

CHE-MUN

(Ojibway for canoe)

THE JOURNAL OF CANADIAN WILDERNESS CANOEING

OUTFIT 79

CHE-MUN

WINTER 1995

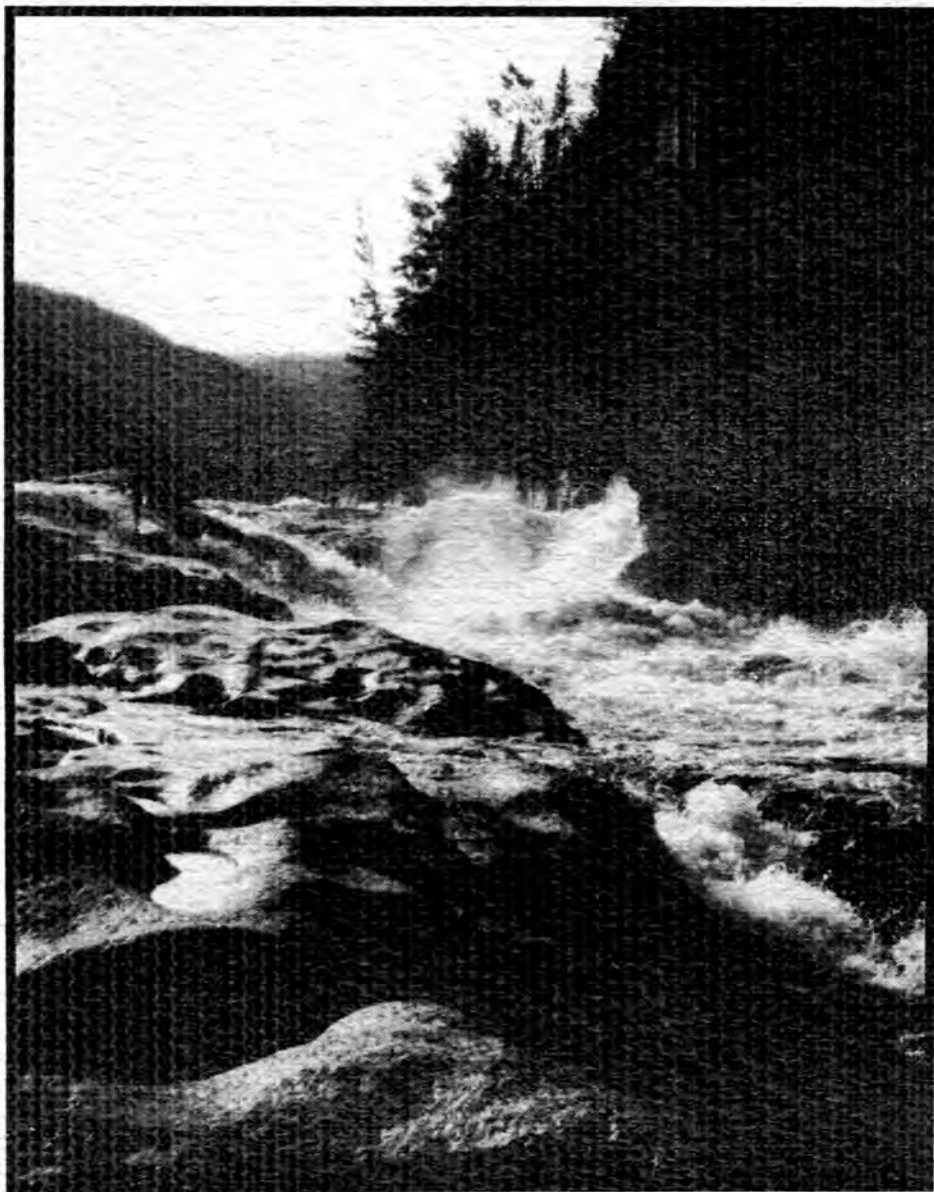


photo: Stewart Coffin

BEACHED!

