
CHE-MUN

(Ojibway for canoe)

THE JOURNAL OF CANADIAN WILDERNESS CANOEING

OUTFIT 77

CHE-MUN

SUMMER 1994

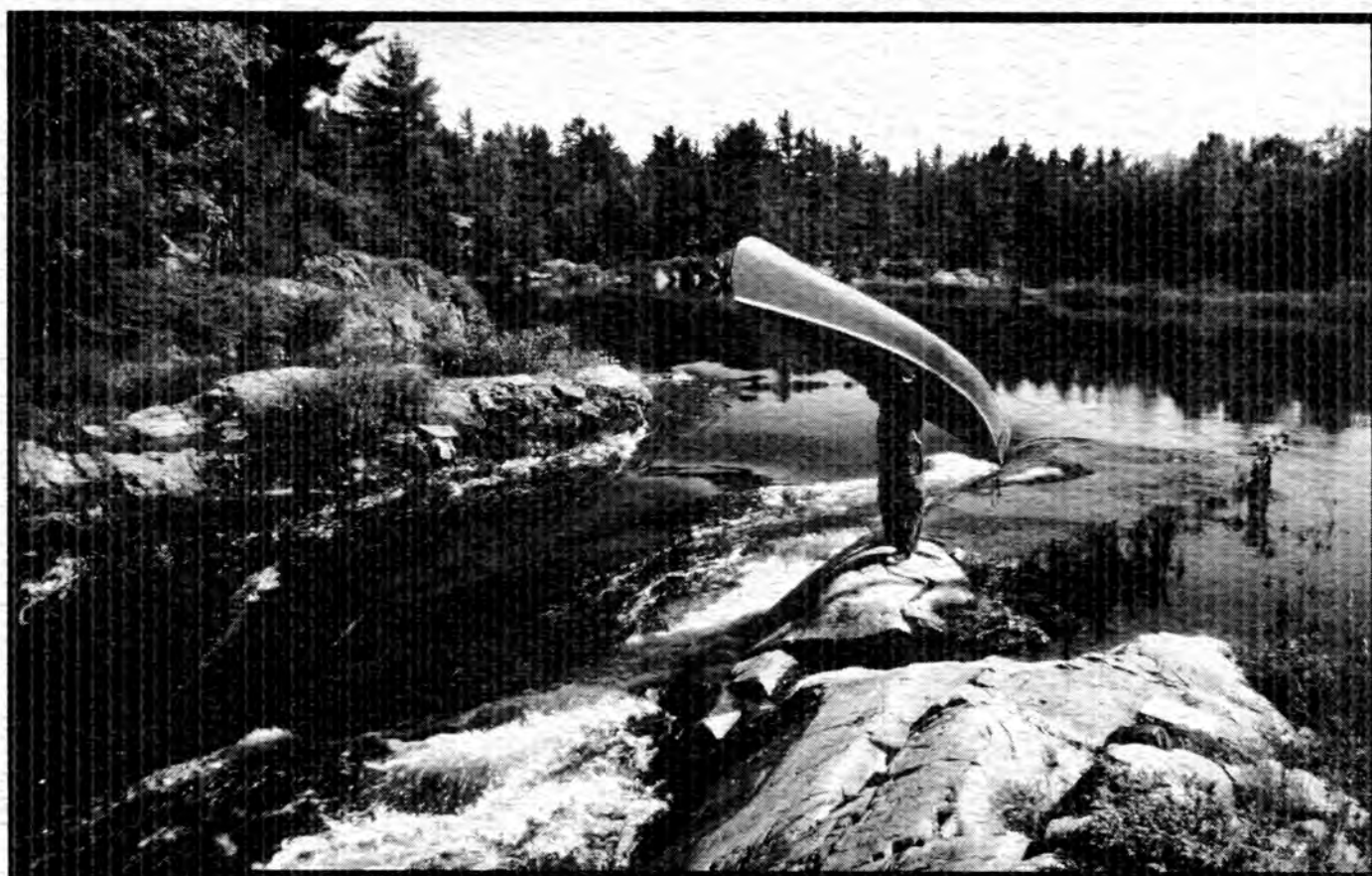


photo: Toni Harting

A STAMP OF DISTINCTION -- This photograph was taken in the Voyageur Channel of the French River in northern Ontario by Toronto photographer Toni Harting. It was used as the basis for

**Messing about
in canoe books**

Page 4

one of the Heritage Rivers stamps that came out this spring. We thought you like to see what the original looked like. Toni is currently gathering info to publish a book on the French - a very historic waterway.

**The Classic of all
The Classics**

Page 6

To see what the stamp itself looks like please turn to Page 8. We have a story on this and the four other stamps on Heritage Rivers. These include; the Mackenzie, Saguenay, Columbia and the Churchill.

**Will Bill Mason
be takin' a lickin'?**

Page 3

Summer Packet



A lot of our Che-Mun readers are off paddling around and about the north and near-north right now. We thought we'd take a look at some of the trips that are going on this summer.

Veteran northern tripper, with a river resumé to match anyone's, **George Luste** of Toronto is off on his first northern solo trip. Luste, the University of Toronto professor and owner of Northern Books is heading across the north just above 60th parallel. His trip began in June with a trip down the Fond du Lac with his daughter Tija and canoe maker Bill Swift. Around July 11th, he will then get an airlift to the north of Black Lake to the end of the notorious Chipman Portage, which George endured during an earlier trip and reasoned once was definitely enough.

His winding route will take him through Kasba and Ennadai lakes - though not by the usual Kazan River route. He will pass through Nowleye and Angikuni lakes and eventually to the McConnell River that empties into Hudson Bay near Eskimo Point (now called Arviat).

Why a trip like this for a man in his 50s? George says it's the personal freedom that comes with a solo journey. No arguments - except with yourself - and a chance for a different experience on the land. George will paddle a 16-foot Kevlar canoe that has been modified narrower for easier solo paddling and he'll use a twin blade C2 paddle. The solo portion of the trip will run to August 15 and hopefully we'll have something of a report on it in an upcoming Che-Mun.

By the way, Northern Books is a great place to locate those wonderful and hard-to-find books on the north. For more info write: Northern Books, Box 211 Station P Toronto, ON M5S 2S7 or call 416/531-8873.

