road, remains of some of the buildings and the hulks of many of the vehicles remain.

This is the CANOL Heritage Trail, a 355 kilometer route that winds through the heart of the Mackenzie Mountains, from the Mackenzie River at Norman Wells, to Macmillan Pass on the Northwest Territories/Yukon border. It follows the hunting trails of the Mountain Dene, across fast flowing rivers, through lonely mountain passes and over barren windswept plateau. Magnificent scenery, abundant plants, northern animals and birds, and historical artifacts make the CANOL Trail one of the most spectacular and interesting hikes in Canada.

It is also one of the most challenging hikes in Canada.

It is remote and long and there are no services on the Trail. Only strong, experienced hikers should attempt the CANOL Trail, for once you are on the Trail, you are on your own.

But for those who are experienced, who have organized their food caches, and who are prepared for the river crossings, hiking the CANOL Trail is a magnificent and rewarding experience.

**CANOL MILEPOSTS**

When the CANOL Road was built distances were marked by Mileposts, (1 mile = 1.6 kilometers), and the camps, pump stations and river crossings were designated according to their distance from Mile 0 at Norman Wells. This guide will continue to use the milepost designations to describe places on the Trail.

All distances will be described in miles and kilometers.

The eastern end of the Trail can be reached by crossing the Mackenzie River by boat, helicopter or charter plane at Norman Wells.

Norman Wells is serviced by Canadian Airlines daily jet service from Edmonton and Calgary. (There is no road to Norman Wells in the summer time.)

The western end of the Trail is a small unmaintained airstrip at Mile 222, 7 miles east of Macmillan Pass (NWT/Yukon border).



Macmillan Pass can be reached by charter plane from Norman Wells, Ross River or Whitehorse, or by driving from Whitehorse and the Alaska Highway, to Ross River, and then driving up the North CANOL Road. This is a long, rough road. There is limited maintenance, in the summer only, and even so low clearance vehicles may have trouble crossing some of the streams where the bridges have washed out. There are no public transportation services on the 250 miles (400 Kilometers) of the North CANOL Road, between the Alaska Highway and Macmillan Pass. From Macmillan Pass to Mile 222, the road is just a track across the Barrens. Two tributaries of the Tischi River may have to be forded where bridges may be washed out.

Whitehorse is serviced by Canadian Airlines and NWT Air, from Edmonton or Vancouver.

For those who wish to start their hike on a particular part of the Trail, or who wish to visit only part of the route, there are a number of landing strips and lakes that can be reached by small plane. Helicopters which can provide access to almost any part of the Trail, are available in Norman Wells.

## TRAIL CONDITIONS

50 years ago it was possible to drive a vehicle along the CANOL Road, from the Mackenzie River near Norman Wells to Whitehorse in the Yukon. Today, only the western section of the CANOL Road, from Macmillan Pass, at the NWT Yukon border, to Johnsons Crossing on the Alaska Highway, is maintained as a single lane gravel road. The eastern section of the original CANOL Road, from the Mackenzie River to Camp 222, near Macmillan Pass, (222 miles, 355 kilometers) is the part that is now called the CANOL Heritage Trail.

In some parts of the Trail the roadbed remains, but for the most part the Trail is a narrow track that follows boulder strewn river beds and steep mountain sides. All the original bridges were either removed at the end of the project or have been destroyed by the fast flowing rivers of the Mackenzie Mountains.

Today it is not possible to drive a car or truck along the CANOL Heritage Trail. Motorized transportation including ATV's or motorcycles are discouraged.

## DISTANCES

Some groups hike the entire length of the CANOL Trail. Others access it from one of the lakes or airstrips, and hike just a part of it.

The many river crossings, the rough conditions of the Trail and the fact that most hikers are carrying a relatively heavy load, make for fairly slow hiking. From Mile 0 to Mile 135, 10 – 12.5 miles per day (16 – 20 kilometers), is a good average for strong hikers. From Mile 135 – Mile 222, the trail is in better condition and strong hikers can average 12.5 – 15 miles per day. (20 – 24 kilometers).

But why hurry ? You made a big effort to get to the CANOL. An overall average of 10 miles per day (16 kilometers) will allow you to enjoy the beauty of the Mackenzie Mountains, will give you time for emergencies and bad weather, and will give you the chance to sleep in once or twice.

## THE ROAD BED

From the Mackenzie River (Mile 5), to the Twitya River (Mile 135), the road has been washed out in several river valleys and in several other places. Mountain biking is not recommended on this part of the Trail - those who have tried it have had to carry their bikes for long distances over boulders the size of refrigerators, and across steep cut banks and wash outs. For the same reasons, travel by off road vehicle on this part of the Trail, is difficult and dangerous, and is not recommended.

From the Twitya River (Mile 135), to Macmillan Pass (Mile 222), the Trail is better preserved. It is narrow and overgrown and swampy in places, and there are many river crossings and washouts. However it can be travelled by mountain bike.

## ELEVATIONS

The CANOL road builders had engines to carry their loads up and down the steep grades of the Mackenzie Mountains. Hikers have only their legs.

At the Mackenzie River the elevation of the Trail is 200 feet (65 meters) above sea level. For the next 80 miles, (128 kilometers) there are many elevation changes as the Trail rises on the mountain sides and falls in the river valleys. It reaches 5437 feet (1754 meters) on the Plains of Abraham (Mile 84).

From here the Trail continues with significant elevation changes, falling to 2050 feet (660 meters) at the Twitya crossing. It then rises gradually to 3600 feet (1160 meters) at Godlin Lakes and from Godlin the Trail maintains a steady elevation of 4000 – 4750 feet (1300 – 1550 meters) along the valley of the Equi River and over the Mackenzie Barrens to Mile 222.

## RIVER CROSSINGS

The river crossings are the real challenge on the CANOL Trail. There are three particularly difficult ones, the Carcajou (Mile 25), the Little Keele (Mile 50 ) and the Twitya (Mile 135). Short span bridges were used on the CANOL, and so the Trail crosses some rivers at their narrowest, deepest and fastest flowing part. This is not the best place for hikers and at two rivers particularly, the Twitya and the Little Keele it is best to cross on gravel bars upstream of the Trail crossing, where the river is shallower.

The Twitya is the deepest and most dangerous of the CANOL rivers. You will need to swim or float across, using either an inner tube, inflatable boat or some other kind of raft.

The Little Keele and the Carcajou are also fast flowing but they may be waded. A strong stick, linked arms and/or a rope make for a safer crossing. All of the CANOL Trail Rivers, like mountain rivers everywhere, are cold fast flowing and unpredictable. They rise quickly during a heavy rain and then take several days to subside. Swollen rivers are deep, fast and dangerous, and hikers would be wise to wait for them to go down before trying to cross.

