



**Rideau Trail -  
Northbound Map 01 -  
Kingston**

**Blue Loops/Side Trails on Map 01**

For space reasons, the Helen Henrikson BL and the K&P BL shown on Map 01 are described on text page A-01 following descriptions of other BL trails. GPS coordinates for the K&P BL are on this page. Page A-01 also includes information on **Ticks and Lyme Disease**.

**01A Kingston City Hall**

From its new S end in Confederation Park in front of Kingston City Hall, the Rideau Trail (RT) coincides with the Kingston Waterfront Pathway (brochure from the information centre in front of City Hall, or [www.cityofkingston.ca/residents/recreation/parks-trails/waterfront-pathway](http://www.cityofkingston.ca/residents/recreation/parks-trails/waterfront-pathway)) for its first 7.2 km to the former S end of the RT near Cataraqui Bay.

The RT follows the waterfront W to Simcoe St, goes R to King St, L for two blocks on King St opposite City Park R, and then L on Emily St to return to the waterfront where it goes R and continues W through Macdonald Memorial Park and Breakwater Park. Returning to King St, it goes W past the Kingston Water Treatment Plant, Tett Centre, and Kingston Penitentiary, all on the L. It goes L through Portsmouth Olympic Harbour and R on the waterfront, continuing through Lake Ontario Park and Elevator Bay Park. It then goes L on King St for 150 m and R across the road to a parking area off Trailhead

**01B King Street at Trailhead Place**

From the parking area the RT goes N by a hedge next to the Cataraqui Golf Course. After 800 m it crosses a catwalk over marshland, in an area that may be wet, then goes in bush for 400 m and crosses an active rail track. It crosses marshland on another

catwalk, goes through mature woodland, and crosses the rail track again to reach a residential area. It angles L on Greenview Dr, then after 200 m turns L (N) at a T junction onto Queen Mary Rd, which it follows to cross Bath Rd at lights.

**01C Bath Road**

The RT goes ahead (N) on Queen Mary Rd, through parkland following utility poles, and after 400 m it passes a S junction, and then a N junction, with the Helen Henrikson BL. The RT passes an access R from Sherwood Dr, and goes through a gate and L to wind through woods to Parkway, which it follows N. It crosses Princess St at lights and goes L (W) for 200 m on the road. Opposite the Ambassador Hotel it bears R to follow an old road to the S platform of Kingston VIA Rail Station. The RT goes R on the platform and via an underpass, open only during business hours, to the main station building.

**01D Kingston VIA Rail**

The RT goes L from the station on its approach road, and crosses John Counter Blvd. It angles L 50 m across open land, follows Purdy's Court for 200 m, then goes R on Purdy's Mill Rd for 150 m and L through the main entrance of Cataraqui Cemetery.

The RT goes N on Maple Av for 250 m, then turns L on Beech Av, where on the L are the graves of Sir John A Macdonald and Sir Alexander Campbell. It then goes R (N) on Evergreen Path and R (N) for 1 km on West Av, passing the RT memorial bench overlooking a memorial garden and pond. It goes L on Spruce Av and out of the Cemetery's North Gate, turning R onto Sydenham Rd.

The RT goes N for 500 m on Sydenham Rd, past a convenience store R, the last such facility on the RT until Sydenham. At a parking area at point **01E**, where the K&P BL goes R, the RT turns L onto the K&P Trail and follows it for 2.4 km, going through

an area that may be wet and through a huge culvert under Highway 401, to McIvor Rd at **02A**.

**Trail Markers**

An isosceles triangle for hiking is a Registered Trade Mark of the Rideau Trail Association (RTA). The RT is marked by orange isosceles triangles from Kingston to Ottawa, and by similar triangles with yellow tips from Ottawa to Kingston. Side trails or Blue Loops are marked with blue isosceles triangles, also with yellow tips where appropriate.

**Cataraqui Cemetery**

This garden cemetery has over 1000 large trees and gravesites dating from 1850, including those of Sir John A Macdonald, Canada's first prime minister, and Sir Alexander Campbell, who was Macdonald's law partner in Kingston, a delegate to the Quebec Conference on Confederation, a Cabinet Minister, and Ontario's Lieutenant-Governor from 1887-92.

**GPS Coordinates & Distances along the Trail**

	Easting	Northing	km
<b>01A</b>	381867	4898479	0.0
<b>01B</b>	377147	4897503	7.2
<b>01C</b>	377339	4899547	9.6
<b>01D</b>	377247	4901567	12.2
<b>01E</b>	376761	4903409	15.0
<b>02A</b>	375431	4904895	17.4
<b>01BA</b>	381720	4899333	1.1
<b>01BB</b>	380396	4902121	5.0
<b>01E</b>	376761	4903409	9.9

GPS data is UTM Zone 18T,

	L = Left	R = Right		
N = North	S =	E = East	W = West	
Green		Rideau Trail (RT)		
Blue		Blue Side Trail or Blue Loop (BL)		



**Rideau Trail -  
Northbound Map 02 -  
K&P**

**02A K&P Trail at McIvor**

The RT crosses McIvor Rd to a parking area and continues NE on the gravel K&P Trail, passing the S end of a BL on the R after 400 m. The RT continues ahead on the K&P Trail, passing over a mill-race just before reaching Jackson Mills Rd. It goes R (N) on the road for 200 m, passing the N end of the BL on the R, to Bur Brook Rd at the K&P Trail.

**02B Bur Brook**

The RT follows the K&P Trail N on an embankment, then curves L. After 1.5 km it turns R (N) on a path going uphill in woods. It winds N along a fence line with "No Trespassing" signs to the R throughout. It goes R (E) at a fence and continues E with the fence L, then turns L (N) at a gate with a hunting platform L. The RT follows another fence line N, crossing a gas pipeline and then following the L edge of a field, going under hydro lines and over a stile to Unity Rd. It goes L (W) on the road for 800 m to a stile R opposite Cordukes Rd, L.

**02C Unity Road at Cordukes Road**

The RT goes R (N) over the stile, following a road allowance that is a N extension of Cordukes Rd, along the L side of a field, over a stream and a stile, ahead (N) on a farm road past a pond R, and L (W) into woods to reach an open area on private property near hydro lines, 2.7 km from Unity Rd.

The RT descends a slope and goes SW at the L edge of a marsh, then over a stile onto the gravel K&P Trail at point **02D**. It goes R (NW) on the K&P Trail for 3.5 km to Orser Rd at point **03A**.

**Silvers Hill Blue Loop**

From its S end on the RT and K&P Trail 400 m NE of McIvor Rd, this 1.5 km BL goes E through open scrub and woods, rising to the gravel Bullen Rd where it goes L (N) for 100 m. It goes L, crosses the ridge of Silver Hill, and descends in open scrub woods. It crosses a field subject to spring flooding, passes a sink hole R where Collins Creek disappears, crosses a wood bridge over a mill-race, and follows a farm track, passing close to the landowner's home, to reach the N end of the BL at Jackson Mills Rd.

**The Rideau Trail Association (RTA)**

The RTA serves to promote hiking in general, and to maintain the Rideau Trail. It is registered as a charitable organization, and has a formal structure including a Constitution and a Board of Directors. Its web site ([www.rideautrail.org](http://www.rideautrail.org)) provides more information, including how to become a member. Information can also be obtained by writing to the RTA at P.O. Box 15, Kingston, Ontario K7L 4V6.

The RTA is operated entirely by volunteers, with a second level formed by its three Clubs, in Kingston, Perth, and Ottawa. Activities and responsibilities are divided so that each Club deals with local affairs and activities, while the Association deals with more general matters. Each Club has its own Executive, but the Clubs are not separate entities; they are financed by and report to the RTA.

Volunteer opportunities in the RTA and its Clubs include trail maintenance, coordinating or leading hikes, publicity, and serving on the RTA Board or a Club Executive in any of a variety of positions.

Activities are listed in the RT Newsletter, which is published every three months and distributed to RTA members. In addition to hikes on the RT, there are hikes elsewhere, and other activities such as snowshoeing, skiing, and canoeing.

**Other Information**

There is a KOA campground at 2039 Cordukes Rd, N of Bur Brook Rd, about 1 km from the RT. See [koa.com/campgrounds/kingston](http://koa.com/campgrounds/kingston). There is parking at the junction of Burbrook Rd and Cordukes Rd.

**Parking Along the Rideau Trail**

On the maps, for information only, a white P on a blue square indicates a location that has been used by some for parking; this may or may not be off-road. Parking is always at the driver's own risk.

**The K&P Trail**

The K&P (Kingston and Pembroke) Railway was laid between Kingston and Renfrew (not Pembroke as originally intended) by 1884, then leased to the Canadian Pacific Railway, and fully abandoned by 1986. The rail bed from Little Cataraqui Creek (see page A-01, the K&P BL), E of Sydenham Rd, to Orser Rd is now a recreational trail owned by the City of Kingston. The K&P N from Orser Rd to Harrowsmith, owned by Frontenac County, was officially opened in August 2012. The K&P from Harrowsmith N to Sharbot Lake, developed as far as Tichborne, is part of the Trans Canada Trail.

**GPS Coordinates & Distances along the Trail**

	Easting	Northing	km
<b>02A</b>	375431	4904895	0.0
<b>02B</b>	375559	4906259	1.5
<b>02C</b>	374303	4908415	6.4
<b>02D</b>	373267	4910179	9.7
<b>03A</b>	370803	4912575	13.2

GPS data is UTM Zone 18T,

	L = Left	R = Right		
N = North	S =	E = East	W = West	
Green		Rideau Trail (RT)		
Blue		Blue Side Trail or Blue Loop (BL)		



**Rideau Trail - Northbound**  
**Map 03 - Sydenham**  
**Orser Road - Freeman**

**03A K&P Trail at Orser**

The RT crosses Orser Rd and continues NW on the K&P Trail, going under hydro lines and after 1.2 km crossing Murton Rd at Murvale Station, then going N and NW into a valley. After 2.4 km it reaches a junction with a BL R that goes up steeply for 200 m to the W end of Scanlan Rd.

**03B Scanlan Road Trail Junction**

The RT goes another 800 m to a bridge at Millhaven Creek, then ascends N on the K&P Trail through rock cuts and bends L (W) to a farm road 2 km from the bridge. It jogs R (N) on the farm road to the CT, where a BL on the combined K&P-CT goes L 1.7 km to County Rd 38 in Harrowsmith.

**03C K&P and Cataraqui**

The RT goes R (E) onto the CT, under hydro lines, and after 0.9 km crosses a bridge over Harrowsmith Rd. It goes NE, past steps L to an escarpment look-out with benches, then drops past side rock cuts and along a curve and embankment to Boundary Rd after another 2 km. It continues to wind E on the CT, through trees and across Church St to Portland Rd. George St, R, has stores and restaurants, and there are toilets at The Point on Sydenham Lake.

**03D Portland Road, Sydenham**

The RT goes L (W) on Portland Rd for 250 m, then turns R on Switzer Lane, going up a steep driveway and continuing N on a cart track for 700 m to Alton Rd. It goes R (E) on the gravel road for 600 m, then turns L (N) onto the gravel Rosedale Rd. After 1.4 km, at the end of Rosedale Rd, it turns L (W) onto Freeman Rd and follows it for 2.1 km to the end of the maintained part of the road at a point **04A**.

**The Cataraqui Trail**

The Cataraqui Trail (CT) is a multi-use trail along a former Canadian National Railway line for 104 km from Strathcona, near Napanee, to Smiths Falls. The section of the CT from Harrowsmith to Smiths Falls is designated as part of the Trans Canada Trail. It is owned by the Cataraqui Region Conservation Authority (CRCA) and managed by the Cataraqui Trail Management Board (CTMB).

**Rideau Trail Physiography**

The RT area has a base of bedrock formed more than 600 million years ago (Precambrian), covered by more recent (Palaeozoic) sedimentary rock. The Frontenac Arch, or Axis, is a region of the Canadian Shield, linking the Adirondack Mountains to the rest of the Canadian Shield, that is arched or uplifted, exposing the bedrock at the surface with only a thin layer of soil. Along the RT, the Frontenac Arch extends from just N of Sydenham to Perth.

S of Sydenham are the St Lawrence Lowlands, and N of Perth are the Ottawa Lowlands, both areas of sedimentary rock, including sandstones, marine limestones and shales. Since deposition of these sedimentary rocks, ground faults have moved huge blocks of them down relative to the Precambrian rock, resulting in very steep transitions such as the Rideau Lake-Canoe Lake fault at Freeman Rd and Foley Mountain. Other examples of such transitions in the general area are the Carp Ridge and the Eardley Escarpment of the Gatineau Hills.

Thus the RT crosses three distinct regions, with diverse rocks, trees, flowers, and so on. Most lakes, such as the Rideau Lakes shaped by the ground faults, have limestone basins that act as a buffer against acidic precipitation, making for good fishing. Areas where glaciers have left gravels and soils provide for good agriculture, while other areas with exposed bedrock tend to be wooded.

**Hiking Essentials**

All hikers on the RT, whether hiking for a few hours or several days, should be properly equipped and prepared for whatever conditions may occur. In addition to appropriate clothing, rain gear and boots, the following, together with knowledge of how to use them, may be considered as hiking essentials:

Waterproof Map	Orienteering Compass
Flashlight / Headlamp	Extra Food and Water
Extra Clothes	Water Treatment
Sun Hat & Glasses	First-Aid Kit
Insect Repellent	Bug-Proof Hat / Clothing
Waterproof Matches	Firestarter / Tinder
Pocket Knife	Whistle (Pealess)
Toilet Paper	Bandanna

Individual hikers may have other personal needs, for example medicines, an epi-pen, reading glasses, etc. that should be part of their personal essentials.

Common sense is also essential. If you hike alone (not recommended), leave with a reliable person details of where you are hiking and by when you will return, and stick to this plan. If you hike with others, stay in a group.

