

# CHE-MUN

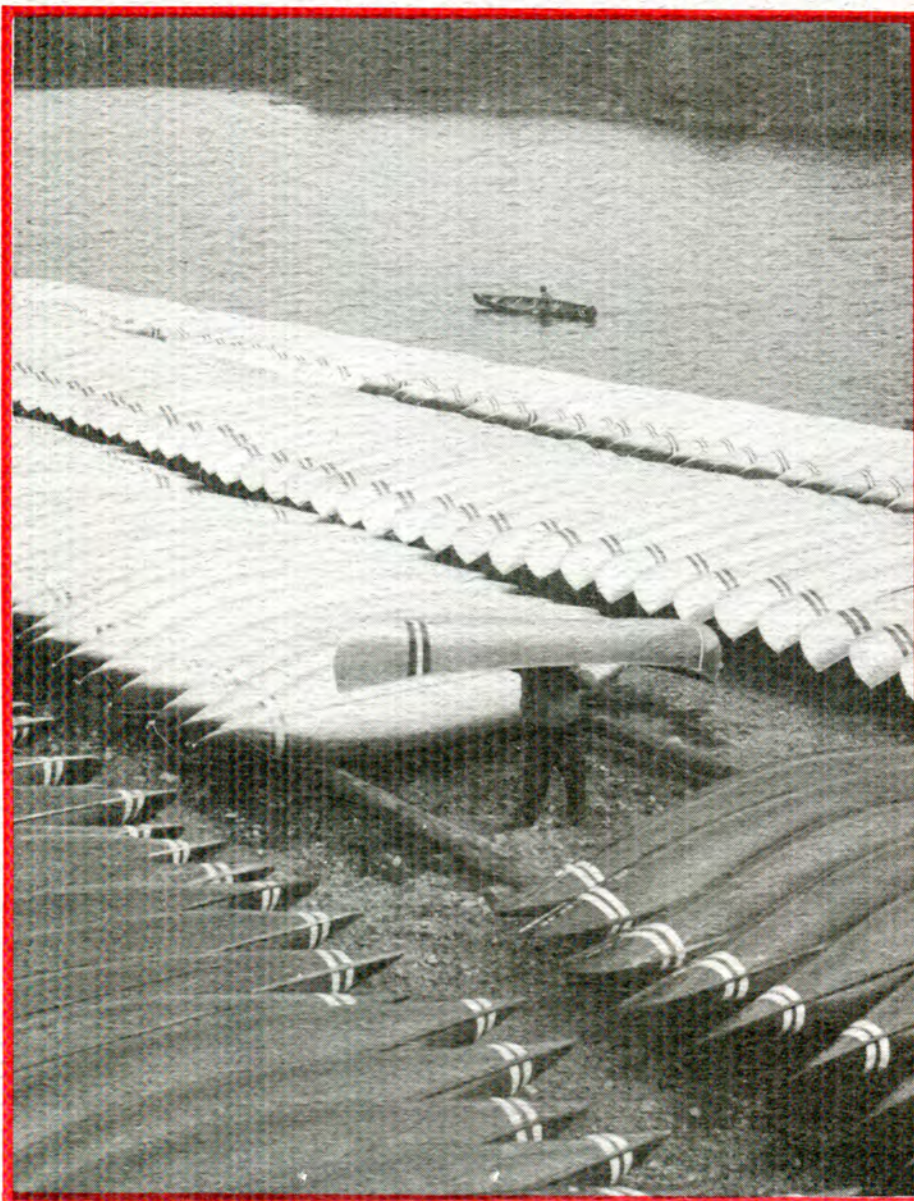
(Ojibway for canoe)

THE NEWSLETTER OF CANADIAN WILDERNESS CANOEING

WINTER 1991

CHE-MUN

OUTFIT 63



## Mapmess

*Topo troubles*

Page 4

## H-Q Boss

*A Chat with  
the Chairman*

Page 6

## Canoeing *in* Canada

*30's style*

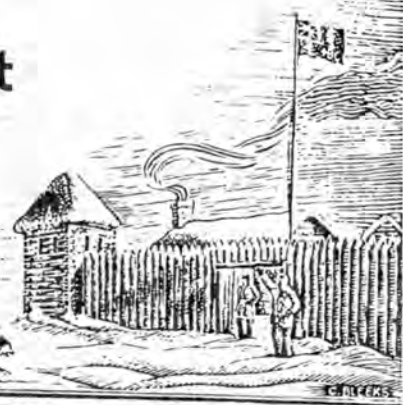
Page 8



CANOE CITY — There's lots to chose from at this Algonquin Park outfitters. This photo from the late 60s shows that canoeing popularity was strong then. It was shot appropriately on Canoe Lake.



# Winter Packet



**R**ecent Packets have seen far-flung Che-Mun subscribers tackling northern Canadian Rivers.

Aki Nishimura spent the last two summers doing 70-plus day trips in a solo kayak. Now the Irish are at it as well.

Peter Cork, Mullaghmore, Ballyjamesduff, County Cavan, Ireland is preparing for a trip by canoe down the Back River next summer. This is a remote and challenging trip to paddle and plan for. So just imagine what it's like to line up logistics on the other side of the Pond.

Peter sent off a number of letters to people requesting info. He found Che-Mun and we sent him a copy and a letter. A short while later a thank-you note appeared as well as a complaint about no one else writing back. Then a while later another letter appeared.

"I got my second issue of Che-Mun and it's a great read and much appreciated. In my last letter I whined a little about the lack of response from outfitters, bush pilots, canoe agents etc. to my inquiries.

"I realize now that these criticisms were hasty and just to put the matter straight I want to tell you that I've received responses to most of my letters. At worst the mail system is a bit slow.

"To be honest, I had horrors about the idea of you printing my letter in Che-Mun which would have been a disservice to many of the good people who eventually wrote back to me."

Peter also did what a couple of others have done and what used to be a mainstay of Che-Mun's business when founder Nick Nickels ran it from 1973 to '83.

Nick ran Canoe Canada, a service for trippers especially foreigners, who needed to get map and trip reports of the rivers they were going to do. Not everyone wants this info but it can be useful and even sometimes vital.

We have finally got all of Nick's files in good order and will make available trip reports on dozens of northern rivers. Of course, most of these reports are old but should still be accurate.

The cost depends on how much info you want. We have files on all the major Barrenland rivers and many other areas - all northern parts of provinces though. Write to Che-Mun for more info and be specific. We'll tell you what is available and quote you on the cost. Happy planning.

**K**ully Mindemann, Box 72 Dublin, New Hampshire, U.S.A. 03444 is also doing some trip planning.

Kully was looking to canoe one of the rivers that will be dammed by the James Bay hydro project and wanted to know what history of paddling there was. He told me that one of the Canadian guiding companies (Blackfeather?) did an exploratory trip down the river this past summer. But, according to Kully, they concluded it was not the right river for a guided trip. Too buggy, too many long portages and not particularly scenic.

The Great Whale has no history of recreational paddling. It was not a connecting travel route for explorers and was always too far away from everyone else.

Kully tells us that he still would like to do a northern Quebec river but has settled on the Caribou River on the other side of Hudson Bay in northern Manitoba. The two week trip on this seldom travelled river begins at the abandoned Bay post of Caribou. It's a fly-in and boat pick-up on the Bay.

Kully has promised a report for Che-Mun readers this fall

**O**ur mystery canoe poet has struck again.

January

In January, I at last,  
Get out the maps from season past  
And trace the routes I did not take  
Every cancelled creek and lake.

While the snow is soft and deep  
While the world appears to sleep  
I remember raincoats, weekends lost  
Workdays when I mourned the cost.