## WEATHER

The CANOL Trail passes through the Mackenzie Mountains close to the Arctic Circle. Winters are long and summers are short in this part of the world – from October to June the mountains are locked in by snow. Early on in the summer the rivers are high, fast flowing and cold as the snow is still melting. This is not a good time for hikers to be trying to cross them. Toward the end of the summer, starting in mid August, hikers can expect some cold weather and snow in the mountains.

Therefore the best time to hike the CANOL Trail is from mid July to mid August. This is the period of lowest rainfall, and warmest temperatures. Remember though that weather in the mountains is always unpredictable. Rain and storms will bring near freezing temperatures even in the middle of summer. A warm sweater, jacket and waterproof outer layer is essential.

But the most important item of clothing on the CANOL Trail is boots – and they will be wet from the very beginning to the very end of the hike. Modern Gore-Tex boots with a good insole, are much better under these conditions than leather. Also a pair of Gore-Tex socks which you can put on at the end of the day to keep your feet dry in wet boots, will significantly reduce the chance of blisters. A pair of runners are good for crossing rivers, and comfortable at the end of the day.

## LOGISTICS

Because of the length of the CANOL Trail the only way to hike it is by establishing food drops. These can best be put in by a small plane wherever there is an airstrip and buildings – at Mile 222, 170, 108, and 80. The cost of chartering a small plane ranges from \$1.70 – \$3.50 per mile, depending on the size, and you have to pay for the round trip. So laying in the food caches is expensive.

Food, fuel and basic camping supplies can be purchased at Norman Wells. However most hikers on the CANOL Trail will want to use their own specialised lightweight equipment, and it is best not only to bring this with you but to have tried it out many times. You can't get spare parts on the CANOL Trail.

There is water everywhere on the Trail, however it should be purified before drinking. There is wood for fires in many places, but don't rely on it, and don't tear down parts of buildings. Bring a stove and adequate fuel.

There are no organized camp sites on the CANOL Trail, but you can camp just about anywhere beside it. Buildings at Mile 208, 108, 80, 75, 50 and 36 can provide some shelter.

## BEARS

There are grizzly and black bears in the area of the CANOL Trail, so hikers should use common sense to avoid them and take the usual precautions with food and garbage, including the use of bear proof food containers, where possible. Noise makers such as bear bells and air horns should be carried, and a canister of pepper spray can be taken to use as a last resort.

## MOSQUITOS

On a windy day high in the Mackenzie Mountains, the hiker will not notice mosquitos. On a quiet day deep in a damp valley, they will be unpleasant. These are the two extremes and on a trip along the CANOL Trail hikers will experience both. So bring repellent and they will leave you alone. And since a head net is cheap and weighs very little you may want to bring one of those as well.

## EMERGENCIES

There are no organized emergency or rescue services on the CANOL Trail. Oldsquaw Lodge (Mile 212) and the hunting lodge at Godlin Lakes, (Mile 170) will help hikers in an extreme emergency. However their guests reserve many months ahead, and the lodges are not set up to support casual visitors. Any help received must be paid for.

Except for the extreme western end, the CANOL Trail is out of the range of the VHF (line of sight) radio telephone system that exists in other parts of Northern Canada. And cellular phones don't work in this part of the North.

You might be able to attract the attention of the pilots of the small planes that are carrying hunters and fishermen throughout the Mackenzie Mountains. This can be done by radio. Most pilots monitor 126.7 MHz (general communications), the VHF 121.5 MHz (emergency transmissions) and also the 444.1 (the general SSB frequency). The VHF airband emergency radios weigh 1.5 pounds (675 g). The SSB radios are heavy, approx. 11 pounds (5 kilos) so most hikers will choose not to carry them.

GPS Units will function along the trail and maybe a practical necessity for locating your position with a map.

There is also another way. Pilots, provided they are flying low enough, will respond to emergency (red) flares, a mirror or other emergency signals. Most of the time they won't be able to land, so all they can do is call for a helicopter from Norman Wells. Helicopters cost in the order of \$900/hour, and hikers will have to pay for their own rescue. So the lesson for the CANOL Trail is: **BE PREPARED and BE CAREFUL.**

## REGISTRATION

For all hikers not using an outfitting or guiding service, it is important to report your intentions and schedule to the RCMP in either Ross River or Norman Wells, along with your intended date of completion of the Trail. Don't forget to check in with the RCMP at your destination otherwise they will come looking for you. You are classified as a "wilderness" traveller.

## FIREARMS AND FISHING LICENCES

Sport fishing licences and regulations can be obtained from Resources, Wildlife & Economic Development, Government of the NWT offices and from some licence vendors. For further specific information contact Resources, Wildlife & Economic Development, Norman Wells. Tel: (403) 587-2310 or 587-2422 and Fax: (403) 587-2204

Firearms Acquisition Certificate is required to purchase or acquire a firearm anywhere in Canada. Hikers are permitted to carry non-restricted firearms, including common hunting rifles and shotguns. During transportation they must be unloaded, inoperable or securely locked and separate from ammunition. Non-restricted firearms may be brought into Canada upon declaration to customs.

Restricted firearms are not permitted. These include handguns, fully automatic firearms and semi-automatic rifles and shotguns with a barrel length less than 18½ inches (470mm).

## MAPS

For experienced hikers, route finding on the CANOL Trail is relatively easy, since for the most part, the Trail follows valleys and rivers. But as for any hike through mountains in remote areas, it is absolutely essential to know where you are at all times. Topographical maps should be used, and they can be acquired through Canada Map Office, Department of Energy Mines and Resources, or other map dealers, in major cities in Canada.

1:250,000 scale, (4 miles to the inch, 5 kilometers to 1.875 cm approx.) maps are adequate, and the correct set of maps is 96D, 96E, 106A, 105Q and 105P. The scale is a little small for hiking, but they are extremely accurate, and you only need five.

1:50,000 maps will give you a really clear idea of where you are. However they are expensive and bulky.

Allow time to obtain the maps, some may need to be ordered.

The Historical Centre in Norman Wells has a limited supply of 1:250,000 topographic maps of the CANOL Trail area available.

## SERVICES

Norman Wells is the closest town to the CANOL Trail. Services include shops, hotels, restaurants, dentist office, nursing station, fitness centre, seasonal swimming pool, bank, post office, airlines and air charter businesses. It is a logical place from which to start a CANOL journey.

