

# CHE-MUN

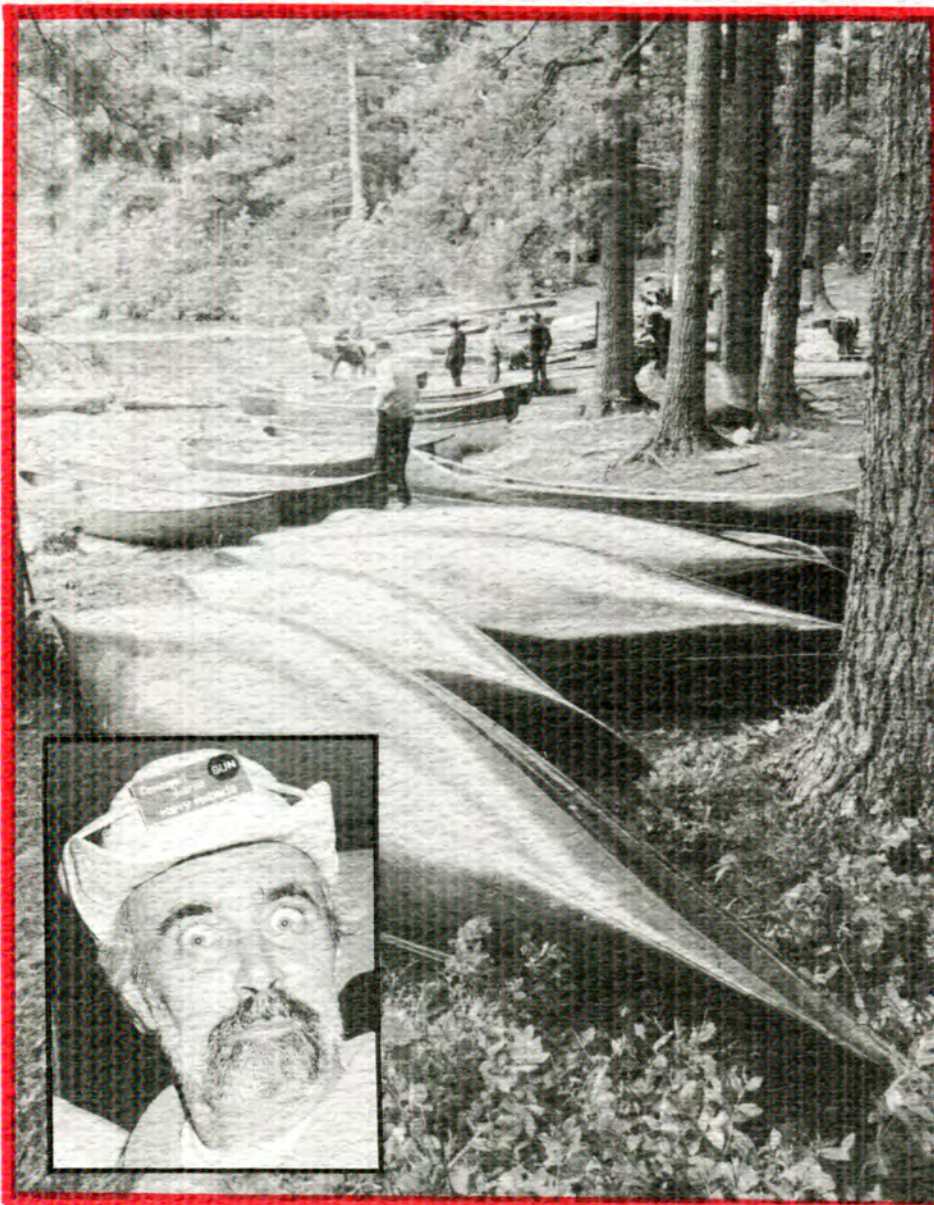
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THE NEWSLETTER OF CANADIAN WILDERNESS CANOEING

OUTFIT 57

CHE-MUN

SUMMER 1989



## NACS

*Not your average  
canoe symposium*

*Page 4*

### Canoelit

*Reading for on or  
off the canoe trail*

*Page 6*

## Last Spike II

*Is this the end of  
the line for VIA?*

*Page 3*

NACS SCENES - It was a weekend to paddle, listen and learn at the annual North American Canoe Symposium in Bridgton, Maine. Canoesport Journal Editor Harry Roberts (inset) shown here expressing a point, was one of the enthusiastic speakers at the yearly event sponsored by L.L. Bean. We have a full report on pages four and five.