But now I grin, because I know  
That there will be an end to snow  
That those azure lakes will lie  
Below the coming evening's sky

And I and my canoe will find  
What we never really left behind

**C**he-Mun's latest European subscriber is Bruno Ziegler of Wangen, Germany. He wrote us recently apologizing for his English (he needn't) and told us what Canadian canoeing he's been up to. He had first written looking for info on how to get a kayak in Yellowknife for a Barrenlands trip.

"Thank you for the information on the kayaks. I will write for a used kayak in Yellowknife. (Che subscriber and fellow German kayaker) Hermann Harbisch, an old friend can't help. He has made his Barrenland trips in folding kayaks (Kleppers).

But I think the better way is with a plastic sea kayak.

"I should tell you a bit about myself. I'm an old man, 55, and have been fascinated with Canadian rivers since the first time I saw them in 1977. Without wilderness experience but with good kayak skills myself and three friends paddled the Clearwater River from Lloyd Lake to Fort McMurray. On the way back to Vancouver we did part of the more difficult Clearwater in Wells Gray Provincial Park.

"I own my own business so I don't always have a lot of holidays.

"I made it to Canada again in 1980 on a solo trip down the Nahanni with the beautiful Virginia Falls past Nahanni Butte to Fort Simpson. This was before the Liard Highway was completed to there. A highlight of my white water trips was the Chilko River. I paddled solo in my kayak from Chilko Lake through the Lava Canyon to the Taseko junction. In was in August with high water.

"In 1985 with some hometown friends, I paddled the Liard River from Liard Crossing (Alaska Highway Bridge km 794) to Fort Liard through the Grand Canyon. And on the way back the Chilcotin with the Farewell Canyon and the Railway Rapids and on the Fraser to the Gang Rauch (?) Bridge.

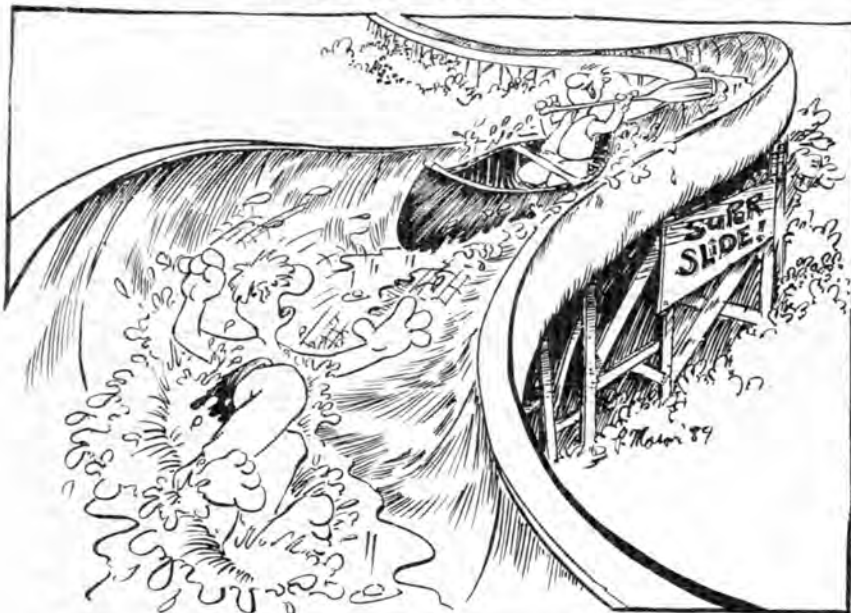
"And a few days later the beautiful warm Thompson River from Spence's Bridge to the Fraser near Lytton, B.C.

"The highlight of my wilderness trips occurred in 1987. Alone I travelled a part of Eric Morse's Freshwater Northwest Passage from Clinton-Colden Lake over to the Hanbury-Thelon and down to Beverly Lake. It was here I met Aki (Akitoshi Nishimura) author of your Aki on the Barrens (Che-Mun Outfit 61). We still correspond regularly.

"For me the Barrens is a fascinating country. Very hard, it allows no mistakes on the one hand and on the other it's charming with lots of flowers and colours. I haven't the words in English to interpret my feelings.

"In 1988, again with a hometown friend, we paddled what I think is one of the most beautiful rivers of the world, the Tatshenshini and Alsek Rivers from Dalton post to the Pacific Ocean.

"In 1991 I hope that I will have six weeks holidays so I can so more of the Freshwater Passage route. Perhaps from Jolly or Winter Lake over Rae Lakes to the Mackenzie River. My dream is to travel the whole passage."



## Editor's Notebook

# Winterlude

**T**he planning days drag on. The winter has been one of extremes thus far in our corner of the globe. Fierce blizzards and balmy January days have alternated in our jumbled environment.

The disturbing winds of war are also blowing across the world.

It's nice to think of other things. It merely adds other reason — as if we needed one — to head out for some wilderness paddling.

For all of us who choose such pursuit it has become a lot more costly. Che-Mun donned its investigative hat and uncovered a bit of a scam involving the prices of topographic maps.

These essential canoe route guides have more than doubled in price recently. We'll tell you why and how to avoid paying too much.

We should also declare that Che-Mun is a G.S.T.-free zone. The insidious new Canadian Goods and Services Tax on almost everything will not apply to Che-Mun. (Since we don't make enough money.)

We had a chance to chat with Hydro-Quebec Chairman Richard Drouin. This very amiable fellow is an appointment of Premier Robert Bourassa. He knows all his Hydro facts but they aren't always the truth. He was recently chastised for misusing Environment Canada info in a speech last fall.

Drouin said that Environment Canada agreed with Hydro estimates that only 7000 pairs of waterfowl were misplaced by damming projects. He said that hunters account for the loss of 30% of the annual population while Hydro only affected 1%.

The head of Environment Canada's conservation and protection branch contradicted Mr. Drouin's facts. Jean-Pierre Gauthier said the study quoted by Drouin was not a population count but merely a study to evaluate waterfowl habitat.

Gauthier added, "populations of waterfowl have fallen considerably since the beginning of the 1970s. In our opinion hunting is not responsible for the decline of population but rather the loss of habitat."

Of course, the first phase of the James Bay hydro project began in the early 70s. We talked to Drouin about that and the loss of caribou of the Caniapisau in 1984. He toes the party line claiming the drowning of 10,000 caribou at Limestone Falls was an accident. Maybe it was an accident — but it was Hydro's.

Loss of habitat and the effects that we have on it are what the James Bay debates are all about. May they continue.

Michael Peake, Editor

# Alberta set to pump out the pulp

Premier Don Getty ended months of speculation when he announced a giant pulp mill near Athabasca has been given government approval.

Getty made the announcement in the town, about 200 kilometres north of Edmonton, that the \$1.6-billion Alberta-Pacific Forest Industries. The mill was originally projected to cost \$1.3 billion.

The premier said a government commissioned review of the company's new proposal for the mill has determined the project will dump less pollution into the Athabasca River.

Alberta-Pacific's original proposal for the mill was shelved last March after a review panel expressed concern the project could damage the environment.

Getty said the pulp mill will create more than 1,000 direct and indirect jobs and help diversify the province's economy.

The province is giving the company \$100 million in financial aid to make up for the delay in construction. The government has already kicked in \$375 million.

The giant bleached-kraft pulp mill, proposed for the banks of the Athabasca River, would produce pulp for high-quality paper used in books, magazines and computer printouts.

It was supposed to be the flagship of more than \$3 billion worth of forestry projects that Alberta's Conservative government hoped would diversify the province's energy-based economy. But the plant has been in the planning stage for more than two years while the province decided whether to approve it.

The main concern about the mill is pollution in the Athabasca and Peace River systems. Original plans called for the use of chlorine to bleach pulp for making white paper produces dioxins and furans, which have been linked to birth defects and cancer in laboratory studies. The revised scheme will use hydrogen peroxide which is supposed to dramatically reduce toxic furans and dioxins.