### THE NORMAN WELLS HISTORICAL CENTRE

If you are starting a CANOL Trail hike in Norman Wells, you might wish to visit the Historical Centre. This interesting regional museum has a number of Canol vehicles and in a section dedicated to the CANOL, a series of maps, photographs, artifacts and stories which will prepare you for what you will see on the Trail. It has a Video Theatre with an extensive library of World War and CANOL films that are available for viewing. A museum shop offers books and northern gifts for souvenirs.

Address: P.O. Box 56, Norman Wells, NT X0E 0V0  
Canada

Tel: (403) 587-2415, Fax: (403) 587-2469

*P.S. If you finish your hike in Norman Wells, drop in there on your way home. You will see some of the things you missed and it will increase your overall appreciation of the tremendous effort that it took to build the CANOL Pipeline.*

## FURTHER INFORMATION

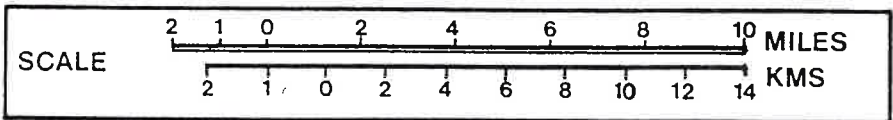
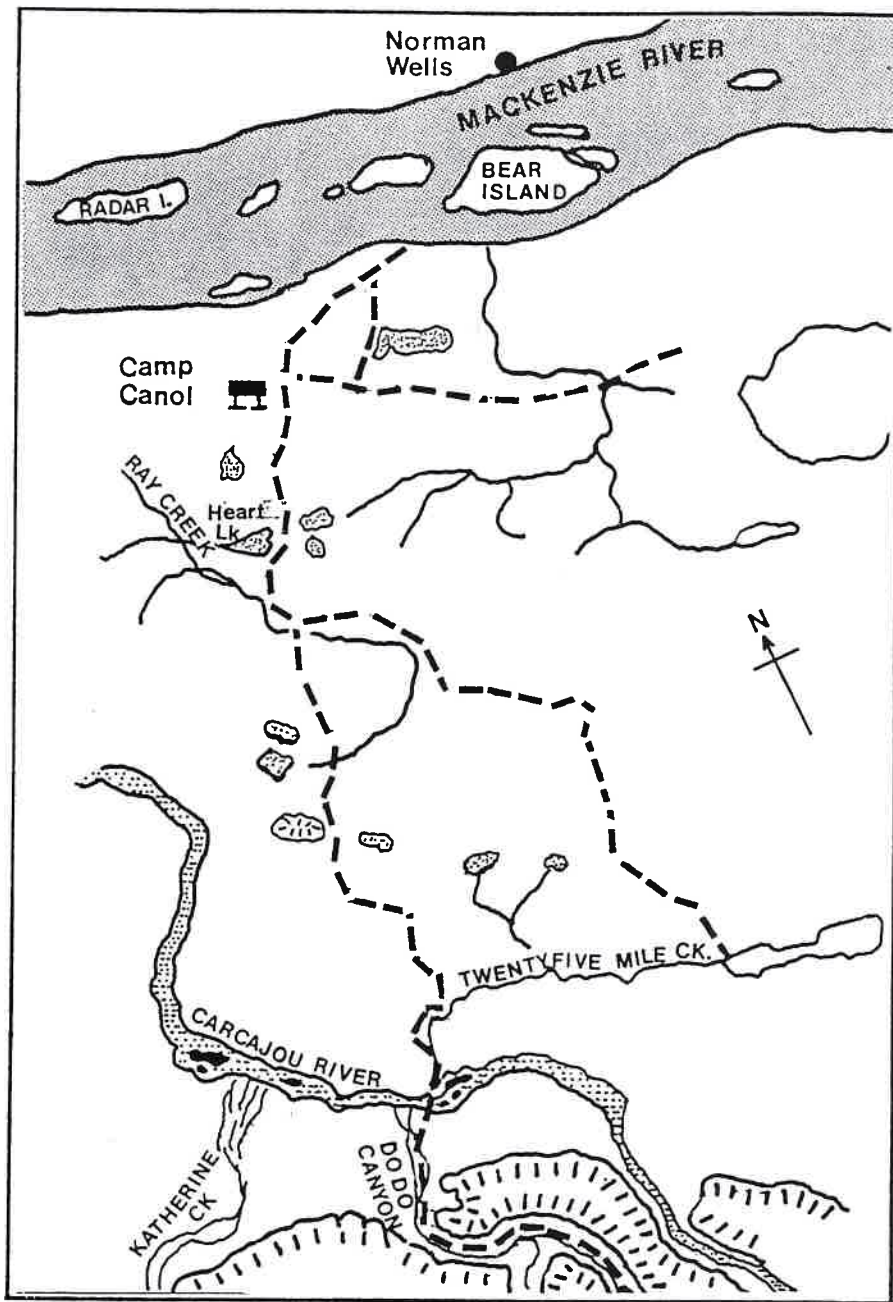
Anyone seriously interested in hiking the Trail should correspond with the Department Resources, Wildlife & Economic Development who will provide current trail reports and advise on conditions.

Department Resources, Wildlife & Economic Development  
P.O. Box 10  
Norman Wells, NT X0E 0V0 Canada  
Tel: (403) 587-2437  
Fax: (403) 587-2044





SEC. 1 MACKENZIE RIVER - DODO CANYON MI 5- MI 30



TRAIL CONDITION

BUILDING CONDITION

Mile 5 - Mile 30

Mackenzie Plains. - S Bank of Mackenzie River to Dodo Canyon (Distances measured from Norman Wells on north bank of River).

Mile 5 - Mile 25

Road is in generally good condition through ponds, spruce bogs, willow and aspen poplar woods. Easy but wet hiking, many mosquitos, hot and tedious in summer, make sure you drink enough water.

Mile 25. Carcajou River.

Wide, fast flowing river, can be deep and difficult to cross in flood. Look for shallow braided stream portion for crossing. May need to link arms or use a rope.

Mile 25 - Mile 30. Carcajou River - Dodo Canyon

Route runs along the wide flood plain of Dodo Creek. Trail washed out. Very difficult, slow going over boulder beds.

