



On the Rideau River near Manotick

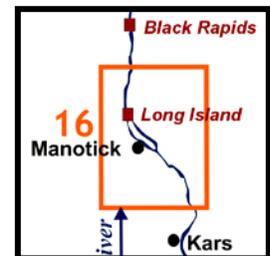
Rideau Paddling Guide 16 Kars North to the Jock River (along the Rideau River)

Rideau Canal National Historic Site and World Heritage Site, Ontario, Canada

by

Ken W. Watson

This is an easy paddling river section of the Rideau River which includes the northern part of The Long Reach, a section of the Rideau Canal uninterrupted by locks. The map included in this guide can be enlarged (while viewing the PDF) to any level of detail you desire as an aid for travel planning.



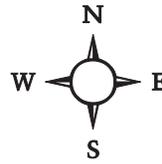
Water Access

There are several points of water access. To the south are the ramps in **Kars** (see Guide 14). In **Manotick**, there is the public ramp on the Rideau River at the bridge (45° 13.880'N - 75° 40.790'W). There is the **Long Island Lockstation** which offers lots of parking - paddlers can launch from the top (to paddle south) or at the bottom of the lock (with a bit of a portage) to paddle north. Those wishing to paddle north might find it easier to launch from **Jock River Landing** (45° 15.625'N - 75° 42.480'W), at the mouth of the Jock River, just off Lodge Rd. near the intersection with County Rd. 73 (Prince of Wales Drive).

Facilities

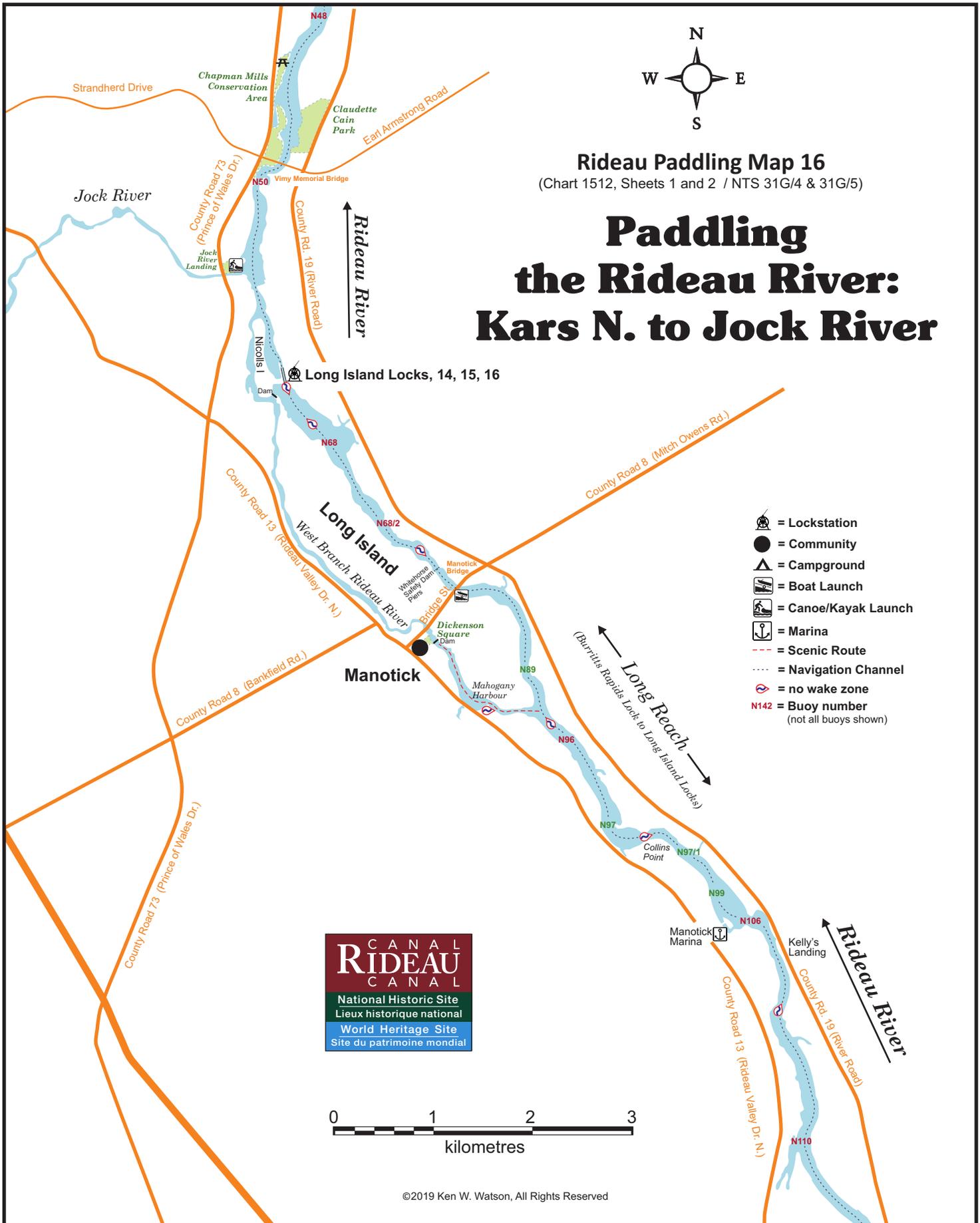
Lodging: If you're paddling and camping, the lockstations are a good choice for camp spots (a camping fee applies). There are a few B&Bs in the general area, plus a host of accommodations in Ottawa. For information about local accommodations see: www.ottawatourism.ca, www.rideau-info.com/canal/, and general lodging sites (i.e. Airbnb, bbcanada, TripAdvisor).