**GPS Coordinates & Distances along the Trail**

	Easting	Northing	km
<b>03A</b>	370803	4912575	0.0
<b>03B</b>	369468	4915480	3.7
<b>03C</b>	368986	4917880	6.5
<b>03D</b>	373047	4919080	11.5
<b>04A</b>	371291	4921059	16.7

GPS data is UTM Zone 18T, NAD83/WGS84

	L = Left	R = Right	
N = North	S = South	E = East	W = West
Green		Rideau Trail (RT)	
Blue		Blue Side Trail or Blue Loop (BL)	



**Rideau Trail -  
Northbound Map 04 -  
Frontenac**

**04A Freeman Road**

The RT goes R from Freeman Rd to a S junction with a BL, and ahead in woods on a narrow path at the edge of an escarpment with a steep drop L.

After 600 m the RT reaches a track with a N junction of the BL. The BL provides an alternative to the narrow path, which may be slippery.

The BL goes R from the S junction to a field, L(N) along the L edge of the field to a corner, and L on a track to its N junction with the RT.

The RT goes ahead, R at a ditch, descends in woods staying L, then veers R and rises, continuing L to a view over Knowlton Lake. It winds through woods to Cottage Rd, goes R (E) on the gravel road for 800 m to a junction, and goes ahead (E) on the gravel Gould Lake Rd for 800 m to a parking area outside the entrance to Gould Lake Conservation Area.

**04B Gould Lake Conservation**

See [cra.ca/conservation-lands/conservation-areas](http://cra.ca/conservation-lands/conservation-areas)

Entering the CA on the road, the RT goes R in woods, reaching the foundation of a barn close to the road after 500 m. It follows a ridge above a swamp L, descends to a bridge, winds N around the swamp, and crosses two gravel roads N of an entrance kiosk (fee). It goes R at a T junction onto a track, veers L through a former camping area with old BBQs, and bends R towards the S end of Gould Lake, where there are toilets, a beach, and parking.

There is a network of blue trails on both sides of the lake, described on later pages of this text.

At **04C** before the toilets, the RT goes L (N) on another track. After 300 m it crosses a steel-framed

wood bridge built in 2009, and after another 100 m it reaches Frog Junction where the Mine Loop goes R. The RT goes L (NW) uphill on a wide track to Hill Junction, where the Mine Loop forks R.

The RT forks L, crosses a low area on a boardwalk, veers R (N) going up and down, continues level and then drops to cross another boardwalk. It goes up steeply and continues on high ground with one of several NE-SW gullies R. It veers L (W), descends to a swamp R and crosses it on an old beaver dam, then jogs L and winds R uphill. It continues N on a ridge, then drops to a junction at a brook.

**04D Brook Junction**

The Ridgewalk BL goes L, and the RT goes R along the L side of the brook, continues ahead towards the lake, and then veers L (NE) beside it. The RT goes up and down, rises to a pond L, and continues past several mica mine pits to an open area near the lake. The RT continues NE, eventually drops to a beaver dam at the lakeshore, jogs L into bush, and reaches a N junction of the Ridgewalk BL. The RT goes ahead, crosses a brook in a low area, and climbs steeply to a bench and a splendid view.

The RT continues N, then goes abruptly L in forest, bends R, turns L up an incline near a swampy area, and continues to wind N through woods over low ridges. It bends R (E) near Bedford Rd L, turns L near a gully, jogs L over a stile and R on the road at a wet area, then over another stile R and L (E) to continue in bush. It crosses a stream R, passes a large swamp R, and bends L in woods, emerging onto Bedford Rd and going R (SE) for 800 m.

**04E Bedford Road at Salmon Lake Road**

The RT goes L on Salmon Lake Rd, passes Pearkes Lake R, crosses a culvert at Otter Lake, and goes R at the entrance to Frontenac Provincial Park to the Trail Centre with drinking water, a pay phone, toilets and parking. Parking and camping permits

are sold here. Except for the Caldwell Creek site described below, camping is only allowed at designated campsites in the Park.

**04F Frontenac Park Trail Centre**

Also see [www.ontarioparks.com/park/frontenac](http://www.ontarioparks.com/park/frontenac)

From the Trail Centre the RT follows the Corridor Trail NE for 1.4 km, then goes R and crosses an outlet stream from Arab Lake. The RT continues SE in woods, past beaver ponds and on a ridge with a view of Doe Lake, to a junction with trails R to Doe Lake Campsite #2 and L to Cedar Lake.

**04G Doe Lake Campsite Trail Junction**

The RT goes ahead and then heads generally NE to reach a good view from Flagpole Hill after 2.5 km. It goes N past beaver ponds, along a rocky ridge, then turns generally SE to reach a bridge at Caldwell Creek, where a short BL leads L to a primitive camp site, built and maintained by the RTA for use of RT hikers. The RT crosses the bridge and continues SE for another 500 m to West Slide

**GPS Coordinates & Distances along the Trail**

	Easting	Northing	km
<b>04A</b>	371291	4921059	0.0
<b>04B</b>	373263	4922647	3.5
<b>04C</b>	373579	4924347	5.9
<b>04D</b>	373593	4925837	8.0
<b>04E</b>	375646	4927749	12.8
<b>04F</b>	376401	4929104	15.2
<b>04G</b>	378306	4928379	19.6
<b>05A</b>	380499	4928919	23.5

GPS data is UTM Zone 18T, NAD83/WGS84

	L = Left	R = Right	
N = North	S = South	E = East	W = West
Green		Rideau Trail (RT)	
Blue		Blue Side Trail or Blue Loop (BL)	





## Rideau Trail - Northbound

### Map 05 - Opinicon

#### ® West Slide Junction - Skycroft Access

#### 05A West Slide

The RT goes S in mature woods, then goes L (SE, then NE) skirting a swamp L and continues E in an open area to reach South Slide Junction after 1.5 km. The Slide Lake BL goes L (NE) from both the West Slide Junction and the South Slide Junction.

#### 05B South Slide Junction

The RT goes ahead to a junction where it forks L, climbs to a high point with a view N, and descends to a further junction where it goes L. A BL between the junctions provides a less strenuous route. The RT then passes an old stile and winds E in woods with beaver ponds and rocky outcrops, continuing on a track to reach a gate at Perth Rd 2 km from South Slide Junction. The RT goes R (S) in woods near the road for 400 m along a ridge, turning L to emerge onto Perth Rd at a small RT parking area.

#### 05C Perth Road

The RT goes R (S) on Perth Rd for 700 m, turns L off the road and winds in woods for 400 m, and then goes L (S) on a wide shoulder on the E side of Perth Rd for 200 m. It goes L (E) on Hidden Valley Rd for 500 m, then turns R into fields. It crosses two stiles, and drops through a wooded and rocky area to follow a track L (E) to a stile at Maple Leaf Rd, where the Buck Lake BL goes L (NE) on

#### 05D Maple Leaf Road

The RT goes R (SW) on Maple Leaf Rd for 200 m, then L (NW) on the multi-use Cataraqui Trail (CT) for 6.8 km, crossing the gravel MacGillivray Rd after 3.3 km, then a stream at a large rock outcrop. Poison ivy is prolific here. At point 05E the RT goes R off the CT, down a steep slope and looping S up a rocky hill, with a view below R of the RT 2

back on the CT. The RT veers L and continues SE and then E over rough, rocky and wooded terrain, with a view R over Stonehouse Lake, to a junction with the Upper Rock Lake BL 2.7 km from the CT.

#### 05F Upper Rock Lake Trail Junction

The RT goes NE in woods and meadows, ascends, goes left (NE) passing a beaver meadow, and, after another 300 m and a steep climb, meets a track and follows it for 200 m. It goes E from the track, then NE with Poole Lake L and Warner Lake R, follows a cart track, and later goes L (W) on a cart track to a pleasant open area at the E end of Lindsay Lake.

#### 05G Lindsay Lake

From the swampy shoreline the RT goes R (NE) past ponds, follows a cart track uphill, enters woods L (E) and passes an old stile. A stream R 1 km after the stile disappears underground after 100 m in karst topography. The RT joins a track in woods to point 06A, where the 'Old Bedford Road' goes L (N) to the CT and eventually to Bedford Mills.

#### Buck Lake Loop - Northbound

From point 05D this BL follows Maple Leaf Rd NE for 1.7 km, then goes L (N) on Billy Green Rd for 4.5 km to a fork in the road. The trail goes along the R fork for 1.5 km, then along a track through woods with a ravine R. It crosses two streams, 800 m apart, and continues 800 m on a gravel road to a junction at 06BA, 10.3 km from point 05D.

#### Upper Rock Lake Side Trail

From Upper Rock Lake Trail Junction at point 05E this BL goes 500 m SE to Opinicon Rd opposite a small RT parking area at the N end of Upper Rock Lake, near a view over the lake.

#### Skycroft Access Trail

From the RT at point 06A this BL, also called the Red Gate Trail, goes 800 m SE to Opinicon Rd 50 m W of the entrance to Skycroft, a commercial campground run by the Bonwill family.

#### Slide Lake Loop

This 7.4 km rugged trail in Frontenac Park goes N from South Slide Junction at 05B, passes a swamp L, and after an easy 1.3 km reaches a junction with a path R to Buck Lake Campsite #1, with an outhouse. It continues NE in woods, and after another 1.2 km passes a waterfall on a stream flowing from Slide Lake, L, to Buck Lake, R. It goes N on wooded ridges to a view over Buck Lake, then goes L (W), crosses a bridge over a stream at the NE end of Slide Lake, and reaches North Slide Junction at 05BA.

The BL continues SW on the W side of Slide Lake, crosses a stream, and climbs a ridge with excellent views of Slide Lake. It continues over bare rock outcrops, descends a cliff 1 km from North Slide Junction, and enters woods. It crosses a beaver dam, follows the west side of a swamp, and crosses three

#### GPS Coordinates & Distances along the Trail

	Easting	Northing	km
05A	380499	4928919	0.0
05B	381306	4928594	1.5
05C	382669	4928667	3.9
05D	382989	4926857	6.7
05E	387875	4931040	13.7
05F	388033	4929367	16.3
05G	389789	4932654	21.3
06A	391229	4934034	23.7
05BA	382250	4931000	
06BA	387926	4933869	

GPS data is UTM Zone 18T, NAD83/WGS84

	L = Left	R = Right	
N = North	S = South	E = East	W = West
Green		Rideau Trail (RT)	
Blue		Blue Side Trail or Blue Loop (BL)	



**Rideau Trail -  
Northbound Map 06 -  
Bedford Mills**

**06A Skycroft Access Trail**

The RT goes generally NE for 500 m in woods to the Allan and Ellen Bonwill Shelter. It continues through mixed woodlands and crosses a bridge beside Two Island Lake. It crosses a steep slope, another bridge and hilly terrain in mixed woodlands before rejoining the Cataragui Trail (CT). It goes R on the CT for 1.5 km, then turns L off the CT.

**06B Chaffey's Lock Trail Junction**

For the next 3 km the RT follows spring runoff paths near swampy ground, crosses a small stream and a beaver dam, and climbs two high points from which Benson Lake can be seen to the R. It meets a private road and continues W along it for 300 m, then goes through a gate onto a public gravel road. The RT goes L on Taggarts Lane to reach the N end of the Buck Lake BL at Massassauga Rd.

**06C Buck Lake Loop Junction**

The RT veers R (NW) on Massassauga Rd. It crosses a bridge over Massassauga Creek, then passes on the R a private lane marked with green triangles. This leads to a campsite on the shore of Mosquito Lake, owned by the CRCA and for the use of canoeists on the lake. Small parties of RTA members hiking in the area have permission to use this facility, thanks to the generosity of the private landowners whose property surrounds the CRCA site. Care must be taken to use the private laneway only to gain access to the campsite, and to avoid intruding onto these private properties. Open fires are not permitted at the campsite.

The RT continues on Massassauga Rd, past a road R leading to Loon Lake, to reach and cross Perth Rd. It continues on a grassy path leading to St. Stephen's

Anglican Church, where cars may be parked. Past the church, the RT turns R (N) on Bedford Mills Rd, continuing for 300 m past a mill pond at a former grist mill. This is a stone structure with dormer windows built in 1850; operated as a mill well into the 20th century, it is now a private residence.

**06D Bedford Mills**

From Bedford Mills Rd close to Perth Rd, the RT turns L (W) and winds N, SW, and NW in woods. After 2 km it descends, then goes L (SW) just before a pond with a large beaver dam. The RT goes R around the S end of the pond and N with the pond to the R, then turns L (W) to reach the gravel McAndrews Rd at point 07A.

**Buck Lake Loop - Northbound**

From the junction at the point 06BA, this BL goes ahead (NE) on the gravel Massassauga Rd, crosses a bridge after 4.5 km, and after another 500 m reaches the RT at Taggarts Lane on the R at the point 06C.

**Chaffey's Lock Blue Loop**

From point 06B this BL goes NE on the CT for 1.7 km to Indian Lake Rd. From here there is a 5.3 km loop that goes another 2.4 km NE on the CT, then R (SE) for 200 m on Marina Rd, and then R on Chaffey's Lock Rd, continuing through the village of Chaffey's Lock and R at a CT sign on Opinicon Rd back to the CT. RT hikers can camp at the lock with permission of the Lockmaster.

**Other Information**

Chaffey's Lock is named after Benjamin Chaffey, who constructed grist and carding mills on one side, and a sawmill and distillery on the other side, of the river connecting Indian Lake to Opinicon Lake. In 1827 Chaffey died of malaria, and the mills were demolished after his widow sold them to Colonel John By for the Rideau Canal.

On the W side of the lock, a two storey defensible lockmaster's house dates from the 1830s. Further E on the other side of Opinicon Rd, the late nineteenth century Hotel Opinicon is still open for business.