*A Great Whale
for the killing*

Page 4

*Give some Canoelit
this Christmas*

Page 6

*In their own words.
The Journals*

Page 9

ROMAINE FURY ~ This superb photograph by Stewart Coffin of Massachusetts is our way of telling you about a great new canoeing book. The shot of this spectacular chute at Twin Islands on the Romaine River along Quebec's North Shore appears in the just-released book *Canoeing North into the Unknown* reviewed on page 6. It's one of several great photos in the book, many by Coffin, a veteran tripper with years of canoeing in Labrador - and a Che-Mun subscriber. One reason it looks so good is that it was actually shot in black and white - a fairly rare practice today. Though his darkroom is dismantled, Coffin said he might make prints available for sale should the response be sufficient. Contact Stew at 79 Old Sudbury Rd., Lincoln MA USA 01773.



Winter Packet

With the publication of *Canoeing North into the Unknown* (reviewed in this issue) we had the opportunity to get a line on someone whose name kept surfacing through many random canoe trip notes. **Duke Watson**, an American paddler living in Seattle, was a name that kept popping up through *Che-Mun's* reading and we were glad that Bruce Hodgins and Gwyneth Hoyle were able to record his truly amazing tripping career in their wonderful book.

We wasted no time in getting hold of Mr. Watson - for a tripper of this magnitude who wasn't a *Che-Mun* subscriber was a fault that needed immediate remedy. We wrote and asked him if he would be able to contribute something and his answer is both good and bad news. Bad news for *Che-Mun* but potentially great news for all those interested in northern canoe travel.

Duke writes, "Somehow I have not been familiar with *Che-Mun* to my great regret, as I find it most intriguing. I am flattered by your suggestion that I might wish to consider making some contributions to the publication; and I agree that it is a worthwhile idea, inasmuch as expedition canoeists do like to hear about each others exploits. I am certainly no exception.

"A few years ago I would have been quite cooperative, despite the fact that I have no flair for narrative writing; now I am constrained from getting involved to any extent due simply to circumstances. Gwyneth Hoyle has provided the incentive for me, after years of procrastination, to compile, from field notes, a summary of my northern travels. Having accomplished this, I am now engaged in transcribing detailed journals of all of these trips; a formidable undertaking, at least for me. I have set a high priority for the work as the years are closing in. (I am 79.)

"Thus, until this second phase has been completed, which may take a couple of years what with occasional new trips and other interruptions, I am loathe to spend much time on reading or correspondence, let alone drafting articles such as might be required for *Che-Mun*.

"I am enclosing with this letter a copy of my recently completed trip summary, in order you may at least peruse it to determine what areas, if any, might be of special interest for *Che-Mun* readers. Then, if you should indicate such information to me, I could at least forward a copy of the applicable journal(s), as completed. The problem, however, is that my journals are going to be rather humdrum, day-today documentaries, which will make for dull reading. My efforts are simply to compile a personal record for my own posterity.

"I should mention that I am in the process of transcribing, first, logs of my Transcontinental Traverse, the first section of the summary. I hope to have that finished by the end of the current year. The very first trip of that section, which went through the Tomgat Mountains and down the Korok River might be of interest to readers. Sections which many of your readers might not be familiar with, and thus of special interest, could be Keewatin, Athabasca Pass, Upper Columbia, Fraser, Thompson, Liard-Stikine and Bonnet Plume. It will be quite some time, however, before any of these journeys are written up.

"Incidentally, I just completed this past summer, a final link of the Keewatin section (*from near Wager Bay to Lunan Lake, northeast of Baker Lake - Ed.*). It was quite a rigorous trip and well may have been my swan song for more remote journeys, although I still have a few ideas in mind.

"Finally, I should like to subscribe to *Che-Mun*. Congratulations for this well done publication."

You have no idea what a thrill it is to hear some approaching 80 with dozens of northern canoe adventures and a thick book of those routes to say he still has a few ideas in mind. Che-Mun readers can rest assured we will take Mr. Watson up on his offer of a journal report. And his trip summary - my "book of dreams" - will make the winter months considerably more palatable.

We received this unsettling contribution from **David Pelly**. He - and we - hope it will be read and the ideas circulated.