# Summer Packet



**W**e received many letters regarding the death of Bill Mason (Che 55). One was from Charles B. Hodgson, 200 Daniel Ave. Ottawa, Ontario K1Y 0C9.

"I write as a new Che-Mun subscriber. In reading Che-Mun for the first time I must say that I am both impressed and disappointed. Your article on Bill Mason omitted at least one important point. Bill Mason was a passionate environmentalist. Because I feel strongly on this issue I include a speech I made recently at a public speaking club. It is entitled 'Bill Mason's Legacy'."

"On October 29, 1988 Bill Mason died of stomach cancer.

"Bill Mason was a committed canoeist and through his films on the subject re-introduced me to the sport. Over the past few years I have become so obsessed with wilderness canoeing that I have spent as much as three weeks at a time in the company of bloodthirsty bugs and unwashed men in preference to that of my warm wife and cool winecellar.

"As I indicated Bill Mason was a filmmaker. He won many awards. He was a painter and I have seen his prints for sale in stores. He was an author and I have some of his books. When he died the news was reported in the media. Bill Mason was also a conservationist and that's how he is introduced in the coverage given him in Canadian Geographic. That's what got him ink in Nature Canada Magazine. I'd like to read you an excerpt.

"The article is titled Death of a Legend.

"As a canoeist, filmmaker, author, painter, environmentalist, he was truly a legend in conservation circles.

Here he is again on the cover of Paddler Magazine. There are some quotes he made shortly before his death.

"I have no regrets. I've done just about everything I ever wanted to. If I'd have done anything differently, I would have gotten into the environmental movement sooner."

"I wish I'd gotten into the environmental movement sooner. It was four years between the time I saw my first Bill Mason movie and when I began doing environmental volunteer work and educating myself to the magnitude of our environmental problems. And Bill's environmental message was in that first movie I saw. I guess I didn't think it was that big a deal. Four years. And then I started to ask a few questions. That was nine months ago and I am still a neophyte but I sure think it's a big deal now. And so do a few other people. The United Nations put together The World Commission on Environment and Development which produced the report Our Com-

mon Future, also known as the Brundtland Report. Do you know what it says on the back cover?

"This is the most important document of the decade on the future of the world."

"That's marketing for you. But some people agree, (veteran Canadian journalist) Warner Troyer says he stayed up all night reading it when he first got hold of it, and then he went and wrote a guide to it!"

"Another book is State of the Ark by Lee Durrell. Beautiful pictures, easy to read, same message though.

"So what is the message? The message is that there are five billion people on this planet and we are consuming resources as if there were no tomorrow. But tomorrow there will be 15 billion people. So what will 15 billion people like to do? Well for starters they might like to breathe and eat. Not only are we pumping thousands of tonnes of poison into the air but we are destroying the best means of cleaning it up again. Long ago, the forests which covered Europe and the Mediterranean were cut down and since the Second World War we have burned and bulldozed half the rainforest on earth. And it's much more than oxygen we are losing. So much for breathing, what about eating? Has anyone noticed in the last few months the Canadian government has cut fishing quotas in half? That's because fish stocks have been on the decline since the late sixties.

"These are not feelgood issues and the people who are getting involved aren't just the granola eaters. There are real and concrete reasons why everyone should get involved in environmental protection. The first thing you have to do is convince yourself that it's a big deal. Get a copy of Our Common Future or State of the Ark.

"In closing I would like to return to Bill Mason and quote from his book Path of the Paddle.

"I enjoy sharing what I know about canoeing, and I delight in seeing the enjoyment that people can get from learning to canoe. However, I feel that I am not serving the cause of wilderness preservation if the new canoeists I reach do not become active supporters of various conservation organizations."

"You got me Bill. And I hope he got you too, because whether you are a canoeist or not - you're all floating on this ark called Earth."

**W**e always like to hear from small publishers, especially when they are Che-Mun subscribers.

Peter Browning, Box 1028, Lafayette, CA, U.S.A. 94549 is the publisher and author of The Last Wilderness (see review in this issue) and a longtime subscriber.

Peter is justly proud of his effort as a publisher. He has re-published his own book and wanted to tell us something about it.

"Last night I read the Summer 1988 issue of Che-mun, wherein you reviewed Great Heart and Challenge the Wilderness. You say that private publications are never as slick or attractive as the books put out by mainstream publishing houses. That certainly isn't inherently true. Some publishers may not know how to produce quality books, or cut too many corners to save money. But many major publishers do the same thing. My books are on 60# acid-free paper; most of the majors use 50# or 55# acid paper, which costs 15 to 20 per cent less, has more see-through, will yellow with age and will begin to crumble in 25 years or so." The acid-free paper has a projected life of 250 years.