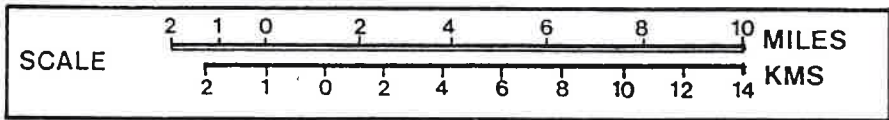
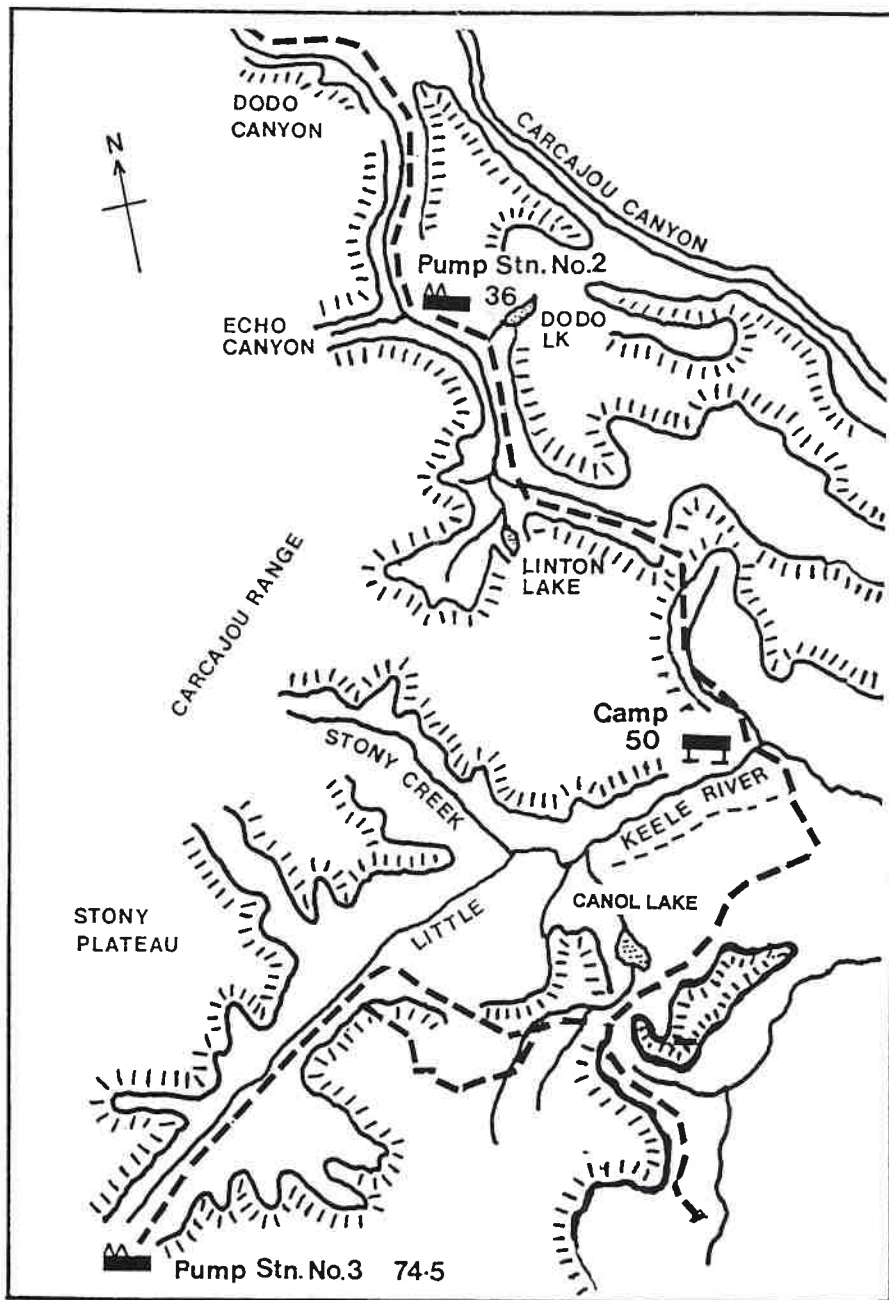
Camp CANOL - Mile 8

Most of Camp CANOL was bulldozed to the ground in 1977. A few derelict quonset huts remain. The old post office, that has been used recently for stabling horses, still stands. Two wooden aircraft hangers, (nosehangers) are worth making a side trip to see.

Emergency Shelter - Mile 22

The Government built an emergency tent shelter at Twentyfive Mile Creek, but bears and weather have opened it to the 4 winds, and its condition cannot be guaranteed.

SEC. 2. DODO CANYON - LITTLE KEELE MI 30 - MI 74.5



TRAIL CONDITION

BUILDING CONDITION

Mile 30 - Mile 40  
Road mostly washed out in the valley of Dodo Creek. Slow, wet going as you have to cross the stream several times.

Mile 40 - Mile 44.  
3/4 mile of good road as the Trail leaves Dodo Creek, then Trail missing on the S side of the tributary coming into Dodo Creek. Heavy going up the boulder bed to the pass.

Mile 44 - Mile 50.  
Good road switchbacking on the side of the mountain, down to Camp 50.

Mile 50 - Little Keele.  
Deep, fast flowing river, difficult to cross. Look for the braided stream portion upstream of the trail crossing.

Mile 50 - Mile 60  
Good trail through balsam parkland to limestone plateau west of Carcajou Falls, and past Canol Lake.

Mile 60 - Mile 69. Blue Mountain.  
High exposed road on the side of the Mountain. The road is generally good except where washed out. Even though the climb is strenuous, take the high (southerly) road, not the braided stream of the L Keele. Coming from the other direction (SW) the road up the mountain is hard to find.

M69 - Pump Stn. M -74.5  
Tough going over boulder beds.

Mile 36  
Pump Stn #2  
Pump house in good condition, N end has room with stove, kitchen and 4 cots. Many other buildings, mostly derelict.

