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# CHE-MUN

(Ojibway for canoe)

THE NEWSLETTER OF CANADIAN WILDERNESS CANOEING

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OUTFIT 72

CHE-MUN

SPRING 1993

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photo: George Luste

**DON'T GO WITH THE FLOE** -- Stranded canoeist, Walter Lohaza, surveys the ice in Ungava Bay during last summer's trip down the

George River and up and over into Labrador. The photo shows the problem in dealing with both ice and tide. The father and son team of George and

Tait Luste were also part of the 40-day trip. Their plan to paddle around Cape Chidley was altered by the ice. Tait Luste's trip story begins on page six.

**Eric Morse: The definitive trip list**

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**Ungava/ Labrador**

By canoe and foot through the Torngat Mountains

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**J. B. Tyrrell**  
Celebration of an adventurous life

*Page 11*

# Spring Packet



**T**he person who does the longest annual canoe trips in Canada's north is naturally not a Canadian.

Aki Nishimura, 1-19-16 Higashitokura, Kokubunji City, Tokyo, Japan is a long-distance tripper of some note. He wrote to Che-Mun recently to tell of his upcoming plans and ask for any possible assistance from readers.

"How is spring in Canada? I hope this spring is not a late one like last year. I had a lot of experience with ice on big lakes - Snowbird, Ennadai, Angikuni, Yathkyed, during last year's trip.

"I suppose that last year was a very unusual one with such a late summer in the north.

"By the way, this summer I am going to take a canoe trip from Yellowknife to Gjoa Haven via the Back River and Kaleet River from June 15 to September 15. As you might know I tried this route in 1989. But this year's route is a little different.

"Instead of using the Baillie River, I'll take the upper Back River from Aylmer Lake and I'll head north from the Back River at Lower Macdougall Lake to head for the headwaters of the Kaleet River and take it down to Sherman Basin and cross the Adelaide Peninsula and Simpson Strait. I hope to get to Gjoa Haven by the middle of September.

"After my 1989 Back River trip, I was adamant that I would never try this route again. I knew that unless unusually good weather continued at the end of August along the Arctic coast I'd never make it. And I was lucky that I did.

"But the Back River called me back strongly and I decided to once again head there. I think the Kaleet River route is safer than the Chantrey Inlet route - less open water. Nevertheless I realize that this year's trip is still a risky one. I just hope I will make it safely.

"By the way, I don't have any information about the Kaleet River (*Ed. Note - Nor does Che-Mun, but I'll bet it's dry*). Judging from the



Aki near the end of last year's exhausting trip across the Northwest Territories.

topo maps it appears to have enough water for a canoe. But I am not sure about the dry season at the end of August. If it is possible could you or any Che-Mun readers share any info about the Kaleet River with me?

"One more thing. I saw Peter Verbeek, the solo canoeist on the Kazan River (Che Outfit 71) paddling on the windy 28th of August from my camp on an island in the northwest corner of Yathkyed Lake. When he came close I called out to him but it was so windy he couldn't hear my voice.

"I wanted to talk with him and share our experiences. Though I had never met him, I heard about him from a party of six women from Minnesota from the YMCA Camp Widgiwagan that I met on Ennadai Lake.

"They had met Peter between Kasba and Ennadai Lakes on July 28th when he was windbound. I followed him up to Kazan Falls but I couldn't catch him. There's a canoeists diary in a cairn at Kazan Falls. I expected to see Peter's name there but I did not find it. It was now getting late. I guessed Peter would already have run out of food and I was worried about him. I was glad to find out that everything was okay. Please wish him well if you see him."

**T**he letterhead read Polar Arctic Expeditions and the name at the bottom was Bob Dannert of 2460 Sheridan Hills Curve, Wayzata, MN, USA 55391. Any of you who are familiar with Cliff Jacobson's excellent book *Canoeing Wild Rivers* will know that name. We are glad to add Bob to our list of knowledgeable and enthusiastic subscribers.

"I recently saw an issue of Che-Mun for the first time and was very impressed. I have done extensive North canoeing, beginning in 1974 when I descended the Coppermine.

"Since that time I have also travelled the Back, Hood, Ellice and Simpson Rivers. Additionally I have paddled most of the rivers in the Lake Athabasca area including the Fond du Lac, Giekie, Porcupine, Cree, McFarlane and the Clearwater. Last summer we were fortunate enough to buzz Cliff Jacobson's wedding at Wilberforce Falls with and Air Tindi Twin Otter as we returned from the Simpson River trip.

"I would like to subscribe to Che-Mun and look forward to receiving my first issue."

Welcome aboard, Bob, and tell all your friends and customers.



## CANOE TOONS

PAUL MASON



### Editor's Notebook

**I** hope by now that many of you have had a chance to dip a paddle into those refreshing spring waters. There's nothing like awakening those slumbering paddling muscles - if there are any left!

This issue was supposed to include a feature article on the changes occurring in the Northwest Territories canoe licensing policies. Several readers, particularly Cliff Jacobson, are very concerned about the rulings coming out of Yellowknife with regard to who can run trips into the NWT. This is a complicated story and I have been unable to devote enough time to do it justice. However, it will appear in *Outfit 73*. (I promise, Cliff.)

In April, I visited London, England for a 10-day, non-paddling vacation. While there I was able to do some research for my brother Sean who is working on the journals of explorer David Thompson up to 1812. It was a great thrill to finally locate the map Sean had been searching for in the bowels of the cavernous British Museum.

The box arrived knotted with white cord to which a lead seal was still attached. Unrolling the hand-drawn 19th century parchment map of Lake Superior bearing David Thompson's pencil signature was a real spine-tingler. More about David Thompson in an upcoming *Che-Mun* - including a reproduction of that map.

We also feature in this outfit an addendum to the Coppermine Planning story in *Che 71*. Pamela Morse kindly pointed out some discrepancies in our original piece. She is aware of the keen desire of *Che-Mun* readers for utterly accurate research information. And we finally have it.

One of her corrections - a complete list of Eric Morse's trips - was a revelation to me. I was only aware of his canoe trips up until 1973. Eric is the cornerstone upon which the Hide-Away Canoe Club is built. Everything we do on the trail is in part inspired by him and a tribute to the man. We are still trying to fill his size 28 shoes.

I was most interested to note that Eric Morse's last official canoe trip was on the French River in 1980. That struck me as poignant and very inspiring. The first official trip of our Hide-Away Canoe Club was on that very same French River the next spring.

None of us will ever be another Eric Morse. But we will do our best to make all canoeists remember who he was and why we respect him.

Michael Peake, Editor.

## Dam unions eye St. Maggie

**Q**uebec's largest trade union federation favours hydroelectric development on the St. Marguerite River in Quebec's Lower North Shore region, a senior union official said.

A spokesman for the Quebec Federation of Labor, said his organization favours the development as does most of the population in the region. He was speaking to the Quebec agency which conducts public environmental assessment hearings, known by its French acronym BAPE.