Most of the majors tend to use condensed typefaces (Times, Roman, Baskerville) in order to jam more characters on a line. They are also using less leading than I am in order to get more lines on a page. Theirs are 10/12 whereas mine are 10/13. I realize that some small press runs and/or private press books are lacking in design or production values. However, I'm operating as an individual and I'll put my books up against anything the majors produce."

(Editor's Note - He's right.)

**F**urther to the above letter, George Luste has written to mention a new service that will be of interest to many Che-Mun subscribers.

George's daughter Tija is setting up a small mail order business called Northern Books. She will be carrying a selection of new and used books on the north including Peter Browning's Last Wilderness.

Che-Mun will note some of the available books in our next issue in our section on The Classics. To order or for more info call Tija (pronounced Tee-ah) at 416/963-8946.

By the way, George and Peter Kazaks of Florida are paddling down the Camsell River, around Great Bear Lake and over to the Coppermine River through the Dismal Lakes this summer starting around July 1. From Great Bear to Coppermine is the route that George Douglas wrote about in Lands Forlorn. Others to tread the same path include Thomas Simpson, John Richardson and John Hornby.

# CANOE TOONS

PAUL MASON



## Editor's Notebook

# Winds of change

**T**he incessant winds of change have increased a few notches with recent developments here in Canada.

It is always difficult to see something you love pass away. Travel on the Via trains are a great tradition in Canadian canoeing and one that our canoe group has revelled in. When we did the Pukaskwa River into Lake Superior it was a perfect Via logistics fit.

We boarded the Transcontinental at 4 a.m. in Parry Sound. A wonderfully mysterious hour to board a sleeping behemoth. We booked a bedroom, with three beds, and were instantly lulled to sleep by the rocking rails.

The train dropped us in White River late that afternoon where we boarded a plane for a short charter flight into the Puk. We finished our trip at the town of Marathon after paddling down to Superior and up the incredible coast of Superior.

Marathon is on the rail line so we hopped on the eastbound Transcontinental and arrived back in Parry Sound rested and well. It's a great tradition that's now threatened.

The Northwest Territories appears well on the way to joining the rest of the continent in economic and environmental turmoil. The new self-governing territorial legislature is 'open for business', looking to sell whatever they can to raise some cash. I suppose that even the very name of the N.W.T. is an anachronism. No one has 'territories' any more. Too wild, too un-governed. Too logical.

The Arctic is our last line of real land. Land not yet smeared by the messy hand of civilization. Perhaps it's too much to think it could escape the colour of money.

Michael Peake, Editor.

# Last Spike II Via's days numbered

By Michael Peake  
Che-Mun Editor

Canadian railroad lovers will be able to see the last spike driven again. This time through the heart of Via Rail, the country's national passenger rail service.

Recent federal government cuts have forced Via to formulate a plan to drastically cut service. The plan, which reportedly calls for the elimination of as many as 20 of Via's 32 scheduled runs, is in the hands of Transport Minister Benoit Bouchard. No comment or reaction is expected from the government until late summer.

The railway receives \$640 million annually from the government. The new budget called for funding to be limited to \$250 million annually by 1992.

When the government does act, it will be through order-in-council. This bypasses the lengthy Ministry of Transport hearings and the move has raised ire among government critics who claim they are denying Canadians a voice in the dismantling of a national institution.

While not officially dead, the national rail service, which is said to lose \$10 million a week, already has some interested customers. Blyth & Company, a Toronto-based deluxe tour operator has expressed sincere interest in buying the Transcontinental run.

The rumoured price is \$500 million for the daily train service which runs from Toronto and Montreal to Vancouver. Two trains leave Montreal and Toronto then merge into one in Sudbury. Currently the only profitable part of the run is the Rocky Mountain route through Banff which attracts large number of tourists, especially Japanese, and is booked full all summer.

Blyth & Company have said they would purchase and upgrade all rolling stock and keep current employees. According to the company, much of the Via's current operating revenue goes to cover expenses at head office. Blyth says they would run a two-tiered system with a first class dining and travel section which would supplement the cost of running basic service across the country.

The railway workers union, which represents half of Via's 7,000 employees, has also offered to take over Via's operation.