Some northern Alberta communities draw drinking water and fish from the river systems, which flow into the environmentally sensitive Mackenzie Valley basin in the Northwest Territories. Other pulp and paper mills in the same systems are already pumping pollution into the water.

An initial Alberta-Pacific proposal was put on hold last winter so that additional studies of the water quality could be conducted. In the meantime, the company submitted the revised plan, a change it said would cut dangerous emissions to one-fifth of the original proposal.

But a consulting firm hired by the government, Jaakko Poyry of Finland, said the company couldn't cut toxic effluents from the mill by that much without the quality of the finished product suffering.

Jaakko Poyry's report said that at best, the new technology would cut the discharge level in half.

Alberta-Pacific is owned by Mitsubishi and Honshu Paper Co. of Japan.

Che-Mun charts price fixing

# Mapping Madness

By MICHAEL PEAKE  
Che-Mun Editor

In the wonderful world of map bureaucracy it can cost an American \$3 to buy the same Canadian map a Toronto resident pays over \$9 for.

Last August 1, the map division of the Ministry of Energy, Mines and Resources (EMR) dramatically increased the cost of all maps and charts for Canadian lands and waters.

Standard topographic maps in the 1:250,000 and 1:50,000 scale which are used by all wilderness canoeists went from \$4 to \$8 each. Consider yourself lucky with only a 100% jump. The price of air charts went from \$5.50 to \$14.

But it gets more complicated. On January 1, Canada introduced its 7% GST, Goods and Services Tax, on a wide variety of everyday items including maps. But this new tax replaced the 13% Manufacturers Tax and other assorted levies. For a variety of governmental reasons that meant the new \$8 map price was actually reduced to \$7.05.

For an Ontario resident to purchase a map it would cost \$7.05 plus GST plus Provincial Sales Tax of 8% for a total of \$9.15. If you are an American ordering the map in your own country you would pay neither tax and just \$7.05 in Canadian funds.

But the deals don't stop there. The Canadian Map Office sells to their dealers at a discount of up to 50%. A U.S. dealer would then pay about \$3 U.S. for the same map it would cost a Canadian canoeist over \$9 in his own currency.

The map office in Ottawa carries more than 20 million maps in their files. There are 16,000 titles in all the varieties of charts, maps and atlas supplements.

The price announcement came down in one fell swoop last June when the Deputy Minister for EMR, Bruce Howe, said that the map users should start paying for the cost of the



map and not the taxpayers of Canada. That sort of logic has innumerable comparisons but we won't get started.

Howe said in an interview with Che-Mun that they were told to crack down on their costs and did the usual thing in passing them on to the consumer.

EMR had revenue of \$4.3 million on sales of 3.5 million maps last year. About two-thirds of their sales were to a system of dealers and regional distribution centers.

of the government, still charges \$8 plus both taxes when you buy a map there. This despite the fact they pay less than \$4 for it.

Another Toronto dealer said they too would keep the price at \$8 since EMR has cut their discount to 40%. The salesperson who wouldn't give her name said that the maps are really only worth \$5 because the vast majority of them are reprints of old maps.

She said that few were updated, a process that actually would incur significant new costs. She added that business was "dead".

If you are planning a major northern trip you will need one set of the 1:250 for each canoe on the trip. Plus probably a smattering of 1:50s for the tricky areas.

In Che-Mun's 1985 *Journey Across the Barrenlands* we needed two sets of our 13, 1:250 topo maps for the 1000 mile trip. Add about 10, 1:50s and a set of aerial maps for the overland section and it came to pile of maps.

At today's prices that trip would need require than \$400 worth of maps and photos. At the time it cost us about \$150. Talk about inflation!

By the way, what does EMR do with all those old and discontinued maps?

They're the ones that very often list old portage and trails which are valuable to canoeists. No, they don't burn them and they won't even let you buy them. They're reused as photocopy paper or notepads.

As a canoeist ordering maps your best bet is to buy from an American dealer - at a fair price - if they'll give you one.

If that's not possible order by mail directly from the *Canada Map Office, 615 Booth St. Ottawa, Ontario K1A 0E9 or call 613-952-7000*. There are postage costs but they're small.

As of this writing 1:250,000 topo maps are \$7.05 plus applicable taxes.

Michel St.-Martin of the EMR's Canada Map Office said there were a lot of angry customers after the price jumped on August 1.

"We had a lot of complaints naturally and we expected a sales drop of about 30%," St.-Martin said. "But it actually has been around 20%."

Map buyers should beware. Dealers are not passing the new reduced prices along.

For example, Canada Map Company in Toronto, which is a private dealer and not an arm

# Hoare of the Barrens

**JOURNAL OF A BARRENLANDER**, W.H.B. HOARE, 1928-1929/ edited and annotated by Sheila C. Thomson. Ottawa: Sheila C. Thomson, c1990. 186p, maps, port. ISBN 0-9694576-0-x: \$24.95 Cdn. With: **EARLY MAPPING OF CAMPBELL AND SMART LAKES, N.W.T.** / Kenneth L. Buchan.

Available from: Sheila C. Thomson, Box 4435, Postal Station E, Ottawa, Ontario, Canada K1S 5B4

By SEAN PEAKE  
Che-Mun Staff Writer

In 1962, George Whalley, author of *The Legend of John Hornby*, wrote "Fifty or sixty years ago, a man travelling by canoe or on foot in the Northwest Territories could be certain of very little except that wherever he went others had been before."

When W.H.B. Hoare and A.J. Knox (his assistant) ventured into the Thelon Game Sanctuary in 1928 and 1929, the same rule held. Located in the heart of Canada's Barrenlands, the Thelon was, for a time, one of the more remote and inhospitable places in the north. Today, with its abundance of wildlife and relative ease of paddling, it is one of the premier canoeing rivers.

In the appendices, Kenneth Buchan writes on the mapping of the Campbell and Smart Lakes, an area that presented immense difficulties to Hoare and Knox. Hindered by incorrect maps, it took them from May until September to find their way to the upper Hanbury.

Dr. Buchan shows how mapping discrepancies of Back, Hanbury, Tyrrell and Blanchet created the confusion. The following spring the two relayed more gear across the Barrens, and reached their cabin at Warden's Grove near the end of April to complete a more detailed wildlife survey. During the course of Hoare's wanderings, he forded frigid waters, drifted across rivers on chunks of ice, and lived on starvation rations. He resorted to eating eggs and trying to kill a caribou with a stone. Also, having heard about the fate of the Hornby party the previous winter, Hoare ventured down the Thelon to salvage Hornby's canoe.

Had one or both of the travelers died, this journey would have become as infamous as the Hornby tragedy or the Moffatt expedition down the Dubawnt in 1955. But *Journal of a Barrenlander* is a fine example of how experience, fortitude, and blind luck are integral parts of a successful Barrens trip.

*The Journal of a Barrenlander* is a daily log of Hoare's trip of that time. The canoeist, though, will not find accounts of first descents, no stories of shooting Grade V rapids in an open canoe, or conquering a river. What the canoeist will find, however, are hard lessons on Barrenlands travel and survival.

Since Hoare's untimely death in 1948, this journal lay in the basement of the family home. His daughter, Sheila Thomson, bravely took it upon herself to privately publish his journal and expose it to the harsh scrutiny of historians. After many years work it has finally arrived in a small privately published edition of only 500 copies.

The expedition had the characteristics of a Chris Bonnington mountaineering expedition. The two lugged a boxcar full of supplies - over three tons worth - to last 18 months. So overburdened with gear, it took them over six weeks to hump the outfit over Pike's Portage with two teams of unruly sled dogs (one was on loan from the RCMP station in Fort Smith).

They struggled through winter and spring blizzards across along a little known route to establish a permanent base on the Thelon near the Hanbury junction, then returned to Reliance to spend the winter barely making it back alive.