In 1835 Buttermilk Falls, settled in the early 1800s, was renamed after the Duke of Bedford as Bedford Mills. The first lumber mills here used wooden water wheels; they were replaced by electric power generated in a powerhouse across the road from the grist mill. After the lumber industry declined in the early 1900s, power from this source was used in the district for a number of years. In a creek descending from Devil Lake to the NW are the remains of a flume used to carry water to the powerhouse.

**GPS Coordinates & Distances along the Trail**

	Easting	Northing	km
<b>06A</b>	391229	4934034	0.0
<b>06B</b>	392891	4936034	4.4
<b>06C</b>	390881	4937417	8.2
<b>06D</b>	388721	4940211	13.5
<b>07A</b>	387289	4941421	16.6
<b>06BA</b>	387926	4933868	

GPS data is UTM Zone 18T,

L = Left      R = Right  
N = North    S =              E = East      W = West

Green  Rideau Trail (RT)  
Blue  Blue Side Trail or Blue Loop (BL)



## Rideau Trail - Northbound

### Map 07 - Westport

#### ® McAndrews Road - North Shore Road

#### 07A McAndrews Road

The RT turns R on the gravel McAndrews Rd and follows it N, then NW, for 2.2 km to a sharp R turn in the road. The RT goes ahead (NW) off the road on an unopened road allowance, passing under a powerline and over a wooden bridge, to reach the paved Centreville Rd after another 1.8 km.

#### 07B Centreville Road

The RT goes R (NE) for 1.2 km on Centreville Rd, then, near a corner with Perth Rd (Rd 10) ahead and R, turns L (NW) on the paved Concession Rd 9. After 1.8 km it crosses Salem Rd (Rd 12) and goes ahead (NW), over a bridge at the W end of Westport Sand Lake and another 300 m on a gravel part of the road to a sharp bend L at point 07C.

The RT goes up from the road on a track that bends R, then turns R (E). It enters forest and winds NE, passing swamps L and then R, then bends R near a white house. It continues E on a wide track on a ridge that includes the highest point along the RT (203.2 m above sea level, at GPS 386932 4949024), turning L onto property of the Westport Lions Club. Continuing E in open scrub and forest, it passes a junction with a BL to the R. It goes L off the track, returns to it, then goes R off the track up to a view over Westport Sand Lake R. It then mostly descends on a forest path, going R at a fork, to the edge of the lake. It continues on a grass track to the Lions Club Beach, with toilets open in summer, and parking.

#### 07D Westport Lions Club Beach

The RT goes L up the paved driveway, then L up the paved Mountain Rd for 250 m and R on a path that goes up in forest. The RT turns R and, still on a forest path, winds SE, then E, descends to cross a

first wood bridge, and rises again. It continues E, descends to cross a second wood bridge, and then goes ahead on more level ground to Perth Rd (Rd 10). It goes L on the road for 25 m, then R (SE) into the Foley Mountain Conservation Area on a grass track which winds in forest to reach a wood ramp R to Spy Rock, with a magnificent view.

#### 07E Spy Rock

From the wood ramp the RT winds E to a junction just E of a parking area L, where there are toilets. At the junction the Foley Mountain Blue Circle trail, which has been the same as the RT, and Red Oak trail go left. The RT continues R with the Red Oak trail on a wide rocky track, descending E, veering L and turning R to reach another junction. The RT continues ahead and down, now with the White Pine trail, and after a further junction, with the Orange Maple trail. It passes the Meditation trail R and, at the Interpretive Centre where there are toilets, an RT commemorative plaque commissioned in 1991 and relocated here in 2012.

The RT continues through a parking area and on a wide track to Little Bay, where there are toilets and a sandy beach R. It continues along the shoreline and ahead (E) 200 m to a junction where the Orange Maple trail goes L. The RT goes ahead (E) and after another 400 m bends L, crosses a bridge at a stream, and zig-zags up to an open knoll, entering private land.

The RT goes E on a forest path, slightly L across a cottage road, and then uphill in forest. It turns L just before a rocky outcrop, then bends R and goes ahead, descending slightly to a turn L just before it emerges at North Shore Rd at point 08A.

#### Old Bob's Lookout Side Trail

From its junction with the RT, this BL goes R (SE) about 100 m, descending to a good lookout over Westport Sand Lake.

## Other Information

Fees apply for Foley Mountain Conservation Area. Camping is permitted for one night only by advance reservation to the Park Superintendent, telephone 613-273-3255. More information, including a map of the trail network, is available from the web site of the Rideau Valley Conservation Area at [www.rvca.ca/conservation-areas](http://www.rvca.ca/conservation-areas)

The Foley Mountain Escarpment, part of the Rideau Lakes Fault, has a displacement of about 80 m. The sedimentary rocks have been eroded off the top of Foley Mountain, but remain on the down side of the fault, underlying the rich farmland near Westport.

## Westport



Westport is named for its location at the W end of Upper Rideau Lake, on a steamer route on the Rideau Canal. Pioneers cleared land in the area in the early 1800s. Later, Westport had two saw mills, two feed mills, a tannery, a foundry, a woolen mill, a sash and door factory, a shingle mill, a brickyard, harness and carriage shops and five blacksmiths.

## GPS Coordinates & Distances along the Trail

	Easting	Northing	km
07A	387289	4941421	0.0
07B	386347	4944692	4.0
07C	385243	4948512	8.9
07D	388207	4948992	13.5
07E	389723	4948715	15.8
08A	392743	4949219	19.7

GPS data is UTM Zone 18T,

L = Left      R = Right  
 N = North    S =              E = East      W = West

Green  Rideau Trail (RT)  
 Blue  Blue Side Trail or Blue Loop (BL)



**Rideau Trail - Northbound**  
**Map 08 - Rideau North Shore**

® North Shore - Black Ance Point Road

**08A North Shore Road**

The RT goes R (E) on the gravel North Shore Rd and follows it NE for 4.4 km, with some views R(S) across Upper Rideau Lake. After passing Duck Bay R, at **08B** the RT goes R (E) over a stile, down a hill with Duck Bay R, then up and NE on a forest path. It goes R at a pond, L over a beaver dam, and winds NE through forest and rocky scrub land to the paved Narrows Lock Rd (Rd 14), with a parking area opposite.

**08C Narrows Lock Road**

The RT goes R (SE) on the road for 1 km, then turns L (E) opposite Scott Lane. Narrows Lock, with toilets and drinking water in summer, is another 600 m along the road. RTA members hiking the RT may camp with permission of the Lockmaster.

From the road the RT goes up on a grass path, through woods, and on rocks across a stream to a junction with a BL. The RT then goes R up a hill, crosses a track, and winds down to cross a steep part of the gravel Big Rideau North Shore (BRNS) Rd. It crosses two gravel roads, jogging R at the first and L at the second, then winds N through a rocky area of open forest, returning to the BRNS Rd. It goes R for 70 m on the road to an E end of the BL on the L.

**08D Big Rideau Plateau Trail East Junction**

The RT goes NE on the road for another 80 m, then L into woods, past a swamp L, and returns to the road where it goes L (E) for another 500 m. It again goes L off the road for 100 m, returns to the road and turns L (E), going another 700 m to a clearing at the gravel Cooper Dr, L. The RT follows Cooper Dr NW, then NE, for 1.1 km to a junction with the Ghost Town Trail where the road bends L.

**08E Ghost Town Trail Junction**

The RT goes R (NE) off the road on a grass track, skirts a large swamp R, crosses a beaver dam, and continues another 600 m SE on the track through forest to the BRNS Rd where it goes L (NE). After 1 km on the road, past house #599, at point **08F**, an unmarked grass track R leads 120 m to Red Rock, a Conservation Land of the Rideau Waterway Land Trust ([www.rwlt.org](http://www.rwlt.org)).

After another 1 km the RT goes R for 200 m on the gravel Horseshoe Bay Rd, then goes L into woods. It returns to the BRNS Rd, goes R for 300 m, then turns R off the road. It goes down a hill to a private cottage road L, past Horseshoe Bay R, then up a hill, R on another private cottage road, and then L and straight ahead on a gravel road to reach the gravel Miners Point Rd, where it goes R (NE) for 400 m to a parking area R.

**08G Miners Point Road**

The RT goes another 250 m on the road, goes L onto Bass Bay Rd, follows it for 1.3 km, then goes L (N) into Murphys Point Provincial Park on a gated track. The RT turns L (NE) off the track where it bends R, then climbs and heads E in forest to a lookout over Big Rideau Lake. It continues W almost back on itself, then bends R and continues generally N in forest, crossing a stream, a wire fence, a large beaver dam with a large swamp L, another wire fence, and an old beaver dam with a swamp L, past another swamp L to reach Black Ance Point Rd, where it goes L for 50 m to point **09A**.

**Big Rideau Plateau Trail**

This 1.3 km BL goes 150 m straight (N) from its W junction with the RT, L (W) on a track for 250 m, and R off this track. It joins and follows another track for 150 m, then veers R, crosses a rocky area, and goes among some beaver ponds and across two small beaver dams to its E junction with the RT at point **08D** on Big Rideau North Shore Rd.

**Ghost Town Trail**

Where the RT turns R off Cooper Dr at point **08E**, this 800 m BL continues NW on the road for 500 m, then goes L (W) on a rough path to the remains of two buildings.

**Staying on the Trail**

Parts of the Rideau Trail are little used, markers may be removed or obscured, and the Trail may be hard to follow due to plant growth, downed trees, and so on. While the accepted process in following the Trail is to follow the markers, what is to be done when you, the hiker, can't see the next marker?

Step 1: Stop and look more carefully for the next marker; it may be partly hidden, or in an unexpected place or direction. If you still don't see it:

Step 2: Look back to be sure that you know where you came from. Take a couple of steps sideways and look again carefully for the next marker. If you still don't see it, retrace your steps to the last marker (for either Trail direction) and repeat step 1.

**GPS Coordinates & Distances along the Trail**

	Easting	Northing	km
<b>08A</b>	392743	4949219	0.0
<b>08B</b>	395701	4951609	4.5
<b>08C</b>	396771	4952019	5.8
<b>08D</b>	398191	4952060	8.4
<b>08E</b>	399216	4953395	11.3
<b>08F</b>	400743	4953718	13.7
<b>08G</b>	400781	4955703	16.6
<b>09A</b>	402409	4957948	21.3

GPS data is UTM Zone 18T, NAD83/WGS84

L = Left      R = Right  
 N = North    S = South    E = East      W = West

Green Rideau Trail (RT)  
 Blue Blue Side Trail or Blue Loop (BL)





## Rideau Trail - Northbound

### Map 09 - Mica Mines

#### ® Black Ance Point Rd - McLaren Point

#### 09A Black Ance Point

The RT turns R (N) from Black Ance Point Rd and goes through a gate, following a track 700 m to McParlan House, R. The RT continues on the track, crossing Black Creek on a bridge rebuilt in 2011, going SW with an inlet of Hoggs Bay R, and veering W to reach a T junction, where a track R goes 1.1 km to the campground of Murphys Point Provincial Park. The RT turns L (SW) on a wide track to Black Ance Point Rd, crosses the road and continues another 900 m SW on the track, along a ridge with Black Creek L, then bending L at Lally Rd to reach Lally Homestead. A permit is required for parking here.

#### 09B Lally Homestead

The RT goes R, crossing Lally Rd opposite Lally Homestead, onto a gated track that leads to Silver Queen Mine. It immediately turns L from the track onto a path which it follows N, then going R (E) and L (N) skirting a swamp L. It goes L at a junction and heads SW, then R (W) to reach a dirt road close to Lally Rd L. The RT goes R along the dirt road to a group camping area, with toilets and drinking water in summer, at 09C.

The RT turns L off the dirt road onto a forest path, goes N with a view of Round Lake R, then veers L to enter and wind W through forest. It enters private land and continues to wind NW, going L at a rocky outcrop to skirt a swamp R. The RT continues NW through open forest, forking L and bending R near a swamp R, the path then veering R on a wide track which passes a large swamp L. It goes ahead on a private drive to reach the gravel Long Lake Rd.

#### 09D Long Lake Road

The RT goes R along the road for 300 m, then turns L over a stile onto private land. It jogs R, then goes L (N) through scrub land, bends L (W) on a rough path, goes R through trees, then L (SW) almost to a fence at Narrows Lock Rd. It turns R (NW) and, staying close to the fence L, passes a swamp R and crosses a muddy stream. It then goes R (NE) across pasture and continues NE to cross a stile.

Entering the Mica Mines Conservation Area, the RT path goes on a low ridge above a swamp L and arrives at 09E.

#### 09E Narrows Lock Road at Powers Road

Here is the southern junction of the Powers to McLaren Point Road Blue Trail and the RT. The Blue Trail goes WSW straight ahead 500 m to Powers Road. The RT turns right onto a forest road and winds among Mica Mine pits and trenches. The RT takes two right branches arriving at a bridge 800 m from 9E. 100 metres further the RT turns left off the forest road, climbs over a ridge and turns sharply left after the descent. It then crosses a large beaver dam and climbs a small hill before descending onto another forest road. The RT turns left and follows the road for 600 m to join McLaren Lake Road. Here it turns left and follows the road for 800 m to 10A.

#### Other Information

About 50 m to the R (E) of the wide track SW of Long Lake Rd are workings (pits and tailing piles) of the former Munslow-Martha Mine, indicated by a blue marker. This produced the phosphate mineral apatite, used for fertilizer, from 1871-1902, and was reworked for phlogopite (white mica) from large pits in 1891-1907 and 1940-42.

The Silver Queen Mine, reached from the gated track opposite Lally Homestead, produced phlogopite in 1903-09 and apatite in 1903-12. In the Mica Mines Conservation Area and at these mines, tunnels extended laterally from open pits. Major mining operations in this region ended around 1912, when more profitable mines became established

elsewhere. Small pieces of mica are common along the RT in this region.