Loss of the trains would be a blow to wilderness canoeists who for generations have been able to flag down a locomotive in the northern wilds. Many northern trips begin by hauling a canoe into a baggage car and end by tasting an overpriced beer in a shiny 1950's Via bar car. The perfect way to end a trip. If you want be sure of capturing this unique Canadian experience - do it soon.

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L.L.Bean's  
North American Canoe Symposium

# NACS

By Geoffrey Peake  
Che-Mun Chief Guide

The fourth annual North American Canoe Symposium (formerly Maine Canoe Symposium) was hosted at Camp Winona in Bridgton, Maine by L.L. Bean on the weekend of June 9-11.

The NACS brings together a wide range of canoe styles and philosophies in a relaxing weekend format. Among the returning teaching staff were Maine Guides, Garrett and Alexandra Conover, Jerry Stelmock, builder of the E.M. White canoes, the irrepressible Harry Roberts, editor of Canoesport Journal, Harry Rock, North American Poling champion, and, of course, the Peake brothers, Michael, Sean and Geoffrey, wilderness buffoons.

The weather for this year's NACS was not unlike many canoe trips - wet, cool, windy . . . and buggy. The fireplaces were lit in the camp's beautiful old buildings during the day and some of the on-water demonstrations had to be postponed or cancelled. Despite the weather the weekend was, as usual, a great success due to the marvellous atmosphere of 80-year old Camp Winona and the positive enthusiasm of the L.L. Bean staff who worked so hard to put this all together.

Friday evening opened with the Peake brothers slide show our Povungnituk River trip, which was well received, and served to break the ice-among other things. Saturday and Sunday featured an impressive array of lectures and demonstrations from old-style Maine Guide canoeing, to hi-tech sit and switch paddling clinics. The symposium is famous for the broad spectrum of canoe perspectives presented. One finds a good-natured camaraderie here. With nearly 250 people attending the weekend event, there was, quite literally, something for everyone.

The highlight of the weekend is the Saturday night slide show presented, this year, by well-known canoeing author (and Che-Mun subscriber) Cliff Jacobson, who wrote Canoeing Wild Rivers. Cliff's trip down the Hood River was sprinkled with anecdotes and great photos.

Plans are in the works for NACS V and speaking for my brothers, all I can say is, we'll be back!

*Geoffrey Peake is a wilderness guide living on Vancouver Island. He makes the trip back east every June just for the L.L. Bean Symposium.*

*Wherein Che-Mun's correspondents take a look at the annual get-together from two distinct points of view. Geoffrey Peake examines the NACS as a staff member for each of its fours years. Martha Screamton-Burton takes a somewhat different approach. A canoeing novice in Maine's North Woods*

LEFT-L.L.Bean's NACS organizer and canoeist, Phil Savignano with son Sean were enjoying some of the dozens of canoes available to be test paddled at the symposium.

BOTTOM RIGHT-Canoesport Journal's Harry Roberts (right) and Sean Peake have an animated discussion shortly before they agreed to begin observing the Ayatollah's funeral. Geoffrey Peake (middle) prepares to join in.

## In her own

By Martha Screamton-Burton  
Che-Mun Fiancee  
and Non-Canoeist

Alright, I admit it. I don't canoe. In fact it was only a short time ago that, to me, canoe' was a noun. You know, a wooden thing that you don't really want to step into because in all probability the thing will tip and your hair will get wet. Alas, no longer.

Canoe is now a verb. As in 'I canoe, you canoe, he canoes, we all canoe'. It was in this spirit of experiencing new things and opening one's mind that I went to the NACS.

We arrived and registered, got our name tags and a NACS T-shirt. I thought this was pretty generous since I wasn't presenting. It took me the whole weekend to figure out who the Bean's staffers were because everyone was so friendly and seemed to know us (okay, so I'm a little slow!)

Some very interesting people attend the NACS. Bill Zeller was one of the notables. At one point when Cliff Jacobson was about to present his slides of the Great White North Bill had written "The Royal Box" on a big sheet of paper indicating where the Brothers and I were sitting (I know they're queens Bill, but that's pushing it).

Of course, no critique of the weekend would be complete without mentioning the funeral. What?





Geoffrey Peake speaks to a group outside one of Camp Winona's bark covered buildings. The Peakes spoke on preparation and outfitting a northern wilderness trip and illustrated the talk with much of their own camping equipment.

## n words

You couldn't make it to Iran for the Ayatollah's funeral? No problem. If you attended the NACS you didn't miss a thing. Some of the loudest boors west of the Caspian Sea were assembled Saturday night in our cabin, loosely termed the 'Hospitality Suite', presenting a re-enactment for everyone within screaming distance.