"In a region where the unemployment rate in construction is over 50 per cent, where more than 2,300 workers have been waiting for months for any project that will allow them to earn a living, the St. Marguerite River project appears very attractive," said Clement Godbout, who was flanked by senior QFL officials from the region.

Under the project known as SM 3, Hydro Quebec would partly divert the Carheil and Pecans tributaries of the Moisie River.

The \$3-billion project would create hundreds of jobs, Godbout said. It would result in no major negative impact on the environment while helping the region develop its own resources such as iron and lumber, he said. It must also be seen in a larger perspective, Godbout told the hearings.

"Besides ensuring Quebec's energy needs at the beginning of the year 2000, completing SM 3 would be a clear choice by society to get hundreds of workers back on the job, Godbout told the hearings.

"Besides ensuring Quebec's energy needs at the beginning of the year 2000, completing SM 3 would be a clear choice by society to get hundreds of workers back on the job in an energy system that's the best for Quebec at this time," he said.

The project is also backed by elected officials and economic and social sectors in Sept-Îles and Port-Cartier. They see it as an opportunity to spur a moribund economy.

But another major Quebec labour organization, the Confederation of National Trade Unions, called for a project that would not require the diversion of rivers.

An environmental group concerned with the salmon fishery, the Association for the Protection of the Moisie River, supports that position. The Association of Moisie River Managers and the Sept-Îles Environmental Protection Corporation also back that option, which has been ruled out by Hydro Quebec. Both the CNTU and salmon fishing organizations expressed a great deal of suspicion about the plans of the Quebec-owned utility.

"To divert the rivers would be the biggest experiment with Atlantic salmon ever conducted," said Jean Masse, president of the Association for the Protection of the Moisie River.

"Can we trust Hydro Quebec with such an experiment, with so many unknowns and with no experience on one of the best salmon rivers in the world?"

No, Masse said quickly.

# Charting the correct Morse course

*The following is a letter received by Che-Mun from Eric Morse's widow. We are pleased to print it and to be able to set the record straight.*

By PAMELA MORSE

As always, I'm grateful to you for the copy of Che-Mun, and I was of course particularly interested in your article on Coppermine planning. You achieved a good balance of information, comparison and humour.

However, I'm bound to say that there's some fiction mixed with the fact, and the article caused some amusement among Eric's canoe companions, who chuckled at your statement that "in 1966, Eric Morse was heading into his final years of Barrenlands travel... (and) would have only a couple of more far northern trips."

I think these remarks give an erroneous impression, one which may be perpetuated by others using your article for reference. I'd be glad if you could find space in the next issue to make a correction.

In a geographical sense, Eric made no "more far northern trips" than to Coppermine. But I assume you meant "only a couple more far northern trips", and even that is not true. In fact, Eric was canoeing in the NWT, mostly in Barrenlands, five more summers after 1966 (see separate list), which I think I gave you some years ago. The information is in any case obtainable from the maps in "Freshwater Saga". There would have been a sixth summer in 1970, on the trip from Point Lake to Yellowknife, had Eric not had an untimely kidney stone complication.

His last Barrenlands trip was in 1977, when he was 72. Incidentally, this last one was a brute - all divide country - about 25 metres of runnable rapids. We estimated that we portaged 25 miles in three weeks, which meant at least 75 miles' walking, 50 of them loaded. However, although being at least 19 years older than the rest of us, Eric was usually the most sprightly at the end of the day.

The route was a mistake: our two companions were anxious to keep charter costs to a minimum and in seeking out a loop not too far from Yellowknife, Eric departed from his usual pre-

cept of avoiding rivers that showed only as a hairline on the map. We paid the price, and the scenery was unspectacular too. But I digress.

I must comment on your remarks about rum. You make it sound as though we caroused our way down the river, the "boissons" being declared with great frequency. In fact, and following our usual practice, the rum was carefully husbanded.

The evening drink before dinner (with hors

Colden Lake; on reaching Great Slave Lake after Pike's Portage; on crossing the Lockhart/Snare divide. Some trips had no 'boissons'. They lose their point if declared too frequently or without cause.

On the 1966 Coppermine trip, according to my memory and Jack Goering's log, we had only one 'boisson', when we had almost covered Point Lake and were back on schedule after a tough week. We had an extra rum ration at the



WILDWOOD PAIR -- Pam and Eric at "Wildwood" their home in the Gatineau north of Ottawa in 1985.

d'oeuvres), when the tents were up and the meal prepared, was a daily ritual and itself a touch of the 'style' you speak of. The ration was 2 oz. (overproof) per person. On a three-week trip, this would account for 13 bottles. Occasionally, after a rough day, the brewmaster (Angus Scott) might allow a 'dividend' of an extra half-ounce each.

Basically the remaining two bottles were to allow for a drink at the end of the trip (including reciprocation for local hospitality), leakage (rare), emergencies, celebrations and possible delayed air pickup. An emergency that occurred on the McDougall Pass trip was when the brewmaster mistakenly mixed the drink with salt instead of sugar!

A celebration called for a 'boisson', and it was a really special occasion. I recall 'boissons' at Summit Lake in the McDougall Pass; after crossing the Hanbury Portage out of Clinton-

last campsite, above Bloody Falls. The emergency supply was needed for the two canoeists we rescued at Sandstone Rapids, who lost all their gear and travelled with us the rest of the trip.

I would like, also, to comment on your remarks on meal planning. And in this context, I think you should note that our supplies allowed for an extra week as emergency. Our meat consumption was far less than you imply. You speak of "large" cans of meat. You may be thinking of the big "institution-size" cans that later came on the market. In 1966, freeze dried meat was packaged in a can equivalent to, or slightly less than, size 2½ i.e. ¾ cups volume. One can served about four people, providing each with two smallish slices of meat or about ¾ cup of ground beef. Actually, meat was a rather insignificant part of the meal.

Lunch was a quick fuel-up, never cooked. Far from consisting of "primarily meat", the



## Eric W. Morse: The Life List

Main summer canoe trips organized by EWM from 1951 onward. \* - fur trade route • - Arctic or sub-Arctic.