We already mentioned the plans for the Hide-Away Canoe Club's trip, entitled Across the Arctic Mountains, in the last issue but we'll catch you up on the latest developments. The trip is being sponsored by Woods Canada, Canadian North Airlines, President's Choice products, and the Toronto Sun.

The route, over the McDougall Pass, is an historic one. We are leaving a little late on this trip and might have water problems at the head of the Rat River. That could add on a few extra miles of portaging. (See more info in the Editor's Notebook on Page 3.)

We are hoping to be able to locate the large cairn on a tributary of the Rat River, which marks the place where RCMP constable Mullen was shot by Albert Johnson - the Mad Trapper of Rat River - in the early 1930s. We are also trying to locate the north channel of the Rat where it empties into the Husky Channel of the Mackenzie. Thanks to Che-Mun readers **Bev and Joel Hollis**, from Northboro, Massachusetts, we have a good idea where this elusive channel is. Many other trips took the map-marked southern channel near the junction with the Peel, including the Eric Morse party in 1965. They lamented it's tortuous route until the rapids started and the uphill journey began in earnest.

It appears we have seen the last of the annual L.L. Bean Canoe Symposiums held every June in Maine. Bean's changed the format this year and called it the Canoe Camp - and it was a disaster attendance-wise. They have said they will not continue with it next year. It should be noted that the weather and presentations were superb for those who attended.

The usual format of a mixed bag of canoe-related topics had drawn yearly crowds of up to 270 people over the previous

eight years. The event began life in 1986 as the Maine Canoe Symposium and changed to the North American Canoe Symposium in 1989.

Numbers had dwindled over the years for the event, which ran from Friday night to Sunday afternoon. L.L. Bean changed its format this year and they only drew some 50-odd people. There was much second-guessing on what happened. Our own feeling is that the schedule, which was two "Camps", Friday/Saturday and Sunday/Monday, was just too inconvenient. Beans also realized they alienated a lot of the same folks who kept coming back year after year, which amounted to about 40% of the total.

But the body wasn't even warm when plans for a re-birth of the Maine Canoe Symposium were hatching. Che-Mun subscriber **Jerry Kocher** from Wellsley, Mass. spearheaded a movement to continue under the old format using volunteers to do the work.

Jerry struck a deal with Camp Winona, the 85-year-old boys camp where the event is held every year, to continue as the site. Camp Winona is a superb setting for the event. It's shoreline, full of rustic buildings and huge white pines, can't be beat. And to top it all off the food is great.

So it appears the MCS is re-born. The cost is \$45 - well below the L.L. Bean stipend and the old format will be brought back with all the original Pro Staff. Nothing's official yet but we'll keep you apprised of happenings. The only way they can make this succeed is by getting a lot of folks to go - at least 200. That should be possible. It's a great event and the Peake brothers hope to be there for a tenth straight year.

They already have a mailing address. You can write to the Maine Canoe Symposium, c/o Camp Winona, RFD #1, Box 868 Bridgton, ME, USA 04009.

CANOETOONS

PAUL MASON



Editor's Notebook

As I write this, it's comforting to be in the hold of another trip that's just a few short weeks away. Heading down into the final days before takeoff, after an year of planning, is like being in the grip of a challenging rapid well before you're into anything, but after any chance of taking out.

Our trip this year, Across the Arctic Mountains, as outlined in the last issue of Che-Mun, will take us over the divide between the NWT and the Yukon. We have decided that we'll paddle past the tiny settlement of Old Crow and on the very edge of Canada - the abandoned village of Rampart House which teeters on the edge of this great country, a stone's throw from the Alaska territory. We will then get picked up by a couple of freighter canoes out of Old Crow. They will ferry us back up the 60 or so miles to their village where a charter plane back to Inuvik awaits.

New Rampart House lies along the scenic Ramparts of the Porcupine, the most picturesque stretch of this long northern river that arches across the top of the Yukon to its destiny as a major feeder of the Yukon River in Alaska. Old Rampart House, by the way, lies a few miles into Alaska.

I try not to think that the time we have until departure is even greater than the time we will spend on the trip. It doesn't seem possible. The numbers may add up but they don't make sense. The time spent out on the land, travelling around new corners, being challenged by strenuous adventures and breathing in clean air is so much more fulfilling. Perhaps that's why the three-plus weeks of canoeing this year will seem so much longer than the month leading up to it. And the memories will kindle the fires that keep me going for another winter and into a special year.

It was 10 years ago that we did the Journey Across the Barrenlands trip that named a river after Eric Morse. My employer, The Toronto Sun, still has their wonderful sabbatical program in place, that made that trip possible. That means in 1995 I will have 14 weeks of paid vacation, more than enough to mount a serious northern trip.

We have no plans to name any more rivers. And we realize that our wonderful summer on the Barrens in 1985 can never be repeated. But it sure is great to dream about. Now, that's even worth living through a Canadian winter for.

Michael Peake, Editor.

Mason stamp: still hanging in

A campaign to honor a film-maker and avid canoeist may be stuck in bureaucratic wilderness, but the man behind the effort isn't giving up.

"I think it can be done — I really do," autoworker Wayne Bagley says of his campaign to have Canada Post issue a commemorative stamp for the late Bill Mason. "I've never come across an individual involved in canoeing who didn't know Bill Mason."

The campaign to honor Mason with a stamp has drawn the support of politicians, as well as paddlers in Canada and the United States.

"I'm not a stamp collector. I'm not doing this for a stamp, but for the commemoration of the man," said Bagley, part of a generation of paddlers to draw inspiration from Mason, an artist, film-maker and writer who died in 1988. "I was watching his Path of the Paddle series on video when I just thought: It's amazing, with all this man has accomplished in his lifetime, someone ought to do something for him."

Since then, Bagley has journeyed deep into bureaucracy to honor a man he never met.

"He expressed such a love of nature. He educated people. He initiated them to canoeing. For many of us who canoe, that's why we go."

Mason's career spanned painting, commercial art, photography and books on canoeing and wilderness lore. As a director with the National Film Board he won dozens of awards for his work, ranging from Paddle to the Sea — a favorite for a generation of schoolchildren during the 1970s — to environmental sagas like the Rise and Fall of the Great Lakes. His lyrically written books, Path of the Paddle and Song of the Paddle, are considered essential by most canoeing buffs.