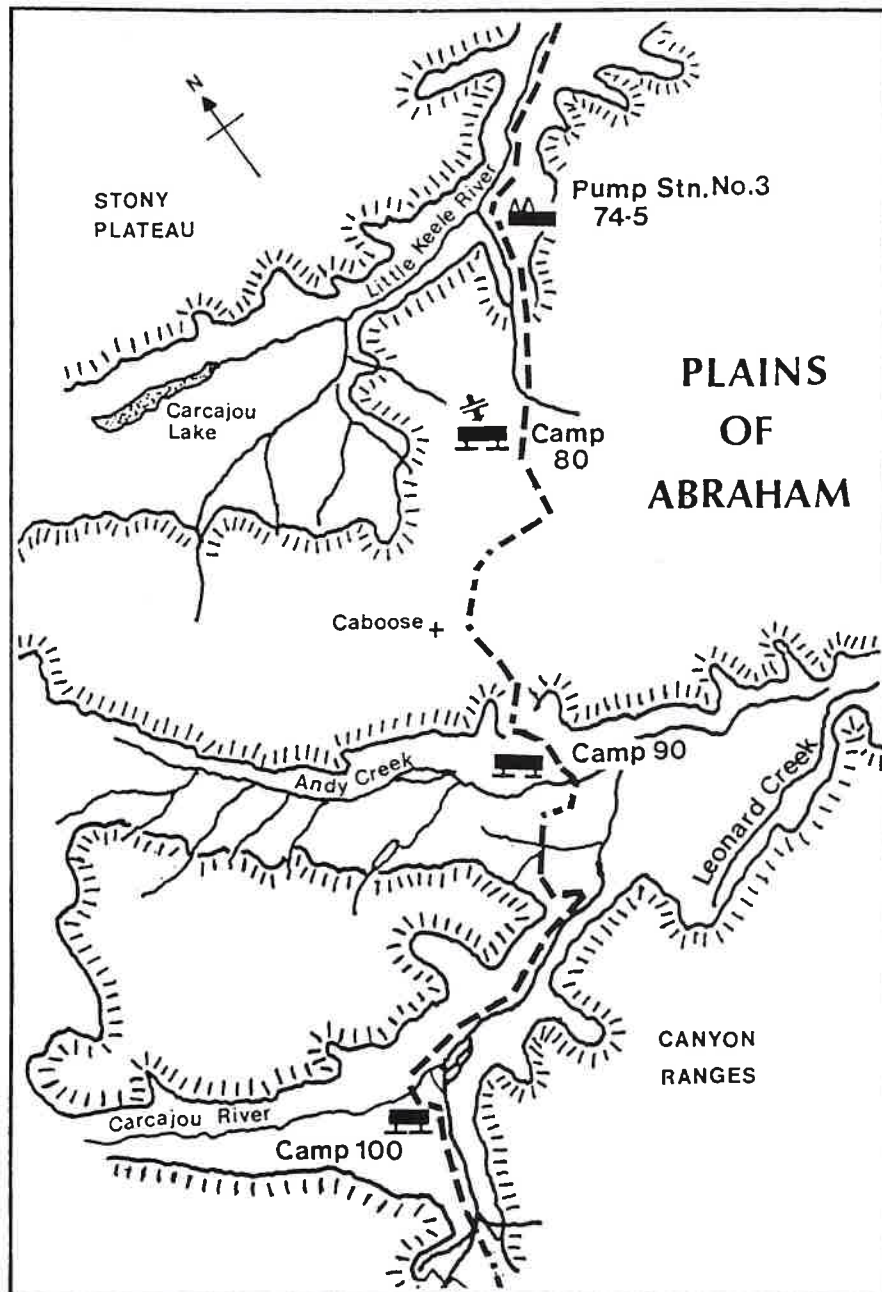
Mile 42  
Partially submerged caboose in creek bed.

Mile 43  
2 cabooses and a trailer in line, on the road.

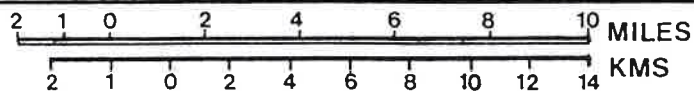
Camp 50.  
One small shack preserved, with 3 cots, table and stove. Other buildings in poor condition.

From the Trail in this area there is a potential side trip to Carcajou Falls. But the present location of the Falls on the topo. maps is wrong, and hikers should confirm their exact location with a pilot before going to look for them.

Mile 74.5  
Pump Stn # 3  
Many derelict buildings and abandoned vehicles. Oil tanks, generator shack and privy in good condition. One quonset preserved, with cots, table and stove.



SCALE



## Mile 74.5 - Mile 80

Continuous washouts and heavy going from Mile 74.5 to Mile 77. Then good trail up ravine to Camp 80 on top of Plains of Abraham

## Mile 80 - Mile 85.

Good trail on top of Plains of Abraham, a lonely desolate place. Windswept and exposed, spectacular views. Water scarce but present. You have to look for it.

**Watch out for telephone line that has fallen across the Trail at face height, at about mile 88**

## Mile 85 - Mile 90

Switchbacks down to Camp 90 and the Carcajou River. Good road, but you can also follow the telephone line to cut off some of the switchbacks.

## Mile 90 - Camp 100

Climb on a good road, then descend to the valley of the Carcajou. Good road up the valley of the Carcajou, to Camp 100. Few washouts.

## Carcajou Lake.

An interesting side trip, 6.5 miles (10.4 km), up the Little Keele River, W.S.W. of Pump Station #3. Good fishing.

## Camp 80.

A ruined road camp high on the Plains of Abraham. One building has a tarpaulin over the roof, and even though it leaks, it provides good shelter with 3 cots, a table and stove. Other buildings including a large garage are ruined. Lots of interesting equipment, including a stove dump, snow blower and other vehicles. Airstrip.

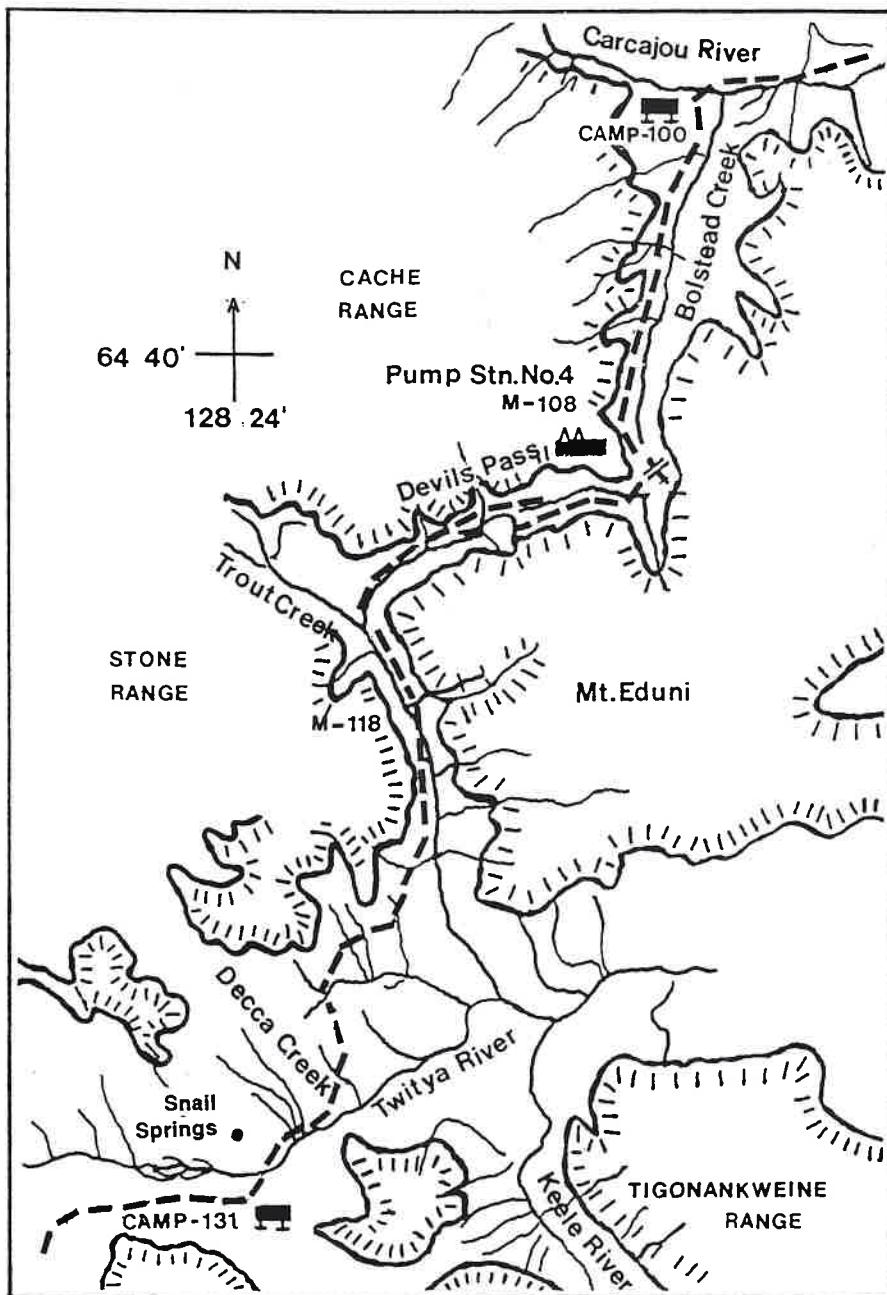
Overtaken caboose at Mile 83.5, and another upright, but 2/3 ruined at Mile 84.5, at start of descent to the Carcajou River.