No, I did not participate. I was attempting to sleep in the next room. 'Attempting' is the key word here because everytime the crowd in the 'suite' jumped up and down in unison my door would burst open and the light, the crowd and the smell would pour in. Yuck.

Needless to say I was up first the next morning and went to breakfast alone. What a surprise. Here were all the serious canoeists eating breakfast. "Party? Oh we heard it but . . ."

Their dedication impressed me. I met some of the other staff members who had come even further than we had. They'd taken time off from their incredible schedules because of the love they have for their hobby. Did I say hobby? It's more like canoeing is what they live for, and their professions give them the leisure time to pursue it.

At one point in Geoffrey's talk on no-trace camping one of the crowd admonished him, saying, "Were not the ones you should lecture to. If only everyone was a wilderness canoeist (except me). Can you paddle the Seine or the Thames?"





## In review

### Chief

#### The Fearless Vision of Billy Diamond

by Roy MacGregor  
Viking Press, 297 pp.  
\$24.95

The recent evolution of Quebec's James Bay Cree has been as fast and tumultuous as the rivers of that region.

The swampy Cree of the eastern James Bay were snapped into the late 20th century by the surprise announcement, in April 1971, that the land they'd lived on for 5,000 years would be flooded by Quebec Premier Bourassa's 'Plan of the Century'.

No one had bothered mentioning the James Bay Hydro Development to the Cree. They were Indians living off the land in meagre settlements and of little consequence to Quebec City bureaucrats.

Billy Diamond, then the newly elected 21-year-old chief of the Rupert House band, was started on a road that would make him the most eloquent and outrageous native spokesman in Canada. He would come to associate with Popes and Prime Ministers. His own situation mirroring that of his people, for whom he was to sacrifice so much.

The sixth of nine children of Hilda and Matthew Diamond, Billy, like all native children, had to go away to school in Mooseonee and further south for most of the year. But he did not begin schooling until he'd filled the first eight years of his young life with the traditional Cree life of the Bay. Going out on the land each spring and fall to hunt geese, learning to live off and in what his father called 'the Cree Garden'.

It is a land which greatly interests canoeists. The Hydro-Quebec damming currently effects the La Grande and the Eastmain Rivers. The original plan would have been to dam Diamond's native Rupert River and the neighbouring Nottaway and Broadback. Those plans are still on the drawing board and will effect an area the size of England.

MacGregor puts the pieces of this amazing story together very well. The fight to get their rights enshrined in law, the years of dealing and double dealing with the bureaucrats and the incessant demands on the considerable skills of Grand Chief Billy Diamond.

It was a story many Canadians would come to know only sporadically, as each trouble spot flared to the surface. Many of us are aware of the huge cash settlements the Cree received for finally negotiating their land. But few realized the number of years, the broken promises and government inaction that preceded the money.

The Cree had never signed a treaty. Despite the fact Quebec was urged to come to terms with them when the province was given the huge northern area of the Quebec above the 53rd parallel in 1912.

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One of the most moving and classic passages in *Chief* appears in the prologue. It tells what was the source of the tremendous determination, that 'Fearless Vision', that kept him going in the face of such huge odds.

When the James Bay Cree went to meet Bourassa and his government, Matthew Diamond, Billy's father, got up to speak in Cree and explain to the premier why the land was so special to them. Bourassa interrupted him and said he had no time to listen. He walked out on Billy's father, leaving the man embarrassed and shattered.

MacGregor describes the scene that followed, "Though Robert Bourassa would never be told-and certainly would never ask-it was at this precise moment that began what would one day result in a Cree Nation. It would rise from eight pitifully poor villages that, until Robert Bourassa insulted them, barely knew one another existed. For it was in Robert Bourassa's own cabinet room that the chiefs of these forgotten villages sat alone after he and his ministers had walked out on Matthew Diamond, and here they had decided on a course of action that would eventually produce a self-governing tribe that would run its own airline, gain special status at the United Nations, force its own charter into the new Canadian constitution, strike business deals with Japanese conglomerates and, when necessary, know how to whisper in the ear of Pope John Paul II whenever it wanted to embarrass the prime minister of Canada."

The tale of what Billy Diamond accomplished and the changes it brought about in him are spellbinding. His magnetic personality, his mammoth drinking binges, the phenomenal workload, his acceptance of Jesus, the brushes with death and disease have all the elements of a mythic life, at the base of which is a deep respect for the land and the Cree people.