Supplies: A local source for supplies is the town of Manotick which has full facilities (grocery stores, pharmacies, hardware stores).



Rideau Paddling Map 16
(Chart 1512, Sheets 1 and 2 / NTS 31G/4 & 31G/5)

Paddling the Rideau River: Kars N. to Jock River



- = Lockstation
- = Community
- = Campground
- = Boat Launch
- = Canoe/Kayak Launch
- = Marina
- = Scenic Route
- = Navigation Channel
- = no wake zone
- = Buoy number (not all buoys shown)

CANAL
RIDEAU
CANAL
National Historic Site
Lieux historiques nationaux
World Heritage Site
Site du patrimoine mondial



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Big Boats

You'll be sharing the Rideau with big power boats (cruisers). The Rideau is generally not a crowded waterway and often you'll find the large boats in "packs" - travelling from lock to lock - once they pass by you won't see any for awhile. Some of these boats can generate a large wave. The general rule for a paddler and large waves is to meet them head on, this can actually be fun in a kayak (not as much fun in a canoe).

The main navigation channel is shown on the map as a blue dashed line - this is where the big boats will be travelling. So, if you wish to avoid these, pick a route away from the navigation channel. Many paddlers prefer paddling near shore, it's more interesting (i.e. wildlife, cottages) and it keeps you farther away from the waves produced by big boats.

There are several "no wake" zones on the Rideau - these have been marked on the maps. Boaters within these areas are supposed to be travelling at a slow enough speed (less than 10 kph) that their boat doesn't generate any potentially damaging or dangerous waves. .

Wind

A question often asked is which way does the wind blow? The prevailing wind, powered by the jet stream, is from the southwest. That's about the only rule of thumb. If a front is moving in then the wind can come from any direction. I've been on several paddles where I've been paddling into the wind on the way out in the morning and into the wind on the way back in the afternoon because the wind swung around 180 degrees (for some reason it never seems to work the other way around - at your back both ways). So, if you're going to travel the entire Rideau, going from Kingston to Ottawa improves the odds of having the wind at your back - but be prepared for anything.

Etiquette

Your trip planning should include a "leave no trace" approach - carry out what you carry in. Many areas are un-serviced (no garbage cans) - so plan to be self-contained. The lockstations provide waste disposal facilities.

Preparation & Safety

Please read the trip planning information on www.rideau-info.com/canal/paddling/. While these lakes are easy paddling, normal paddling preparations should be made (all required safety gear, maps, food, water, first-aid kit, etc.). Zebra mussels are present in many areas along the Rideau, so a pair of water shoes (to avoid cut feet) is recommended.

Please take all normal safety precautions, including checking the weather forecast before you head out and making sure that someone on shore knows your planned travel route and itinerary

Navigation

While the Rideau is generally easy to navigate, taking along a set of maps is a must (in addition to any GPS you might have). Although the map in this guide is an accurate 1:50,000 representation of the

Rideau Paddling Guide 16: Kars N. to Jock River by Ken W. Watson

waterway (when printed to 8.5" x 11"), you may also wish to also have the 1:20,000 hydrographic chart for this section (Chart 1512). For power boat navigation, the charts are an absolute must (the map in this guide should not be used for power boat navigation). The charts are also very handy for the paddler, since they show the Rideau in great detail, including depths (which can be helpful when looking for wildlife habitat or just interesting places to paddle).

The charts also show all the navigation buoys. These are all numbered (red buoys have even numbers, green buoys have odd numbers) and so can be used as an aid in locating yourself on the map when you're on open water. A subset of those buoy numbers have been included on the paddling guide maps.

For those wishing to go off the beaten path or want to know more of the topography and geographic features of the surrounding countryside, the 1:50,000 NTS maps for this section are 31G/4 and 31G/5.

The Locks

Most Rideau lockstations offer facilities such as washrooms, water, recycling cans, waste cans and picnic tables. Most also allow camping for paddlers travelling the Rideau for a modest camping fee. Paddlers can portage the locks for free, but you owe it to yourself to lock through at least one lock in order to get the full experience of paddling the Rideau Canal. See www.rideau-info.com/canal/ for the current fee schedule.