Former prime minister Pierre Trudeau wrote Bagley to praise Mason, and Ontario Natural Resources Minister Howard Hampton says Mason would be an excellent subject for a stamp. NFB director Colin Low also backs the idea, saying: "Mason's creativity, integrity, passion, loyalty to Canada and to all things in nature inspired us all." But the quest for a stamp may prove as tough as any canoe trip.

"The (Mason) submission is in and it has been received by us, along with about 600 other submissions," said Canada Post spokesman Jim Phillips. But Canada Post prints only 12 to 15 commemorative issues a year. And just this year, First World War hero Billy Bishop was finally honored with a stamp. Anyone backing the campaign for a Bill Mason stamp may write to the National Philatelic Centre Stamp Advisory Committee, 745 Ninian St., Antigonish, N.S., B2G 2R8.

A Discovery of Strangers.

by Rudy Wiebe.

Knopf Canada 1994. 317pp \$27.00.

Reviewed by Seán Peake.

After reading Rudy's last book on the Arctic, *Playing Dead* [see *Che-Mun Outfit 57*], I looked forward to reading his latest endeavour on the far North. This, especially after his now-famous encounter with W.P. Kinsella, on CBC's *Morningside* with Peter Gzowski. These two authors had rather harsh words to say against the other regarding "misappropriation of voice," (placing words into the mouth of one who is neither of your gender nor race) the current PC buzzwords sweeping through the academic community - but this is another story.

Discovery of Strangers is set during the 1819-1821 Franklin expedition - one of the most harrowing misadventures ever played out on Canada's Barren-grounds. The main story revolves around Robert Hood, George Back, and Greenstockings, a young Yellowknife native woman, who caught the eye of these two young British officers. Intertwined in this love story is the murder of Robert Hood, by Michel Terrohaute, the Mohawk voyageur, near Obstruction Rapids in 1820. These elements could have combined to produce a compelling story. They could have, but don't.

Discovery of Strangers is the springboard from which Wiebe sets out to vent all his pet peeves: European imperialism, the Christian faith, misogyny, chauvinism, and the fur trade. In true 90s fashion, he whines about all that's wrong and how we've been screwed by others. His characters mouth the slogans of the politically correct - voyageurs are "paddle slaves", the English are always "killing, killing, killing" animals.

He also appears to lack knowledge of the fur trade - he should have spent time researching his subject rather than using a bibliography from Peter C. Newman's

HBC history. To run a post in winter requires the efforts of every man to hunt and fish for provisions. The amount of meat consumed by the men, especially the voyageurs, is staggering.

According to David Thompson, voyageurs required between five and eight pounds of meat per day, not to mention the daily consumption of flour, sugar tea, chocolate, dogs, cats, and other foods. With an average contingent of between eight to 15 men, with their families of three or four, at a winter's post, a 400 lb. adult caribou or deer reduces to 175 of useable meat per animal, which wouldn't last long. Any meat left over was put into a hoard and saved for travel in the spring.

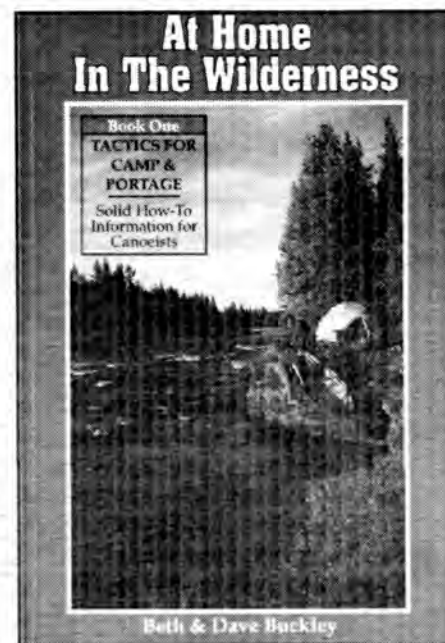
Besides, if he really had done his homework, he would know that the main re-provisioning and recruitment centre on the Orkney Islands for ships departing for the HBC factories on Hudson Bay was Stromness (not Stormness).

Unfortunately, Wiebe has failed to see through the eyes of the writers from whom he borrowed his material. I, too, have been guilty of this practice but was set straight by the dean of Canadian historians, W. Kaye Lamb. I had mentioned to him my dislike of Elliot Coues, an early editor of Lewis and Clark, Alexander Henry the younger and David Thompson. Lamb said that I must always remember the attitudes of the writer or editor at the time of writing, and have always kept this in mind when consulting historical texts.

Social values change, and to judge the words or actions of someone 90 years ago is to be as blind as the author or editor himself.

His book may receive adulation from those at Canlit cocktail parties or the adoration of young co-eds, but for someone seeking truth and an understanding of life in the North at that time, it crashes and burns.

At Home in the Wilderness
Book One: Tactics for Camp and Portage



by Beth and Dave Buckley
Ashford Outdoor Media, West Valley, NY 1994 \$10 US or \$14.50. (Delivered.)

Reviewed by Michael Peake.

Dave and Beth Buckley are a pair of wilderness guides who live in western New York state but really live to canoe in Canada. This veteran pair has paddled dozens of trips throughout Ontario, as well as northern Saskatchewan and the Yukon. I have had the pleasure of knowing the Buckleys (they are *Che-Mun* subscribers, of course) and worked with them last June at the annual L. L. Bean Canoe Symposium.

At Home in the Wilderness is the first in a series of self-produced books the Buckleys plan to publish. I am usually wary of self-publishing efforts. They often lack the requisite quality and tight editing controls. However, the advance of computer technology has made the production of such books possible - and, indeed, more than acceptable. In fact, you'd be hard-pressed to determine that this book was a small press effort.

There is no shortage of how-to books when it comes to living and camping in the wilderness, but changing ethics and changes in equipment mean that new books do have something to offer - as this one does.

At Home in the Wilderness is no rehash of camping principles and tall tales. Rather, it's a solid review of techniques and experiences done firsthand by the authors. The book's 100 pages contain eight chapters, with heading such as; The Fine Art of Staying Dry; Doing Your Homework; Campfire Critique.