This book will interest those who have travelled through northern Quebec or been concerned with the grand schemes of the damming there. Ottawa-based journalist Roy MacGregor has given us a rich and most insightful look into a truly larger than life figure.

The story of Billy Diamond is riveting and at times almost unbelievable. But it's a hell of a book.

Michael Peake

## In review

### The Last Wilderness

by Peter Browning  
Great West Books, 192 pp.  
\$14.95 (U.S.)

The *Last Wilderness* is a 1989 re-issue of a book that first appeared in 1977 about a 1964 canoe trip.

It is the slightly odd tale of two Americans who embarked on a 600-mile canoe trip through a remote corner of the Northwest Territories.

Author Peter Browning, a Californian has re-issued the book under his own label-Great West Books.

While the advertising says "A classic of wilderness travel", *The Last Wilderness* is not one. It is, however, a book of great interest to northern canoe trippers and those who are intrigued by stories of people under stress.

Browning and companion John Blunt scratched their way from Stony Rapids, Sask. to the village of Snowdrift on Great Slave Lake, a journey of 11 weeks and 600 miles. The book chronicles, day by day, their travails - of which there were many.

Browning writes in a very frank and honest style which accounts for much of the appeal of the book.

These guys were relative novices at northern canoeing and it showed. They carried two huge wanigans that made portaging an even more excruciating torture. They resorted to shooting moose and other game when their food started to go and they couldn't understand why they were so tired all the time on a steady diet of steak.

The new edition of the book is a big visual improvement on its predecessor. The 7 by 10 inch size is good and includes wide margins for subheads and it's liberally sprinkled with photos. The typeface and design is attractive and it has a very good bibliography.

However, I certainly did enjoy re-reading the *Last Wilderness*. There are many situations common to extended travellers that Browning tackles head on. The subject of food is most amusing. The last two week's conversation of the trip is seemingly completely devoted to the subject of food and favorite meals.

The picture painted by Browning is not one of a happy trip. The two men did not seem especially close and their route was very tough. They had to do a 10-mile portage around the lower Snowdrift River - a gruelling regimen particularly on low rations.

Browning weaves the tales of many historical trips in the north into his narrative.

There is also much philosophical thought and discussion. Browning's dialogue cuts through quite often to state simple, personal views of the land seen by a man immersed in them. This was a trip in a very remote region, especially so in 1964. Even today the route is seldom, if ever, travelled.

There is little doubt the north left an impression on Peter Browning. But we know little of how his partner was affected.

It is good to see this book re-issued. It may not be a classic but it touches many special places in a wilderness trippers soul.

The *Last Wilderness* deserves a place on a canoeist's bookshelf.

Michael Peake

## Polar Passage

by Jeff MacInnis with Wade Rowland

Random House, 186pp.

\$21.95 (Cdn)

The Northwest Passage has beckoned explorers for centuries. Many brave souls have died in pursuit of this ice-bound road to riches.

Now it seems that young Torontonian Jeff MacInnis has found a new way to extract wealth from the killer passage - sail it in a Hobiecat and tell the world about it.

That's exactly what MacInnis did, along with veteran Arctic photographer Mike Beedell. MacInnis, the now 26-year-old son of famed Arctic diver Joe MacInnis, dreamed up this project years ago and used it as his business school project, raising \$200,000 in sponsorship to float the enterprise.

The plan seemed simple on paper. Take an 18-foot, specially rigged catamaran sailboat from the mouth of the Mackenzie River to the eastern edge of Baffin Island. When he started out, MacInnis figured he

could do the whole thing in one summer. It ended up taking three, starting in late July and going for a month or until early September each year from 1986-88. The Arctic summers of those years were briefer than normal and the ice and unpredictable winds and weather were a constant enemy.

MacInnis enlisted the help of Mike Beedell. Though it seems clear this was done to supply National Geographic with the quality pictures they said they would need to run an article on the trip. The merchandising angles of the expedition were as well planned as the actual sailing. In fact, MacInnis now gives motivational talks to IBM and other corporate groups.

Beedell, an experienced Arctic traveler, was the object of scorn from MacInnis early in the trip for his desire to explore the land they were sailing through rather than just getting through it. In fact, Beedell was scheduled to be replaced halfway through by a U.S. sailing expert who took one look at the conditions and fled back to California.

It was Beedell who took time to explore the land, finding Thule campsites, polar bears, Inuit graves and relics. Over the course of the three summers, MacInnis

developed more respect for his partner's approach. There's little doubt what the two did is a remarkable feat. Though it turns out that MacInnis' claim of being the first to sail through the Northwest Passage is disputed by the 12(?) others who say they've already made the trip - though none in an unprotected boat like the Hobiecat.