Distances:

Circumference distances are approximate, following the main shorelines. The navigation channel is shown on the map.

- Map bottom to map top along the navigation channel = 15.0 km (9.3 mi)
- Kars (ramp) to Manotick (ramp) = 11.7 km (7.3 mi)
- Manotick (ramp) to Long Island Locks = 2.8 km (1.7 mi)

The Rideau River

The Rideau River is generally a slow moving river, the only appreciable currents will be from the outflow of the canal weirs during times of high water. The main hazard are these same weirs. These are well marked on the upstream side and paddlers should avoid getting too close. Zebra mussels are present. Aquatic vegetation growth is present in most sheltered areas with a depth of less than 10 ft (3 m). Wildlife is abundant - see Wildlife of the Rideau Canal section.

Kars N. to Jock River

In the pre-canal era, the river was a few feet lower than it is today, water levels have been raised by the canal dams at Long Island.

The southern part of the map is the northern part of the Long Reach, the longest stretch of the Rideau Canal uninterrupted by locks. It extends 40 km / 25 mi from the Burritts Rapids Lock to the Long Island Locks. The river channel has a maximum depth of 12 ft (3.6 m). The water depth outside of the marked channel averages about 4 ft (1.2 m). The land bordering the river in this section is all privately owned

except for the federal lands at the lockstation. Much of this section, particularly around Manotick, has urban (suburban) development. You will find a few community parks bordering the Rideau (i.e. at the head of Long Island). North of the locks at Long Island you'll find more natural shorelines (the suburban development here is a bit back from the water).

I've only included one off the beaten path suggestion (Mahogany Harbour), but those out for a day paddle or just taking time on the Rideau will wish to poke into the various inlets and creeks (usually the best areas for wildlife viewing).

One cautionary note, the lower Jock River is not recommended for the paddler - it can have rough water in the spring and the weir a little ways up has dangerous undertows.

POINTS OF INTEREST (listed south to north)

The Long Reach: Most of this section of the canal is part of the Long Reach, the longest section of the Rideau Canal uninterrupted by locks (40 km / 25 mi). The canal dam at Long Island, the next set of locks, raised the Rideau River in that location by about 8 m (26 ft), flooding it all the way up to the foot of Burritts Rapids and making the entire section navigable (the main rapids that were flooded were those at Long Island itself).

Long Island: This was a pre-existing island in the pre-canal era with two sets of rapids in the west branch and one set (near where the locks are today) in the east channel. Originally the northern tip of the island ended a bit south of where it is today with the two branches of the river meeting just upstream from the present day locks. There were many problems with the original weir and so, in 1858, a total re-think of the water control was done and the tip of the island was extended to the weir and a new water control dam was built in the west branch (still there today beside Watson's Mill). This allowed the west branch of the river to be used for water control, with excess water being passed through this (now bypass) channel, to return to the Rideau River at the foot of Nicolls Island.

Manotick: This village is evolving into a bedroom community of Ottawa. It was founded by Moss Kent Dickinson with the building of Watson's Mill in 1860. There isn't easy public access, the public dock and ramp are located in the east channel by the bridge. You can get out there and walk into town.

West Branch/Mahogany Harbour: You can follow the west branch to the dam beside Watson's Mill. The area you enter into is known as Mahogany Harbour, a name coined for the classic boats (with gleaming varnished mahogany) that can be found there. You can paddle as far as the dam to get a water view of Watson's Mill. There is a new (2019) public dock partway down the bay, but it's not paddling friendly (particularly for kayakers, too high at normal water levels). There is easier access (ramp and floating dock) in the main channel by the Manotick Bridge (see below).

West Branch Dam: The first dam in this location was built in 1858 as part of the restructuring of the water control system for the dam and weir near the Long Island locks. The dam raised a head of water and soon after, Moss Kent Dickinson applied for the water rights to this location (see Watson's Mill). The dam has been rebuilt several times – in 1947-48 the present day concrete structure was built.

Watson's Mill/Dickinson Square Conservation Area: The construction of the west branch dam in 1858 provided a head of water in this area. Moss Kent Dickinson applied for the water rights to this area and in 1860, together with his partner, Joseph Currier, he built the mill that you can see and visit today. It operated as a flour mill until the 1930s. In 1972, the last owner of the mill, Harry Watson, sold it

to the Rideau Valley Conservation Authority (RVCA). The RVCA restored the building to its 1860 condition and installed one run of millstones, powered by the original water turbines. The mill is the featured highlight of the Dickinson Square Conservation Area.

The mill is operated by a volunteer non-profit group and is open to the public during the summer. There is even a ghost story involving the mill (based on a true story, recounted in *Tales of the Rideau*). For more information about the mill see: www.watsonsmill.com

East Channel: This is the navigation channel around Long Island. There was originally one sets of rapids in the channel which was made navigable by the flooding from the dam at the Long Island Locks.