## Camp 90.

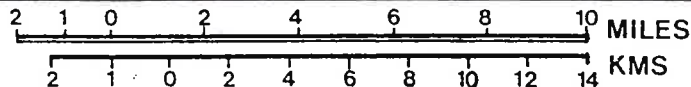
All that is left is a ruined caboose with no roof, and lots of rubbish outside.

## Camp 100.

A large red roofed building that looks inviting, but isn't. The south end is dry with two bunks and a huge stove. The northern 2/3 has no walls and is open to the 3 winds.



SCALE



Mile 100 - Mile 108  
Bolstead Creek.  
Generally good condition,  
some washouts

Mile 108 - Mile 115  
Devils Pass.  
Good condition. Steady climb  
from 108 to Devils Pass, then  
descend to Trout Creek.

Mile 115 - Mile 118  
Trout Creek.  
Road washed out N of Mile 118.  
Look for game trails on east  
side, or walk up stream bed.  
Many crossings, creek is fast  
and cold. This is one of worst  
parts of the Trail.

Mile 118 - 121.  
Trout Creek.  
Road on west side of creek,  
generally good condition, some  
washouts and steep cut banks.

Mile 121 - 131.  
Trout Creek to Twitya River.  
Steady descent to valley of  
Twitya River. Road in good  
condition. Extensive alluvial fan  
at Decca Creek.

Mile 131.  
Twitya River Crossing.  
River is narrow, fast, deep and  
dangerous at Trail crossing.  
River is shallower at braided  
section 2 miles to west.  
Bushwacking required through  
alder woods.

Camp 100  
(See previous page).

Pump Station # 4. Mile 108.  
Many buildings and vehicle  
remains. One quonset in good  
condition with stove, table, 6 - 8  
cots.

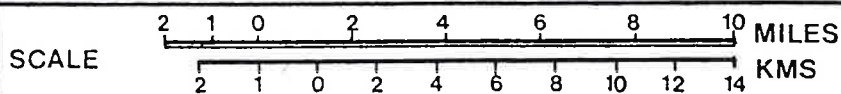
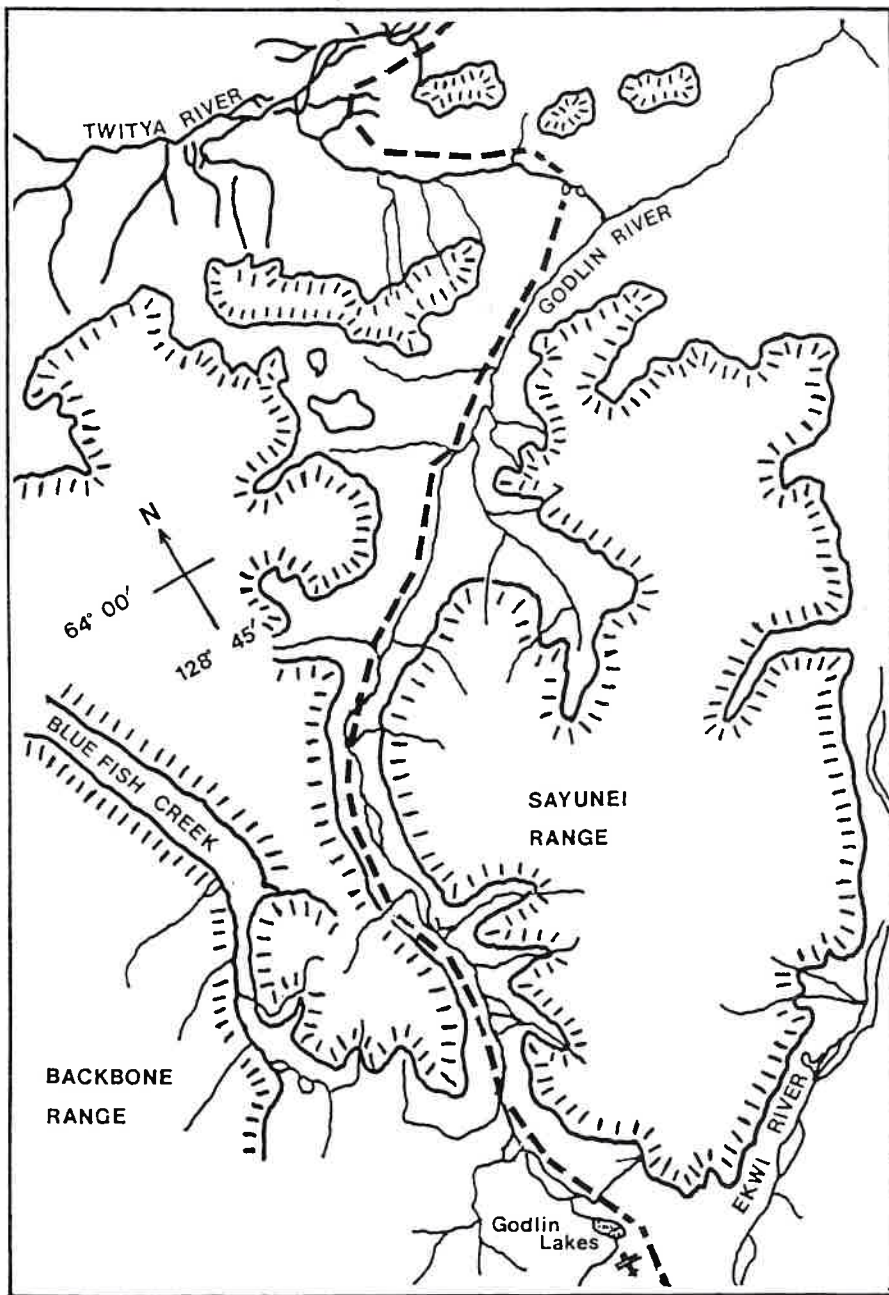
The road at camp 108 is used  
as a short, narrow,  
unmaintained airstrip.