Polar Passage is an absorbing and quick read, both sailors had to put up with much hardship, including one terrifying storm which trapped them on a crumbling ice pan for hours. However, there is little sense of wonderment or real feel for the land they travelled in MacInnis' narrative other than the harshness of the weather. Most of the story concerns their on-water adventures or occasional stops at DEW line stations (with their great food and porno movies).

Polar Passage is a bit small and contains only 19 of Beedell's excellent photos but is otherwise beautifully presented. Perhaps it is a good example of what no doubt will become the style of northern exploration literature in the 21st century - Trial by Ice in book, video, movie or motivational seminar.

Michael Peake

## Macs-pedition

The Alexander Mackenzie canoe trippers are paddling down their namesake's river as you read this.

Mentioned in Che 54, the five year "Canada Sea-to-Sea Bicentennial Expedition" started from Fort McMurray in mid-May. Four boats and 25 paddlers from Thunder Bay are making the trip.

The massive historical project is intended to spotlight the explorations of Sir Alex and his contemporaries, 200 years later, with appropriate modern publicity.

Alexander Mackenzie, born in 1764 in northern Scotland, went to work in his early twenties for fur traders, the North West Company out of Montreal at the height of the trade.

Young Alexander ended up in the far-flung Athabasca district under the command of legendary Peter Pond (an adventurous American) who possessed a great knowledge of the remote north. Using Pond's tips he headed off in 1789 to the northwest, discovering the river which now bears his name. He returned up the same river in September having reached the Arctic Ocean when he really wanted the Pacific.

In 1793, Mackenzie again headed west and this time, on an arduous trek, made it to the Pacific Ocean and back again, greatly advancing the knowledge of the North West Company and doing it all without losing a life.

In 1801 his journals were published to much acclaim and the following year he was knighted. Mackenzie was the first man to cross North America (north of Mexico) from Atlantic to Pacific, and he did it 12 years earlier than Americans Lewis and Clark.

Over the next five summers students from Thunder Bay's Lakehead University will paddle a re-enactment of Big Mac's trip.



Their boats will be historically accurate fibreglass copies of the birchbark models Mackenzie's men used - 36-foot Montreal canoes from Lachine to Old Fort William and 24-foot North canoes to the Arctic and Pacific Oceans.

This year it's Phase One, 200 summers after Mackenzie's trip to the Arctic. It consists of a 2,000-mile expedition, already underway, to the Arctic Ocean from Fort McMurray and returning to Fort Resolution.

Phase Two, in 1990, is the National Education and Interpretation Program. This includes a touring exhibit depicting the explorer's significance. The tour will visit many communities from coast to coast and include a number of trade, sports and travel shows. This will be combined with educational material sent to schools throughout Canada.