"This is disturbing, it's a true story. A canoeist

arrived in Baker Lake last August and proudly showed off a small box containing coloured beads. He said he'd found it "out on the tundra, up the river," beside a pile of stones. It turns out that little brass box of beads belonged to somebody's grandmother, and it was laid next to her grave, in keeping with the time-honoured Inuit tradition.

"I'll bet that young fellow had no idea what he was doing: collecting artifacts is illegal in the NWT. It's that simple. Another group of canoeists stopped to visit some people from Baker Lake who were camped beside the Kazan last summer. One of the paddlers started talking about the old - - - - he had found, reaching into his pocket until someone whispered to him that collecting is illegal, when he suddenly changed his story and denied having any artifacts at all. Obviously, he just didn't know.

"I firmly believe that 99.9% of canoeists have tremendous respect for the heritage of the land through which their rivers flow. For most northern canoeists, that sense of history is part of why we go there. The problem is there are some who just don't know the law, or for that matter the deeply felt wishes of the people.

"The Inuit want *their* artifacts left where they are, preferably untouched. Most canoeists already know that and respect it. To the few who don't, please take it to heart. And to everyone, please help spread the word around your canoeing circle; if you hear of anyone heading north, give them a copy of this. Reprint it in you club newsletter. And when you're on the river, if you ever run into another party of canoeists, make sure they know the law. And why it exists.

"Right now the people of Baker Lake are upset with 'canoeists' at large. We know they're painting with too broad a brush, but how are they to know? It is our collective responsibility to police ourselves on this one, chiefly by educating our colleagues and proteges.

"If you see artifacts on the barrens, admire them, but leave them undisturbed. It's the law. More important, it respects the wishes of the people of Nunavut who own those artifacts."

CANOE TOONS

PAUL MASON



Editor's Notebook

Well, here go again just a few weeks after our tardy fall issue we're here with an early Winter Outfit. We wanted to get this issue to you before Christmas in order to give you the chance to see some of the great canoeing-related books for paddlers on your gift list. There is a wonderful selection headed by the superb *Canoeing North into the Unknown*.

To many of us, the real Christmas present came in November when the new provincial government of Quebec announced they were shelving the ill-conceived Great Whale power project. The full story begins on page 4. It's a day many of us knew should come but were never sure it would. It should be noted the plan is not dead, just postponed - no politician ever burns his political bridges completely.

Jacques Parizeau, the new separatist premier of Quebec is doing his best to pave a smooth road to a referendum that would approve the secession of Quebec from Canada. One of the great arguing points about the entire Quebec question is whether they would take with them the bulk of the province, which was given to them in 1912 by the federal government. Most of the land north of the 53rd parallel was the old Ruperts Land once owned by the Hudson's Bay Company. That's a fight that is just gearing up.

As any reader of Che-Mun will be aware, we were adamantly opposed to the James Bay Hydro Project in every respect. It seems all the work by opponents has paid off and all the worrying about what might happen is now suspended for a couple of decades. In our hearts, I think we all knew this would not and could not happen, especially since the number of problems that arose following the building of La Grande. All the promises could not be made or believed this time because the reality of the incredible social and environmental disruption was there for all to see.

Here's wishing all our wonderful subscribers the very best for the Holiday Season. Your support and good wishes keep this thing called Che-Mun going. Here's to 1995 - let's hope it's a very good year. The Great Whale announcement is the best way I can think of to get things off on the right foot. Season's Greetings!

Michael Peake, Editor.

NUNAVUT

Newsline

Countdown to April 1, 1999

□ The town of Iqaluit on Baffin Island mourned the loss of eight walrus hunters when their boat capsized in the frigid waters of Frobisher Bay in early November. Two men miraculously survived, one wearing a survival suit, the other wind pants. They were rescued after three harrowing days clinging to their overturned 38-foot craft, 10 miles from shore.

It's an Inuit belief that whenever there is a tragedy, someone is left to tell the story and pass on the experience for future generations.

□ New mines in the north will have more than a token aboriginal presence after a meeting in Yellowknife between the mining industry and native people. New mining claims will involve the Inuit as equity partners, as well as employees.