#### Private Property and Hunting

The Rideau Trail often goes over private property with the permission of the landowner. Hiking is usually permitted, but not other activities such as biking, camping, or going off the Trail. Other restrictions may apply, such as no dogs allowed in sheep farming areas. Restrictions are usually posted at property boundaries. In any event the wishes of landowners must be respected with politeness.

On private property the Rideau Trail may be closed during the season for deer hunting with rifles. This season is normally for 14 days starting on the first Monday in November; dates should be confirmed by checking the hunting information at the Ministry of Natural Resources web site at [www.mnr.gov.on.ca](http://www.mnr.gov.on.ca). The RT crosses parts of Wildlife Management Units 64 and 67 as described on that web site.



This closure applies to the RT on most or all of the private property described on this page.

In any event, it is desirable for hikers to wear "hunter orange" hats and clothing in any situation in or near which hunting may be taking place.

#### GPS Coordinates & Distances along the Trail

	Easting	Northing	km
<b>09A</b>	402409	4957948	0.0
<b>09B</b>	400727	4957884	2.9
<b>09C</b>	400357	4958801	5.8
<b>09D</b>	399359	4960758	8.9
<b>09E</b>	398229	4962687	12.0
<b>10A</b>	400331	4964290	14.8

GPS data is UTM Zone 18T,

	L = Left	R = Right	
N = North	S =	E = East	W = West
Green		Rideau Trail (RT)	
Blue		Blue Side Trail or Blue Loop (BL)	



**Rideau Trail -  
Northbound Map 10 -  
Perth**

**10A McLaren Point**

Here is the northern junction of the Powers - McLaren Blue Trail and the RT. The RT turns right onto another forest road passing a Hunt Cabin on the Left. It descends a hill R of the track, crosses McLaren Creek on a wooden bridge, bends R (NE) with a swamp L, then turns L (NW) following a survey line behind several houses R. The RT passes a swamp L, goes over a stile, and continues N on a forest track on elevated ground. It turns right over a stile and curves around a swamp to another stile where it turns R, with the fence R to reach Ferrier Rd.

**10B Ferrier Road**

The RT goes R (NE) on the gravel road for 600 m, to the top of a hill where the road ends. In very dry conditions a 1.2 km BL on the road allowance ahead can be followed, but usually this is flooded. The RT turns L (NW) into mature woods, crossing a stream after 150 m. It winds NE for 1.3 km through woods and pasture to reach Ferrier Rd E at the end of the road allowance, where it goes L (NE) on the gravel road for 600 m to the paved Otty Lake Side Rd. It goes L (NW) on this road for 100 m, then goes R (NE) on the paved Wild Life Rd for 1.3

**10C Wild Life Road**

The RT turns L (NW) at a gate onto private property, keeps R along edges of a field, then goes R (NW) along a tree-lined lane, passing a bare rock area. It turns L off the lane, winds through an old orchard,

continues on the lane to pass an old wood building L, then turns R after passing two stone pillars and a blue shipping container. It follows the edges of fields, first NE, then NW to a stile at Scotch Line directly opposite Conlon Dr. The RT crosses the stile and Scotch Line (caution) and follows Conlon Dr to the Conlon Farm Recreation Area. Parking, toilets and drinking water are available here.

**10D Conlon Farm Recreation**

The RT goes ahead (N) on a paved footpath, then R onto Bathurst Rd, L on Rogers Rd, crossing the Tay River, and R on John St. At the next corner it goes R on a footpath, crossing the Little Tay River on a very humped red wooden bridge, continues ahead on Mill St, then turns L into Stewart Park, crossing a green wooden bridge. It goes ahead on Market St, across Gore St, and ahead on Basin St and past the turning basin, R, with public toilets L.

Staying by the Tay River and Canal, the RT goes under the Drummond St bridge, ahead (NE) to cross Beckwith St, and bends R to reach Craig St. Here Last Duel Park, Perth's campground, with parking, drinking water and toilets, is on the R.

**10E Riverside Drive at Craig Street**

The RT crosses Craig St (Rd 43), goes ahead (SE) on Riverside Dr for 900 m, then continues by the Tay River along a towpath for 2.2 km. It turns L off the towpath and goes NE on a berm by a drainage ditch R, past a pumphouse and then along the R edge of a field to Rathwell Rd at **11A**.

**Other Information**

In Perth, established in 1816, early settlers included many Scottish stonemasons. One was John Haggart, responsible for building Chaffeys Lock, who built and operated several mills. In 1837 he built the Haggart House, at 41 Mill St, a stone house in Regency style on what is known as Haggart's Island.

In 1947 Mrs Jessie Stewart deeded Stewart Park to the Town of Perth in memory of her late husband, John A Stewart, prohibiting commercial use of the park and providing a fund for ongoing maintenance and upkeep. John A Stewart was President of several industries in Perth, Mayor of Perth, MP for Lanark County, and heir to the McLaren Distillery, founded in Perth in 1831.

At Gore St the RT passes Perth Town Hall, built in 1863, on the R and the McMillan Building, built in 1907 as a Carnegie Library and restored after a fire in 1980, on the L. Walks in Perth are described in a leaflet available from the Visitor Information Centre, 34 Herriott St, NW of the Drummond St bridge, and at [www.rideau-info.com/canal/history/perth-tour](http://www.rideau-info.com/canal/history/perth-tour). See also [www.perth.ca](http://www.perth.ca), and the Perth Museum in the Matheson House at 11 Gore St E.



Last Duel Park is named after the last fatal duel in Upper Canada, in 1833, between Robert Lyon and John Wilson. The adjoining cemetery on Craig St, called the "Old Burying Ground", contains many historic graves including that of Robert Lyon.

**GPS Coordinates & Distances along the Trail**

	Easting	Northing	km
<b>10A</b>	400331	4962687	0.0
<b>10B</b>	399589	4967212	4.0
<b>10C</b>	402423	4969824	8.7
<b>10D</b>	401042	4971510	11.4
<b>10E</b>	402023	4972635	13.8
<b>11A</b>	405543	4972409	18.0

GPS data is UTM Zone 18T,

N = North    L = Left    R = Right  
S =            E = East    W = West

Green  Rideau Trail (RT)  
Blue  Blue Side Trail or Blue Loop (BL)



**Rideau Trail - Northbound  
Map 11 - Beveridges Locks**

® **Rathwell Road - Poonamalie Side Rd**

**11 Rathwell Road**

The RT goes R on Rathwell Rd to its end, then R on a private lane and L into a field along a fence line. It zig-zags generally E, staying L in trees along fence lines with farm fields L, passing a disused truck. It goes into bush, L off a track, over a stile, then along the R edge of a field and R through cedar woods.

The RT follows the R edge of another field, turns L at its corner, then goes R over a stile with farm buildings L. It keeps R at an open area, crosses a stile into bush and goes L, then turns R (NE). It veers R, crosses wood planks over a ditch, continues SE through scrub land, then turns L behind housesto emerge over a stile at Rd 43, where

**11 Frizell Road**

The RT goes another 2.4 km SE and E along the road allowance beside Rd 43, then turns L (NE) onto the unpaved Stone Rd, a mid-part of which is a dirt track. After 1.6 km it turns R on Station Rd, which is paved after 700 m and after 1.6 km reaches Rd 43 in Port Elmsley, where it goes L on Rd 43 for 400m.

**11 Port Elmsley**

At a bend L the RT turns R off the road on a track through an open field with old buildings R. It goes through a hedge line, R along a field edge, then L (SE) on a dirt track along a tree line. The RT forks R to stay in the tree line on a grass track, and later jogs R, keeps L along a field edge, then jogs L back into the tree line and goes over a stile L.

The RT veers L along the R edge of a field, goes over a stile into bush, and continues E at first, then NE, in bush and open areas and over three more

stiles, to cross a field and emerge over a stile at the SW end of Poonamalie Side Rd at the point **11D**. The RT then follows the road NE for 3.1 km to Rd 43 at the point **12A**.

**Beveridges Locks Blue Loop**

This BL starts at a parking area at Lower Beveridge Locks, point **11BA**, 2.6 km SW from Port Elmsley. The lock station has toilets and drinking water and, as at most other lock stations, current RTA members hiking the RT can camp overnight with permission of the Lockmaster and payment of a fee.

From point **11BA**, the BL goes 120 m NW on Beveridge Locks Rd, then L and under a bridge at Port Elmsley Rd 18, and another 500 m NW beside the Tay Canal, L, to the Upper Beveridges Lock. It then goes R and bends L to skirt Beveridge Marsh, L. After 1.3 km, a track L leads to an observation platform overlooking the Tay Marsh. The BL used to end 100 m past the track at point **11BB** at the Beveridge Dam on the Tay River; it has now been extended over the dam to its W side.

**Other Information**

Colonel By designed and built the Rideau Canal for the age of steampower, with a draught of at least 5 feet (1.5 m). Tow paths were not needed and were not provided along the Rideau Canal. A water link from the Rideau Canal to Perth was not needed for military purposes.

A first Tay Canal with five wooden locks was built in 1831-1834 by Perth businessmen using private funds. It followed the course of the Tay River via Port Elmsley to the Lower Rideau Lake, but it was too small for most steamboat use. It was used by barges pulled by oxen on its tow path, but it was not sufficiently maintained and gradually deteriorated.

With the influence of John Haggart Jr, who was the Member of Parliament for South Lanark from 1872

until 1913, the Federal Government agreed in 1883 to rebuild the Tay Canal, bypassing Port Elmsley with two locks linking Beveridges Bay to the Tay River via a long cut known as Haggart's Ditch.

Built to the same specifications as the Rideau Canal, this second Tay Canal via the Beveridges Locks was completed and made part of the Rideau Waterway in 1890, with final dredging and an enlarged turning basin in Perth being completed in 1891.

**Signalling with a Whistle**

Everyone should know how to use a whistle. For good reasons, the whistle should be pealeless, plastic, on a cord, and accessible.

Before blowing a whistle, always inform others and move away from them. A loud whistle close to ears can cause serious injury. The whistle code is:

One Blast: "Stop! Where are you?"

Two Blasts: "Come tome!"

Three Blasts: "I need help!"

The reply in every case is one whistleblast.

**GPS Coordinates & Distances along the Trail**


	Easting	Northing	km
<b>11A</b>	405543	4972409	0.0
<b>11B</b>	408059	4972330	4.2
<b>11C</b>	412139	4971514	10.2
<b>11D</b>	414631	4971444	14.1
<b>12A</b>	417061	4973370	17.2
<b>11BA</b>	410008	4969717	
<b>11BB</b>	408672	4970738	

GPS data is UTM Zone 18T,

L = R = Right

N = North S = South E = East W = West

Green  Rideau Trail (RT)

Blue  Blue Side Trail or Blue Loop (BL)



## Rideau Trail - Northbound Map 12 - Smiths Falls

### 12A Poonamalie Side Road at Road 43

The RT goes R (E) along Rd 43, crosses William St after 1.6 km, and continues another 300 m on Rd 43 (Cornelia St W). It then goes R at a pole line along a road allowance, and after about 275 m turns L and goes through a parking lot to James St where it turns R. It goes S to the end of James St, turns L at Park Av, and goes through Centennial Park next to the Rideau River and Canal. It then crosses a concrete footbridge to reach the Smiths Falls Combined Lock.

### 12B Smiths Falls Combined Lock

From the Combined Lock the town centre is L on Beckwith St. The RT passes the Lock station, goes R and crosses two locks to the S bank of the canal, then turns L under Beckwith St. It continues on recreation paths next to the canal and river, L, to Lower Reach Park, then crosses a parking area.

### 12C Old Slys Road

The RT crosses Old Slys Rd, with the Heritage House Museum on the R, then veers L to cross the Rideau River on a dam next to the road. The RT continues ahead to cross the lower (R) one of the two Old Slys Locks, and immediately turns R (E) under a railway bridge and continues along the N bank of the river. It continues ahead in woods, then turns L and keeps L of a fence to reach Queen St opposite Hershey Dr.

The RT crosses Queen St and follows Hershey Dr to its end, then goes ahead on Alice St, L on Third St, R on Rideau Av S, L on King St, R on Smiths Falls Av, and R on Chambers St. It goes under a railway overpass at **12D**, then continues ahead (NE) for 4.9 km on the paved Matheson Dr.

### 12E Rosedale Road South

The RT turns R (SE) and follows Rosedale Rd S for 2.5 km to Wood Rd on the L at **12F**. The RT goes L on this gravel road for 1.2 km to a junction at point **13A** where Wood Rd bends R.

### Other Information

In 1786 Thomas Smyth, a United Empire Loyalist, was granted 400 acres (1.6 km<sup>2</sup>) in what was then wild and remote country, and is now Smiths Falls. In 1827 it was still only a small community when Colonel By ordered the removal of a mill, just built by Abel Russell Ward, to make way for the Rideau Canal; the very large compensation was £1,500.

In Smiths Falls a first lock, known as the Detached Lock, and the Combined Lock, which replaced a flight of three original locks, accommodate a drop of 11 m over a distance of less than 400 m. The two Old Slys Locks downstream are named after the original settler, William Sly. Defensible lockmasters' houses were built at all three lockstations.

In the 1850s Smiths Falls became a railway hub, with six railway routes (one is now the Cataraqui Trail) and two stations. The renovated CN station, now housing the Railway Museum of Eastern Ontario, and the nearby Bascule Railway Bridge over the canal are National Historic Sites of Canada.

The CN station, operational from 1914 to 1979, is a custom-designed brick station with a distinctive turret and polygonal waiting room. The Bascule Bridge, built in 1912, is a steel bridge with a rocking action and a concrete counterweight making it easy to move. It was operated electrically at first, and manually from 1915 to 1978.

In August 2011 VIA Rail Canada began using a new station for railway passengers, at 46 Union Street. The CP station on Victoria Av, formerly used by VIA Rail, has been renovated as the Station Theatre.