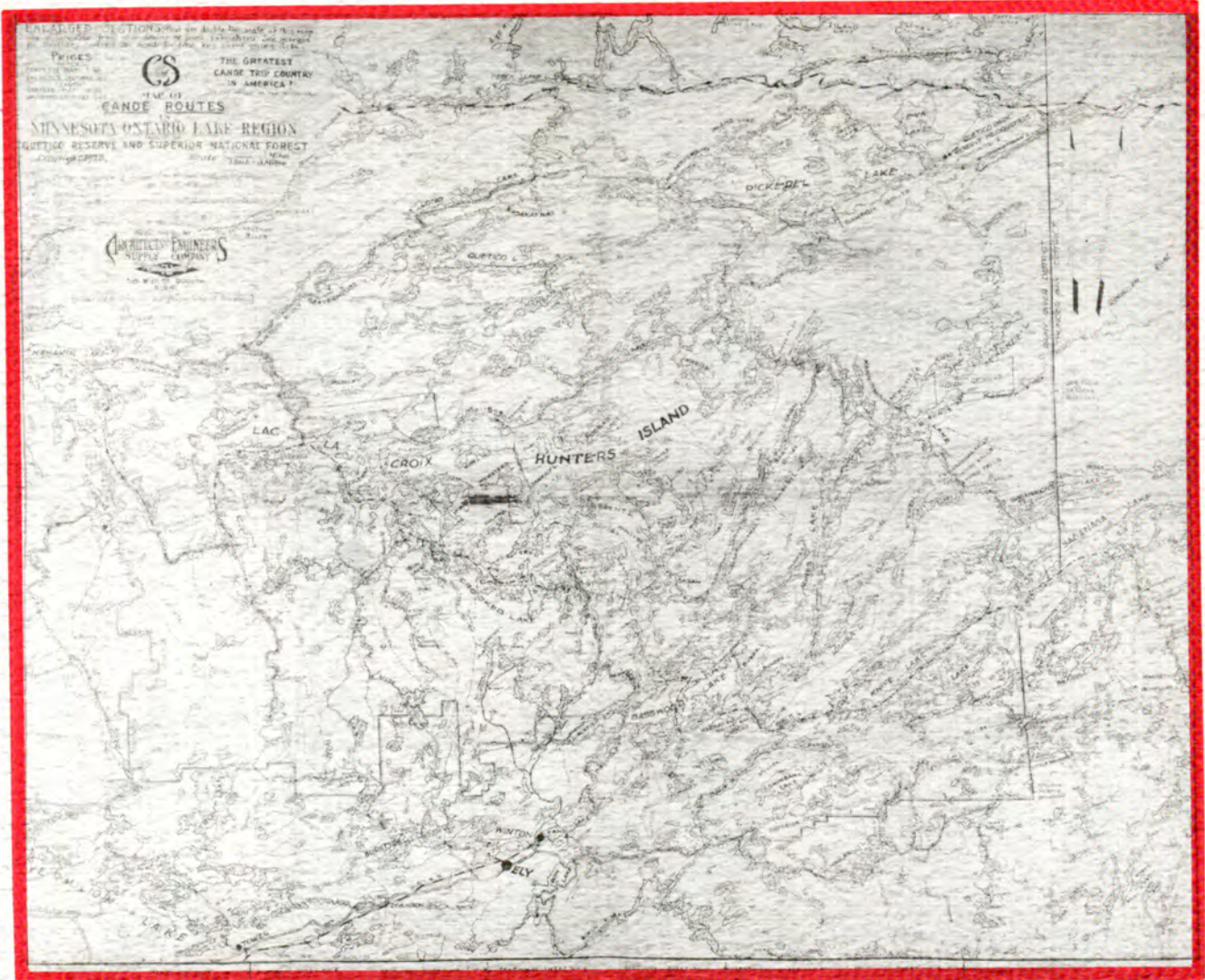
The three part Main Expedition Phase will begin in 1991 with a three month trip from Montreal to Winnipeg. In 1992 they will travel from Winnipeg to Peace River and the following year will take them to the Pacific Ocean at Mackenzie Rock near Bella Coola, B.C. in July 1993.

At each stop along the way a display of songs and dances and historical programs with audience participation will be featured.

While we will never be able to put ourselves in Big Mac's birchbark (and few could stand the toil) we can celebrate his achievements and journeys with our own modern modern equivalent.

For further information write to: One Step Beyond, Box 990, Canmore, Alberta T0L 0M0.





This beautiful, and obviously old, 1928 Quetico/Boundary Waters map above has an interesting story. The original belonged to Greg Isaksen's parents who purchased it at Border Lakes in Winton, Minnesota. The original, in linen, cost a hefty \$2.50 in 1933. Greg remembers his father taking it out from under the stern seat of his family's canoe, unrolling and refolding it on their trips in the 1950's. Together with the help of some friends

Greg has managed to get this map reproduced on paper. It's a rare one. No one in Ely, Duluth, Grand Marais or the Quetico Park Headquarters has seen or heard of another one of these. Unless someone out there's got one in a closet. If you'd like to get ahold of this unique map contact North Bay Trading Co. W9935 CTH CS, Poynette WI. 53955-9454 Phone 608/635-2705. It costs \$6.95(U.S.), is four colour process and measures 22 x 27

## Our Back Pages

Each issue available for \$3.

- 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/Thlewiazia River solo
- Outfit 42 - The Morse River Expedition Part One
- Outfit 43 - The Morse River Expedition Part Two
- Outfit 44 - Bill Mason & Dog River/Athabasca letter
- Outfit 45 - Pipe River by Eric Morse/River Flows
- Outfit 46 - Hudson to Ungava/Stew Coffin report
- Outfit 47 - Heritage Rivers/Trans Canada Expedition
- Outfit 48 - Freshwater Saea-Morse Memoirs/Slide Fest
- Outfit 49 - Kayaking the Queen Charlottes/HBC sell-off
- Outfit 50 - Royals canoe the Hanbury-Thelon
- Mutfit 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 Mitter gone
- Outfit 56 - Canoeing stamps, Hanbury review, WCA slide

*Founded by Nick Nickels*

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