Manotick Bridge: This is a fixed high level (6.7 m / 22 ft) concrete bridge built in 1956. The original crossing in this spot was a ferry service, established in 1860 by Moss Kent Dickinson. In 1868 a bridge, consisting of five wooden truss spans and swing bridge (on the west side), was built here. The fixed wooden spans were replaced by three steel spans in 1901-02. The present day concrete bridge was built on a slightly different alignment (you can see the concrete abutment of the previous bridge on the east shore just north of the present bridge).

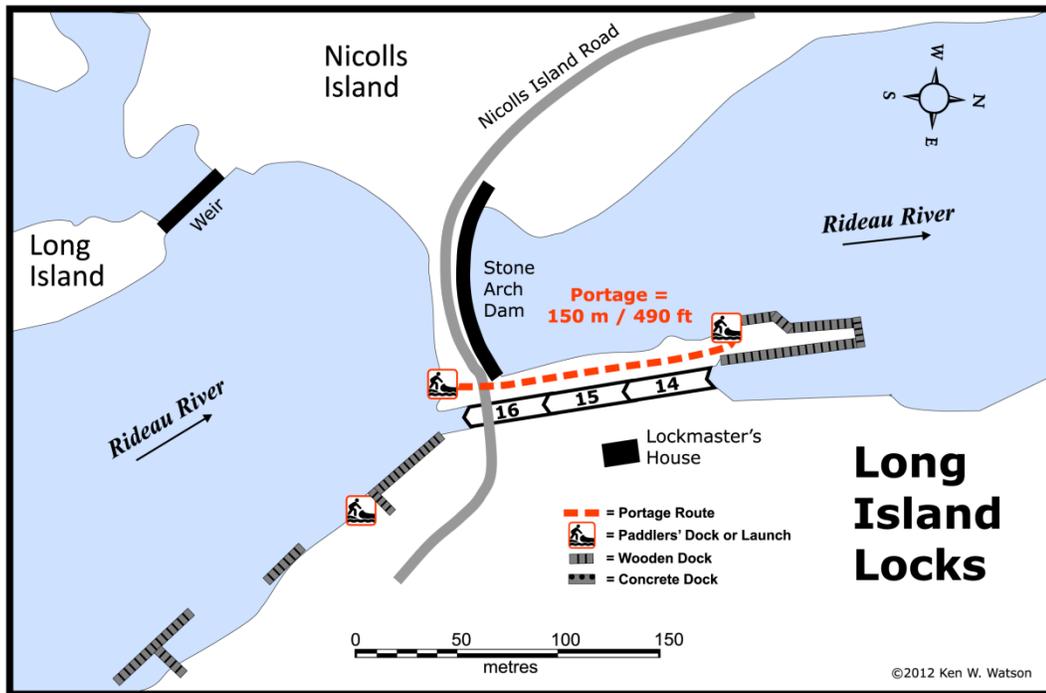
Whitehorse Safety Dam: A bit north of the bridge you'll see four concrete piers in the water. This is the Whitehorse Safety Dam, a structure that allows the reach below this dam to be dewatered. There is a concrete base extending across the channel (below navigation level), and the piers allow stop logs to be added to dam the canal. The first dam in this spot was a timber crib structure erected in 1861. It was repaired many times over the years and then finally rebuilt using concrete in 1926.

Long Island Village: Prior to the canal being built, there was no settlement other than a miller (Hurlburt) who had built a sawmill at this location. During the building of the Rideau Canal, a small village consisting of log cabins the workers built for themselves and their families grew up on the east side of the channel, just south of the lockstation. By 1834 there was a post office, general store and hotel. In 1846 a church (Methodist) was erected (Anglicans & Presbyterians shared a log cabin). The construction of Watson's Mill in 1860 signalled the demise of Long Island Village, with the community moving to the area around the new mill, now downtown Manotick. Today little remains of the original village, just the manse of Methodist church, now a private residence, and the cemeteries.

Long Island Locks: This is a set of 3 locks in flight with a lift 25.2 feet (7.7 m). It also has an interesting 31 foot high (9.4 m) stone arch dam. If you've seen the stone arch dam at Jones Falls, contrast the construction of it (large cut stones) with the stones used in the dam here at Long Island. The original stone lockmaster's house was torn down in 1914 and replaced with the two storey frame house seen at the locks today.

The first bridge across the locks was a timber swing bridge built in 1874, using the same design as all the other timber bridges of that era (an unequal arm, center-bearing timber swing bridge). The steel pony truss swing bridge that you can see today was originally built in 1903 and used at Hogs Back. It was removed from there in 1930 and re-erected here at Long Island in 1935.