Leader on trip or "Bourgeois" underlined. EWM: Eric Wilton Morse PMM: Pamela Morse

- 1951 Gatineau/Lievre. EWM, Fraser, Lovink, Solandt, Woodward, van Nunes.
- 1952 Quetico. EWM, Lovink, Rodger, Solandt.
- 1953 Quetico. EWM, Fraser, Lovink, Olson, Rodger, Solandt.
- 1954 \* Grand Portage to Fort Frances. EWM, Endeman, Fraser, Lovink, Olson, Rodger, Solandt
- 1955 \* Churchill R./Sturgeon-Weir (Ile-a-la-Crosse to Cumberland House): EWM, Coolican, Lovink, Olson, Rodger, Solandt.
- 1956 \* Nelson/Hayes R. (Norway House to Cross Lake). EWM, Delaute, Lovink, Thompson.
- 1957 \* Reindeer L./Swan R./Blondeau R./Wollaston L./Fond du Lac River. (Southend to Stony Rapids): EWM, Coolican, Olson, Rodger, Solandt, Thompson.
- 1958 \* Churchill/La Loche/Clearwater Rivers. (Ile-a-la-Crosse to Waterways: EWM, Maybee, Rockingham, Rodger.)
- 1959 • Camsell/Great Bear/Mackenzie Rivers. (Sarah L. to Norman Wells): EWM, Fast, Coolican, Fraser, Olson, Rodger, Solandt, Thompson.
- 1959 \* Mattawa/Ottawa Rivers EWM, PMM.
- 1960 \* Lake Superior. (Fort William to Sault Ste. Marie): EWM, PMM.
- 1961 \* Churchill/ Rat/Burntwood/Thompson Rivers (Pukatawagan to Thompson) EWM, Fraser, Lovink, Olson, Rodger, Solandt.
- 1962 • Hanbury/Thelon River. (Sifton L. to Baker L.): EWM, PMM, Jones, Nicholls.
- 1963 \* Rainy L./Rainy R./ Winnipeg R. (Basswood Lake to Lac du Bonnet): EWM, PMM
- 1964 • Lockhart/Snake/Snare Rivers. (Aylmer L. to Rae): EWM, PMM, T. Bayly, Scott.
- 1965 \* Peel/Rat/Bell/Porcupine Rivers. (Ft. McPherson to Ft. Yukon): EWM, PMM, T. Bayly, Goering, Sheppard, Woods.
- 1966 • Coppermine River. (Lac de Gras to Coppermine): EWM, PMM, Goering, Trudeau, Scott, T. & W. Mathers, Sheppard.
- 1967 \* L. Winnipeg. (Norway House to Pine Falls): EWM, PMM, Cash, W. Mathers.
- 1968 • Dubawnt/Kazan Rivers. (Boyd L. to Forde L.): EWM, PMM, Baird, Blaikie, Howard, Lawson, W. Mathers, Scott.
- 1969 \* L. Huron, north shore: EWM, PMM.
- 1970 • Franklin's route. EWM organized but was then hospitalized; EWM and PMM replaced by J. Bayly and Burkett; Coppermine R. (Obstruction Raps. to Coppermine): Adamson, Jim and T. Bayly, Blaikie, Griffin, W. Mathers. Coppermine R./Point L./Starvation/Winter/Aurora/Yellowknife Rivers. (Obstruction Raps to Yellowknife): J. Bayly, Burkett, Davis, Goering, Jack Matthews, Scott.
- 1971 • Hanbury R./Lockhart R./Pike's Portage/Gt. Slave L. (Campbell L. to Snowdrift): EWM, PMM, Levinson, Sheppard.
- 1972 • Taltson River (Dymond L. to Twin Gorges): EWM, PMM, John Bayly, Jim Matthews, Davis, Scott.
- 1973 • Hanbury/Thelon Rivers. (Campbell L. to Beverly L.): EWM, PMM, Jane, Jim and T Bayly, Scott (at Jim's request, no leader).
- 1974 \* Reindeer L/ Reindeer/ Churchill/Sturgeon-Weir Rivers (Brochet to Denare Beach): EWM, PMM, C. & M. van Wijk.
- 1975 \* English & Winnipeg Rivers: EWM, PMM, W. Mathers.
- 1976 Spanish River (Biscotasing to Agnew L.): EWM, PMM.
- 1977 • Lockhart L to Rolfe L. (via MacKay/ Camsell/King/ Capot Blanc/Haywood /Tete D'ous/Indian Hill/Indian Mountain/du Mort/Cache Lakes): EWM, PMM, Hunt, Niblett.
- 1978 \* Lake Superior: EWM, PMM.
- 1979 \* Berens River (Marnakwash L. to Little Grand Raps): EWM, PMM.
- 1980 \* French River, L. Huron: EWM, PMM.

Over the years apart from weekend canoeing, EWM made countless shorter trips with various people. There were many trips on the French R. and L. Huron with the original Voyageurs, the van Wijks, Angus Scott, Jim Matthews, Jack Matthews, the Lustes, the Trudeaus and many more.

There were also many trips down the Petawawa, often preceded by working up the Barron R., with practically all Arctic crews; also a few times with some of the original Voyageurs, with the Oshawa doctors, the Bytown Bushwackers, the van Wijks, Bill Mathers, the Trudeaus, Craig Oliver's group and many more. Up and down the Ottawa with Tony German, the van Wijks, Trudeau and his boys and many others. The Dumoine with Bill Mathers. - Pamela Morse

ration was 3 oz. per person of canned meat or fish, or 1.5 oz of salami. This was accompanied, more or less ad lib, by hard-tack (Ryvita of pilot biscuits), cheese, butter, peanut butter, jam, dried fruit and juice. With luck, there would be a slice each of bannock from the night before.

I agree with you that we took too little peanut butter. I think it was the first year I'd ever taken it. Peanut butter was not part of my childhood experience in England before and during the war, and I had thought it far too "ucky" to be acceptable on a camping trip. Friends had recently suggest it to me, pointing out that jam makes it less cloying. For some time after 1966, I increased the ration each year, until in 1971 I found myself spooning out a surplus for the sic- sic, before we tackled Pike's Portage.

I had meant to tell you (but perhaps I didn't) that our 1966 white sugar supply was too high - I cached a lot of surplus sugar and Teabisk above Bloody Falls for the Inuit to come and get. Some of this was, of course, emergency supply that we no longer needed. I had based the amount on my experience of individual demands, as evidenced on other trips. In 1966, the crew included several heavy consumers of sugar and I always felt that we should take what their metabolism appeared to demand. But I overdid it that year. The brown sugar supply was about right - needed for our morning porridge.

Regarding hors d'oeuvres. No one, thank goodness, ever brought chocolate covered grasshoppers. In 1962, I brought fried grasshoppers which were rather greasy and didn't taste of much - their crunchiness was their main appeal. I got the message not to bring them again.

The more exotic hors d'oeuvres tended to be least satisfactory. Seafood and patès were the most popular, being tasty and real food. We were hungry! Because of space and weight limitations one's ration would be tantalizingly small.

There are a few other slips in the article, but I won't bother you with them. However, I've been hoping for some time that that someone else would point out that it's Omond Solandt (not Omand). You used to sometimes get it right, but for some time now you've consistently spelled it wrong. (Ed. Note - many thanks for that Pam - and my abject apologies Omond!)

And in that connection, can I make a plea for 'honorary' - no 'u'. This is a mistake that is being made more and more frequently these days and by a lot of people that should know better, so you're in good company. (Ed. Note - I wasn't aware of this rule - thanks again.)

I hope you won't regard this as a carping letter. I hate to write but I feel I owe it to Eric to set the record straight. Oh, by the way, we never used the splash covers.