Beth and Dave stress in the introduction that this is not a book for rank beginners but instead for those who have done at least one trip - and preferably if they caught the canoeing bug as the Buckleys did after they were married on a glorious trip through Algonquin park. That trip led them to become outdoor guides and to try to convey something of the magic they experienced to others.

The chapter titled, The Pirates of Eden Island, is a particularly entertaining one on dealing with bears. It relates some close encounters with a very aggressive group of bears in Quetico Provincial Park. The chapter also contains sound - and perhaps a bit startling advice - on dealing with what can be a very dangerous menace in the woods. They hasten to add their advice pertains only to black bears and NOT to grizzlies and polar bears.

One of their great inventions is the Dryfly and basic tarp set-up with triangular wings on the side. They can create a snug wind-proof shelter that contributes to the Buckley's sense of being "at home in the wilderness" - a notion that I believe is critical for a life-long enjoyment of the outdoors.

The Buckley's style of writing - like their presentations - is breezy and fact filled. They are not lecturing - they're informing.

The book's final chapter - Fanning the Flame - is both sobering and

needed.

"We've all been tempted to hold favourite paddling destinations close to our vest hoping they may thus remain unspoiled by unspoiled by hordes of eco-tourists, hungry to experience the real wilderness. But a much greater threat comes from hydro, forestry and mining. That's the real rub. . . it's almost impossible to hide natural assets from industry. It's their business to know.

"People have a right to know too. . . about the intrinsic value of undeveloped wild area, even though they may never go there, or might sometimes go too often. From such knowledge could come a groundswell to save wild places from short-sighted development."

At Home in the Wilderness deserves a place on your bookshelf because it has something of value to offer. The book is well illustrated with many good black and white shots. My guess is you're going to hear a lot more from Beth and Dave in the years ahead. We're looking forward to book two, which we hope will include some of Beth's great recipes.

Che-Mun readers have a discounted price when ordering the book direct from the Buckleys. The price is \$14.50 (Canadian) or \$10 US. Write to: Ashford Outdoor Media, 6478 Ashford Hollow Rd, West Valley, NY USA 14171-9612 or call 716/942-6631.

Campsite Memories

True Tales from Wild Places by Cliff Jacobson. ICS Books, Merrillville, IN USA 1994. \$9.99 151 pp. (US) For info call 1-800-541-7323

This is the latest from that prolific little American dynamo - Cliff Jacobson. It's his eleventh book for ICS and this one adopts a bit of a retrospective gaze. Perhaps Cliff is feeling a

little older and experienced enough to recount a series of entertaining tales from the many thousands of miles he has paddled.

And perhaps that's the key. Cliff has put-in into so many diverse areas that he's bound to be discussing one where you've been. *Campsite Memories* recounts more than two dozen incidents that range from humorous to poignant, and cover trips throughout the Northwest Territories and northern Ontario.

In his Introduction, Cliff quotes Stefansson who was asked upon returning from one of his many expeditions, if he'd had any adventures. "No - no adventures, just experiences. Adventures are the result of incompetence." The way I first remember hearing that quote was with Stef saying. "If I'd had any adventures, I wouldn't talk about them to you about it." Fortunately, Cliff has no such reservations.

As a schoolteacher and a professional guide (and we should note, devoted Che-Mun reader) Cliff has been exposed to a great many unprepared and inexperienced people. And that always makes for good "adventures".

Getting there proves to be half the fun on several occasions. Cliff is the single most unlucky person I've ever heard of when it comes to trailers. One trailer mishap even sliced his entire canoe in half in the remote Saskatchewan bush. But he discovered - as a good many others have - that there can be a certain charm about travel in the Canadian north.

I think any canoeist will want to empathize about killer portages, wrapped boats and the myriad of things that can and do go wrong - always at the worst times. There are a few little errors, i.e. the Tyrrell expeditions were Canadian - and not British. But Cliff includes enough historical detail when warranted to round out the tales. And above all his enthusiasm shines through. Grab yourself a copy, it's a fun and breezy read.

Continued on Page 11

An Exploration worth taking

The Exploration of Northern Canada

500 to 1920 A Chronology
Ed. Alan Cooke and Clive Holland.
The Arctic History Press, Toronto
574 pp. 1978.
Press run limited to 1100 copies.

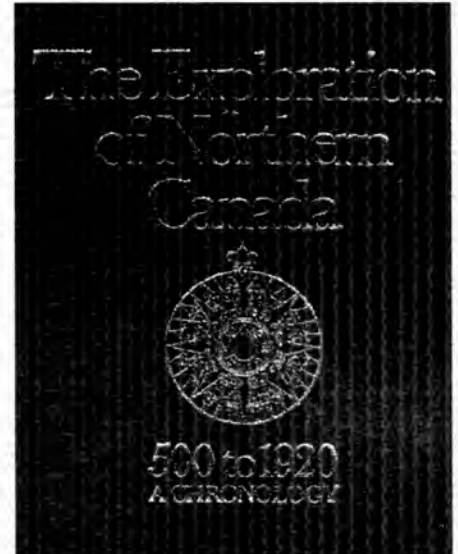
By MICHAEL PEAKE
Che-Mun Editor

It's probably safe to say that this outfit's selection of *The Classics* is the most recent book to be included in this continuing feature of great - and usually old - canoeing books. *The Exploration of Northern Canada* while not old, is rare and an absolute delight. You will seldom find this

tome in the usual lists of rare northern books. It's probably because the owners of those bookshops don't want to part with this most valuable and fascinating book.

It was published in 1978 after appearing in a serialized form over a three year period in the early 1970's in *Polar Record* the official publication of the Scott Polar Research Institute which is part of Cambridge University in England.

This is a book every student of northern history would kill to have. It's almost impossible to put down yet it has no plot. Rather, the book is a most comprehensive year by year listing of every major expedition into Canada's north since the dawn of western exploration in North America.