As noted in the Long Island writeup, the southern tip of Long Island has seen many changes, a result of problems with the original weir. When the locks were first constructed, both the east and west channels flowed to the dam at Long Island. The only escape for the water was by a weir, positioned in a channel cut through Nicolls Island. This weir had many problems due to the volume of water it had to deal with in the spring. So, in 1858, a major change was made, extending the tip of Long Island to meet a new weir, and flowing the west branch into Mud Creek. The west branch dam (at Watson's Mill) allowed this bypass flow of the river to be regulated.



Jock River: This 72 km long river was originally known as “River Jacques” (1816). It took on the name “Goodwood River” for a time (1823) and then in 1830 settled on the present name as the Jock River. John Mactaggart speculated in 1827 of making it navigable to Richmond, but no action was ever taken on this idea. The lower Jock River is not recommended for paddlers.

Jock River Landing: This is a small municipal park with road access off of Lodge Road. It’s also an easy to use put in / pull out spot for canoes and kayaks.

Off the Beaten Path

Mahogany Harbour (2.8 km / 1.7 mi return)

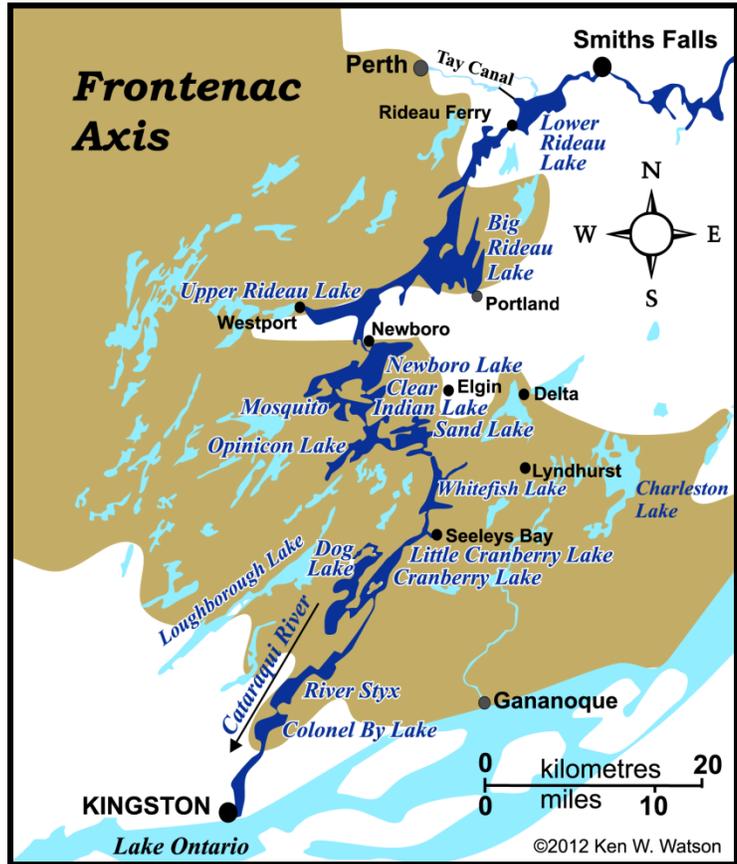
A short side-trip well worth doing is to paddle into Mahogany Harbour and have a look at Watson’s Mill (keeping a safe distance back from the dam). This area is so named for the number of classic boats kept here, which feature lots of gleaming varnished mahogany. The Manotick Classic Boat Club hosts a boat show each year at the Long Island Locks featuring these classic and antique boats.

According to the mill you can use a small wooden dock just upstream from the mill (just past the blue house) which has a stairway leading up to the road.

Geology of the Rideau Canal

As you paddle the Rideau Canal, the route you follow is defined by its geology. The area is underlain by part of an old mountain range, the Grenville Mountains, eroded down over many millions of years. Much of this eroded mountain range has been covered by younger sedimentary rocks, but portions of the old mountains are exposed, partly a result of their original topography and partially due to the eroding away of younger overlying rocks. This area is known as the Frontenac Axis. In essence, if you paddle from Kingston to Smiths Falls, you'll be paddling over a (very old) mountain range.

The Frontenac Axis can be thought of as a ridge connecting the extensive area of the Canadian Shield to the north and the Adirondack mountains to the south. On the Rideau, the southern irregular boundary of the Frontenac Axis is near Kingston Mills and the northern irregular boundary is on the northern reaches of Big Rideau Lake. The Frontenac Axis is made up of rocks formed 1.35 to 1.06 billion years ago (Precambrian: middle to late Proterozoic age) and then deformed and metamorphosed 900 million



years ago. The rock types that you'll be able to see as you travel through the Frontenac Axis include granite, syenite, monzonite, migmatite, gabbro, quartzite, marble, gneiss and pegmatite. Many of the lakes are underlain by marble (crystalline limestone) which provides some buffering against acid rain.