*Around the top of a rugged peninsula*

# Ungava Journey

By TAIT LUSTE

Photos by George Luste

During the annual W.C.A Symposium in Toronto last January, I was approached by Che-Mun to write-up the canoe trip I did last summer with my father, George Luste along with Karl Schimek, and Walter Lohaza.

Many weeks later I am still trying to put together my first trip report. I have a lengthy journal and tons of fond memories but no words can really express the trip across northern Ungava and Labrador properly.

Incredible, breathtaking, awesome, scary are just a few words that could partially describe the trip. As someone with an interest in history, the ancient encampments we saw were very special.

My father has been canoeing for over 30 years and when we were young many of his annual trips were family ones. Our Missinaibi River journey comes to mind. At age eight I spent five weeks with our family of six paddling the Missinaibi from its headwaters near Lake Superior to where it meets the sea in James Bay. In 1986, at age 17, I went on my first "adult" trip. My father and I canoed, with a lot of portaging, from Wollaston Lake in northern Saskatchewan to Great Slave Lake, changing watersheds some five times and descending the Lockhart River canyon to Reliance.

Looking back on last summer's Labrador trip a year later, I feel I was very lucky to be part of a 6-week canoe trip that had so many different elements to it; white water, ocean paddling, lining, portaging, portaging and more portaging and some incredible mountain scenery, the likes of which I will probably never experience again.

Originally our plan was to go down the George River from Indian House Lake to Ungava Bay, up the east coast of Ungava, around the northern tip of Labrador and then south down the Labrador coast to the settlement of Nain.

We left Toronto on June 30th for the long

drive to Labrador City. July 2nd found us on the slow train from there to Schefferville. Our last leg of the journey to the put-in was a single engine Otter flight to the north end of Indian House Lake and Pierre Paquette's fishing lodge to start the trip (if you want rustic luxury while fishing, contact him).

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*"We didn't want to get totally surrounded by ice in our canoes and get carried out to sea, if our boats didn't crunch like potato chips first. So we are now waiting for the tide to turn and give us a channel to use. As the tide goes out we are moving the canoes a bit to keep them afloat".*

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We began our trip with 500 lbs of food for 7 weeks, 6 weeks of canoeing and one extra week just in case. So with our over-laden canoes we started down a very high, fast, and cold George River. I got wet in the first rapid below the fishing camp. My father and I were not working as smoothly as we would later on. The spray cover for our 18-foot Grumman was an old one with little additions from previous trips. The cover worked well during the trip once I learned how to use it properly. The best part about it was the ease with which it snapped on. Walter and Karl's canoe, a Old Town Tripper had a Walter Lohaza special spray cover which also worked well, in different ways.

My apprehension had started while flying-in past ice covered lakes, which signified a late spring. Small clumps of snow dotted the land and made us wonder how much ice, we would

encounter later on Ungava Bay. We didn't have long to wait as the fast current zipped us down the mighty George, averaging over 60 kms a day including 2 half days. Willows on the shoreline were still partially submerged.

Once we hit Kangiqsualujjuac (George river settlement) the fun really began. Extensive ice met us a few miles north of town and coupled with the large 30-foot tides in Ungava Bay. The ice movements made for some interesting moments, to say the least.

When camping we had to make sure to be well above the high water mark, which sometimes meant carrying 100 yards inland to be safe. Slimy, flat tidal rocks made the going even more treacherous. Every attempt was made to work with, rather than against the tidal forces. When necessary this meant getting up at 3:00 am to take advantage of the outgoing tide. Small headway was made for several days by finding leads and using our Grumman canoe to nose large chunks of ice apart.

July 10th 8:30 am (excerpt from my journal) "Well it seems as though I have plenty of time to write now as we are icebound. We woke up at 4:15 am and were on the water just after 5:30 am when suddenly ice started to cut off our route. The ice going out of the bay (because high tide had been at 5:20 am) threatened to ensnare us as we frantically tried to paddle hither and yon (you had to be there) to try to get past. We landed on this small rocky island (which at high tide would be covered) because we didn't want to get totally surrounded by ice in our canoes and get carried out to sea, if our boats didn't crunch like potato chips first. So we are now waiting for the tide to turn and give us a channel to use. As the tide goes out we are moving the canoes a bit to keep them afloat. For a while there it was really scary, maybe the others didn't feel the way I did, I'm not sure."

At this time we were carrying water and firewood in the canoe just in case we were forced to land and could not find any (since we were on the ocean and above the



tree-line). After several days of tough going we decided to change our route and go overland to Labrador across the Torngat Mountains. We saw little point in continually being ice-bound on an island and did not see much happiness in the prospect of fighting the ice for the next two weeks and making only 5-7 kms a day.

This change of route meant that we would now experience the joy of paddling up the Abluviaq Fiord and River until we could paddle no further, then pull and line up the diminishing river until that was no longer possible and then portage over the height of land, into Labrador. From there we could find a small river to put in again.

I realize my description does not truly convey how hard this portion of the trip was but I still found it a rewarding experience. The first day was spent paddling up the Abluviaq River with a little lining through ripples. The work became increasingly hard as we fought to overcome the growing gradient and its current. The next day although on the water the entire time, we paddled only for 15 minutes, the rest was pulling and lining with most of the time immersed in waist-deep frigid water. Well when that became no longer possible our overland trek started.

Although we were 16 days into our trip and toughened up a bit, we still were quite weighed down. Since the plan for our trip had originally been for only ocean paddling, with no extensive

portaging in mind, the extra "odd item" had been taken along. As most know, something that is not heavy in the city environment or in the canoe grows very heavy when hauling it over rough terrain. The height-of-land saddle we crossed over, from the Quebec side to Labrador was at about 1300 ft. in elevation. I don't know what the elevation it was when we started carrying but I do remember one long day of going up, a longer day traveling across and one very tough day going down. Our first day of portaging, when carrying uphill without a trail, I remember trying to head the canoe for the lowest point of the pass. Going up we expected to see a small lake that was on the map but it turned out lot farther off, much to my annoyance.

(short entry) "**July 18th** I think its Bastille day, [Ed. Note - It's actually the 14th] this is a short entry as I really am tired to write. We crossed the small lake with candle ice on it. Went to the limit today, unfortunately there's still a lot of portaging to do."

I never realized until last summer how the wind always picks up when carrying a canoe in a barren landscape. We finally made it to the Labrador Sea and I figured it would be smooth canoeing from there on south and it was - except for the most part.