## Damming document

# Hydro-Quebec report released

Noise, more tourists hunting, and the loss of a "limited number of animal habitats" will be the biggest problems caused by the construction of roads to serve the first phase of the James Bay 2 hydroelectric project, says Hydro-Quebec.

The utility's environmental-impact study report, released in late December, also tells Cree and Inuit communities fighting the project that they can look forward to increased tourism, easier hunting and trapping, and "an acceleration of current (cultural) evolution."

Northern native leaders have accused Hydro-Quebec of downplaying the social impact of its environmental review of the construction of roads and airports to serve the proposed James Bay 2 hydro project.

Environmentalists also slammed the Hydro report and said the provincial utility glossed over the impact to wildlife and the environment.

The massive six-volume report says 560 kilometres of roads should have only a minor social and environmental impact to the North.

The report studies the infrastructure's impact in two areas, the "natural milieu" — plants and animals in the area — and the changes that will result when the secluded human settlements are opened to easy transport.

"The impacts on the natural milieu will be minor," the report concludes. In most cases, the biggest problem will be annoying sounds coming from construction work and the traffic that will follow it.

"In certain very limited areas, the passage of roads will also lead to the loss of a small number of animal habitats," the report says.

While some such problems are inevitable, the impact of others can be blunted through various measures, the report said.

Fish habitats will be considered when choosing areas where waterways are to be crossed, for instance, and some species' nesting and hibernation habits will determine work schedules in certain areas.

But Sappa Flemming, the Inuit mayor of Kuujjarapik — one of the villages to be affected by the \$6-billion first phase of James Bay 2 — said the social impact of

the road network could have drastic consequences on native life.

"When you link a road to a remote community, it changes the whole face of the community forever," Flemming said in a telephone interview.

Flemming said the roads and airports — estimated to cost \$600 million — would open the door to increased alcohol and drug abuse by natives. He was also concerned the roads would lead to numerous vehicle accidents.

"Hydro said the social impact would be minor when they first built the James Bay dams and we know what the results of the roads were," he said. "Natives in Chisasibi (on the La Grande River) started drinking more and there has been an average of two fatal road accidents each year."

Hydro spokesman Jean-Marc Dessureault said the report did not look into the possibility of increased alcohol and drug abuse but he was confident the road network wouldn't worsen the problem in the native communities.

Continued on Page 11.

Page five

# Boss talk from Hydro Chairman

*Events are happening quickly in Northern Quebec. Che-Mun will continue to cover the James Bay hydro story thoroughly. As part of that coverage we get a glimpse inside the mind of Hydro's chairman. Richard Drouin is now appearing more in public as part of Hydro's new approach to the increased opposition to their northern damming schemes.*

**C**he-Mun recently spoke with the Chairman of Hydro-Quebec Richard Drouin. Drouin is poised at the head of the giant utility as it begins final preparations for beginning the James Bay II hydro project. The 54-year-old lawyer is a friend of Quebec Premier Robert Bourassa and was appointed to the job by him.

**Che-Mun:** The second phase of the James Bay Project is coming under much closer scrutiny by the people of Canada and the U.S. The project is set to start very soon. Are you confident this project will go ahead as planned?

**Drouin:** I want to put it in perspective. First of all, when we talk about James Bay II we should remember that Great Whale is in Hudson Bay. We tend to look of it as a big project like number one was. But we're really talking about something smaller.

The La Grande project is 15,000 megawatts and the Great Whale is 3,000. When we're talking about flooding land its only one-tenth of the La Grande project.

We have invested so far, \$60 million in environmental impact studies. We've got close to 400 environment studies for the Great Whale project. To meet our expectations of growth this project should come into service in 1998. We have established schedules and the highway from LG2 to Kuujuaupik has to start in the winter of 1991 in order to start work on the powerhouses in 1993. We can do the studies on the environmental impacts on the powerhouses during 1991.

As for the highways we are pressing things because we want work to proceed in was that will allow us, if ever the evaluation of the whole project were to be negative to the point where we wouldn't be able to construct the project, then we've invested a certain amount of money and then we would call it off.

In no way does Hydro-Quebec want to evade or elude environmental assessment. But we want to make sure that we do things in accordance the existing legislation - the James Bay and Northern Quebec Agreement. This provides for committees to evaluate and make recommendations to the minister.



**Che-Mun:** Critics charge those committees are stacked with a majority of Hydro-Quebec people and a minimum of natives and other interested parties.

**Drouin:** I don't agree with that. The committees are set by law set by legislation of the federal and provincial government. The agreement was signed in 1975 and I know you will tell me the Cree say this agreement was rammed into them in '75 but I say to you they have signed 10 amendments and six additional agreements up to 1986.

Now if the law that exists doesn't suit the people why don't we sit down and discuss it. If you change the rules in the middle of the process then there is a delay to the process.

**Che-Mun:** Hydro-Quebec has always tried hard to mitigate problems with the damming. But what about the basic question. Should these massive projects be built?

**Drouin:** The question is very simple. What are the alternatives to the demand load growth?

The first answer to that is energy conservation. We have a program to reduce that increase by 25%. And that is one of the measures we have to take. The second alternative is nuclear, or fossil-fuel or gas. We come to the conclusion that of all the energy sources that we have is that hydro-electricity is the one that is cleanest environmentally. And that the impacts on the resources, on the land, on the people can be adapted.

One thing I want to state. It has been said that the ecosystems of the north are very fragile. This is not the case. I think they are very robust and very strong and they adapt themselves.

We have a history in the province of Quebec of close to 90 years of hydro-electricity. Manicouagan was built in 1960, the Ste. Maurice river has had dams since 1910. All of these sites where we have flooded part of the area have adapted themselves very well to the environment. And that's what we think happened in the James Bay I.

Our assessment of the past 20 years of work is very positive. There is a mercury problem - even more that we expected. But we have agreed with the Cree to spend \$30 million to try a cope with that situation.

**Che-Mun:** But you are only now moving into the Arctic environment.

**Drouin:** But we have no plans to move any further north. We have 18,000 megawatts which is developable at a cheaper price than any other source of electricity. There are studies for more northern rivers and there is a potential of 50,000 megawatts in the province of Quebec but we don't plan to go further north than Great Whale.

**Che-Mun:** You are creating a lot of electrical power. Is it designed primarily to sell to the U.S. market?

**Drouin:** In our development plan the maximum exports that we were thinking of was 10% of our total capacity. But it's not going to be that. With what we have signed right now we are planning to have exports by the year 2000 at 6% of total capacity. So it is not a great amount of electricity that we export but for Canada it is a great source of revenue.

**Che-Mun:** What do you think of the people who are opposing the dams. American opposition includes the Sierra and Audubon Clubs. They are talking about James Bay being the Amazon of the North.

**Drouin:** Saying it's the Amazon of the North is terrible. There's no comparison whatsoever. Anyone who goes up there and sees the size of the trees will know very well that we're not talking about the Amazon of the North.

**Che-Mun:** I think what the environmental groups mean is that the area is a large natural part of Canada with a great number of animals.

**Drouin:** You probably heard that we flooded 10,000 caribou at one time and that we've disturbed the ecosystems of the area. But the population of the caribou has grown from 200,000 in 1972 to 700,000 today. We have studied what's happened to the waterfowl in the area. You'll find that one-third of the disappearance of waterfowl is due to the hunters in the north-east U.S. and that we have disturbed 1% of the nests of waterfowl.

**Che-Mun:** The Nottaway-Broadback-Rupert project is the one that would have the most effect on waterfowl breeding areas.

**Drouin:** Look, NBR is due to come on line in 2002 and 2004. And if that is the case with NBR, then we are prepared if there's going to be an environmental review in another area then we will have time to evaluate that part of it. You're right in saying that it's a different thing because in the NBR there's a large amount of wood.