### Rideau Canal Museum

The Rideau Canal Museum, on Beckwith St near the Combined Lock, is located in a stone building that is part of the Woods Mill complex, originally a mill built in the 1840s on Wards Island. This part of the building was extensively renovated in the 1980s; structural rehabilitation of the West Mill part of the building has recently started.

### Heritage House Museum

Joshua Bates built this home in 1862 on the property of his 1850s grist (flour) and carding (yarn) mills at Sly's Rapids near the Brockville-Ottawa railway. The house was sold to Truman Russell Ward after Bates' death in 1864, and became known as the Ward House. It was bought in 1977 and restored by the town of Smiths Falls.

### Smiths Falls



A detailed history of Smiths Falls is provided in the book "Smiths Falls" by Glenn J Lockwood, copyright 1994, The Corporation of the Town of Smiths Falls, available from the Heritage House Museum.

### GPS Coordinates & Distances along the

	Easting	Northing	km
<b>12A</b>	417061	4973370	0.0
<b>12B</b>	419431	4972021	3.3
<b>12C</b>	420600	4971400	4.8
<b>12D</b>	420369	4972807	7.3
<b>12E</b>	424389	4975298	12.2
<b>12F</b>	425879	4973390	14.7
<b>13A</b>	426996	4973835	16.0

GPS data is UTM Zone 18T,

N = North    L = Left    R = Right  
S =            E = East    W = West

Green  Rideau Trail (RT)  
Blue  Blue Side Trail or Blue Loop (BL)





**Rideau Trail - Northbound**  
**Map 13 - Merrickville**  
**Wood Road - Grenville Street**

**13A Wood Road at right**

The RT continues ahead (NE) from Wood Rd on a dirt track which after 3.7 km continues as the gravel McConnell Rd, passing Buffam Rd R at point **13B** and crossing Burchill Rd after another 1.7 km. It goes ahead on a dirt track, after 800 m crossing a bridge over a tributary of Rideau Creek. The RT bends R, and where the track veers L the RT goes ahead along a ridge, then turns L in cedar forest and rejoins the track just before a junction where the Blue Connector goes ahead and the RT turns R.

**13C Blue Connector Junction**

The RT goes 800 m SE on a dirt road to the gravel Richardson Rd, turns R, crosses the tributary again, and after 500 m on the road turns L (SE) on a track known as Old Quarry Rd, reaching Heritage Rd at **13D** after 2.9 km. It turns R onto the road, enters Merrickville, crosses two tracks of an active railway line, and immediately turns L on By St. After one block it turns R on Rideau St, then turns L on Mill St and crosses a bridge over the Rideau

**13E Merrickville Locks**

Just before Merrickville Locks the RT turns L down wooden stairs to the N side of the locks, crosses the locks on a lock gate and goes up an access road to Main St E (Rd 43) where it turns L (E) along the road. Bending L (N), it goes under a railway bridge and after another 900 m turns L (N) onto River Rd (Rd 23) at point **13F**. This road has narrow shoulders and no sidewalks. After 1.7 km, at 448 River Rd, there is a grass track with blue markers leading 100 m R to the McGuigan Cemetery. After another 800 m on the road the RT turns L onto Andrewsville Rd to reach Upper Nicholsons Lock.

**13G Upper Nicholsons Lock**

The RT crosses the lock on a lock gate and goes R (N) on the W bank of the canal to Lower Nicholsons Lock. It crosses a lock gate and goes ahead up Nicholson Lane, then turns L and continues N on River Rd for 3.4 km to Grenville St, which goes L into Burritts Rapids, at point **14A**.

**Blue Connector**

This BL links the junctions at points **13C** and **14D**.

From the Blue Connector Junction at **13C** this BL goes 2.7 km NE on the dirt McConnell Rd, then turns L along the gravel Gilroy Rd to a bend R at point **14BA**, 3.4 km from point **13C**.

**Other Information**

About half way along Old Quarry Rd, mossy blocks can be seen in the forest beside the RT. They indicate the presence in this area of a former quarry, where limestone blocks were cut for building houses and/or the canal locks.

**Short Walks**

Brochures of walks in Merrickville are available at the Blockhouse, across the road and canal from **13E**, or at The Depot just to its W. The "Depot to Dam Trail" is about 1 km return. "A Walking Tour of Merrickville" highlights historic properties there ([www.merrickvillehistory.org/walkingtour.html](http://www.merrickvillehistory.org/walkingtour.html)), and "Walking Tour of Nicholsons Locks and Vicinity" describes historic features near Nicholsons and Clowes Locks, including the McGuigan Cemetery.

**McGuigan Cemetery**

This cemetery is one of the oldest along the Rideau River. The earliest known marked grave is that of Samuel McCrea, who died in 1806; the latest that of one of his grand-daughters, Harriet McCrea, who died in 1886. The cemetery was restored in 1979-80 by the Merrickville and District Historical Society.

**Merrickville**

Merrick's Mills, well established in the early 1800s, grew rapidly with completion of the Rideau Canal in 1832, and was renamed in 1862. With no railway involvement, growth ceased from the 1880s until the 1960s, and it remains a well preserved village.

**Rideau Canal**

The Rideau Canal was built under the direction of Colonel John By from 1826 to 1832 as an essential military link, away from the St Lawrence River, between Montreal and Kingston. It was the main route between Montreal and the Great Lakes until locks were built on the St Lawrence in the late 1840s. Most of its original structures remain intact, and it is now operated by Parks Canada as a recreational waterway from May to October. Most of the lock stations provide toilets, drinking water, and camping for RT hikers who can show current membership of the RTA. The Rideau Canal became a UNESCO World Heritage Site in 2007. For extensive information see [www.rideau-info.com](http://www.rideau-info.com).

**GPS Coordinates & Distances along the Trail**

	Easting	Northing	km
<b>13A</b>	426996	4973835	0.0
<b>13B</b>	429926	4976320	4.1
<b>13C</b>	432303	4978480	8.2
<b>13D</b>	434199	4975492	12.4
<b>13E</b>	433931	4974065	14.0
<b>13F</b>	434863	4975496	16.3
<b>13G</b>	435526	4977808	19.0
<b>14A</b>	437283	4980988	23.3

GPS data is UTM Zone 18T,

	L = Left	R = Right	
N = North	S =	E = East	W = West
Green		Rideau Trail (RT)	
Blue		Blue Side Trail or Blue Loop (BL)	



**Rideau Trail - Northbound**  
**Map 14 - Burritts Rapids**  
**Grenville Street - Rogers Pond**

**14A Grenville Street at River**

The RT turns L (NW) onto Grenville St and crosses a swing bridge over the Rideau Canal. The Burritts Rapids Tip-to-Tip Trail crosses here. The RT goes ahead, crosses a bridge over the Rideau River, where Grenville St becomes Burritts Av, and continues to Donnelly Dr (Rd 2).

**14B Burritts Avenue at Donnelly**

The RT goes R (NE) for 200 m on Donnelly Dr, then L across a field and through a gap in a treeline. It goes L along the L edge of a big second field, and through treeline gaps and across small third and fourth fields, continuing NW on a track in woods to a junction. Here a track L goes 100 m SE to Stoney Steps cascade on Brassils Creek. From the junction the RT goes R and winds E to a T junction with another track, where it goes L (NW). After 600 m it veers R through an open area, then joins another track from the R and emerges at Paden Rd.

**14C Paden Road**

The RT crosses the road to a grassy track, goes R, then R again parallel to the road for 500 m, then turns L (NW) on a track which merges with another track. It winds R until it is going SE, then turns L and goes through an open area where it turns L onto a gravel road. It follows this road, past a swamp R and a gravel road R, to reach a junction where a BL goes L.

**14D Blue Connector Junction**

The RT turns R (NE) on the gravel road, which soon bends L and continues N. After 1.6 km the RT turns R (E) into woods, beside a dirt track, R. It turns R (S) to cross the track and later bends L to loop back

short hairpin loop L, then reaches the Earth Star shelter. From the shelter it goes L on a dirt track to reach Flood Rd after about 1 km.

**14E Flood Road**

The RT crosses Flood Rd and winds NW in cedar forest, then goes L (SW) to a gravel track. It turns R on the track, past a large swamp L, then turns R and again winds in woods, NW and then NE to the gravel Flood Rd extension. It goes L (NW) on the road to point **14F**, then turns R (NE) on the road and then L (NW) to a Cedar Grove sign, where it turns R and soon reaches the S junction of the RT with the Rogers Pond BL at **15A**.

**Blue Connector - Northbound**

This BL links the junctions at points **13C** and **14D**.

From point **14BA** this BL follows the bend R (NE) and turns L into woods, then zig-zags NW and NE, veers R (NE) onto a track, and turns L onto a gravel road at **14BB** just after passing the ruins of a lime kiln L. The BL goes NW on the gravel road and bends R (N) across a grass area, with buildings L, to a track continuing NE. It follows the track, turns L (NW) onto a rough dirt road, and follows this where it bends R (NE) and continues to and crosses Dwyer Hill Rd at **14BC**.

The BL continues ahead (NE) on the gravel Heaphy Rd, crossing a bridge over Brassils Creek after 1.5 km. Parts of this road, especially just beyond the bridge, may be flooded and require wading. Beyond the bridge the BL continues on the gravel road 700 m NE to a junction with the RT at **14D**, 6.4 km from point **14BA**.

**Burritts Rapids Tip-to-Tip Trail**

This 2.0 km trail is not part of the RT system, but crosses Grenville St and the RT at the N side of the swing bridge in Burritts Rapids. It extends for the length of the island between the Rideau Canal and the Rideau River at Burritts Rapids. Going R (E)

from Grenville St it leads to the Burritts Rapids Lock, where there is a restaurant just across River Rd. Going L (SE) from Grenville St it leads to a dam across the Rideau River. A diagram of this trail is available from the Burritts Rapids Lockstation or from [www.rideau-info.com](http://www.rideau-info.com).

**Other Information**

Burritts Rapids was settled by Colonel Stephen Burritt with his wife and their first son in 1793, making it one of the first settlements along the Rideau River. In 1826, when Colonel By visited, it was a busy community. Built on an island, the village site was laid out in 1830 and a post office was established in 1839. The Anglican Christ Church, on Donnelly Dr opposite Burritts Av at the N end of the village, was completed in 1832 and is one of the earliest churches along the Rideau River.

The current fixed bridge over the Rideau River was built in 1983. The present swing bridge over the canal, using steel trusses, counterweights, and roller wheels on a circular track, was built in 1897.

**GPS Coordinates & Distances along the Trail**

	Easting	Northing	km
<b>14A</b>	437283	4980988	0.0
<b>14B</b>	437079	4981424	0.5
<b>14C</b>	436633	4983315	2.9
<b>14D</b>	436333	4985320	5.7
<b>14E</b>	436479	4987691	10.2
<b>14F</b>	435416	4989115	12.7
<b>15A</b>	435361	4989964	13.8

GPS data is UTM Zone 18T, NAD83/WGS84

	L = Left	R = Right	
N = North	S = South	E = East	W = West
Green		Rideau Trail (RT)	
Blue		Blue Side Trail or Blue Loop (BL)	



**Rideau Trail - Northbound**  
**Map 15 - Marlborough**  
**Forest Rogers Pond - Jock**

**15A Rogers Pond Loop South**

The RT turns L at the junction and goes N in woods and then on the W side of Rogers Pond, over a metal footbridge, to the N junction of the Cedar Grove BL. The RT goes ahead on a gravel road, bends L, and turns R on a grassy track to the Cedar Grove parking lot on Roger Stevens Dr.

**15B Roger Stevens Drive at Cedar**

The RT goes L on the road for 300 m, then goes R (NW) onto private property on a track through cedar forest, with some rough and muddy sections, to reach a T-junction with a stony track.

**15C Klondike Road**

The RT goes R (NE) for 300 m on the track past a swamp L, then turns L on another track that winds NW and after 2.2 km bends L (SW) to reach an unsigned junction where another track goes R.

**15D Unsigned Junction**

The RT turns R on this wide track and follows it for 3.8 km as it winds NW to reach Kettles Rd, where the RT leaves the Marlborough Forest.

**15E Kettles Road**

The RT turns L on the road, crosses an active rail line and then a bridge over Nichols Creek, and after 1.0 km reaches the gravel Munster Rd. It goes R (NW) on this road for 3.3 km, passing under hydro lines, crossing Soldiers Line after 1.8 km at a point **15F**, and crossing a bridge over the Jock River to reach a paved part of the road and then an intersection with the Jock Trail road at point **16A**.

**Rogers Pond Blue Loop - Northbound**

This 2.0 km BL, all in cedar forest, goes S from the point **15A** and bends L over a bridge, then follows a

boardwalk, turns L, and winds L and R on the E side of Rogers Pond to a shelter. It then goes R, bends L, and turns L onto a track that goes NW to its N junction with the RT.

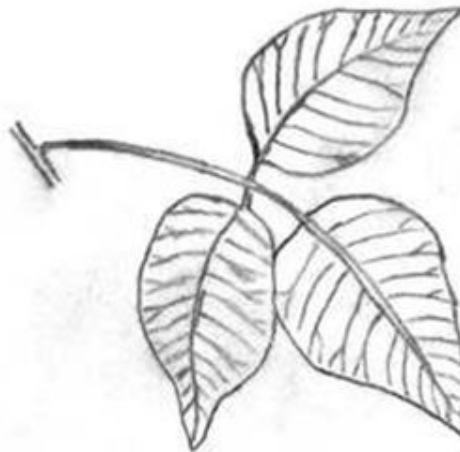
**Additional Routes**

From the unsigned junction at the point **15D** a track goes SW, passing on the R after 750 m the former RTA Lot, now a property of the Rideau Valley Conservation Foundation, to which RTA members have access. There is extensive poison ivy here, and there are no facilities. The track continues another 400 m to an intersection, where a track L goes SE to Klondike Rd. 300 m L along Klondike Rd a further track R goes to Roger Stevens Dr opposite a parking area at point **15BA**. From the parking area the track continues to the RT near point **15A**, completing a series of loops.