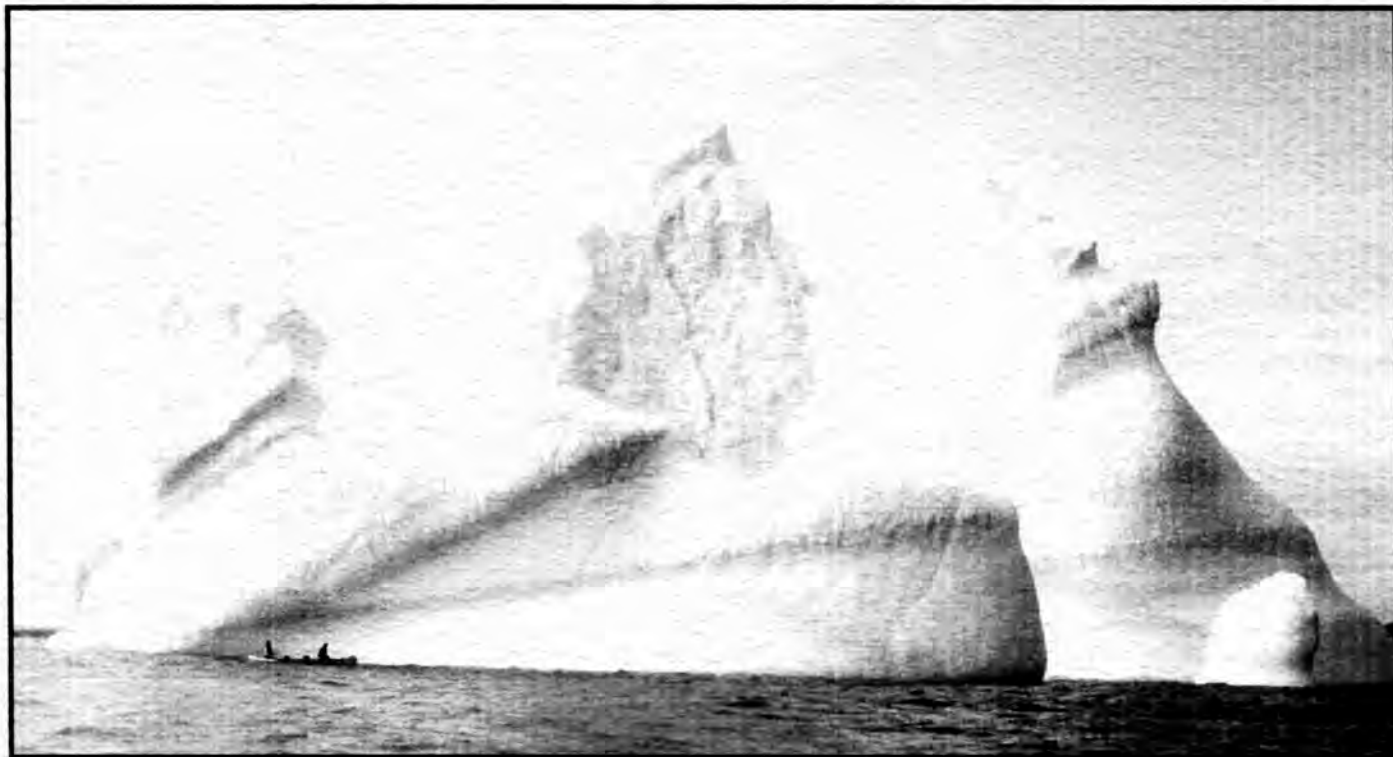
Now paddling on the Atlantic Ocean, we again hit ice but this time we were going south

and so day by day the number of floes decreased. For several days another one of Mother Nature's elements stirred up a few tense moments, at least for me. Fog on its own is not a scary thing if you know where you are going or are enjoying from a stationary chair. But in a boat (especially one incredibly small in comparison to the body of water it's in) it's quite a different matter.

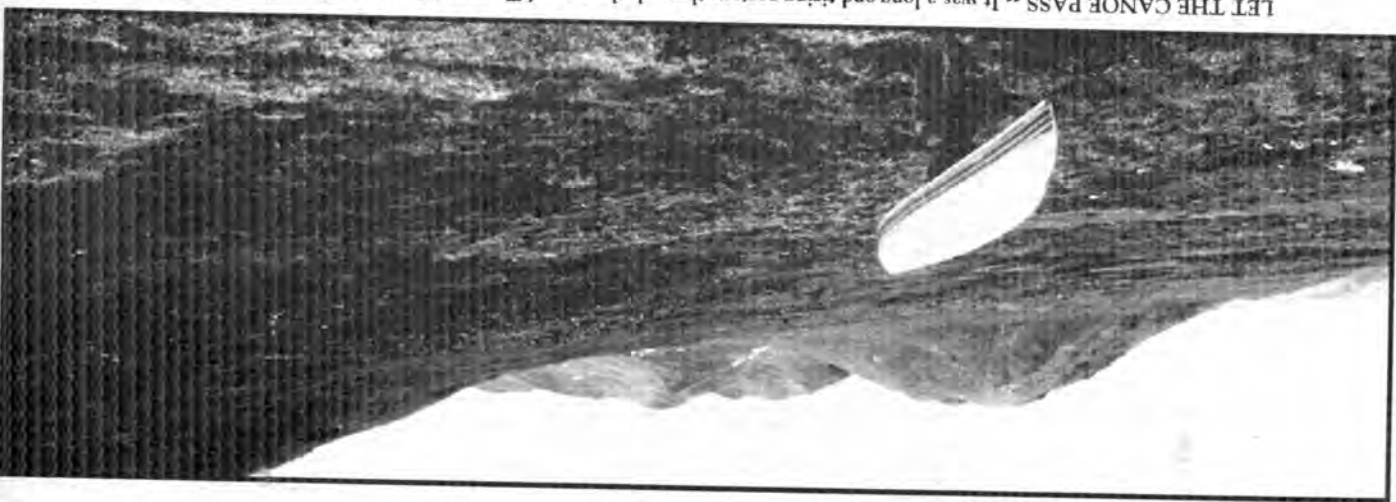
I was nervous when the fog was really thick. We would have to cross a bay whose opposite shore was obscured by the mists. That meant navigating by a compass. In one case we figured to hit the other side of the bay in around 40 mins, after an hour of not seeing the shore I pictured the next land we bumped into would have a Union Jack flying from the mast.

The trip was full of contact with evidence of habitation from many years past. Lots of stone tent rings covered with moss dotted the land. Since landing spots where water and driftwood were few and far between we camped often where old hunting parties had landed.

**July 28th** (Excerpt from log.) "Just under 400 km to Nain. Find of the day and highlight of the trip was finding a whole bunch of chert (flint). Walter says in Ramah Bay (just next door) many hundreds of years ago some native peoples called "the red paint people" existed. Some of the pieces found I believe were attempts to make arrows. Found some trawler fishing buoys made in England, I wonder if they



BERG & BOAT -- One of the great joys of paddling the Labrador coast are the magnificent icebergs on display.



LEFT THE CANOE PASS -- It was a long and tiring portage through the rugged Tornat Mountains along the Labrador coast.

floated all the way across the ocean, beautiful day, still no bugs."

**W**e stopped July 30 at Saglek Bay to see the final resting spot of a B-26 bomber and its crew. The crew had been flying north in 1942 from the United States and got mixed up in their attempt to get to Goose Bay. The plane kept on going north figuring it would eventually hit Goose Bay not realizing it had over-shot Goose Bay already. When they realized their mistake it was to late and so they ran out of fuel and crash landed. They landed at the only possible spot (Saglek) for miles around. Their radio was broken and they lived for two months before eventually dying of starvation. We saw a plaque and a piece of the wreckage.