To the north and south of the Frontenac Axis are younger, 520 to 460 million year old (Paleozoic: Cambrian to Lower Ordovician age) rocks including limestone, sandstone, dolomite, shale and conglomerate. Most of these rocks were laid down in a shallow sea that covered this area, which was near the equator at that time (part of Laurentia which eventually became part of North America due to continental drift). The rocks near Kingston are dominated by limestone which provided much of the building material for the early town (hence the nickname, Limestone City). In the centre part of the Rideau, on the margin of the Frontenac Axis, the younger sedimentary rocks tend to be dominated by sandstone. Beyond that, from Smiths Falls to Ottawa the rocks are mostly dolomite, limestone and shale.

More recently, three events have impacted on the landscape - the ice last age, glacial Lake Iroquois and the Champlain Sea. During the last ice age, which peaked about 20,000 years ago, the Rideau area was covered by ice up to 1.5 kilometres (1.0 mi) thick. The ice polished and moved rocks, excavated some of the landscape and left large deposits of sand and gravel. The weight of the ice depressed the landscape by about 175 m (575 ft) below where it is today.

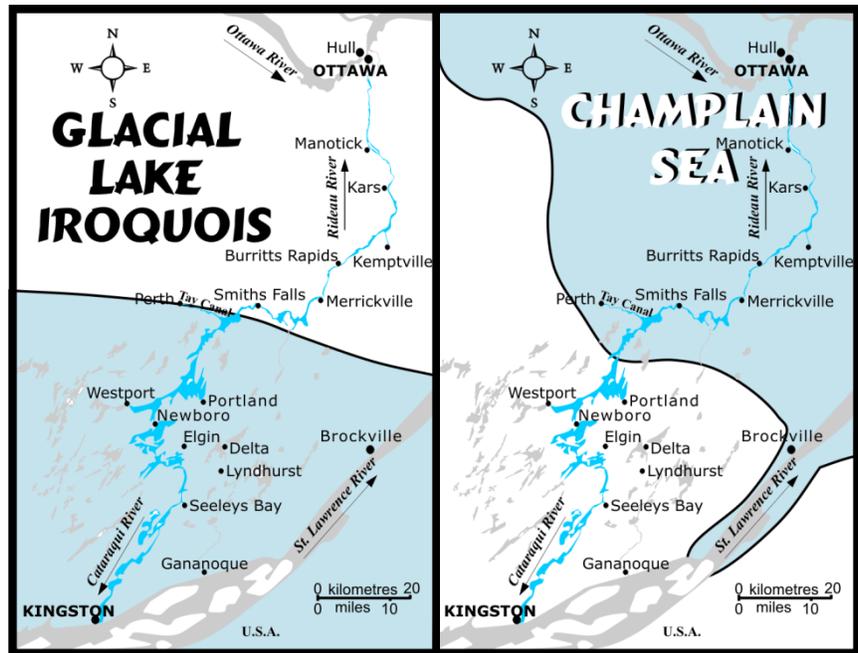
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By 14,000 years ago, the climate began to warm up, melting the glaciers and forcing them to retreat. In the area of Lake Ontario, today's exit of the lake down the St. Lawrence River was blocked by ice and a large lake, about 30 m (100 ft) higher than today's Lake Ontario, formed. That lake, known as Lake Iroquois, extended as far north as Perth and Smiths Falls.

Evidence of that lake exist today in form of glaciolacustrine (a big word for glacial lake) deposits. These include near shore sediments such as gravel and gravelly sand, and deeper water deposits such as silt and clay. These deposits are found all over the southern Rideau, including on heights of land, such as near the top of Rock Dunder. This is because the overall landscape was depressed, and features such as Rock Dunder formed part of the bottom of this large lake.

By about 13,350 years ago a channel opened up in the ice dam (near Rome, NY), rapidly draining much of the lake. At the same time the land was rising as the weight of the ice was removed (this rising is called "isostatic rebound").

As Lake Iroquois and subsequent glacial lakes were getting smaller, the glaciers were continuing their retreat from the St. Lawrence lowlands. About 13,000 years ago this allowed waters from the Atlantic Ocean to mix with glacial melt-waters and river drainage to create a brackish sea known as the Champlain Sea which extended past (west and south) of Ottawa.



Very generalized representations of glacial Lake Iroquois and the Champlain Sea in the Rideau region.

The southern limit of this sea on the Rideau Canal was near Nobles Bay of Big Rideau Lake. If you were paddling the sea back then, you would have been enjoying it in the company of whales. The bones of a humpback whale were found near Smiths Falls and beluga (white) whale bones have also been found in Champlain Sea deposits. This sea retreated as the glaciers moved north and the land continued to undergo isostatic rebound. By about 11,100 years ago, the central Rideau had risen above sea level and the land that we see today was being revealed. Rivers and streams continued to modify the landscape up until the building of the Rideau Canal.