NBR is another kettle of fish as far as I'm concerned. It's one of the largest projects and we've decided to downsize it into phases in order not to get the total 8,000 megawatts at one. We can now get four stations of 2,000 megawatts each. And that can come for study in due time. But we've already studied Great Whale thoroughly.

**Che-Mun:** What do you see in northern Quebec 50 years from now. After NBR is that as far as you go?

**Drouin:** That's my vision. First of all it becomes too expensive to develop further hydro power. I think that's about it. There are a few other rivers along the north shore close to Newfoundland but after that nuclear will become cheaper than harnessing the remaining hydro power.

**Che-Mun:** Had you ever travelled in the north before you had this job? Do you have any recreational interests there?

**Drouin:** I'm a photographer. I also have sailed north to the Arctic Circle and through the Labrador waters in my 42 foot sailboat with my wife and two daughters. I'm what they call a cold water sailor. The Labrador coast is really something - the Torngat Mountains are beautiful.

**Che-Mun:** Do you feel what Hydro is doing in northern Quebec is hurting people's enjoyment of the area?

**Drouin:** No. Not really. Since I've been with Hydro I have been travelling more and more in the area. When you look at the history of the region you have to remember that years ago glaciers scoured the area completely and took everything away.

And when talk of the ecosystems, both our experts and the ones we hire to do studies, say that the ecosystems adapt themselves very well.

**Che-Mun:** But that's not us doing those things, it's Nature. Do you see any difference in the two?

**Drouin:** When Mt. St. Helens is spitting all kinds of carbon dioxide out is it not polluting. Whether it's Nature or whether it's us we have to look at the consequences. Sometimes we have to stop Nature from doing things that might be detrimental to us if we can.

**Che-Mun:** Do we sometimes have to stop us?

**Drouin:** Why, yes... sure. We have reduced a project in the Lake St. Jean area. And because of the environmental impact studies there will only be one powerhouse instead of two. We found that the impacts were too serious for us to have both powerhouses. We're in discussion with the salmon fishermen on the Moisie River. We're beginning to show these people that they would benefit from having reservoirs on the Moisie in times of drought. We could guarantee a minimum flow of water in the river.

**Che-Mun:** But shouldn't certain areas be left alone and in their natural state.

**Drouin:** Some would say that. I think that as human beings we can find ways to adapt a lot of things to the benefit of mankind.

*Following the interview Mr. Drouin mentioned that he too, use to do some wilderness tripping. Like many canoeists he got started by being a guide at the famous Camp Ahmek for girls in Algonquin Park.*

With the ink safely dry on new contracts to export power to Vermont and New York state, Hydro-Quebec came forward last month with the cost of energy it now produces and will produce through future hydro developments.

The price of hydroelectricity ranges from 2.6 cents per kilowatt-hour for the power plants already finished on La Grande River - the so-called James Bay 1 development - to 4.6 cents per kilowatt-hour for electricity from dams on the Nottaway, Broadback and Rupert rivers - the centrepiece of the James Bay 2 development scheduled for completion in 2006.

At those prices, hydroelectricity is a bargain compared to power from nuclear reactors which costs 6.2 cents per kilowatt-hour or energy from plants burning fossil fuels which costs 8.5 cents per kilowatt-hour, said Hydro-Quebec chairman Richard Drouin in a speech at the Electricity Club of Quebec.

"The bottom line is billions of dollars" in savings if hydro is chosen over other ways of generating power, Drouin told a news conference later.

Under three new contracts, Quebec will sell 1,450 megawatts of electricity to Vermont and New York at prices ranging from 6.1 to 6.5 cents per kilowatt-hour. Those prices, charged on only six per cent of Hydro's power output, will produce \$8.4 billion in extra revenue and help to keep rates low for Quebecers, Drouin said.

"It was not advantageous for us to divulge these figures" to the buyers before the contracts were signed, he said.

He said the money at stake moved Hydro to appeal a National Energy Board decision approving the contracts only if provincial utility follows federal environmental reviews.

The reviews might cause delays that would force Hydro-Quebec to cancel the contracts, Drouin said.

A week earlier Hydro released figures that showed how much recent low water levels hurt their bottom line over the past few years.

Profits in 1990 tumbled 68% to \$111 million for the first nine months. Profit in the same period last year was \$347 million.

Because of low water levels the provincially owned utility suspended power sales and cut contract with industry. They also fired up their oil burning generator in Tracy.

Recent rain and snow are erasing five years of below normal precipitation. Hydro-Quebec have been buying power from New Brunswick and New England.

# Canoeing in Canada



Recreational canoeing has been flourishing for the past 30 years. Sixty years ago it was not a popular diversion. The federal government started urging people to get out and explore the land by canoe. The message is still the same today though circumstances have changed.

Che-Mun takes a look at two canoe publications from three score years ago. Consider the differences each era of canoeist had seen in the previous 60 years. To the 1930 canoeists a look that far back would end up in the dying vestiges of the fur trade era.

The first excerpt is from a federal government Department of the Interior brochure titled "Canoe Routes to Hudson Bay."

The days of isolation for Hudson Bay are drawing to a close. Dog team in winter and canoe in summer have, until recently, been the principal methods of reaching this inland sea, famed in history and romantic fiction. The aeroplane has penetrated its seclusion and now the steel of the Hudson Bay railway has reached its shores at Churchill. Rails are being extended north from Cochrane and will eventually reach James Bay, the southern extension of Hudson Bay. Even the white ribbon of motor highways may sometime in the future wind along its inlets.

The canoes of the Indians and fur-trader, in Canada's early days, glided over the water trails east, south and west to and from the Bay. Today the adventurous canoeist finds in journeying through this region a freedom from the cares of the world in which he lives, freedom from contact with the familiar everyday scenes, and an absence of contact with fellow man with the exception of members of his own part and, infrequent chance-met travellers. The professional or businessman, the student and city dweller may all find in this region

Page eight

a land of lakes and rivers to which they can turn to secure complete change from the routine of life. The refreshing scenery, life in the open, and the unaccustomed exercise and habits are bound to create a freshness of mind and a vigor of purpose with which the problems of life may be successfully attacked when the return to civilization is made after a canoe trip through this wonderful northland of Canada.

As a general rule it may be said that every river flowing into the southern part of Hudson Bay and James Bay was used as a trade route by either the Indians or fur-traders. Travel over some of these routes entailed many miles of paddling and portaging, starting as they did from Montreal and other points of early settlement. Now the construction of railways has shortened the water routes considerably by eliminating the necessity of covering long distances by canoe. Many of the streams traversed at that time are seldom used now and were at best not suitable for canoe routes, but being the shortest course to the traveller's destination were the alternative to a very roundabout journey.

On these routes are no palatial hotels, no summer resorts, no country inns where the comforts of home and the identical foods of the daily round are repeated. Here a canvas roof, an upturned canoe or a evergreen lean-to provide shelter from the elements. Silver and white linen give way to serviceable aluminum or metal dishes and the culinary arrangements are in full view. A drifting breeze may waft to one's nostrils the aroma of steaming coffee, the appetizing fragrance of crisping bacon, the curl of acrid woodsmoke on the not so pleasant odour of a lump of "dough god" inadvertently dropped on the glowing coals of the open fire.

The air, unpolluted by the smoke of factories and the exercise of paddling combine to create in the traveller an appetite so ravenous that, no matter how fastidious

one may be at the start of the trip, meal time finds the canoeist eager for grub hot from pot or pan. A miniature mountain of food heaped on a plate disappears with magical swiftness.

One inexperienced in wilderness travel and the navigation of northern rivers would be well advised to employ competent guides. Outfitter located at or near most of the starting points for cruises to the Bay, being familiar with the country to be traversed, can supply tents, canoes, suitable equipment and supplies and also make arrangements for the services of guides. Guides that know the route to be taken are sure to ease the labour and mitigate the danger of travel on unfamiliar waters.