Inuit want more than "pick and shovel" jobs in any new mining venture. The biggest project on hold is the Izok Lake mine, which requires a very expensive road and port to make it feasible. The question is who will pay for the road?

□ In a rapidly changing jurisdiction like the NWT the busiest people are the mapmakers who have to deal with a jumble of land claim boundaries and electoral districts.

Life has been made easier for them now that the two sets of boundaries match. The NWT government has decided to make new electoral boundaries that correspond with land claim settlement areas. The move means that one voting district - Nunakput - will extend all the way to the North Pole.

□ The mayor of Cambridge Bay (Ikalukitutiak) has been lobbying hard to have his town named capital of the new Nunavut region. The community of 1200 is located at the southeast corner of massive Victoria Island.

A commission is touring all 26 Nunavut communities in December and January. They will make the recommendation to Ottawa for the region's capital. The frontrunners for the race are Iqaluit and Rankin Inlet. The mayors of those two towns participated in a live TV phone-in recently. One caller said Rankin was not a suitable choice because it had too many mosquitoes.

But the new Nunavut government is expected to be a decentralized one, giving more remote communities a chance to be involved.



James Bay UPDATE

Hydro-Quebec's Assault on the North

Pulling Le Plug

In a sudden and very welcome move, Quebec has pulled the plug on the Great Whale Hydro project set to be developed in northern Quebec.

Quebec Premier Jacques Parizeau cancelled the \$13-billion Great Whale development project. The mammoth scheme, the second phase of the James Bay power development in northern Quebec, would have flooded 3,400 square kilometres — an area of land the size of Prince Edward Island.

Parizeau said Quebec does not need the power the Great Whale project would have generated. Cree in northern Quebec, backed by environmental groups and native-rights advocates, had waged a tireless campaign against the development, a pet project of former Quebec premier Robert Bourassa.

Hydro-Quebec said it will compare all scenarios in drawing up ways to meet future power requirements.

The 3000-megawatt project had been called "critical" to the future energy needs of Quebec ever since it was introduced by former Quebec premier Robert Bourassa in the late 1980s. It was the second phase of his northern dream that was unveiled in 1971 by the La Grande project. Indeed, the entire James Bay power fiasco was primarily the personal vision or obsession of Bourassa who had been talked into the original La Grande scheme by Hydro-Quebec engineers.

New Quebec premier, Jacques Parizeau of the separatist Parti Quebecois, announced the cancellation of the plan the day after Grand Council of Crees chief Matthew Coon Come delivered another blistering attack on the Quebec government at a meeting in

Washington. It should be noted that the Great Whale scheme is not killed, just taken off the table for the foreseeable future and no longer a priority of the PQ government. Parizeau said he could not rule out the project never being built because he did not want "to speak for my grandchildren."

There was no talk of the final phase of Bourassa's dream - the NBR project. This third phase was to harness the Nottaway, Broadback and Rupert rivers together for one mighty final draining of the eastern James Bay watershed that was supposed to produce 8,000 megawatts. The plan would have been the most controversial since it covered a much larger land mass than Great Whale, and was much closer to populated centres.

Grand Chief Coon Come, whose entire adult

life has been spent in opposition to the James Bay Hydro Project, was happy to hear the news and called Parizeau's decision "courageous."