**Poison Ivy**

The appearance of poison ivy varies widely, but it can be identified by these features:

- Groups of three leaves, the middle leaf having a longer stem than the other two;
- Each group is on its own stalk, and the stalks alternate on the vine;
- There are no thorns.



**About the Maps**

Each map is divided by vertical and horizontal blue lines into 1 km squares according to the Universal Transverse Mercator (UTM) grid; all of the maps are in UTM zone 18 in the Northern hemisphere.

Grid coordinates in km are shown at the top and left edges of each map; another 3 digits identify points within the square in metres. Using the NAD83 or WGS84 map datum to which a GPS unit should be set, the resulting 6- and 7-digit numbers are the GPS coordinates such as those given below.

Using latitude and longitude (lat-lon) data with maps.google.com, a location can be searched for or the data for a location can be displayed (e.g. right-click, select 'What's here?'). There is a useful tool to convert between UTM and lat-lon data at www.rcn.montana.edu/resources/tools/coordinates.aspx

Each map also illustrates a compass, showing that Magnetic North is about 14° W of True North.

**GPS Coordinates & Distances along the Trail**

	Easting	Northing	km
<b>15A</b>	435361	4989964	0.0
<b>15B</b>	435481	4991330	1.5
<b>15C</b>	434139	4992325	3.8
<b>15D</b>	433186	4993758	6.7
<b>15E</b>	431669	4996595	10.5
<b>15F</b>	429759	4997298	13.3
<b>16A</b>	428789	4998490	14.8
<b>15BA</b>	434582	4990562	

GPS data is UTM Zone 18T, NAD83/WGS84

L = Left      R = Right  
 N = North    S = South    E = East      W = West

Green Rideau Trail (RT)  
 Blue Blue Side Trail or Blue Loop (BL)



**Rideau Trail -  
Northbound Map 16 -  
Richmond**

**16A Munster Road at Jock Trail**

The RT goes R (NE) on the paved Jock Trail road from Munster Rd to Greens Rd at **16B**, then goes L (NW) on the paved road to Franktown Rd, where it goes R (NE) to Conley Rd L.

**16C Franktown Road at Conley Road**

The RT goes L (NW) on the gravel Conley Rd for 2.7 km to a junction at **16D** where it goes R (NE) on the gravel Bleeks Rd for 1.1 km, then ahead on a road allowance; this dirt track may be overgrown and muddy in places. After 100 m it crosses the wooden Ken Pryor Bridge over a creek bed, then continues another 900 m to an open area under hydro lines, and another 1 km to a 4-way trail junction where a BL goes R.

**16E Joy's Road Blue Loop**

The RT continues ahead (NE) on the dirt track to its end at Huntley Rd, point **16F**. It crosses the road, going ahead (NE) on the gravel Brownlee Rd to Shea Rd at point **17A**. Here a BL goes R (SE) on the paved Shea Rd.

**Richmond Blue Loops - Northbound**

From point **16E** a BL goes SE, first on a dirt track, then on a gravel part of Joy's Rd (no parking), to Garvin Rd. It crosses the road and goes ahead (SE) on a paved part of Joy's Rd to Perth St at **16BA**. Continuing on paved roads, the BL crosses Perth St and goes ahead 1.3 km on Joy's Rd, then turns L (NE) on Ottawa St and L (NW) on Fortune St to Burke St at **16BB**, 5.8 km from point **16E**. Here one branch of the BL goes ahead, then R on Perth St to Shea Rd at **16BE**, then L on Shea Rd for 2.7 km, reaching Brownlee Rd and the RT at point **17A**, 5.4 km from point **16BB**.

From the point **16BB** another branch of the BL turns R (NE) on Burke St, at its end goes directly ahead across Maitland St on a path leading to park land, follows the W bank of the Jock River, crosses a creek on a wooden footbridge, and goes L (NW) on Lennox St. It then turns R on Strachan St, R on McBean St to cross a bridge over the river, L at the end of the bridge on Royal York St, then keeps L near the river through parkland of the Richmond Conservation Area. It bends R onto Cockburn St, then turns L onto Royal York St and L onto King St to go around private property, then continues R (N) in parkland keeping L near the river.

Past a weir and through a wooded area, at a junction **16BC** the BL either goes ahead and then keeps R, or goes R and then keeps L, to skirt the N or S perimeter of three lagoons and reach a junction **16BD** near a parking area. From here it turns L (N) on Eagleson Rd, crossing the river on a bridge, then L on Perth St to Shea Rd at **16BE**, a total of 4.7 km from point **16BB** by this route.

**Other Information**

After the War of 1812 with the United States ended in 1815, Great Britain offered free land to disbanded soldiers to induce them to settle and provide a loyal and capable fighting base in Canada. Richmond was named after the new Governor-in-Chief of the Canadas, Charles Lennox, 4th Duke of Richmond.

In 1818 the soldiers arrived at Richmond Landing in Ottawa and cut Richmond Road through to the Jock River, then going up-river to Richmond. Until 1823 Richmond was a military settlement under Colonel George Thew Burke; British government support helped development and early prosperity, attracting later settlers. The Duke of Richmond visited Richmond in 1819, a day before his death nearby. Colonel Burke became MPP for the area, and then Registrar for Carleton County.

**The Railway in Richmond**

In 1914 the Richmond train station, just off Ottawa St, opened to passengers travelling on the CN rail line between Ottawa and Smiths Falls. The station was closed in 1965 and dismantled. Freight and passenger trains continue to run on this rail line.

**Street Names in Richmond**

Many streets in Richmond reflect the history of the village and its people. McBean was the surveyor who laid out the grid pattern of Richmond. Colonel Fortune was one of the military settlers in 1818. Sir Peregrine Maitland, Lieutenant-Governor of Upper Canada, was a son-in-law of the Duke of Richmond. Bishop Strachan was the first Anglican Bishop of Upper Canada. York referred to the Duke of York, and King to King George III. Colonel Francis Cockburn, an aide to the Duke of Richmond, advised the military settlement of Richmond. John Shea farmed land immediately north of the village. Ernest Brownlee used a horse-drawn carriage to drop off and pick up passengers at the train station.

**GPS Coordinates & Distances along the**

	Easting	Northing	km
<b>16A</b>	428789	4998490	0.0
<b>16B</b>	430479	4999890	2.2
<b>16C</b>	430316	5001502	4.4
<b>16D</b>	428591	5003575	7.1
<b>16E</b>	430899	5005594	10.2
<b>16F</b>	432551	5007034	12.4
<b>17A</b>	433194	5007585	13.3

GPS data is UTM Zone 18T, NAD83/WGS84

L = Left      R = Right  
N = North    S = South    E = East    W = West

Green Rideau Trail (RT)  
Blue Blue Side Trail or Blue Loop (BL)





**Rideau Trail -  
Northbound Map 17 -  
Fallowfield**

**17A Shea Road at Brownlee**

The RT goes ahead on Brownlee Rd to Eagleson Rd, where it turns L and goes NW on Eagleson Rd for 600 m to Rushmore Rd R at point **17B**.

**17B Eagleson Road at Rushmore Road**

The RT turns R on Rushmore Rd, reaching Old Richmond Rd after 2.1 km. It goes L (NW) on Richmond Rd for 100 m, then R to continue another 600 m on the unpaved Rushmore Rd to the paved Steeplehill Cr at point **17C**, where the RT turns L.

**17C Steeplehill Crescent at Rushmore Road**

The RT goes N on Steeplehill Cr for 500 m, jogs R for 300 m through Terry Carisse (formerly Bow of the Jock) Park, and continues on the road another 1.6 km to Fallowfield Rd, crossing the road

**17D Fallowfield Road**

From R of the church the RT goes L (NW) along the edge of a field and through open land, then bends L approaching a coniferous forest. It turns R (NW) to skirt the edge of a sports field, and R (NW) through a gap in a line of trees to the edge of a field with a cemetery L. It continues NW on a track in woods to Khymer Court, where it goes L to Old Richmond Rd. It goes R on Old Richmond Rd for 1 km to just N of Hope Side Rd, where it turns R at an entry point **18A** to Stony Swamp Conservation

**Other Information**

At point **17BA**, on Old Richmond Rd 100 m S of the S end of Steeplehill Cr, 1 km S of the RT, is a stone cairn memorial to Charles Lennox, fourth Duke of Richmond and Lennox. Born in 1764, he became a captain in the British Army in 1787 and was an MP

from 1790 to 1806, when he succeeded his uncle as Duke of Richmond. In 1818, after serving as Lord Lieutenant of Ireland and in the Napoleonic Wars, he became Governor General of Upper Canada. He died here in 1819, having been bitten earlier by a rabid fox.

**Fallowfield Village**

The cornerstone of Fallowfield United Church was laid by Sir John A Macdonald. This church, then Methodist, was completed with the current stone chapel in 1886. North on Steeplehill Cr, which takes its name from the churches in Fallowfield, is St. Patrick's Roman Catholic Church, completed with the current stone chapel in 1866.

**Nearby**

From point **18A** it is 400 m N on Old Richmond Rd to a convenience store and McDonald's Restaurant at Stonehaven Dr. Another 700 m E via Stonehaven Dr, at Grassy Plains Dr, there is a bus stop with a regular bus service.

**Wild Parsnip**

In this region the RT has been rerouted away from growths of Wild Parsnip, whose sap, on skin and in sunlight, can cause severe rashes. If you come into contact with it, stay out of direct sunlight, wash with soap as soon as possible, and wash clothes.



Wild

Peter Hanley

**Trees and Forests**

The RT is located in the Great Lakes-St Lawrence Forest region, characterized by White and Red Pine, Hemlock, and Yellow Birch, with Deciduous Forest species such as Sugar Maple, Red Maple, Red Oak, Elm, and Basswood. Much of the forest was cleared by settlers for farmland, and later abandoned.

The shallow soils of the St Lawrence Lowlandshave hardwood forests mostly of Maple, Oak, Ironwood and Hickory, with former farmlands regenerated by Red Cedar (Juniper) and Ash. The Frontenac Arch, between Sydenham and Perth, has rocky ridges of White Pine, Oaks, Ashes, and Red Cedar, and valleys with Maples, Ashes, Oaks, Basswood and Hemlock. The Ottawa Lowlands, with deeper soils and poor drainage, has old farmlands regenerated by Maples, White Cedar, Ashes and Oaks.

Other species found along the RT include Beech, Elm, Butternut, Black Walnut, Cherry, Hawthorn and Buckthorn, Prickly Ash, Largetooth Aspen, Poplar, White Birch, White Spruce, Balsam Fir, Jack Pine and Scotch Pine.

**GPS Coordinates & Distances along the Trail**

	Easting	Northing	km
<b>17A</b>	433194	5007585	0.0
<b>17B</b>	434132	5009153	2.2
<b>17C</b>	436503	5010528	5.0
<b>17D</b>	435931	5012634	7.5
<b>18A</b>	434461	5014184	10.2
<b>17BA</b>	436426	5009230	

GPS data is UTM Zone 18T, NAD83/WGS84

- L = Left      R = Right
- N = North    S = South    E = East      W = West
- Green Rideau Trail (RT)
- Blue Blue Side Trail or Blue Loop (BL)



## Rideau Trail - Northbound

### Map 18 - Nepean

® Old Richmond Road - Carling Avenue

#### 18A Old Richmond Road

From Old Richmond Rd just N of Hope Side Rd, the RT turns R (E) into Stony Swamp Conservation Area. It follows a track up a gentle slope for 500 m, then turns L (N); the track continues ahead 1 km to the restored Flood Lime Kiln and on to point **18BA**. The RT enters woods and reaches a short boardwalk at **18B**, with the Lime Kiln BL immediately R. The RT then goes L on a forest path, R on a track, then L to Old Richmond Rd, which it crosses to NCC parking lot P6 at a hydro line.

#### 18C NCC Parking Lot P6, Old Richmond

The RT continues on a long boardwalk, then goes ahead (NW) on NCC trail 25 via a short boardwalk through an open area. It follows trail 25 in woods, turns R at an unsigned junction, and reaches a junction with NCC trail 24. The RT goes R (E) on trail 24 and follows it to a junction at **18D** with the Bells Corners Blue Loop.

The RT turns L (N) on a track, goes R at an unsigned junction, descends to a large swamp R, and stays near the swamp passing minor paths L. It eventually turns L at an unsigned junction and, in sight of houses, crosses two small bridges to reach Robertson Rd at benches, signs, and a road crossing on a former railway bridge. Bells Corners, R, has stores, restaurants, and motels. From here to its N end the RT follows paths also used by cyclists.

#### 18E Robertson Road

The RT crosses the road on the bridge and then turns L (W) to reach a pull-off used for parking. Cars leaving here must turn R on Robertson Rd; a low median prevents L turns. The RT turns R (N) and follows the path past fields and in mixed woods,

passing both ends of trail 21, L, to reach and cross Timm Dr at **18F**; there is no parking next to the RT.

The RT continues NW in woods and under a hydro line, veers R (NE) to parallel Hwy 417 by a field, crosses an active rail line, and turns L by the tracks to pass under Hwy 417 and reach Corkstown Rd 100 m from Parking Lot P3, L. The Wesley Clover Parks (formerly Ottawa Municipal) Campground is 1 km L along Corkstown Rd.

#### 18G Corkstown Road

The RT crosses the road and continues to the Watts Creek Recreational Path, where it turns R (E) and goes straight for 2.2 km to Moodie Dr at point **18H**. The RT crosses Moodie Dr at traffic lights, winds around the L edge of a sports field, then crosses Corkstown Rd and continues on the pathway to Aero Dr at Holly Acres Rd, at point **18I**. The Bells Corners Blue Loop goes R (S) from here. The RT crosses the road and continues ahead to reach and cross Carling Av at point **19A**. L is Andrew Haydon Park, with water and toilets in summer.