The trips outline in the following pages are very different from those in the southern part of Canada where touch with civilization is easily maintained. Replenishment of food supplies is difficult and it is necessary to carry not only sufficient for the trip but a considerable margin in event of delays or accidents. Insect pests are troublesome for a great part of the summer and mosquito "dope" and netting are in certain seasons worth their weight in gold to the tortured traveller. No one should undertake these cruises unless fully prepared to withstand discomforts, delays, the fatigue of portaging heavy loads over rough trails and the innumerable annoyances which may develop before the cruise is over.

Accessibility of the starting point influences many in their choice of a route to Hudson Bay and widely divergent as these points are, little difficulty should be experienced in locating one that meets all the requirements. The routes are all interesting and provide a means of enjoying a memorable holiday. The geologist, botanist, nature lover and sportsman, as well as the man to whom the swing of the paddle is pure delight, will never forget a canoe cruise to far-away James or Hudson Bays.





The brochure describes 15 rivers draining into the Hudson Bay watershed. A typical description is that of the Missinaibi River.

The third of these route (Abitibi and Mattagami being the other two) leaves the railway at Mattice, 110 miles west of Cochrane. During the spring and early summer, when the water is high, this route via the Missinaibi is considered best and easiest. The run down is usually made in seven days, that is if the canoes are manned by two men and are not too heavily loaded.

Miles of heavy rapids are located in the first 50 miles of the cruise, the remainder of the trip being in comparatively clear water. There are numerous rapids and gravel bars in the lower portion of the Missinaibi making arduous work both in ascending and descending the river, except in the high water period, the Missinaibi and the Mattagami rivers join to form the Moose River and at the junction is Portage Island, the head of a chain that extends downstream for 12 miles. Thirty-six miles below the junction, the Abitibi River flows in from the east and in the Moose from this point to James Bay are large and small islands.



The cruise can be made much longer by starting a Michipicoten on Lake Superior and ascending the Michipicoten River to Missinaibi Station of the Canadian Pacific Railway. Portaging a few yards from Dog Lake to Crooked Lake and again to Missinaibi Lake the Missinaibi River is followed to Peterbell on the Canadian National Railway. From Lake Superior to Missinaibi is nearly 50 miles and from that point to Peterbell is another 50. Continuing downstream for another 90 miles Mattice is reached, linked as one continuous route the cruise from Lake Superior to Mattice in one or two hundred miles and with the addition of the remaining portion from Mattice to Moose Factory a cruise of 400 miles can be made.

The brochure also has some comments about paddling out on the Bay. "The journey would be greatly lengthened by having to follow the shoreline as closely as possible were it undertaken in a craft as small as a canoe. Shoals, tides, winds and waves all combine to bespeak the wisdom of employing a larger boat to navigate this inland sea of more than half a million square miles."



A second Department of the Interior publication titled *Canoeing in Canada* was written by Ernest Voorhis in 1931.

One travels far to find the treasure so of the north, and not without reward. If the canoeist comes in search of fish, his quest will not be in vain for the Canadian lakes and streams are famous for their fish.

Beautiful trees are one's constant companions: the sturdy hemlock, the spired black and blue spruces, red and Banksian pines of weird and fantastic shape, noble giant white pines, remnants of the ancient forests and the army of broad-leaved maples, birches, beeches and poplars. Here, resting beneath a pine tree, one may hear the mystic "song of the ages", whisplings of nature's Aeolian harp. At night, when the tempest rages through the pines, the canoeist, lying on his bed of balsam, may listen to the weird moaning of the midnight witches, the lamenting spirits of the Indian.

If the day be beautiful, in its blues and greens its wonderful pictures and invigorating air, the night is equally beautiful. Then appears the wondrous beauty of the heavens. The silent moon drifts slowly beyond the tree-clad heights, trailing a silver sheen upon the quiet water. Myriads of wonderlights, sparkling stars and clusters, great constellations are reflected on the lakes surface. There is blue Vega on the zenith. There is Cassiopeia's chair, the Great Bear, Arcturus and the brilliant Scorpio and his company of travellers in space.

The shimmering Aurora rises on the horizon, for the air is charged with mysterious electrons. Faintly, at first of snowy whiteness, soon the sky becomes aflame with orange and green, flashing, quivering tongues of fire leaping to the zenith. One would come far to see the northern lights of Canada.

But perhaps that which most attracts the real lover of nature is the spirit pervading

the great wilderness - the spirit of rest, silence and self-sufficient contentment. It is a region where time hardly counts, where the ages come and go in silence and in peace, where all things pursue their course "unaffrighted by the silence round them."

It is in the remarkable contrast between the conventionality of modern life, its restrictions and demands and the full naturalness of life in the forests, streams and lakes that one reaps the greatest benefit from a canoe trip in Canada. The conditions of life in the wild calls for the development and use of those elemental traits of character which in the city life grow atrophied through disuse. The modern canoeist is the replica of the historic voyageur and pioneer.

The priceless rewards for all his toil are steady nerves and hardened muscles, self-reliance and resourcefulness and that self-poise which faces all emergencies, that keen sense of humour which always sees the ridiculous and laughs at every mishap is as necessary as the canoe itself. Predisposed thus to exercise the virtue of self-poise and with a love of nature and adventure, the canoeist cannot fail to enjoy every day.

To one there comes the strong appeal of imagination in following the routes of the historic explorer; others find delight in the constant change of the beautiful scenery, the forest-clad heights, the rocky moss-covered cliffs, the varying shades of colour; to others, angling brings enjoyment or the pleasure of paddling on wind-swept waters - each to his own taste finds treasures in the canoe-land of the north.

And then the trip is not forgotten. memories of pleasant days and beautiful scenes continually recur to lighten the winter hours and one rejoices to have been "Boon companions in Day and Night, Fed on the odours of the summer dawn, And folded in the beauty of the Stars."

-Thomas Bailey Aldrich.

# News & Notes

**DAM PLANS** . . . The provincial government's plan for a \$5.7-billion hydro-electric project in northern Manitoba has cleared another hurdle. The Manitoba Public Utilities Board gave its approval to the Conawapa generating station and transmission line. "The proposal . . . is sound and there's no reason for us to change anything that's being done," a beaming Premier Gary Filmon told reporters after the board's decision was released.

While the capital project has been given the green light, the overall development still needs environmental approval before licences can be issued. Conawapa is being developed partly for a \$13-billion sale of electricity to Ontario for a period of 20 years beginning in the year 2000. It also meets projected electricity requirements in Manitoba. Ontario and Manitoba signed the export sale agreement in December 1989.

Before the Conawapa plan goes to environmental hearings, the provincial government hopes to pass a law that would allow a joint environmental assessment with the federal government.

Opposition parties are worried the joint review process could reduce environmental standards.

But Premier Filmon said he wants to ensure the process takes into consideration the toughest set of standards, whether they are federal or provincial.

"There will be a very thorough and complete public hearing process," Filmon said.

**ARCTIC PLAN** . . . The federal government has approved a land-use plan which will provide better protection for wildlife in a High Arctic area teeming with polar bears, sea mammals, birds and fish. Indian Affairs Minister Tom Siddon said the plan, the first to be developed for the Northwest Territories, attempts to balance development with environmental protection on islands in the Eastern Arctic.

Known as the Lancaster Sound regional land use plan, it sets out government policy toward protected wildlife areas, oil-tanker transportation and mineral, oil and gas exploration. It also deals with tourism, scientific research, defence, renewable resources and sovereignty. The plan, approved by the territorial government, places heavy emphasis on consulting aboriginal residents in the region's six communities before any project is approved.

A key component is safety guidelines for oil-tanker traffic through the ecologically sensitive Lancaster Sound — the main sea route through the eastern end of the Northwest Passage. The sound is located between the south shores of Devon Island and the north shores of Baffin Island. The Tungavik Federation of Nunavut, a political organization which represents Inuit people in the Eastern Arctic, supports the plan.