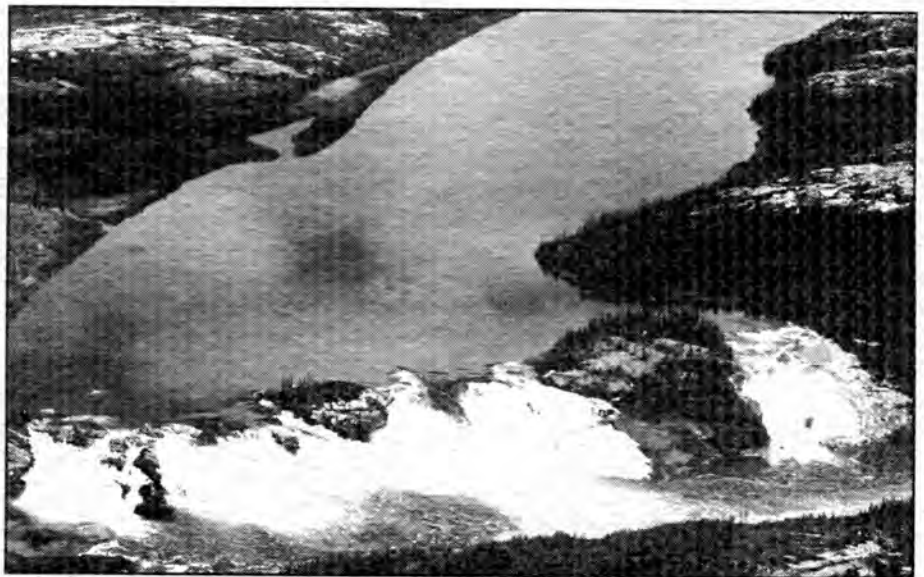
"I think Great Whale was never viable; it was never economically sound; it was never environmentally sound," he said.

"It's a victory for the environment. It's a victory for Quebeckers."

The Crees of northern Quebec have developed an industry in fighting Hydro-Quebec. Their campaigning - primarily through the U.S. media and environmental outlets - has been quite successful. Several American utilities have cancelled contracts with Quebec citing economic and environmental reasons. The biggest blow was last spring when New York State cancelled a \$5-billion deal that would have run well into the 21st century.

It seemed the writing had been on the wall for Great Whale. The project was closely linked to the Liberal party in Quebec and never fully endorsed by the PQ, which came to power this year.

The Great Whale project was big in every sense. Millions of dollars and manhours were to be poured into it. Hydro-Quebec spent many years and great time and expense justifying the project. It was therefore a surprise to the government when their massive 30 volume, 5,000-page Hydro-Quebec feasibility study which cost \$400 million was recently criticized as "flawed" by a federal-provincial envi-



SAVED ~ These mighty falls on the Great Whale River would have disappeared under the hydro plan.

The Chairman's words

ronmental review committee the day before Parizeau's announcement.

The committee asked for 310 pieces of information about the scheme, on items ranging from the physical state of all caribou roaming northern Quebec to the state of sea urchins and blue mussels in the affected coastal waters.

The provincially-owned utility put on a brave face following the announcement.

"There is enough energy in our system to provide power to the province until the year 2000," says Hydro spokeswoman Marie-Pierre Bonassieux.

"After that, we have the 800-megawatt Sainte-Marguerite power project (in north-eastern Quebec) coming on stream in 2002. And there are a number of energy conservation measures in effect which should reduce electricity demand in the foreseeable future."

Hydro-Quebec is the same corporation which for years argued at every possible opportunity that the \$13-billion Great Whale project had to be built to provide 3,000 megawatts of energy to meet rising domestic consumption which would peak between the years 2003 and 2008.

What happened? The answer is that Hydro is owned by the Quebec government, and when the government changes, Hydro changes.

Premier Jacques Parizeau said that Great Whale had become a financial and public relations "swamp" which is why he killed it.

Within days of the announcement, several groups that once supported the project scrambled to leap off the Great Whale band-wagon.

"There are a number of energy options around which could replace Great Whale," says Gerald Ponton, president of the Quebec Manufacturers Association which once strongly backed the mega-project.

Former QMA president Richard Le Hir created the Great Whale Coalition in 1992 which argued the development would generate thousands of jobs and millions of dollars of business for the province.

Le Hir is now Minister for Restructuring in the PQ government and is saying nothing about the cancellation of Great Whale. His successor Ponton now talks earnestly about conservation, co-generation, coal, natural gas, and even wind power.

"The Parizeau government has decided not to continue with Great Whale and you can't fight city hall," says Ponton.

In Outfit 63 of Che-Mun we talked with Richard Drouin, Chairman of Hydro-Quebec, about the Great Whale project and his views on northern power development. We thought it would be interesting to review those words four years later.