The story is recounted in the booklet "The *Diary of One Now Dead*" by the commander of the aircraft. During the height of the cold war Saglek Bay became a D.E.W line station (with a pike of garbage still there to prove it). At one time quite a few people were stationed here but it is now fully automated and only a few people remain. A geologist's camp was also set up when we were here. The people told us that a few days earlier a polar bear walked down the runway.

**July 31** The next day we hit Hebron which was an old Moravian/Inuit community, deserted in the 1950's when Newfoundland consolidated the northern Labrador communities. Hebron seems to have not been a very populated place but probably any large congregation of people depletes the surrounding resources too quickly. The main structure is the church and living quarters. It is quite an incredible building, measuring 40 ft by 280 ft. The church was built in 1833 in Germany, each piece being marked individually

flip anymore.

and then taken down, shipped across the ocean and reassembled (pretty incredible). The oldest markers in the two cemeteries are from 1836. There seems to be lots of early deaths of young and old, many of them close together, perhaps a sickness gripped the community. Some of the markers are in Inuktitut which was pretty neat. The whole place is very nice and idyllic, although there is some talk about someone wanting to commercialize the place with a hotel/lodge, I hope it just stays talk. When we were paddling into Hebron three people were just paddling out and they were from of all places, Alaska, they said that Labrador was better then Alaska for its raw wilderness. Well from here on we have roughly 175 km to go to Nain. The people we met say they saw some whales so I'm keeping my fingers crossed."

**Aug 3** "Mark Mckoy won the hurdles at the Olympics, I guess I'm missing the outside world a lot if I put that in my diary. Dad has a short wave radio which we hear a few things from time to time, although some of its from Russia and so we don't understand it."

**Aug 5** First bugs of trip, we passed Okak Island, horrible story of most of the Inuit community living here being wiped out by some disease brought to them by a sailor on a ship. First trees since the George. Still, no whales.

**Aug 8** Saw a whale fin today nobody believes me. Bugs really out now.

**Aug 10** Last real paddling day, paddled into Nain around 2:00 pm. Had a letter waiting at the Nain post office for me. What a great feeling. The native children are being a bit of a nuisance throwing rocks at me and the canoes. I guess they don't really like travellers and one came right up and asked me for money so I can only imagine what they are used to. The trip is over, done, now all that remains is the long trip back to Toronto.

**T**he Tornat Mountains that covered the east coast of our trip made for some spectacular scenery. Walter did the most hiking of our trip although I did a tiny bit. I remember one point I was in middle, surrounded by huge mountains and I just thought at that moment how insignificant man is. Leaving our small imprint on the world, while the world has been around for so long and will be after us. The mountains while paddling could be seen for hours making it seem like we were not going anywhere. We also loved watching the many huge icebergs, sometimes flat on top, 60 ft above the water and stretching for a kilometer. Loud noises made by clumps of ice falling off punctuated the air as we paddled. Seal heads would constantly surface only to disappear and then quickly reappear curiously looking at us.

I don't think I will ever be able to go on a trip of such magnitude again as time and money are such heavy restraints. Yet I feel more privileged and lucky to have experienced this trip than any one could possibly be from an exotic trip to Europe, or anyone else for that matter. I saw and felt just some of the harshness and wild beauty that can be bestowed upon a person travelling in Labrador.



University of Quebec which receives funding from the utility.

He added that one of the founders of the group, Luc Gagnon, works for Hydro-Quebec. But Yves Guerard, president of the applied research group on macro-ecology, said his organization has been open about its research funding from Hydro and denied any link to the university.

He added that Gagnon quit the group three years ago when he took a job with the Quebec Environment Department and later moved to Hydro-Quebec.

"We understand that the Cree are very worried because they're on the front line (of hydro development)," Guerard said. "We agree that there are undeniable impacts from hydroelectric development but we say they are impacts that are confined and controllable."

"We reproach the Cree leaders for not having denied the lies (about) hydro development,"

The Cree, who oppose new development, say Hydro-Quebec has overestimated future energy demand and has not done enough to encourage conservation and use of alternative power sources.

**HYDROCOPS.** Hydro-Quebec is moving its security police out of regional administrative offices to key installations such as dams and transmission stations.

But the provincially owned utility denied the shift comes in response to run-ins with natives and environmentalists over many of its projects.

Andre Gendron, director of Hydro's police, said most of the 188 officers used to be assigned to 11 alarm stations, monitoring closed-circuit TV and responding to fire and breaking-and-entering signals.

That work will be centralized in one facility, freeing manpower for more patrol and investigation duties.

"The plan made the safety of strategic installations a priority," said Hydro spokeswoman Marie-Pierre Bomassieux.

The security service has been given a higher profile in Hydro's internal organization, she said. Gendron described Hydro's security service as special constables and peace officers.

About 80 per cent of the constables are armed, he said, explaining that most are graduates of police training schools.

Bomassieux said the police force must protect the utility's \$42-billion in assets and ensure that service to three million customers is not interrupted.

land Power Pool, which co-ordinates the region's energy supplies, said hydropower "is the jewel of the region's energy mix," and that few energy sources are cleaner.

**CREATIVE THINKING.** The Cree of northern Quebec struck back at a group of environmentalists which accused them of leading a campaign of lies and misinformation against Hydro-Quebec.

Cree leader Romeo Sagamash attacked the credibility of the applied research group on macro-ecology, noting that it has received research money from Hydro-Quebec.

"We're surprised at the intellectual self-importance of this group of researchers who call themselves independent but have just received a grant from Hydro-Quebec," Sagamash said in a statement.

The environmental group, which is supported by some of the most respected names in Quebec's ecology movement, presented a brief to a legislature committee Tuesday backing hydroelectric projects in the North.

The group said Hydro-Quebec's planned megaprojects, including the \$13.1-billion Great Whale project, are the cleanest source of energy for Quebec and its export customers.

And it attacked Cree leaders and their allies in the international environmental movement for unfairly painting Quebecers as "Frankenstein of the environment."

The group admitted that it has received two research grants totaling \$40,000 but denied the money influenced their brief.

But Sagamash said the brief had "a clearly political and propagandistic objective with the effect of fighting, on all fronts, opinions that don't see hydroelectric megaprojects as the He complained the group ignores the devastating effects of hydro development on native culture and the delicate northern environment.

Besides the research funding from Hydro-Quebec, Sagamash said the environmental group has links to the Montreal campus of the Robert Bigelow, chairman of the New England, though some is exported to New England.

Most of the electricity is used in Canada, final decision, a spokesman said.

Boston University also has considered its investment in Hydro-Quebec but has made no Quebec, along with other investments.

A student campaign at Tufts University in Medford, Mass., helped prompt the board of trustees to review its investment in Hydro-Quebec, although state officials said the decision was based on shrinking need for power.