1911-12

Canadian geological expedition

George Mellis Douglas
Lionel Dale Douglas
August Sandberg

From Edmonton; 23 May 1911 - October 1912; a private expedition to investigate the copper-bearing rocks of the Coppermine Mountains. They travelled by scow and by Hudson's Bay Company steamer down the Athabasca, Slave and Mackenzie rivers to Fort Norman. From there they, continued by York boat up the Bear River and across Great Bear Lake to the mouth of the Dease River, where they built their winter quarters. On 28 July, G. M. Douglas and Sandberg set off up Dease River by canoe on a preliminary journey to Dismal Lakes and the Coppermine Mountains. The existing charts of the route proved to be deficient and they had considerable difficulty in finding their way from Dease River to Dismal Lakes. However, they finally arrived and made their way through the lakes and down Kendall River to Coppermine River. They spent a week making a preliminary geological examination of the mountains, then retraced their steps to their winter quarters, where they arrived on 11 September. During winter, they were joined by Father Rouviere and John Hornby (see 1911-13).

1912: During April, Douglas' party sledged their supplies to Lac Rouviere (which Douglas named after the missionary); on 30 April, they made their final start for the Coppermine Mountains. Hornby joined the party for this main journey. They soon reached Coppermine River and Sandberg began his survey of the mountains. Douglas followed Coppermine River down to the sea, where he met Eskimos. In mid-June, Sandberg finished this work, and they returned to their camp on Dease River. On 26 June, they set off homeward across Great Bear Lake (leaving Hornby behind), and reached Fort Norman at the end of July. They left Fort Norman by steamer on 18 August, and returned to Edmonton.

*Douglas, G.M. 1914; Whalley, 1962 pp. 51-80.

All of the books that we have reviewed in *The Classics* have been in the possession of Che-Mun. This one, I don't own. I am thankful to John Jennings of the Canadian Canoe Museum in Peterborough for loaning me his copy for review and drooling purposes. (Don't worry John - it's still in great shape and it will be coming back soon . . . or fairly soon.)

As someone who does historically based canoe trips, this book is THE one to have. There are hundreds of potential canoe trips covered in this book in every possible area and interest. The format is simple. A year by year listing of every trip, the principals involved, a description of the route and a listing of sources for more reading. Being the great scholarly effort it is, the book is thoroughly cross-indexed. There are more than 5000 entries with a full bibliography, index and listing of every major player. It is truly a masterful work.

The book was edited by two people, Alan Cooke, the now-deceased academic who one headed the now-defunct Hochelaga Institute of northern studies and Clive Holland who is still alive and works for the Scott Polar Research

We thought it was appropriate to show the entry from the very first *The Classics* review we ran way back in *Outfit 52*. That was the great Lands Forlorn trip taken by George Douglas.

The Classics

Institute. I have heard a rumour that Holland was bringing out a new edition of this book - but I can't confirm it. The original run was limited to 1100 copies with the promise (to collectors, no doubt) that it would not be reprinted in the same form.

Incidentally, I had the chance to visit the Scott Polar Institute in Cambridge and I suppose it's the physical equivalent of this book. Stuffed to the rafters with an incredible variety of northern information. The seductive lure of research is at its strongest there. I got a chance to read through David Hanbury's original trip journals - a great experience I can assure you.

With all this book has to offer it's no doubt it became a rare one. George Luste of *Northern Books* in Toronto says that he sold one recently for \$350. It is most certainly worth it but it doesn't show up very much. It's hard to imagine why anyone would get rid of it.

The subtitle of the book - *From 500 to 1920* - is interesting. The authors chose the year 1920 as the cutoff point for a very logical reason. That is the year the airplane - or rather aeroplane - became prevalent in the north. That meant that all those people who used to slog their way to the Arctic simply flew. It also brought a much greater number of people into the region and changed the entire dynamic of the term "exploration".

The editors point out in their introduction that the definition of "northern Canada" changed over the years. This border retreated west and north with progressive occupation of the land by European settlers. They also make reference to another interesting point. They note the confusion caused by the difference between the Julian or Old Style calendar and the Gregorian or New Style one. The former is 10 days behind the latter. France used the New Style calendar since 1582 but England continued to use the Old Style until 1752. They advise readers to make sure of the difference and of course it's marked in the book.

A great deal of the book is involved with the Franklin expedition and the incredible number of trips that its fatal third voyage in 1845

spawned. It's truly the fate that launched a thousand ships. In 1851 alone, there are 25 Franklin searching expeditions listed.

The first listing in the book is *circa* 500. It's the voyage - or supposed voyage - of St. Brendan of Ireland. It is noted that the Irish were visiting islands in the north Atlantic and accounts have it that they reached North America. There's a big jump until the second entry. That occurs in 982 when Eirik

Thorvaldsson - better known as Eric the Red, according to theory, spent the summer exploring the Cumberland Peninsula on Baffin Island. It does note that most scholars believe the area in question was Greenland.

Exploration of Northern Canada will provide hours of great browsing and light more than a few fires of adventure. No Che-Mun reader will be disappointed with this book. I'm only disappointed that I don't have my own!



BONES OF CONTENTION -- Anthropologist Anne Keenleyside from McMaster University (in Hamilton, Ontario) looks at the remains of the ill-fated final Franklin Expedition. She claims to have answered the question that has perplexed people for almost 150 years. Keenleyside claims that 25% of the bones recovered from King William Island show signs of knife marks and scraping which indicate cannibalism took place during

the end of the expedition. These bones were found by a man from southern Ontario who used original Inuit testimony in related cases to track down the findings. The bones were brought to the university for study and will be returned to the Arctic for proper burial. The Franklin Expedition, which was the lynch-pin of northern exploration - has been a contentious issue ever since the group's disappearance in 1845.

Wilderness highways honoured

Five of the most important rivers of the fur trade were commemorated on April 22, when Canada Post issued the fourth and final stamp booklet in the Canada's River Heritage series.

Five 43-cent commemorative stamps, available in booklets of ten, featured the following rivers: the Saguenay; French; Churchill; Mackenzie; and Columbia.



The River Heritage series commemorates important Canadian rivers. The series is popular with stamp collectors worldwide and was voted best stamp design for 1991 and 1992 by Canadian Stamp News.

This year's theme for the series is rivers is Routes of the Fur Traders. The central element of each stamp shows a portion of the river, and the foreground includes a landmark or animal unique to the area. These stamps were designed by Malcolm Waddell of



Eskind Waddell, Toronto, and are based on illustrations by Jan Waddell.

The 420 mile-long Saguenay River was the primary route for virtually all furs from the Quebec interior to the St. Lawrence River. Canada's first fur trading post was established in 1600 at

Tadoussac, Quebec where the Saguenay empties into the St. Lawrence.