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

Drouin: I want to put it in perspective. First of all, when we talk about James Bay II we should remember that Grand Baleine is in Hudson Bay. We tend to look of it as a big project like number one was. But we're really talking about something smaller. The La Grand project is 15,000 megawatts and the Grand Baleine is 3,000. When we're talking about flooding land its only one-tenth of the La Grande project.

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

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

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

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

Drouin: I don't agree with that. The committees are set by law set by legislation of the federal and provincial government. The agreement was signed in 1975 and I know you will tell me the Cree say this

agreement was rammed into them in '75 but I say to you they have signed 10 amendments and six additional agreements up to 1986. Now, if the law that exists doesn't suit the people, why don't we sit down and discuss it. If you change the rules in the middle of the process then there is a delay to the process.

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

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

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

One thing I want to state. It has been said that the ecosystems of the north are very fragile. This is not the case. I think they are very robust and very strong and they adapt themselves. We have a history in the province of Quebec of close to 90 years of hydro-electricity. Manicouagan was built in 1960, the Ste. Maurice river has had dams since 1910. All of these sites where we have flooded part of the area have adapted themselves very well to the environment. And that's what we think happened in the James Bay I. Our assessment of the past 20 years of work is very positive. There is a mercury problem - even more that we expected. But we have agreed with the Cree to spend \$30 million to try a cope with that situation.

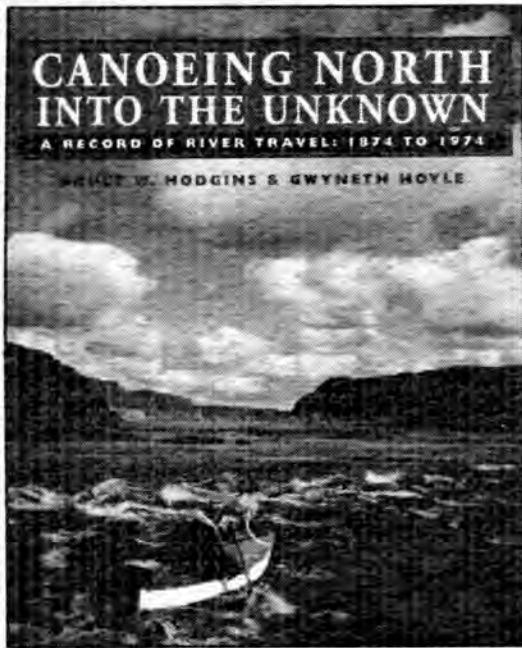
Che: But you are only now moving into the Arctic environment.

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

Canoeing North leads strong Christmas pack

All books reviewed by Michael Peake
except Arctic Artist by Sean Peake

Canoeing North Into the Unknown
A Record of Canoe Travel: 1874-1974.
by Bruce Hodgins & Gwyneth Hoyle
Natural History Press, Toronto, 1994
278pp. \$29.95.



Every once in a while a great canoe book comes along. *Fur Trade Canoe Routes of Canada* by Morse, *Complete Wilderness Paddler* by Ruge and Davidson, *Canoeing Wild Rivers* by Jacobson are all now well-worn volumes in our canoeing libraries.

Well, here come another. *Canoeing North into the Unknown* is an instant classic. An absolutely irresistible and hypnotic read, though it contains little real narrative. Bruce Hodgins and Gwyneth Hoyle are to be heartily congratulated for this treasure trove of northern wilderness travel from the end of the fur trade era up until the boom of popular wilderness tripping.

They started with a simple premise; to catalogue every trip on the northward flowing rivers which span Canada. This result is a densely satisfying, superbly cross-referenced and amply illustrated work of canoe art.

Indeed, Che-Mun had a small part to play in that we helped promote this one-time research project of Hodgins and Hoyle both of whom are associated with Trent University in Peterborough. We also loaned them our files and are thankful for their generous acknowledgement. This reviewer even has a back cover blurb on the book. I state all this to acknowledge our connection. However, any reader of Che-Mun over the years will know that we do not print puff reviews *à la* Canoe Magazine. We say what we think - good or bad - since I believe it's a disservice to you readers to do otherwise.