Mile 118. Trout Creek crossing.  
Ruined caboose, floor only  
remaining. Stove and 2 cots in  
open. Good place to camp.

Lymnia (Snail) Springs.  
The topo. map shows Snail  
Springs, 1 mile N.W. of the  
Twitya River Crossing. They  
provide a welcome soak for  
hikers, but they are hard to find  
on the ground as there is no  
obvious path through the alder  
woods.

Mile 131. Twitya River Camp.  
Many derelict buildings. No  
shelter on either side of the  
river.

SEC. 5. TWITYA RIVER - GODLIN LAKES MI 135 - MI 170



TRAIL CONDITION

BUILDING CONDITION

Mile 133- Mile 143  
 Twitya to the Godlin River.  
 Road moderately good, thick underbrush, overgrown and wet underfoot. Swampy at Mile 141 just before the Godlin River.

Mile 143 - Mile 170  
 Godlin River.  
 Good road in the valley of the Godlin River, except for the washouts. At mile 147, stay high on the north west side, dont cross the river.

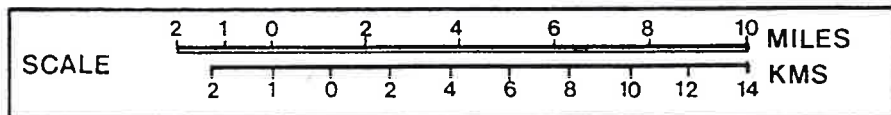
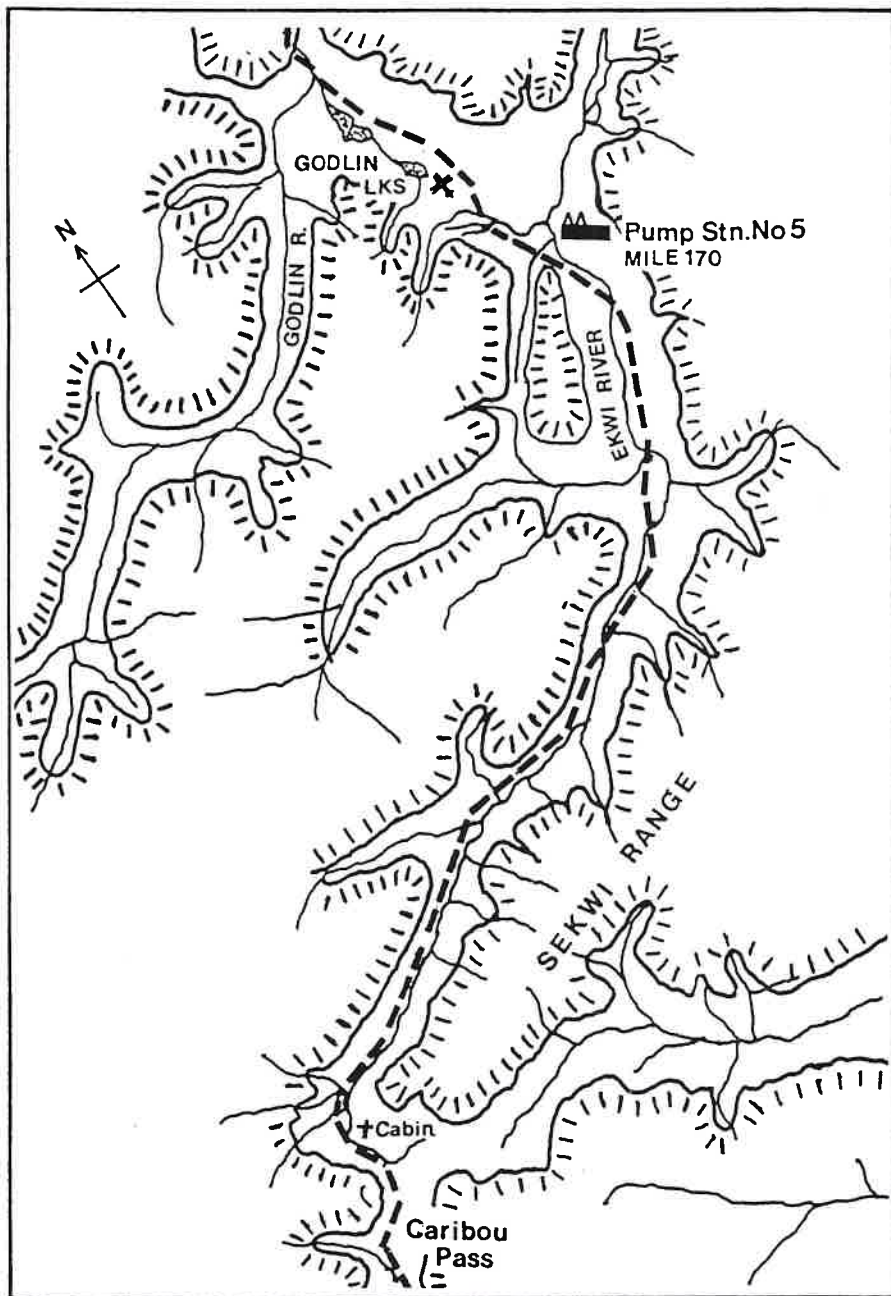
Mile 142 Ruined caboose

Mile 169  
 Ramhead Outfitters  
 Hunting Lodge, owned by Stan and Debbie Simpson. From July to October offers guided hunting trips. No facilities for hikers, but Stan and Debbie have a radio and will provide help in real emergencies.