Activists claim their pressure helped push New York state last year to cancel a contract with Hydro-Quebec, although state officials said the decision was based on shrinking need for power.

But Guetremont said opposition in the United States shouldn't affect the project. The next phase of construction could begin by 1996 if it clears stringent environmental tests in Canada, he said.

Natural Resources Defence Council, said pres-ensure against the project could stall it.

Robert Kennedy Jr., son of the late U.S. senator and a lawyer for the New York-based Durand, who sponsored the legislation.

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Government attended a Massachusetts legislative hearing on a bill that would impose state environmental reviews on power purchased from Hydro-Quebec.

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**TALKIN' 'BOUT OUR GENERAL TION.** A massive hydroelectric project in northern Quebec, seen by utilities as a clean energy source, is generating protests at college campuses and state governments in the United States.

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Hydro-Quebec's Assault on the North

# James Bay UPDATE



# News & Notes

## WATERWINNERS . . . The annual Watervalkers Film and Video Festival announced their winners. The big prize winner was Bob Perkins' film *One Man in a Boat*. This 55-minute PBS film followed the peripatetic Perkins on a solo voyage from London to northern Scotland through the center of the United Kingdom. Perkins is perhaps known to Che-Mun readers for his occasional letter writing to us and for a solo trip he did on the Back River that was also made into a film. Bob is also an author.

One Man in a Boat won both the People's Choice award and the Best of the Festival Prize. Other winners include; *Bardartha Re-born*, a look at the design and performance of the legendary Aleut baidarka and the *Watervalkers*, some of Europe's best boaters test gravity and the limit of waterfall kayaking.

## SYMPOSIUM TIME . . . The 8th annual L. L. Bean North American Canoe Symposium takes place once again at beautiful Camp Winona on the shores of Moose Pond in southwestern Maine on June 11, 12, 13.

The annual weekend long event is packed with things to do, see and learn about. There are always several different areas of interest happening at once. This includes poling with perennial champion Harry Rock, whitewater canoeing instructed by Ken Stone, former U. S. National team coach and solid tips on a competent and comfortable outside life by Maine Guides Garet and Alexandra Conover.

Evening speakers include Canoe Magazine's Larry Rice and the boisterous Hide-Away Canoe Club (and all four Peake brothers) who will show the slides from last summer's Great Bear Lake to Coppermine canoe trip aka Heart of the North. The HAOC will also display their tripping gear and give tips on how we plan and carry out our northern trips. Bean's also sponsors a Sea Kayaking symposium on the Maine coast on July 16-18. But as we all know canoeists are a lot more fun. For more information call the toll free number - 1-800-341-4341 Ext. 7800.

**STONY RAPIDS/WHITE WATER . . .** We wanted to mention a letter that got lodged in a crack of Che-Mun's wheezing filing system sometime early this year.

We had a nice note from Ed White who operates White Water Charters and Camp Grayling on Black Lake, Saskatchewan (that's the one the Fond du Lac River empties into) and a great starting point for northern trips. Ed has been in contact with a few Che subscribers who've paddled through including Alan Kesselheim and Marpat Zitzer, Bob Dannert, as well as Ivan Robertson.

He wanted you to know that he is a licensed carrier who operates a Beaver and a Cessna 185. He's a lot closer to the "action" for those of you thinking of saving some money on charter fares, regularly taking people to the Porcupine, Fond du lac and Cree Rivers. He also has three great Old Town canoes for rent - with spray decks. Bob can be reached by calling 306/284-2178.

- Outfit 71 - Coppermine planning, Land of Feast & Famine
- Outfit 70 - Great Bear to Coppermine, Ungava photos
- Outfit 69 - Sig Olson Remembered, Historic riverflows
- Outfit 68 - Charles Camshell, Barrens Wedding, Book reviews
- Outfit 67 - NWT division, Canoe Museum, James Bay
- Outfit 66 - Lands Forlorn, HAOC in Japan, Needle to the North
- Outfit 65 - Churchill River hydro, Robert Perkins, James Bay
- Outfit 64 - Rupert River in 1914 remembered, Kewaydin Guide
- Outfit 63 - Canoeing in the 1930s, Hydro-Quebec chairman
- Outfit 62 - Across Ungava via the Kogaluk and Payne rivers
- Outfit 61 - Inside LG2, Aki on the Barrens, Grey Owl
- Outfit 60 - Via Kail, Missinabi R, James Bay, HBC exit
- Outfit 59 - Tyrrell brothers, Water & Sky, Alberta Pulp wars
- Outfit 58 - Churchill River trip, The Lonely Land
- Outfit 57 - North American Canoe Symposium, book reviews
- Outfit 56 - Canoeing stamps, Hanbury review, WCA slidefest
- Outfit 55 - Memories of Bill Mason, Twin Otter gone
- Outfit 54 - Povungnituk 88 - Ungava, Sleeping Island
- Outfit 53 - Ungava Crater Exped, Hubbard & Wallace
- Outfit 52 - Lands Forlorn review, Atomic Arctic proposal
- Outfit 51 - Traditional canoeing through Quebec Park
- Outfit 50 - Royal couple canoe the Hanbury/Theleon\*
- Outfit 49 - Queen Charlottes kayaking, HBC sell-off
- Outfit 48 - Freshwater Saga - Morse R. memoirs, slide fest
- Outfit 47 - Heritage Rivers, Trans Canada Expedition
- Outfit 46 - Hudson Bay to Ungava, Stew Coffin report
- Outfit 45 - Pipe R. by Eric Morse, River flow chart
- Outfit 44 - Bill Mason & the Dog R., Athabasca letter
- Outfit 43 - The Morse River Expedition Part Two
- Outfit 42 - The Morse River Expedition Part One
- Outfit 41 - Grand Canal Project, Thlewiza River solo
- Outfit 40 - Eric Morse and The Voyageurs\*
- Outfit 39 - Caribou drown in Quebec, Cross-Canada canoeing\*
- Outfit 38 - Voyageurs trip to Old Fort William

The following back issues of Che-Mun are available at four dollars each including postage. Those denoted by an asterisk are photocopies of the original issue.

## Our Back Pages

**ON THE WRONG TRACK . . .** The reader Paul Chivers of North Bay alerted us regarding the proposal to dramatically increase the train traffic through Algonquin Park.

Currently the Canadian National line runs for 75 miles through the northeastern section of Algonquin, most notably along the park's prime whitewater run, the Petawawa River.

As Paul notes, the idea of increasing train traffic through Algonquin - on the occasion of its 100th birthday - is obscene. (May 27 is the actual date that Algonquin was proclaimed as Ontario's first provincial park. This marks merely the latest assault on the area. The increased logging activity and the claims for ownership of much of the park by the Golden Lake Indians are two items that have grabbed headlines in recent years.