#### Lime Kiln Blue Loop - Clockwise

From P10 on Moodie Dr at **18BA** this 8.5 km BL goes 1 km W on a track, passing the Lime Kiln, then turns R on a wood chip highway, going N and W to reach a stone creek crossing close to **18B**. The BL continues NE and N over a boardwalk and past the Wild Bird Care Centre to parking lot P8 at **18BC**.

The BL crosses Moodie Dr and goes E over three boardwalks, then turns L (N) on trail 26 to reach P11 on W Hunt Club Rd at **18BB**. It continues on trail 26, SE and later S and W, turns L onto the NCC Jack Pine Trail, then goes L (W) to Moodie Dr, where it turns L to return to P10 at **18BA**.

#### Bells Corners Blue Loop - Northbound

From the junction at **18D**, this 8.0 km BL goes E, at first on trail 24, to Forester Cr where it turns R. It turns R on Seyton Dr, L on Old Richmond Rd, and

R on Moodie Dr. Just past a school, at **18BD** it turns L (E), then L on trail 27 at a T junction, then L off a track, behind houses and under hydro wires, then R and L at fences to reach P13 at **18BE**.

Going ahead (E) on Bruin Rd, the BL crosses Hwy 416 and Cedarview Rd and goes L on a recreational path to Baseline Rd, crossing at traffic lights. It goes N, winding past hospital buildings R, then L to John Sunderland Dr to cross Richmond Rd at traffic lights. It continues ahead, bending R over a rise, and then turns L at Holly Acres Rd, passing under Hwy 417 to reach Aero Dr at **18I**.

#### Other Information

NCC Greenbelt trail 27 leads 700 m N from P11 on W Hunt Club Rd at **18BB** to the Bells Corners BL at the T junction, 800 m from **18BD**. Also from P11 at **18BB**, with a R turn at each of 3 junctions, trails 27 and 28 lead 2.9 km to P13 at **18BE**.

#### GPS Coordinates & Distances along the Trail

	Easting	Northing	km
<b>18A</b>	434461	5014184	0.0
<b>18B</b>	434869	5015181	1.4
<b>18C</b>	434548	5016016	2.6
<b>18D</b>	434061	5017314	4.8
<b>18E</b>	433666	5018417	6.3
<b>18F</b>	433189	5018956	7.4
<b>18G</b>	432862	5020312	9.7
<b>18H</b>	433994	5021399	13.5
<b>18I</b>	436000	5021818	16.0
<b>19A</b>	436390	5022392	16.7

GPS data is UTM Zone 18T,

	L = Left	R = Right		
N = North	S =	E = East	W = West	
Green		Rideau Trail (RT)		
Blue		Blue Side Trail or Blue Loop (BL)		



**Rideau Trail -  
Northbound Map 19 -  
Ottawa**

**19A Carling**

From Carling Av the RT continues NE along the recreational path. It jogs R and continues just below the path through parkland and on quiet roads to a sports dome, where it jogs L back onto the path and continues to Britannia Park, where drinking water, toilets and swimming are available in summer.

**19B Britannia Park**

The RT continues on the path, crosses Britannia Rd, and reaches point **19C** near Sir John A Macdonald Parkway. Past Woodroffe Av it goes L on footpaths where possible, to Westboro Beach and Kitchissippi Lookout at **19D**, with drinking water and toilets open in summer. It goes under Champlain Bridge at Island Park Dr. Drinking water is available here.

**19E Champlain Bridge**

The RT continues NE on the path, past the Balanced Rock Sculpture Project L, to cross River St at **19F**, with Lemieux Island L. It passes under a railway bridge and, keeping L, crosses a humped bridge over an aqueduct. It passes the Canadian War Museum, R, where toilets and drinking water are available in the museum entrance hall on its S side.

The RT crosses Booth St at lights and follows the pathway beside the river, staying L to reach the Mill St. Brew Pub, L. It goes L then R under the Portage Bridge and on to a Naval Monument at Richmond Landing. This was the N end of the RT for its first 40 years, marked by a bronze plaque set in a boulder at the L of the path.

**19G Richmond Landing**

The RT now returns a few metres and keeps L to follow a recreational path NE between the Ottawa

River, L, and the cliffs of Parliament Hill, R, to reach the foot of the Rideau Canal Ottawa Locks at **19H**, now the N end of the RT, marked by a sign next to a boat landing stage.

**Mud Lake Blue Loop**

This BL parallels part of the RT, passing Mud Lake in the Britannia Conservation Area. From the RT at Britannia Rd it goes L (N) into the Conservation Area behind houses, turns and veers R, then stays L skirting the S edge of Mud Lake. It crosses a boardwalk, turns L, winds R through woods, and then jogs R and L to return to the RT at point **19C**.

**Additional Routes**

These are not part of the RT system.

From the N end of the RT at the point **19H**, paths go 8 km along the W and E banks of the Rideau Canal to Hartwell's Locks; the E path continues to Hog's Back Locks. There are canal crossings on lock gates and bridges, including the Pretoria vertical lift bridge and a pedestrian bridge at Somerset St.

From Hartwell's Locks the Experimental Farm pathway goes 8 km SW, crossing Prince of Wales Dr, turning R on Morningside Lane, L on Cow Lane, crossing Fisher Av and Merivale Rd, then going in woods and parkland, crossing Maitland Av, Iris St, and Woodroffe Av, to a junction by the bus transitway, from which the Pinecrest Creek path goes ahead (NW) 4 km to the RT at point **19C**.

A path L (W) from the junction by the transitway crosses the road, goes S to the Baseline transit station, then SW through Centrepoinette Park, through an underpass to Craig Henry Dr, and across the road to a grass track to Elvaston Av. The path crosses Greenbank Rd at lights, continues W through Trend- Arlington Park, crosses McClellan Rd, then bends R, L, and R through parkland to

**Other Information**

RT markers may be infrequent along the route of the RT covered by this map.

Pioneer settlers of Richmond village had to travel by water from Montreal, landing at Richmond Landing.

In the 1800s sawmills were essential to the lumber business. An 1842 sawmill is now the Mill Street Brew Pub. From 1873 James Skead operated his second steam sawmill at Skead's Mills, which is now Westboro. It had 16 buildings and employed hundreds of men. It was destroyed by fire in 1888; there are a few remains near Kitchissippi Lookout.



On Victoria Day, 1900 the double-track Britannia Line of the Ottawa Electric Railway was opened to Britannia Park, including a stop at Westboro. It remained until 1959. Since then this tramway, along Byron Av, has gone, a railway line through Westboro has become the bus transitway, and the Sir John A Macdonald (Ottawa River) Parkway has replaced most other things by the river.

**GPS Coordinates & Distances along the Trail**

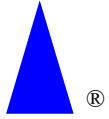
	Easting	Northing	km
<b>19A</b>	436390	5022392	0.0
<b>19B</b>	437295	5023680	1.5
<b>19C</b>	438417	5024590	3.0
<b>19D</b>	440423	5027208	6.6
<b>19E</b>	440922	5028180	7.9
<b>19F</b>	442955	5028868	10.6
<b>19G</b>	444450	5029987	12.7
<b>19H</b>	445279	5030576	14.2

GPS data is UTM Zone 18T,

N = North    L = Left    R = Right  
S =            E = East    W = West

Green  Rideau Trail (RT)  
Blue  Blue Side Trail or Blue Loop (BL)





**Rideau Trail Association  
Blue Side Trails and Blue Loops  
Gould Lake Conservation Area**

The Gould Lake Conservation Area, managed by the Cataraqui Region Conservation Authority, is located at the head waters of the Millhaven Creek System in the Canadian Shield; consequently some of its trails are very rugged. The entrance is on Gould Lake Rd, off Rosedale Rd which is off Bedford Rd north of Sydenham. The RTA maintains Blue Loop trails in the Conservation Area, as well as the Rideau Trail.

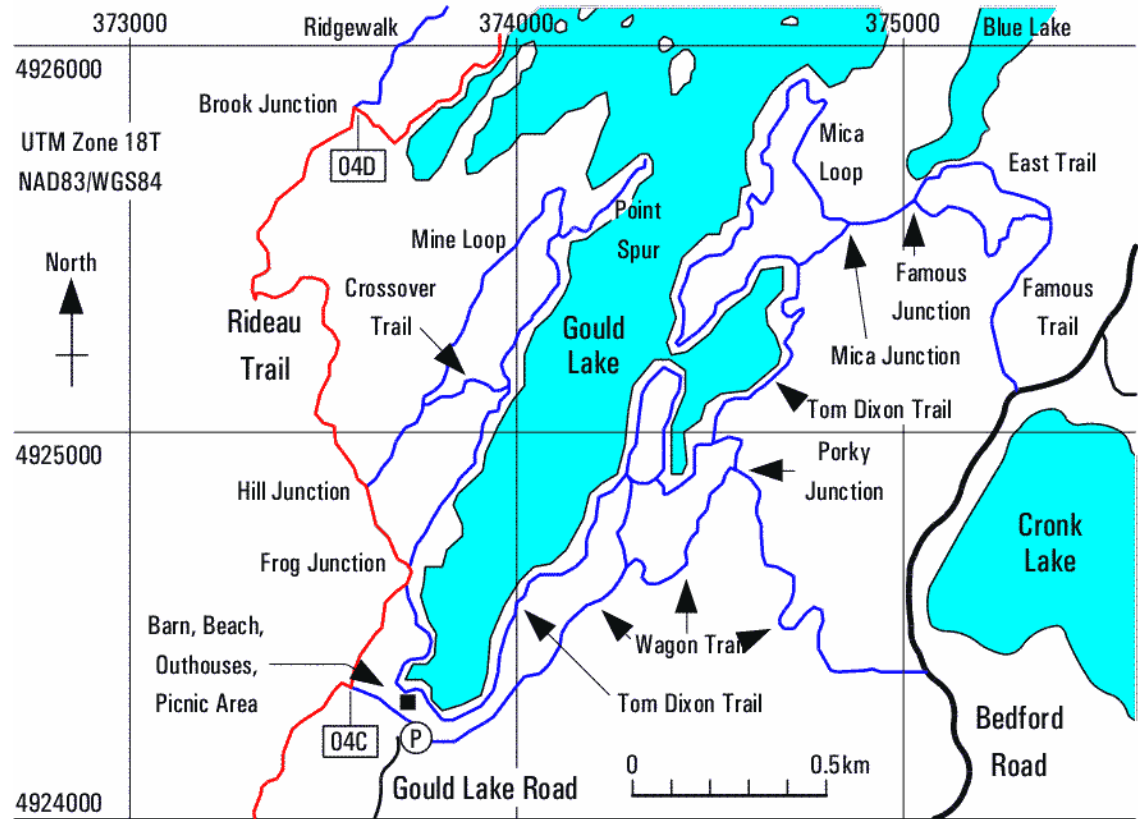
For completeness, this text repeats information (see Map 04) for the RT on the W side of Gould Lake:

At point **04C**, the RT goes L (N) on a track. After 300 m it crosses a steel-framed wood bridge built in 2009, and after another 100 m it reaches Frog Junction where the Mine Loop goes R. The RT goes L (NW) uphill on a wide track to Hill Junction, where the Mine Loop forks R.

The RT forks L, crosses a low area on a boardwalk, veers R (N) going up and down, continues level and then drops to cross another boardwalk. It goes up steeply and continues on high ground with one of several NE-SW gullies R. It veers L (W), descends to a swamp R and crosses it on an old beaver dam, then jogs L and winds R uphill. It continues N on a ridge, then drops to a junction at a brook at **04D**.

### Brook Junction

The Ridgewalk BL goes L, and the RT goes R along the L side of the brook, continues ahead towards the lake, and then veers L (NE) beside it. The RT goes up and down, rises to a pond L, and continues past several mica mine pits to a former primitive camp site near the lake. The RT continues NE, eventually drops to a beaver dam at the lakeshore, jogs L into bush, and reaches a N junction of the Ridgewalk BL.



### Gould Lake East Side Trails

#### Wagon Trail

This wide trail, good for cross-country skiers, runs 2.3 km from Bedford Road, near the S end of Crank Lake, to the Barn next to the parking area of the Gould Lake Conservation Area.

From Bedford Road, the Wagon Trail enters a young deciduous wood, gradually winds down to a creek, then crosses a low ridge and reaches Porky Junction at 1.1 km. From the junction there is a link trail 150 m R (N) to the Tom Dixon Trail.

At 1.6 km another short link trail goes R (N) to the Tom Dixon Trail, and the Wagon Trail goes another 0.7 km through mature hardwoods to the parking area. An open area provides a link to the RT at **04C**.

#### Tom Dixon Trail

This trail was named in memory of a young student who drowned in Gould Lake while employed by the Cataraqui Conservation Authority during building of these trails in 1971. The Tom Dixon Trail is a strenuous 2.9 km route along the SE side of the lake from the Barn to Mica Junction. Links to the Wagon Trail provide alternative loops.

From the Barn, the trail goes next to the lake in a hemlock forest, ascends a steep slope, then returns to near lake level, reaching a 15 m long sandy beach at 1.1 km. Here the trail loops out on a point, then turns E. At 1.7 km it crosses a bridge over a creek which drains Gould Lake into Little Long Lake (Sof Crank Lake). At 2 km is the 150 m link trail R (E) to the Wagon Trail at Porky Junction.



The Tom Dixon Trail continues N to the top of a cliff, then descends steeply to a junction near lake level with the Mica Loop L. It continues NE inland to reach Mica Junction, the N end of the Tom Dixon Trail, at 2.9 km. Here the Mica Loop is ahead and the East Trail is to the R.

### Mica Loop

This rough, winding and rocky 2 km trail, with steep slopes and beautiful views of Gould Lake, forming a W loop at the N end of the Tom Dixon Trail, starts at Mica Junction and ends at the junction 200 m S. There are several mica pits and scenic lookouts. At 1.6 km is a grassy point at the N side of a narrows dividing a large E bay from the rest of Gould Lake. From here, the trail turns NE towards its end.