The stamp depicts the mouth of the river and an encampment of the Montagnais - the original inhabitants of the area.

The 180 mile-long French River, located in central Ontario, once formed an important link in the voyageurs' fur trade route from Montreal to the far northwest. Before that it had been used by the Ojibway, Algonquin and Huron Indians as their route to the Great Lakes.

The river received provincial park status in 1985 and in 1986 it was officially designated a "Canadian Heritage River". The stamp portrays a set of rapids on the river and a Voyageurs' canoe in the foreground.

The Churchill, Canada's fifth longest

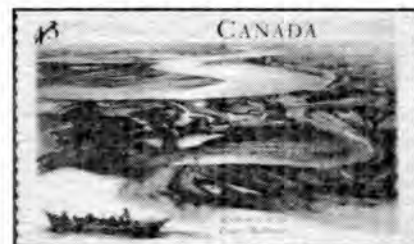


river at just under 1000 miles, also played a significant role in the fur trade, and it was used extensively by both the Hudson's Bay Company and the North West Company. The mouth of the river was the site of a key Hudson's Bay Company fort originally built in 1719. The river was named after Lord Churchill who later became the first Duke of Marlborough. This stamp features an autumn scene with outcroppings of granite beside the river. The vignette shows two pelicans, birds commonly found in this area.

The Mackenzie River, Canada's longest at 2650 miles (and 12th longest in the world), was named after Alexander Mackenzie, who in 1789 was the first to travel the full length of the river for the

North West Company and opened up the area for the fur trade. Alexander actually named it the "River of Disappointment" because it did not lead to the hoped-for route to the Pacific. The river was named the Mackenzie by Sir John Franklin in 1827 while on the second of his three visits to the New World.

Canada Post's stamp depicts a section



of the braided river delta and in the foreground, an Inuit umiak skin boat.

The 1250 mile-long Columbia River was the exploration, transportation and trade link between British Columbia's interior and the Pacific coast. This is a big river, the largest flowing into the Pacific and second only to the mighty Mississippi in total volume.

Noted traveller Daid Thompson, of the North West Company is credited as being the first European to descend the entire length of the

Columbia.



The stamp depicts the river's broad flood plain, along with a Pacific tree frog.

Official First Day Covers bore a Tadoussac, Quebec cancellation and a cachet featuring a photograph of the Saguenay River.

NUNAVUT Newsline Countdown to April 1, 1999

The race to see what community will become the new capital of Nunavut was supposed to have one less entrant. The Kitikmeot region had said they realized that it is not practical to locate in their area - which is in the heart of the Barrenlands. The only possible communities in the area are all on the coast and include Pelly Bay and Gjoa Haven. However, they denied the claim they were out of the running after an article claiming they'd withdrawn from the competition appeared in the northern newspaper, Nunatsiaq News.

No matter their intentions, the race for the prestigious capital will likely fall to either Iqaluit, on Baffin Island, or Rankin Inlet on the west coast of Hudson Bay.

The selection of the winning community is being decided on now by the Nunavut Implementation Commission. They are expected to make their recommendation to Ottawa within a year.

One gets the feeling there is a good deal of old fashioned political wheeling-dealing going on behind the scenes. It's just another step in the "southernization" of the north.



And speaking of that, at least one columnist in the north is worried about the effect of the all-pervasive McDonalds. The Big Mac arrived in Yellowknife in 1992 - to great fan-

fare, acclaim and record sales. Marina Devine, writing in Nunatsiaq News, bemoans the fact that McDonalds and their like are the beginning of an invasion from the south that will forever change the way of the north.

She insists that the NWT do something to protect its young workers against exploitation by the fast food industry. Apparently the local Tim Horton do-nut outfit was prevented from placing a giant cup and saucer on the roof of its building.



The town of Igloolik opened its million dollar airport in June. The tiny settlement is located near the top of the Melville Peninsula near Fury and Hecla Strait in the central Northwest Territories. The new terminal is three times bigger than the old one.

The next community to get a new airport will be Pangnirtung on Baffin Island, the gateway to the great hiking and scenery in Auyuittuq National Park.



A project begun by the federal government in 1967 to give Inuit last names, to make government paperwork easier, was reviewed recently in Iqaluit at an Inuit studies conference. The three year Project Surname dispatched bureaucrats to northern communities - with predictable results.

One Inuk told the bureaucrats that he wanted to use Simonie as his surname and Michael as his given name. And that's the way they wrote it down. The only problem is that government forms require last names first and first names last. So not only has he been called Simonie Michael for all these years - all his children have the last name of Michael.

The conference heard many examples of screw-

ups that could only be corrected after Inuit paid the government an upfront fee to repair its own mistake.



As the land puzzle is finally being solved, thanks to the creation of Nunavut, there is a lot of squabbling going on between natives south and east of the upcoming borders of Nunavut.

The Inuit of Nunavik in northern Quebec (formerly Ungava) have put in a claim with the federal government for possession of the Belcher Islands located on the eastern side of Hudson Bay. These islands (as with all in Hudson Bay) have traditionally been part of the NWT but the Makavik Corp. which is owned by the Ungava Inuit says they should belong to Nunavik. Ottawa has appointed a negotiator to try and settle the matter.

The Belchers were first written about by Robert Flaherty when he visited there in 1911. The remote, rock-strewn islands lies 60 miles off the coast. The capital is Sanikiluaq.

There is also a border battle brewing between Nunavut and the Dene of Manitoba and Saskatchewan. They are claiming lands in the northern parts of those provinces as theirs.

The dispute first surfaced a year ago just before the bill proclaiming Nunavut was passed. In order to get the bill passed they worked out a reciprocal hunting rights deal but the Dene now want more talks on the matter. while the Inuit don't even want to talk about it.

The sticking point appears to be possible future economic development in the area. There was a gold mine that used to straddle the area and the fears are if another was started who would share royalties etc. The federal MP for the Nunatsiaq (NWT) Jack Anawak who is an Inuk) has been asked to try and get the two sides talking and work out a solution.

News & Notes

BEAR FACTS... A young German woman who used a hatchet to fend off a black bear that mauled her boyfriend described the attack as "the worst thing I had ever seen."