The rail plan is being opposed by the Ontario government through the Ministry of Natural Resources. It's up to the federal transport minister to give the increased traffic a go ahead. This all comes about after long time adversaries CN and Canadian Pacific reached an agreement to consolidate their operations in the Ottawa Valley. Under the proposal the CP line, north of the park, would close and train traffic through Algonquin would double - to about 12 trains per day.

It seems the obvious solution is to keep the CP line open. But that's probably too obvious.



The cover of the Tyrrell book shows a photo of

J. B. in 1886 with a copy of his map showing "the Doobant and Kazan" Rivers done in 1896.

Dr. Dawson had been made head of the GSC.

The next year found Tyrrell surveying rather a monotonous area of central Manitoba.

J. B. head to the Yukon in the summer of

1898 at the height of the gold rush. He saw much wealth being made around him. He was

also perturbed by his modest salary at the GSC and it seemed the writing was on the wall. After

not receiving an expected promotion at the GSC he resigned.

He spent many years in the mining industry and made his greatest fortune in the founding of

The Kirkland Lake Gold Mine in the 1930s.

The collection at the Fisher Library contains some real gems. Among the most moving and

interesting is the map by the Inuk Pasmut whom he met on the Kazan River. The map is drawn

in pencil in Pasmut's hand and Tyrrell has put the place names in.

There are also a number of unpublished photos and journals which make this display a

must-see for all lovers of the north and those interested in a great Canadian.

The Tyrrell book is available for \$15 by writing to the University of Toronto, c/o Thomas Fisher Library, Toronto, Ontario M5S 1A5.



When Tyrrell returned to Ottawa - again to were well looked after.

They were late arriving at Churchill but this time they had shipped provisions ahead and

son River, after his companion.

B, named the stream they followed, the Ferguson's close call. So they consulted the Inuit

Dubawnt and he did not want to repeat last year's close call. So they consulted the Inuit

course of the river was duplicating the previous year. Tyrrell was unnerved to find that the

hospitable Inuit. Tyrrell discovered that they all knew about his trip down the Dubawnt the pre-

As they made their way down the Kazan they were met by many groups of friendly and

As they made their way down the Kazan they were met by many groups of friendly and

die the as yet unexplored Kazan River.

ernor General, the party was approved to paddle the as yet unexplored Kazan River.

of Robert Munro Ferguson, an aide to the Governor General, the party was approved to paddle the as yet unexplored Kazan River.

spend the money to send him on another Barrenlands trip the next year. This time the help of

Tyrrell's fame began to cause him a bit of problem with the GSC. They were reluctant to

as well as in the U.S. and Britain.

licity made the Tyrrells celebrities in Ottawa as well as in the U.S. and Britain.

journey out to Winnipeg. The subsequent publicity made the Tyrrells celebrities in Ottawa as

found there were few supplies at Churchill and the group had to make another tough dog sled

Churchill by the skin of their teeth. They also found there were few supplies at Churchill and

tough and the party only made it to detail in earlier Che-Muns, was very

The trip, which has been recounted in detail in earlier Che-Muns, was very

era which used rolls of film instead of the usual glass plates.

Peterborough cedar strip canoes. One critical piece of equipment was a new Hawkeye camera which used rolls of film instead of the usual

The party was supplied with three 18-foot Chipewyan from northern Saskatchewan.

near Montreal. These were supplemented with canoeemen from the Caughnawaga Reserve

journey. They gathered three expert Iroquois canoeemen from the Caughnawaga Reserve

to the north. Together with his brother James, the pair gained permission to undertake an epic

who told him of a big river which flowed way trip the next year. He spoke with several natives

1892 laid the foundation for the Dubawnt River He travels in the Lake Athabasca area in

slow down at all.

He took a long time to recover but it did not

tracted typhoid and was unconscious for a week. He came close to death when he con-

The next few years found J. B. in northern named after him has recently opened there.

In Alberta. In fact, the Royal Tyrrell Museum in Alberta. In fact, the Royal Tyrrell Museum

covery. He located significant dinosaur remains in 1884, Tyrrell made his most famous dis-

which he began in his eighties.

One of the interesting sources this book draws on is the unpublished autobiography of Tyrrell

went out a boy and came back a man."

horseback. Tyrrell wrote after that summer "I camp on foot before the others did on

surveys that required the young Tyrrell to leave camp on foot before the others did on

possible. He assigned him to do difficult 'pace' surveys that required the young Tyrrell to leave

in Tyrrell and whether out of compassion or revenge saw to it that J. B. was worked as hard as

veyor Dr. G. Dawson. The doctor took an interest in Tyrrell and whether out of compassion or

was appreciated to hard working legendary surveyor Dr. G. Dawson. The doctor took an interest

When J. B. Tyrrell began with the GSC he trip, Across the Sub-Arctics.

canoecists as the author of the book on their 1893 explorer in his own right. James is best known to

brother J. W. (James) was also with the Geological Survey of Canada and a noted northern

near explorer and world-famed geologist. His brother J. W. (James) was also with the Geological

in August 1957, was hailed at the time as a pioneer explorer and world-famed geologist. His

Joseph Burr Tyrrell, who died at the age of 98 on the Tyrrell papers for many years.

archivist with the U of T. She has been working the show, written by Katherine Martyn, an

lished a fascinating 72-page book to accompany the show, written by Katherine Martyn, an

Canada in 1881-1898. The university has published a fascinating 72-page book to accompany

time he spent with the Geological Survey of Canada in 1881-1898. The university has published

esting years, to a canoeist, in Tyrrell's life; the time he spent with the Geological Survey of

The display looks at what are the most interesting years, to a canoeist, in Tyrrell's life; the

and Hoskin Streets in downtown Toronto. Book Library located at the corner of St. George

ry. The show is on at the Thomas Fisher Rare artifacts which the great man left to the universi-

some fascinating nuggets from the papers and this display of photos and memorabilia culls

Titled *J. B. Tyrrell: Explorer and Adventurer*, of Toronto running until July 30.

Historically-minded canoeists living in the large of a superb display at the University

Toronto area are advised to take advantage of a superb display at the University

# J.B. & the GSC

*The last of the true explorers*

By MICHAEL PEAKE  
Che-Mun Editor

**Upcoming Che-Mun**

*Sean Peake has promised us a report on his several years of 19th century northern traveller David Thompson. We will also (finally) have a look at the new rules for guided canoe trips heading into the NWT.*

**CHE-MUN**

*Founded in 1973 by Nick Nickels*

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A publication of the Hide-Away Canoe Club.

YES HE'S DOING WHAT YOU THINK -- Veteran northern canoeist David Thompson was leading a group of kids on a month-long trip along the historic waterway. He had Arctic canoe trip has its advantages. David is shown in this spacious loo along the Kazan

River in the Keewatin District of the NWT. He our publication in action (in this case Outfit

69). We trust that this copy arrived at the end of the trip with none of its pages missing. David hasn't confirmed his plans for this summer to us yet. But we are likely to supply him with a copy of Canoe Magazine this time. It's bigger.