**THE LACASEE BUSTERS** . . . Two of the wildest and certainly toughest canoeists are Lou and Jean-Marc Lacasse of Techumseh in southwestern Ontario. The pair caused a sensation with their wildly funny and highly irreverent canoe video at the WCA Canoeists's Slide Fest and Wilderness Symposium two years ago.

They showed their film of a trip from Sioux Lookout to the end of the Severn River. A guelling odyssey of long and buggy days covering prodigious mileage. Last summer they took their unique two man act to the Barrenlands. They went from Yellowknife to Baker Lake, that's a distance of 1136 miles in 28 days. "Caribou" Lou Lacasse describes the rest in a letter to Che-Mun. "It started with an easy 300 miles paddle through Great Slave Lake to Fort Reliance (seven days). Then on to Pike's Portage route to Artillery Lake through Sifton Lake and onto the Hanbury-Thelon system then down the Thelon to Baker Lake.

"WOW! It was brutal. We were supposed to continue down from Baker Lake to Chesterfield Inlet to Hudson Bay but we ran out of time. We had two windbound days and made our plane by 24 hours. Close call. I'm just glad we made it out. That was one tough area to handle. We had many hair-raising experiences. But it was well worth almost losing my life because we have some outstanding pictures and an even more outrageously funny movie." They will be showing it at this year's Symposium in late January. A full report in Che 64

Page ten

**WAMPUMSATION** . . . Two northern Manitoba Indian bands who signed a landmark, \$21-million compensation agreement with Manitoba Hydro say they want additional compensation from the provincial and federal governments. The Chemawawin First Nation and Moose Lake Indian bands have been seeking compensation since being forced to move from their land because of flooding from a hydro dam constructed in 1963.

The project, constructed on the Saskatchewan River, about 400 kilometres north of Winnipeg, flooded the entire reserve occupied by the Chemawawin First Nation and part of the Moose Lake reserve. The bands have argued that relocating their communities and that flooding from the dam affected the ability of their people to trap, fish and farm.

The provincial and federal governments still have to pay their share for the grievances endured during the past 27 years, their chiefs said Monday.

**HANDS-ON THELON** . . . Veteran Arctic traveller David Pelly will be leading a scientific canoe expedition through the spectacular Thelon Game Sanctuary in the summer of 1991. The trip is run through East Wind Outfitters out of Yellowknife. The scientific nature of the expedition will mean some travel off-river in order to study nesting raptors and other birds. The program is being designed by government biologists. Other sights include moose and caribou, John Hornby's cabin, plentiful muskox. The trip will carry a maximum of 12 people and besides Pelly who lead the Operation Raleigh trip down the Kazan River in 1988 will be Dr. Jane Claricoates. She is an ecologist currently working with the Wildfowl Trust in Britain and has field experience in the territories, Greenland and Spitsbergen. The trip begins just below the confluence of the Hanbury and Thelon Rivers and winds through the Barrenlands to Beverly Lake. Pelly believes in the principle that non-experts can make a scientific contribution while learning hands-on experience and enjoying a canoe trip at the same time. The two week, 160 miles trip costs \$2,950 which includes all costs from Winnipeg. For more info contact East Wind at 403/873-2170.

**FRESHWATER FACTS** . . . Canada has 9% of the world's renewable freshwater. Its lakes and rivers contain enough water to flood the entire country to a depth of two metres. ● Water consumption increased by 54 % in Canada between 1972 and 1981 while the population grew about 5%. ● About 60% of Canada's freshwater drains north. ● Every day a human must replace 2.4 litres of water by drinking or eating. ● Worldwide, 34,000 deaths occur daily from water-borne diseases. In developing countries, 80% of illnesses are water-related. ● Canadians spent \$150 million on bottled water in 1989 compared with \$80 million in 1906. ● Two-thirds of Canadians live in municipalities that provide water treatment. In summer, half of the country's treated water is sprayed onto lawns. ● Most communities lose a significant portion of the water in pipelines - up to 30%. But they contend the loss is cheaper than repairing or replacing their systems.

**DEATH, TAXES AND CANOEING** . . . Canada has a new tax that started on January 1, 1991. The Goods and Services Tax (GST) will tack an extra 7% on to much of our everyday lives. It replaces a 13% manufacturing tax that applied to many goods but few services. For canoeists this means an additional 7% on guiding services and of course the price of a canoe. One area where northern trippers will feel it is in charter costs. A \$3000 charter which in the Northwest Territories is about 300 miles in a Twin Otter will increase by \$210. For the record here is the effect of the GST on other recreational pursuits.

**Fully Taxed** — Hotel accommodation in Canada, car rental, ski lift tickets, ski resort season's pass, ski rentals, campsite rental, boat rental, ammunition, fishing lures, fishing bait, boat rentals, hunting guide fees, meals in a hotel or lodge, gratuities included in bill, golf fees, golf caddies, film, photo finishing

**Tax Exempt** — Hotel accommodation out of Canada but arranged within a tour package bought in Canada, cottage rental, deposit on canoe rental.

# N.W.T.'s natural rights

People living in the Northwest Territories can claim they do own the road — or at least the ground beneath it. And the air. And the lakes and rivers.

And if someone sullies their collective property with a big batch of smelly oil, they can take it upon themselves to see that the culprit is punished.

A new environmental bill of rights makes the territories the first jurisdiction in Canada where people "own" their environment and individuals can prosecute polluters.

Legal experts consider the two-month-old Environmental Rights Act to be the most progressive environmental legislation in the country. It's a big hit with environmentalists, but those who operate mines for a living have nothing nice to say about it.

Nevertheless, the new law is expected to catch on fast in an ever-greening Canada.

"I suspect the Ontario government will have a similar bill, as will the Yukon government, within a year," predicted Bill Tillemen, a University of Calgary environmental law professor who helped draft the legislation. Ontario did begin hearings into such a bill and will report by April on their findings.

"By the mid-1990s, most of the jurisdictions in Canada will have this."

Bill 17, based on similar laws in the

United States, works on the premise the environment belongs to the people and is held in public trust by the government.

Under the new law, citizens have the right to:

— Ask a territorial minister to investigate the release, or likely release, of any contaminant and receive a written response within 90 days.

— Review licences, permits, approvals, reports and test results.

— Take the minister to court within 30 days of being refused that information.

— Launch a private prosecution against any person who violates territorial acts through pollution.

— Protection from dismissal when reporting violations by their employers.

"The main thing is it gives Joe Average the responsibility and ability to go out and do something on his own if nobody else seems to be doing it," said John McCullum of a group called Ecology North.

The act helps citizens get information from a government that doesn't have access to information laws and gives the government greater incentive to follow its own laws, he said.

But it doesn't go far enough because it lacks teeth for damage from flooding dams, for instance, he says. And it covers only territorial laws in a region still largely

governed by federal rule.

Local mining representatives say the bill "came as a shock."

The mining industry, the largest private sector employer in the territories, says the bill opens the door for "capricious or malicious prosecution of operators."

"This is a bad law and the circumstances of its birth show its proponents were reluctant to expose it to the light of serious examination," George Miller, president of the Mining Association of Canada, says in a scathing editorial in the Northern Miner trade journal.

Miller, who was out of the country and unavailable for comment, condemned the "cloak-and-dagger process" which denied public and industry input into the bill, passed unanimously Nov. 6.

But Brian Lewis, member of the legislature for Yellowknife, said industry and public comment were invited when it was tabled in February. "We had no opposition from industry."

Lewis said the law has checks and balances — such as requiring the effects of contamination be measurable — to guard against frivolous prosecution.

If the American example is any indication, it won't result in a deluge of costly court cases but will spur several requests for information and investigations.

## Continued from Page 5.

He repeated the Cree position that it is meaningless to discuss the \$600-million roads and airports without discussing the \$6-billion hydroelectric project itself.