There are some interesting geological features in the Ottawa area. The northern part of the Rideau River is the youngest part of the waterway (outside of canal altered sections) since, in the immediate post-glacial period, the Ottawa River had a channel to the south of where it is today, across much of urban Ottawa to the Mer Bleue area (where the trace of the old Ottawa River channel can be clearly seen). It eventually shifted north (due to isostatic rebound) to its present location and cut a deep channel. The faster excavation by the Ottawa River, through the underlying limestone rocks, compared to the Rideau River, formed Rideau Falls.

Another geological feature at Ottawa is that much of the area is underlain by a thick clay layer, a type of “quick clay” known locally as Leda clay (named after a type of small clam found in the clay deposits). Quick clay is a clay that is not well bonded and is subject to liquefaction, that is, when vibration is induced, it can turn into a liquid and flow. When undisturbed, it looks and acts like a normal solid form of clay. It was formed by glacial silt settling out on the bottom of the Champlain Sea. There it formed a stable type of marine clay, “glued” with salt. When the sea retreated due to the rising land, this clay was exposed to rainfall that removed much of that salt bonding, creating the unstable clay that is present in much of the region today. Earthquakes can cause this clay to liquefy, leading to landslides. Ottawa is a seismically active region (earthquake prone) and, in the future, an earthquake is going to play havoc with the city (if I lived in Ottawa, I’d check to see if my house is sitting on bedrock or on clay).

Mining in the Rideau Region

The rocks of the Frontenac Axis are host to some small mineral deposits, several of which were mined in the mid-late 1800s and in the early 1900s. In the Rideau Canal region, minerals such as apatite (for phosphate), mica, feldspar, graphite and iron were mined. A few of these old mining areas have been noted in the guides.

Some of the earliest mining in the region was for rocks to be used for the dams and locks of the Rideau Canal. Rocks of the Frontenac Axis were not suitable for this purpose (too hard and often fractured) and so quarries to mine rocks for the canal were established in the younger sedimentary rocks, mining sandstone or limestone. You can see the local sedimentary geology reflected in the type of rocks used for the building of the locks and dams along the Rideau; limestone in the southern area, sandstone (Potsdam sandstone) in the central Rideau and dolomitic limestone and limestone in the northern part.

The first mine on/near the Rideau Canal (excluding the small scale iron mining near Lower Beverley Lake in the early 1800s) was the iron mine on Iron Island near Newboro opened by the Chaffey brothers, John, Benjamin and Elswood, in about 1850. Phosphate mining (for fertilizer, most was shipped to England) started in the Rideau area in about 1867 and continued to the early 1890s. By the late 1880s, mica mining was also underway. Apatite (phosphate) and mica form in the same geological environment, so several mines which started off mining phosphate were later mined for mica. Mica mining ended in the 1920s as the value of the mineral fell to uneconomic levels.

Today, mining in the region is mostly surface quarrying for sand, gravel, and stone.

Wildlife of the Rideau Canal

The Rideau spans a wide variety of ecosystems, due in part to the underlying geology and man’s activity in the last 200 years. The Frontenac Axis, a section of the Canadian Shield (Precambrian rocks - very old) underlies the Rideau from Kingston Mills to Lower Rideau Lake. These hard rocks form rugged topography (hills, ravines), including the basins for the lakes on the system. Most of the lakes are underlain by crystalline limestone which acts as a buffer against acid rain (hence the lakes are very productive for fish and other aquatic life). Outside of the Frontenac Axis, younger (Palaeozoic) flat lying sedimentary rocks form the underlying bedrock (it is from these rocks that the stones for the dams and locks were quarried).

The area has been actively logged since before the canal was built, the entire area cut over several times. Most of the region (including many of the islands in the lakes) was farmed or used for cattle pasture at

one time. By the early 20th century, small farms on poor Frontenac Axis lands were being abandoned in favour of better (more productive) pastures.

So today, along the Rideau you'll find forested areas (some now 100 years mature), active farmland, scrubland and abandoned farmland, low density cottage/summer home developed (rural) land and urban land. The forests are generally mixed, deciduous trees (oak, maple, ash, basswood, birch, elm) and conifer trees (most commonly white pine, white spruce and cedar). On flat lying topography you'll find cedar swamps, hardwood (black ash & silver maple) swamps, and bogs. Along the margins of the Rideau Canal you'll find cattail marshes. All these areas support a varied and healthy wildlife population.

The following is a list of the most common wildlife that you might spot on your Rideau journey. Note that photos of many of these birds and animals can be found on my Rideau website at:

www.rideau-info.com/canal/ecology/fauna.html

Water Birds

Common Loon - on all the lakes, this bird is distinctive for its haunting call. It's a diving bird, swimming underwater to catch fish

Great Blue Heron - along the entire Rideau, a large bird usually seen wading near shore.

Green Heron - most commonly in the shallow water sections (Colonel By Lake, River Styx, Rideau River) this is a small heron. Usually seen perched in a tree.