Enough of that and on with the review. The book contains fourteen chapters of rivers ranging from James Bay through Ungava, the Barrens, eastern and western Mackenzie River tributaries, Labrador and many others. Each section begins with an informative review of its history and importance and then the listing of the rivers begins with a short description of each.

The look of the book is excellent. There are superb maps by Dale von Dompsele, and while fortunately not "artsy", they are clear and classic. What is really a treat are the

photographs. Perhaps the most stunning is the one opposite the Contents page by Stew Coffin. The reproduction on this superb black and white photo is also worth the price of the book. It shows a lone figure standing by the moody and powerfully surging rapids of the Romaine River on the St. Lawrence's North Shore. This area is one of the exceptions in the book that are not strictly north-flowing rivers except in their power and feel. I would love to buy a copy of this photo and I'm sure that will be the reaction of many. Start printing, Stew!

The year 1874 was chosen as a starting point since that marked the first year of northern travel by the Geological Survey of Canada which gave us

many northern pioneers, such as the Tyrrells and A.P. Low. Their closing year marked another kind of northern audit - The Wild Rivers Survey, which produced those rectangular booklets now out of print and often replete with errors.

Canoeing North is one of those books that draws you in like the sluice box at Virginia Falls. Here at your fingertips, are scores of great trip ideas with the inspiration of those who did it first. Let's take a look at just one river and see the parade of passing paddlers through the years. I decided to examine the route I've most recently done (and featured in the last Outfit of Che-Mun) the Rat-Bell-Porcupine.

It's a large listing with a great cast of characters, many in the italicized lettering used to denote trips either side of the 1874-1974 limit. Here are a few of random entries as they appear in the book. Each is followed by the reference or source of information:

- 1869 - Rev. William Bompas canoed the Mackenzie-Peel-Rat-Bell-Porcupine route to Fort Yukon. He returned up the Porcupine River and down the Rat to Fort McPherson and spent time in the Mackenzie Delta among the Inuit. (Cody, p.107)

- 1898 - "Buffalo" Jones, with John Rea as guide, after wintering in the Barrens, descended the Mackenzie River, went up the Peel to Fort McPherson, crossed the divide and descended the Porcupine and the Yukon to the sea. (Preble, p.81)

- 1905 - Charles Camsell, for the Geological Survey, with Fred Camsell, Jack Deslauriers, Louis Cardinal, F. Heron and Percy Nash, with three canoes, having completed their survey up the Stewart and Beaver rivers, crossed the divide and descended the Wind and Peel rivers to Fort McPherson. They continued down the Mackenzie delta, returning upstream to Fort McPherson, travelled the Peel-Rat-Bell-Porcupine-Yukon rivers. (Camsell, p. 179; Coutts p. 228)

- 1906 - V. Stefansson was a fellow-passenger with Elihu Stewart travelling north on the steamer *Wrigley*. He accompanied Stewart on the first few miles of the Rat portage and helped him set up his first camp and returned to Fort McPherson waiting to go north. While there he received news that the Arctic explorers Leffingwell, Mikkelson and Storkerson were safe and was anxious to telegraph the news to the outside before the false story of their deaths reached the outside world via the steamer *Wrigley* at Athabasca Landing. He walked from Fort McPherson over the portage route, built a raft 20 by 10 feet, carrying a fireplace of stones so that he could travel without stopping, and rafted down the Bell and Porcupine rivers to Eagle City, Alaska to reach the telegraph line. (Stefansson, pp. 205-40)

• 1936 - Four students from Chicago with a professor went up the Rat River. The professor drowned, or died of other causes. The students abandoned the trip and took the body down to Aklavik, passing the Bendys on the way. [Bendy.]

And on and on it goes. Other entries for the Bell-Porcupine included the names; Robert Service, Richard Harrington, Lady Vyvyan, Fenley Hunter, Bishop I.O. Stringer, Hudson Stuck - all names that will mean something to an inquiring wilderness canoeist.

Canoeing North also contains a superb bibliography - a great starting place for further research. As well there are separate indices for people, lakes and river names as well as organizations.