Matthias Ruppert, 26, received 300 stitches after the attack in British Columbia's Bowron Lake provincial park in June. His girlfriend, Claudea Garschhammer fought off the 150-kilogram black bear with a hatchet, then paddled for hours to get help for the badly

bleeding Ruppert.

They had been camping when they awoke to find the bear clawing their nylon tent. Garschhammer said she hid under a mattress as the bear began to bite Ruppert's face, scalp and back.

Garschhammer fled to a nearby cabin, grabbed a hatchet, returned, and attacked the bear with it until the animal backed off. She was not injured.

Ruppert said he crawled about 10 metres to the cabin while Garschhammer took a canoe to get help. She paddled for three hours across Bowron Lake to a ranger station.

Meanwhile, the bear tried to climb in a window of the cabin where Ruppert was bleeding profusely, he said.

Ruppert latched the windows shut and passed out. Five hours after the attack, Garschhammer returned with park rangers.

Greg Betz, a Bowron Lake park spokesman, called the attack rare. The popular canoeing area attracts more than 4,000 people a year.

The couple said they had stored their food on a shelf away from the

Continued on Page 10

News & Notes cont'd

tent. Betz guessed the bear, which was later tracked down and killed, might have been frustrated in the midst of mating season.

BAYPAST . . . One of the most significant historical collections in the world became public property last March when the Hudson's Bay Co. gave up its archives and museum pieces.

The immense chunk of history — which spans more than three centuries and includes millions of documents — was turned over to the Manitoba and federal governments in a lavish ceremony aboard a replica of the *Nonsuch*, the tiny ship that helped launch the company in 1670.

"It has been said that it's second only to the Vatican archives in its significance, longevity and completeness," Peter Bower, Manitoba's provincial archivist, said of the collection.

The company's corporate archives are an historian's dreamworld — a meticulously preserved collection of everything from journals describing daily life to accounting ledgers, maps, books, paintings and 160,000 photographs.

While the bulk of it deals with the company's activities in Western North America, there is also documentation on such farflung corners as Hawaii and Siberia.

The archives cover 2,000 metres of shelf space in the Manitoba Archives, where they have been on loan since 1974. Prior to that, they were housed in London, England.

There are also thousands of aboriginal artifacts — some of which have never left their packing cases — stored at Lower Fort Garry just north of Winnipeg. These will be put on display at a new wing of the Manitoba Museum of Man and Nature in Winnipeg.

The museum pieces include:

Relics associated with the ill-fated Arctic expedition of Sir John Franklin.

A map drawn in 1801 by Blackfoot chief Ac Ko Mok Ki that shows the distribution of Western aboriginal tribes,

Donald McGivern, the former governor of the company, said it will gain \$23 million in tax savings from the donation, which will be placed in a foundation to finance future upkeep of the collection.

IN THE ROOMS OF HER ICEWATER MANSION. . . A recent examination of the wreck of the famed ore carrier, the *Edmund Fitzgerald*, is leading researchers to conclusions about how the ship met its demise on that stormy day in Lake Superior in November 1975.

They now believe the 729-foot swamped ship's engines were still running when it hit the bottom, causing massive, explosion-like damage to the hull. The forces split the boat in two. It was carrying 26,000 tonnes of iron-ore pellets when hit by a legendary Lake Superior storm that boasted three storey waves and 60-mile-an-hour winds.

The ship's story was made famous by the Gordon Lightfoot song, *The Wreck of the Edmund Fitzgerald*, which came out in 1976. The haunting, superb song runs through the minds of any canoeist who paddles the mighty lake. Ironically, Gordon Lightfoot, while a very experienced wilderness canoeist, has never paddled Lake Superior.

The wreck lies in 520 feet of water some 17 miles from the safety of Whitefish Bay, which is located on the east coast of Superior, north of Sault Ste. Marie. All 29 crew perished in the mishap.

The recent findings were made with the help of a submersible with extremely powerful lights to record the damage around the wreck. The diving, done over three days in July, will produce extensive video evidence that will be researched in the upcoming months.

LATE -BREAKING AKI. . . Just before press time we got a card from Aki Nishimura of Japan who will be familiar to Che-Mun readers as the lover of long solo trips in Canada's far north.

This time the postcard read; Stony Rapids, Sask. Aki tells us he is heading from near there to Baker Lake on a two month trip which began at the end of June. His route starts at Selwyn Lake which straddles the NWT-Saskatchewan border at the 60th parallel. He will first follow the Tyrrell route through Wholdaia Lake on the Dubawnt River system. He will then head over to the Thelon River system via Damant Lake and the Elk River. Once on the Thelon it is straight ahead to Baker. The tough part is that all his heavy portaging will be at the start of the trip. Aki paddles a kayak and will carry his full two-month load of food with him. Good luck, Aki .

Our Back Pages

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.

Outfit 38 - Voyageurs trip to Old Fort William
Outfit 39 - Caribou drown in Quebec, Cross-Canada canoeing*
Outfit 40 - Eric Morse and The Voyageurs*
Outfit 41 - Grand Canal Project - Thlewiaza River solo
Outfit 42 - The Morse River Expedition Part One
Outfit 43 - The Morse River Expedition Part Two
Outfit 44 - Bill Mason & the Dog R., Athabasca letter
Outfit 45 - Pipe River by Eric Morse, River flow chart
Outfit 46 - Hudson Bay to Ungava, Stew Coffin report
Outfit 47 - Heritage Rivers, Trans Canada Expedition
Outfit 48 - Freshwater Saga - Morse R. memoirs, slide fest
Outfit 49 - Queen Charlottes kayaking, HBC sell-off
Outfit 50 - Royal couple canoe the Hanbury/Thelon*
Outfit 51 - Traditional canoeing through Quetico Park
Outfit 52 - Lands Forlorn review, Atomic Arctic proposal
Outfit 53 - Chubb Crater in Ungava, Hubbard & Wallace
Outfit 54 - Povungnituk 88 - Ungava, Sleeping Island rev.
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

10.