### East Trail

This is a 500 m trail E from Mica Junction, through Famous Junction at 150 m, passing near Blue Lake L and ending at the Famous Trail.

### Famous Trail

From Bedford Rd opposite the N end of Cronk Lake this strenuous 1 km trail goes to Famous Junction on the East Trail. After 200 m the trail swings R (N) to avoid a beaver pond and then NE before crossing a rocky ridge at 0.5 km. It descends to cross Stinky Creek, climbs steeply to a wooded ridge, and then descends to Famous Junction.

### Gould Lake Conservation Area

For more information on the Conservation Area see [crca.ca/conservation-lands/conservation-areas/gould-lake-conservation-area](http://crca.ca/conservation-lands/conservation-areas/gould-lake-conservation-area).

## Gould Lake West Side Trails

### Mine Loop

From Frog Junction, this 2.2 km trail follows the Gould Lake shoreline, climbing to the Crossover Trail at 0.6 km, then climbing a rocky ridge overlooking the lake at 0.8 km. It descends the N side of the ridge by a steep winding trail under a rock bluff to a ridge of solid rock. At 0.9 km it turns sharply W, reaching the S end of Point Spur at 1.1 km. It again turns W and rises in forest, reaching a mica mine R at 1.3 km. It follows the old mine road past a mica pit at 1.7 km and the W end of the Crossover Trail at 2.0 km, reaching Hill Junction at 2.2 km. It is 300 m L (S) on the RT back to Frog Junction.

From the RT on the S side of the bridge 100 m S of Frog Junction, a 300 m path goes L along the shore of Gould Lake to the beach, providing an alternative to the RT between this bridge and the Barn.

### Crossover Trail

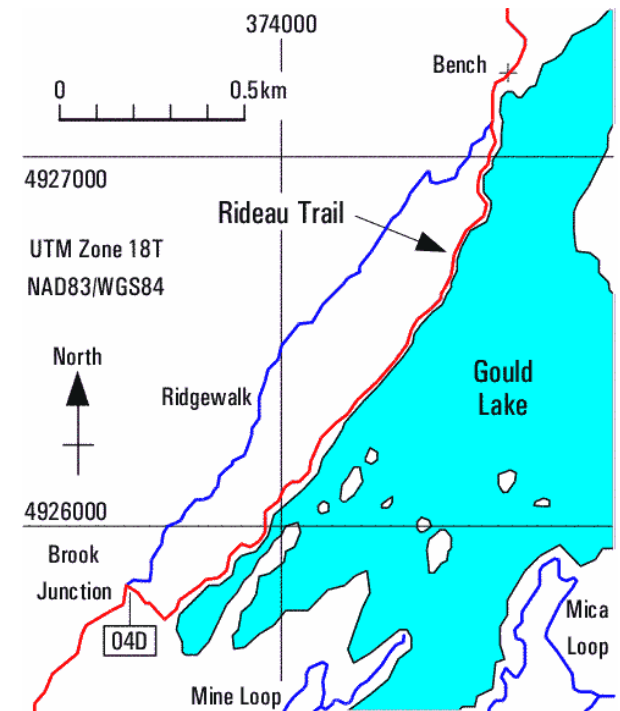
This 300 m trail links the E and W sides of the Mine Loop.

### Point Spur

This 300 m trail leads NE from Mine Loop to the tip of Point Spur. There is a view S from the lakeshore at 100 m, and along the trail are mica pits and rocks imbedded with large mica crystals. The end of the trail is a beautiful rocky point.

### Ridgewalk

This is a 1.8 km higher level alternative to, or return loop for, the RT which hugs the lakeshore. It goes L from the RT at Brook Junction, taking the high ground through dense young woods, descending to cross a brook draining a beaver pond, and crossing an old beaver dam before reaching a junction with the RT. From the junction, the RT goes N, crosses a brook in a low area, and climbs steeply to a bench



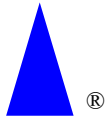
### GPS Coordinates

	Easting	Northing
Brook Junction	373593	4925837
Frog Junction	373720	4924682
Hill Junction	373627	4924852
Bench	374614	4927227
Famous Junction	375033	4925596
Mica Junction (N)	374869	4925543
Porky Junction	374559	4924909
Bedford Road		
at: Famous	375277	4925116
Trail Wagon	375078	4924383

GPS data is UTM Zone 18T, NAD83/WGS84

L = Left      R = Right  
 N = North    S = South    E = East      W = West

Updated 2018-06-12



**Rideau Trail Association**  
**Blue Side Trails and Blue Loops**  
**Marble Rock Conservation Area**

**Marble Rock Blue Loops**

A trailhead parking area on the N side of Marble Rock Rd is 4.5 km E from County Rd 32 at a point 4.5 km N of Exit 645 on Hwy 401 at Gananoque.

**Access Trail and South Loop**

From the trailhead an Access Trail goes NE, L at a fence, winds through woods passing a path L, and ascends past a rock face L to Leaning Rock Junction, from which a rocky scramble L and a short trail lead to the Leaning Rock Lookout **A**. From the junction the Access Trail continues 100 m to South Loop Junction **B**, which is 500 m from the trailhead.

Going R at the Junction **B**, the trail goes N up the rugged E side of the 6 km South Loop. The rocky trail ascends in open woods, veers R and bends L to an overlook, then bends R and continues N to overlook a Ducks Unlimited pond (DU1) L. It goes R, descends a slope into woods, and continues on a grassy track past young pine trees and the NE end of the pond. It continues generally N, with very rocky and muddy sections, through woods, ascends gently and then more steeply, levels out and passes rock outcrops L and R, descends, and at **C** reaches a T junction with a track, with a pond just beyond it.

The trail descends L on the track, goes R to cross a stream on rocks, and ascends steeply to a view N over an open swamp area DU2. It continues L (W), bending R then going L past the swamp area R, to reach a junction with a track. Across the track a spur trail ascends ahead in woods, and steeply up a rock outcrop, to the South Loop Lookout **D**.

From the Spur Trail Junction, the trail descends NW on the track to the edge of the swamp area, forks left

off the track, goes R (N) at a wet spot, crosses a stream on rocks, and ascends with the stream L to reach the Connector Trail Junction **F**.

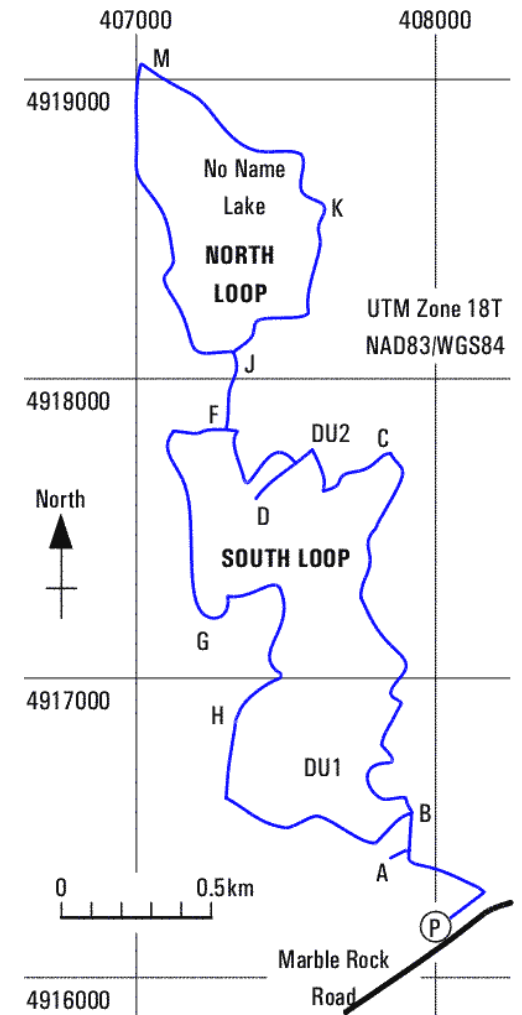
The South Loop goes ahead by the stream L, turns L over the stream below a small cascade, and goes S in woods, first up and then down and L to a lookout R at **G**. It descends steeply, winds E, and descends to a wooden bridge over a stream. It crosses a track, merges L onto a track, then turns R off the track at a pine plantation and ascends steeply to Barn Hill **H**.

It descends the hill S, turns L at foundations of a former house and barn, and goes E across a track. It winds in softwoods to a junction with a track, goes R, through softwoods and into hardwoods, passes a split rock L, and crosses a tiny stream. It continues ahead and up, then L and up, passes a rock wall L covered with a foliose lichen, and winds through a rough section to the South Loop Junction **B**, where the Access Trail goes R to the trailhead.

**Link Trail and North Loop**

From its junction **F** with the South Loop, the 300 m Connector Trail ascends steeply and winds N to the North Loop Junction **J**. Going R on the North Loop of 3 km, the trail goes NE on a track in hardwoods, then N in softwoods, ascends a rocky outcrop and continues on open rocky ground and in hardwoods to the edge of No Name Lake, L. It crosses a stream and ascends to North Loop Lookout **K**, 700 m from North Loop Junction, with a view E including Blue Mountain at Charleston Lake.

The trail turns L and descends in hardwoods to the edge of the lake. It continues W on level ground in woods, then NW on rocky open ground to a NW tip **M** of the North Loop. It turns L (S), enters woods, follows a track from which it forks R, and descends to cross a stream. It ascends on a wide track, then descends to the North Loop Junction **J**, where the Connector Trail goes R (S) to the South Loop.



**Marble Rock Conservation Area**

The Conservation Area, owned by the Cataraqui Region Conservation Authority, is named after a pioneer settlement at a dam on the Gananoque River. Once mostly cleared for timber and grazing, the woods are now typical second growth of maple, ash, ironwood, hickory, white birch, and white pine.

L = Left      R = Right  
 N = North    S = South    E = East    W = West

**Updated 2018-06-12**



## The Rideau Trail A-01

As Trail and other changes have created a need for more space, extra pages numbered from A-01 are being added to the main text pages corresponding to the RT maps. The main RT description remains on the text pages referring to Maps 01 to 19.

### Ticks and Lyme Disease

Lyme disease is a potentially debilitating condition that can masquerade as various other conditions. It is spread by infected black-legged ticks that are present along the Rideau Trail. Hikers can pick up a tick by brushing against vegetation such as long grasses; the tick can attach itself to the skin and, if it is infected, infect the hiker.

Protective measures (there is no vaccine against Lyme disease for humans) include avoiding hiking in areas with low-lying brush or long grass, wearing light-coloured long-sleeved shirts and long pants tucked into socks, applying a DEET or Picaridin insect repellent, and examining clothes and body during and after a hike. If a tick is found, it should be removed intact (e.g. using a tick remover) as soon as possible and placed in a small container so that it can be taken for testing, the skin area washed with soap and water followed by an antiseptic, and medical attention sought as a precaution. For more information, see [www.canlyme.org](http://www.canlyme.org).

### Plant Hazards

See the text pages for Maps 15 and 17 for information on Poison Ivy and Wild Parsnip.

## Blue Loops/Side Trails on Map 01

### K&P Blue Loop - Map 01

This 9.9 km trail follows as closely as possible the route of the K&P (Kingston and Pembroke) Railway between points **01A** and **01E** on Map 01. The Kingston terminal of the railway was at the K&P Railway station, now the city information centre, on Ontario St opposite Kingston City Hall. More information about the K&P Railway is included in the text for Map 02. Between Douglas Fluhler Park at point **01BA** and Binnington Court the K&P Blue Loop follows the same route as the urban portion of the K&P Trail which was officially opened on June 10, 2017. GPS coordinates for, and distances along, the K&P Blue Loop are in the text for Map 01.

From the S end of the RT at point **01A**, at the NE corner of Confederation Park in front of Kingston City Hall, the K&P Blue Loop goes N across Brock St, passes the Holiday Inn R, then turns L onto Princess St, R onto Ontario St, and second L onto The Tragically Hip Way next to the K-Rock Centre R. It continues ahead on Barrack St, then goes R (N) on Wellington St, passing Anglin Bay and Davis Dry Dock R and entering Douglas Fluhler Park at point **01BA**. It continues ahead on the Waterfront Pathway past Molly Brant Point R, across Cataraqui St and past the Kingston Rowing Club L to River St.

The trail goes L on River St, then R on the original K&P right-of-way (ROW) close to Rideau St. and follows this N to cross Montreal St just N of Rideau St. It then bears R from the N side of Railway St to reach and cross Hickson Ave, continuing N on

Hagerman Ave to Elliot Ave. It turns R to go briefly along Elliot Ave, then turns L on John Counter Blvd and goes uphill to reach and cross Division St. The trail then crosses John Counter Blvd, on the W side of the road intersection, and goes N on Division St to pass over the main CN rail line. It then turns L back on itself at a point **01BB** on a track that curves R and continues NW along a hydro line to St Remy Place.

The trail turns L along St Remy Place, then R onto Cattail Place and, at its end, L onto Dalton Ave, crossing Sir John A. Macdonald Blvd and then Binnington Court to reach a parking area opposite the end of Dalton Ave. Here it follows a connector trail to the R (N) and then the K&P Trail L, crossing Little Cataraqui Creek on a bridge and continuing W to Sydenham Rd opposite point **01E**.

### The Helen Henrikson Blue Loop - Map 01

From its S junction with the RT at point **01D**, this 1.4 km BL goes W 200 m through grasslands to Little Cataraqui Creek, then R (N) for 100 m and R (E) to cross the RT at a N junction 100 m N of point **01D**. It continues E, then winding through mainly wooded areas of Grenville Park S of Sherwood Dr for 900 m and back to point **01D**.

### Other Information

In the 1970s Helen Henrikson, through the Little Cataraqui Environmental Association, was instrumental in saving much of the Little Cataraqui Marshlands for public use and conservation. She was an enthusiastic and active member of the RTA.