Canada Goose- yes, we have these (more each year)

Ducks - most commonly the Mallard duck (quacks when flushed), American Merganser duck (a pointed red bill) and Wood duck (squeaks when flushed).

Pied-billed Grebe - In some areas you'll also spot the reclusive Pied-billed Grebe (a small diving bird).

Ospreys - now common along the Rideau - often spotted in their large nest made of sticks perched high in a pine tree or a power line stanchion. It dives to catch fish (quite spectacular to see)

Ring-billed Gull - a gull with mark on bill

Terns - the Common Tern, a large white tern with dark bill and the Black Tern, small tern with black body (adult)

Trumpeter Swans - An extirpated native species in this region, they were re-introduced in the 1990s. Favourite haunts include Opinicon Lake and Big Rideau Lake (near Narrows and Portland).

Other Birds

There are many other types of birds that you might spot in the near-water environment; red-tailed hawks, red-winged blackbirds, turkey vultures, turkeys, ruffed grouse and many more (bring along your bird book).

Reptiles and Amphibians

Turtles: we've got lots of turtles - most common are the Common Map Turtle (a peaked shell and yellow-orange lines on the skin and shell); Midland Painted Turtle (a flat smooth shell with bright red splotches along the edge) and the Common Snapping Turtle (can get very large, a prehistoric looking turtle). You'll often find Map and Painted turtles sunning themselves on logs and rocks. The Snapping turtle almost always stays in the water, you'll find it floating or slowly swimming near marshy areas. There are also three other less commonly seen turtles, the Stinkpot Turtle (aka Musk Turtle) a small turtle found in areas with aquatic plant growth; Blanding's Turtle with a "war helmet" type shell and bright yellow chin and throat, usually found in wetlands and the Spotted Turtle, a small turtle with bright yellow spots on its shell, usually found in areas with aquatic plants and a silt bottom.

Frogs: we have lots of frogs that will provide you with a nightly serenade. The two biggest are the bullfrog and the green frog. Also the leopard frog, spring peeper and many others.

Snakes: we do not have any poisonous snakes. The two largest snakes are the Northern Water Snake and the Black Rat Snake - both generally found near water. The common garter snake can also be found throughout the region.

Mammals

In the near shore environment you'll likely spot muskrats and beavers. You may even spot the somewhat reclusive river otter (found in the lakes here as well as rivers). And there are the usual Eastern Ontario mammals to be sometimes found near the water: raccoons, black, grey and red squirrels, chipmunks, foxes, coyotes, white-tailed deer and skunks. Black bears, although quite rare in the region, are present.

Fish

The Rideau is home to healthy populations of many fish species. The lakes and most of the rivers are home to species such as Large Mouth Bass, Small Mouth Bass, Northern Pike and Crappie. Lake Trout are present in some lakes that have depths in excess of 80 ft / 24 m (i.e. Big Rideau Lake). There are Walleye in some areas (i.e. Upper Rideau Lake and the Rideau River) and Muskellunge (Musky/Maskinonge) in some sections of the Rideau River.

Aquatic Plants:

The Rideau hosts quite a variety of aquatic plants.

Submerged Plants: Waterweed (like aquarium plants); Pondweed; Smartweed (holds flower above surface of water); Tape-grass (like underwater grass, flower on coiled stem); Coontail (like a thick furry coon's tail); Water-milfoil (one species an invasive plant).

Aquatic Plants (floating): White Water-lily (white fragrant flower); Bullhead Water-lily (round yellow flower); Frogbit (invasive alien, small floating leaf like water lily); Duckweed (food for ducks, tiny plant)

Aquatic Plants (emergent): Cattail (big brown seed heads); Pickerelweed (blue flowers on stalk); Flowering Rush (invasive alien); Arrowhead (arrowhead-pointed leaves, white flowers); Purple Loosestrife (invasive alien, now controlled by beetles in some areas).

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Oh - and those amorphous green blobs floating under the water in near-shore areas. They are benign (not due to pollution), a type of filamentous green algae. Their abundance is due to zebra mussels which don't eat this type of algae, but do eat their competition (single-celled algae) - and so, by removing the competition, have allowed these blobs to expand in numbers and length of season.

My thanks to Simon Lunn and the Rideau Roundtable (www.ridearoundtable.ca) for assistance with the wildlife and aquatic plants information.

Those interested in some tips for taking good photos of wildlife should view "The Nature of Wildlife Photography" on my website at: www.rideau-info.com/canal/ecology/nature-photography.html

One photography hint, a very simple one, is to choose a paddling route that puts the sun to your back for most of the day. Try to choose a route that has you on a west shore in the morning, a north shore at mid-day and an east shore in the afternoon. For those doing the entire Rideau, this means going from Kingston to Ottawa rather than the other way around. This will put the wildlife that you see on your paddle in the best light.

Errors

If you find any errors or omissions in this guide, please let me know (rideauken@gmail.com) and I'll get them fixed.

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