Outfit 58 - Churchill River trip, The Lonely Land rev.
Outfit 59 - Tyrrell brothers, Water & Sky, Alberta Pulp wars
Outfit 60 - Via Rail, Missinaibi River, James Bay, HBC exit
Outfit 61 - Inside LG2, Aki on the Barrens, Grey Owl
Outfit 62 - Ungava via Kogaluk & Payne rivers, Flaherty's book
Outfit 63 - Canoeing in the 1930s, Hydro-Quebec chairman
Outfit 64 - Rupert R. 1914, Keewaydin Guide, Fur Trade Canoe Routes
Outfit 65 - Churchill River hydro, Robert Perkins, James Bay
Outfit 66 - Lands Forlorn, HACC in Japan, Needle to the North
Outfit 67 - NWT division, Canoe Museum, James Bay
Outfit 68 - Charles Camell, Barrens Wedding, Book reviews
Outfit 69 - Sig Olson Remembered, Historic riverflows
Outfit 70 - Great Bear to Coppermine, Ungava photos
Outfit 71 - Coppermine planning, Land of Feast & Famine
Outfit 72 - Eric Morse River List, Ungava Journey, J.B. Tyrrell
Outfit 73 - Petawawa River, David Thompson map, NWT regs
Outfit 74 - Pukaskwa River, Helen Falls cairn, Quetico trip
Outfit 75 - Tyrrell pictures, Hearne's route, Heritage Rivers
Outfit 76 - HBC money, MacDougall Pass, Sig Olson, Tyrrell

Canoelit *continued.*

Enduring Dreams

An Exploration of Arctic Landscape
by John Moss

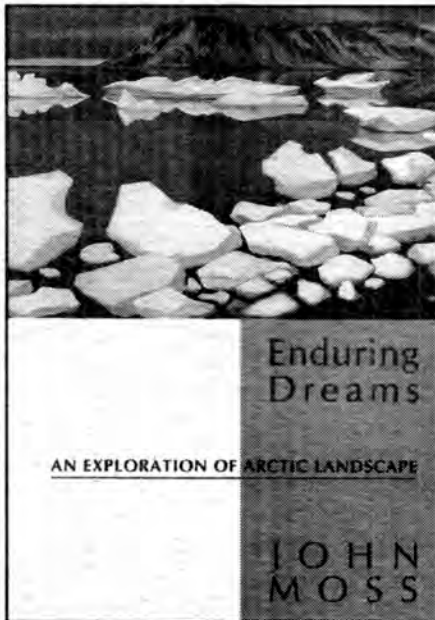
House of Anansi Press, Concord,
Ontario 1994. 174 pp. \$16.95.

Reviewed by Michael Peake.

The press release accompanying this unusual book trumpeted it as the first of a new genre of literature. Pretty lofty stuff and indeed, *Enduring Dreams*, may live up to that billing. The question is whether it's a genre we welcome and wish to continue in.

This is an intellectual exercise and for this average-minded reader a strange combination of diffuse literary phrasing and the names of northern explorers and figures that catch the eye of a wilderness canoeist. Moss talks about all the historic names, from Douglas to Franklin, from Flaherty to Stefansson. He uses many devices to get his message across. The trouble is, I don't understand what the message is.

Moss is a veteran marathon runner and extreme sport enthusiast. The book weaves through his experiences in Arctic landscapes and suddenly we're shifted to the searing pain of a particularly difficult triathlon. Throw in a couple of long free verse poems and you pretty well have the



substance of *Enduring Dreams*.

Yet because it is salted with all the names we've read about and routes we've follow it is hard to put down. It's settings encompass the Coppermine, Hanbury-Thelon and Hood rivers, and many far-flung and fascinating locations.

To be fair this is a serious minded literary effort and one that requires slow, contemplative reading. With his poetic talents and unique style, Moss tries his best to relate the feeling of the north and the use of all our

senses required to look at that landscape.

John Moss is an English professor at the University of Ottawa. He is at no loss for producing interesting words that will send many of us unwashed masses scurrying for our dictionaries. The following illustrates - "Anthropology: the bastard offspring of colonialism. It's almost too easy to write. A solipsistic palimpsest - the old text described with the line of its heirs, the new anticipating its own past."

Moss spans a wide variety of historical experiences. He looks at how we have interpreted things and then Moss makes a statement about it. He seems to be treading a very careful line between being politically correct and historically open. For the right type of reader this will be a wonderful read, evoking deep and profound thoughts on our past and future north. For others it will remain as confounding as the final fate of Capt. Franklin.

Roughing it Elegantly A Practical Guide to Canoe Camping by Patricia J. Bell. Cat's-Paw Press, Minnesota 255 pp.

This is the second edition of a now not-so-small book. It is quite thorough and written in a very gentle, motherly style by Pat Bell.

It is also very basic and not too original. Ms. Bell along with her husband, whom she somewhat annoyingly always calls "Friend Spouse", covers the full spectrum of 'canoe-camping' - from strokes to menus to bears. This book is really meant for someone who is starting out or who will probably never go further than Quetico.

It has a very American flavour to it. She continually refers to particular food and camping products which I have never heard of. It is also probably quite telling of her range of canoeing when in her bibliography of canoe related sources - she never even mentions Bill Mason!

- Michael Peake.

Anatomy of a Che-Mun mailing label

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There is lingering confusion about expiry dates for Che-Mun subscriptions. You will note the date at the end of the bottom line. This is when

you expire i.e Summer 1994. You will be sent one additional issue after that - both with expiry warnings - in the hope you will keep



CHURCHILL CLASSIC -- This is one of our favourite photos of all time. It is from the collection of Eric Morse and lent to Che-Mun Editor Michael Peake by Pamela Morse to use in a slide talk about *The Voyageurs* given at the Solandt Symposium held at Queen's Uni-

versity in Kingston, Ontario last May. The event was to honour Omond Solandt who is pictured here along with Tony Lovink (far canoe), Eric Morse and Elliot Rodger (middle canoe) and Denis Coolican and Sig Olson(closest canoe). The little boy on this dock

somewhere along the Churchill River in 1955 was probably asking these canoeing legends where they were headed. This trip was written up by Sigurd Olson as *The Lonely Land* in 1960. The original Kodachrome slide retains near-perfect quality after almost 40 years.

Upcoming Che-Mun

A report on wilderness tripping activities from the summer of 1994. We will feature the report of the the HACC's *Across the Arctic Mountains* expedition from Fort McPherson to the Alaska border.

If you've done an interesting trip in the north let us know about it and send in some photos.

CHE-MUN

Founded in 1973 by Nick Nickels

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