Environment Minister Pierre Paradis decided in November to split the review, instructing Hydro to study only the impact of roads, airports and camps. Review of the dams and powerhouses that would form the body of the project, also known as Great Whale, could wait, he said.

The 560-kilometres of roads into isolated communities 1,000 kilometres north of Montreal will cause "an erosion of (natives') culture," Craik said.

The report recommends that during the construction of the roads and the hydroelectric facility access be restricted to the hundreds of workers and natives. It does not mention whether access will continue to be restricted after the project is completed.

While the report acknowledges the road network will "have consequences for traditional activities," it predicts the improved access to the south will stimulate the local economy. The report also suggests the creation of a tourism industry.

The report is now being studied by two committees who will report to the provincial government within 90 days.

Environmentalists as well as the Cree and Inuit fighting the Great Whale project insist it's useless to review the impact of the road network without discussing the more important hydroelectric scheme itself.

Stephen Hazell, executive director of the Ottawa-based Canadian Arctic Resources Committee, accused Hydro of trying to ram the project through without proper study.

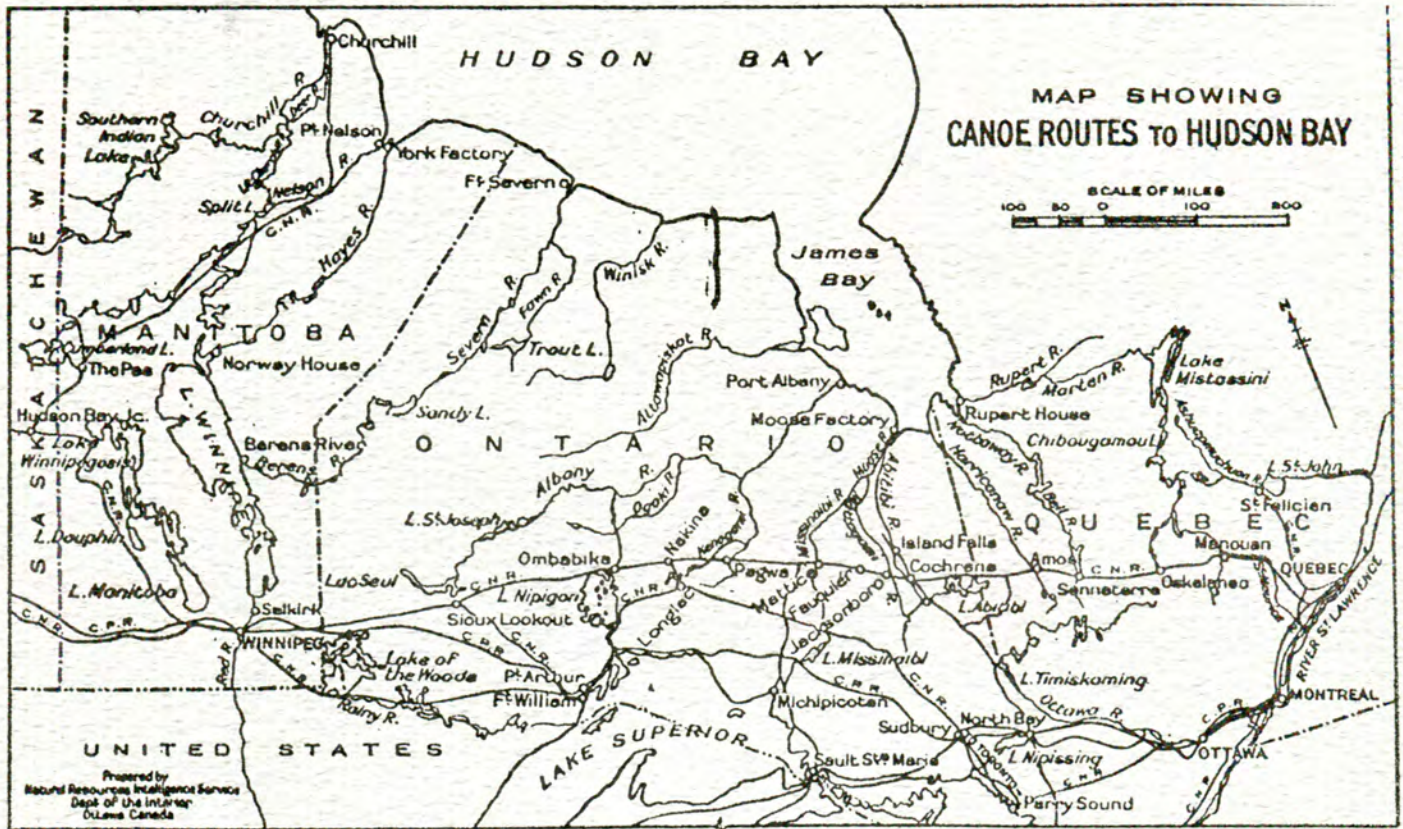
"Of course when you look at a small part of the project, the impact would be minor," he said. "But it's absolutely nonsense to do an impact study on the roads in isolation to the . . . project."

With five dams and 133 dikes, the facility would create reservoirs that cover 4,387 square kilometres — an area almost the size of Prince Edward Island.

## Our Back Pages

The following Che-Mun back issues are available for \$4 each including postage. Those with an asterisk (\*) are as photocopies only.

- Outfit 38 - Fort William Rendezvous, Magpie River
- Outfit 39 - Trans Canada Canoe Expedition/David Pelly
- Outfit 40 - Eric Morse Tribute, Story of Les Voyageurs
- Outfit 41 - Grand Canal Project, Thlewiaza River solo
- Outfit 42 - The Morse River Expedition Part I
- Outfit 43 - The Morse River Expedition Part II
- Outfit 44 - Bill Mason & the Dog River, Athabasca Letter
- Outfit 45 - Pipe River by Eric Morse, River flow chart
- Outfit 46 - Hudson to Ungava, Stew Coffin report
- Outfit 47 - Heritage Rivers, Trans Canada Expedition
- Outfit 48 - Freshwater Saga - Morse Memoirs, Slide fest
- Outfit 49 - Kayaking the Queen Charlottes, HBC sell-off
- Outfit 50 - Royal couple canoe the Hanbury-Thelon River
- Outfit 51 - Traditional canoeing through Quetico Park
- Outfit 52 - Lands Forlorn, Atomic Arctic Proposal
- Outfit 53 - Ungava Crater Expedition, Hubbard & Wallace
- Outfit 54 - Povungnituk 88, Sleeping Island review
- Outfit 55 - Memories of Bill Mason, Twin Otter gone
- Outfit 56 - Canoeing stamps, Hanbury review, WCA slidefest
- Outfit 57 - North American Canoe Symposium, book reviews
- Outfit 58 - Churchill River trip, The Lonely Land
- Outfit 59 - Tyrrell Bother, Water & Sky, Athabasca Pulp Wars
- Outfit 60 - Via Rail, Missinaibi, James Bay Hydro, HBC exit
- Outfit 61 - Inside LG2, Aki on the Barrrens, Grey Owl
- Outfit 62 - Across Ungava via Kogaluk and Payne Rivers



# Canoe Routes to Hudson Bay

The above map accompanied an article on canoeing Canada's northern waters. (See the story on Page 8.) Written in 1930 the brochure describes many popular canoe routes of then and now. Produced by Canada's

Department of the Interior, it was part of an effort to advance the burgeoning sport of wilderness canoeing into the hinterland. Those areas, until the 1920s, had been considered undesirable enemy by many people.

## Future Che-Mun

*In our next outfit a real treat. We'll talk with a man who worked in the fur trade of northern Quebec during the First World War.*

*John McDonald, now 97, was with Revillion Freres on the Rupert River and worked with the famed guide of the Hubbard expeditions - George Elson.*

*Founded by Nick Nickels*

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