Airstrip and lake for float planes.

Mile 170  
 Pump Station #5  
 Pumphouse, quonsets, tanks and vehicle hulks.  
 One building partially preserved, roof OK but doors and windows gone.

SEC. 6. GODLIN LAKES - CARIBOU PASS MI 170 - MI 193



TRAIL CONDITION

BUILDING CONDITION

Mile 170 - Mile 183

Valley of the Ekwi River.

Road in poor-good condition, boulder beds, some washouts and many wet and overgrown areas. The road crosses the Ekwi and its tributaries several times. The river can respond to heavy rain with flood like increases in depth, and the crossings may be difficult.

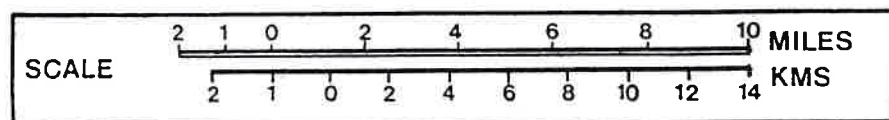
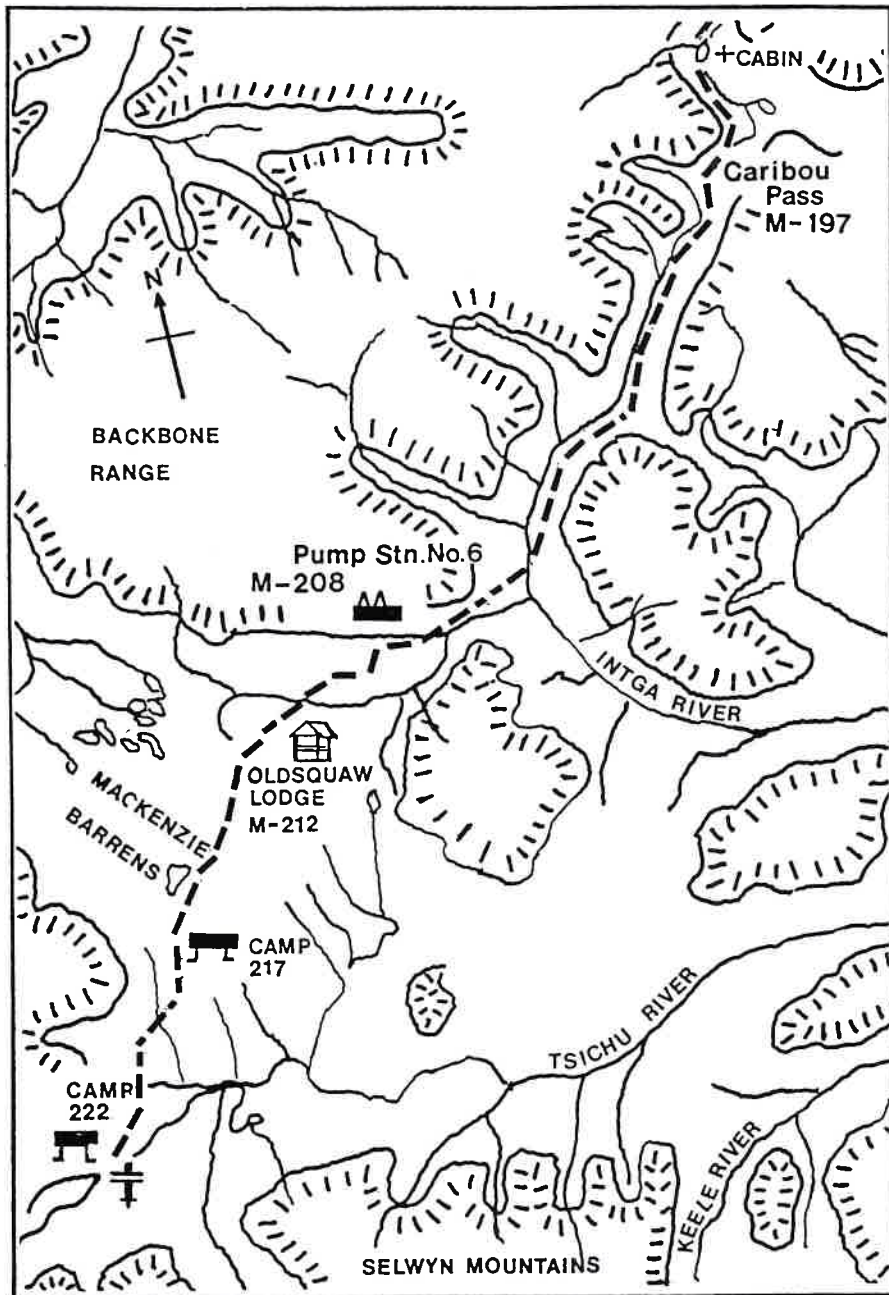
From M-185 - Mile 192 the road disappears into the bed of the Ekwi River. Look for the game trail which takes to the higher ground.

Then climb up to Caribou Pass through a narrow rocky valley.

M - 193 Caribou Pass.

Caribou Pass leads to the valley of the Intga River and to the Mackenzie Barrens, a high austere beautiful alpine area.

There are no significant buildings on this part of the Trail. There is one cabin, used by Oldsquaw Lodge, at about Mile 192, near Caribou Pass.



## Mile 193 - Mile 208

Valley of the Intga River  
Road in good condition, few washouts, overgrown in places.

At the crossing of the Intga at mile 205 the road starts the climb past Pump station #6 to the Mackenzie Barrens.

## Mile 208 - Mile 222

The track across the Barrens is generally good. It may be damp underfoot, and it is lonely and remote but the river crossings are small and manageable.

## Mile 222

This is the western trail head for the CANOL. From here a four wheel drive vehicle can follow the track to the gravel road at Macmillan Pass that is maintained in summer.

## Mile 208

Pump Station #6  
Pumphouse, generator shack, ruined quonsets, a corral and one cookhouse, maintained by Stan Simpson, with a cot, table and stove.

Here there are also vehicle, and barrel dumps, and equipment scattered around, cabooses on their sides - all the paraphernalia of a CANOL pumpstation.

## Mile 212

Oldsquaw Lodge  
A private wilderness lodge, providing one week stays to registered guests wishing to study the animal, plant and bird life of the Barrens. The Lodge is open from late June to early September.

## Mile 217

Road camp with ruined shacks and abandoned vehicles. This is where the North and South sections of the road met on December 31, 1943.

## Camp 222

Few buildings remaining from the CANOL camp.  
Small unmaintained airstrip. Distance to Ross River (Yukon) is 180 miles.