This is the kind of book you should buy two copies of. One for you and your friends to portage through with your imagination and the other to do the same once the first copy has fallen apart from unending joyful use.

Arctic Artist:

The Journal and Paintings of George Back, Midshipman with Franklin, 1819-22.

By C. Stuart Houston, with commentary by Ian S. MacLaren.

McGill-Queen's University Press, 441 pp \$45.

First was Farley Mowat's three volume collection of Arctic travel, now we have C. Stuart Houston's 1819-1822 Franklin expedition trilogy.

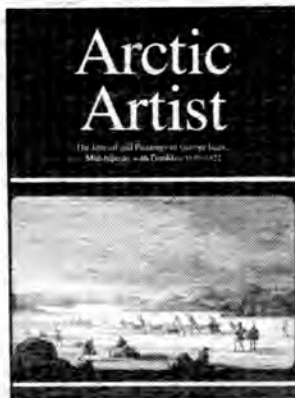
For 20 years, Houston has single-handedly documented one of the most fascinating chapters in the history of Canadian Arctic exploration. It began in 1974 with *To the Arctic by Canoe: The Journal and Paintings of Robert Hood* and was followed 10 years later by *Arctic Ordeal: The Journals of John Richardson, Surgeon and Naturalist with Franklin*. Now we have *Arctic Artist: The Journals and Paintings of George Back*.

Throughout the last volume of his trilogy, Houston remains objective, presenting what went wrong, without prejudice or cynicism. He has no axe to grind, no audience to play to. The reader can see how a series of events, most self-inflicted yet some beyond their control plunged an expedition teetering on the brink of disaster over the edge; a scenario some barrenland travellers have faced but few were fortunate enough to survive.

Back, when compared to Franklin, Richardson, or Hood, displays an enormous self confidence and

superiority. Many have criticized him for these flaws, but as is evident in the exploits of a select few, such as Rae and Stefansson, sometimes these men found themselves in situations with nothing other than these flaws on which to survive.

While Back did not always support the decisions of his leader and was sometimes unsympathetic towards the voyageurs or Indians, he provides some insight into one of the more fascinating aspects of the expedition—cannibalism. Houston realizes this question may



never be answered for sure, but he wonders whether or not the food Back mentions he and his party found on their trek to Fort Providence was enough to sustain three men, or did they rely on another more gruesome

source—the body of Beuparlant, the dead voyageur?

What is also interesting is to see how the bitter rivalry between the Hudson's Bay and North West companies contributed to the failure of the expedition. George Simpson, who disliked Back (along with practically every other person he ever met), was more concerned with the trade than the welfare of the expedition and, as the newly appointed inland chief in Athabasca, did not release badly needed supplies. Nicholas Weeks of the North West Company, however, is held primarily responsible for the lack of provisions. He refused to honour the notes written by Franklin, worked to discredit the group with the Indians, and constantly threw up obstacles in the way of Back and Franklin.

It is clear this last volume to be a vehicle for presenting the watercolours and paintings from Back's two sketch-books. Such an expensive undertaking, however, is next to impossible in Canada these days without help. We are fortunate that several "angels" came forward to ensure Back's painting were published in colour, and on high quality, acid-free paper. The reproduction does these important paintings justice.

Ian MacLaren, considered by many, myself included, to be the leading authority on the analysis of Canadian exploration literature and art, provides an extensive analysis of Back's writing and painting. Comparing Back's style and character with

Franklin's, Back, he declares, is by far the more interesting of the two.

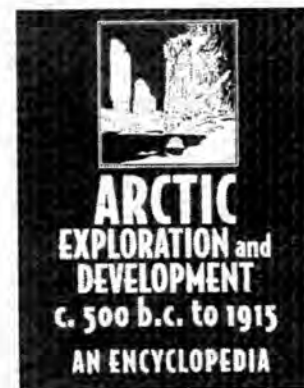
Houston remarks: "It still seems an odd stroke of luck that an amateur historian in Saskatchewan should have had the opportunity to locate, transcribe, and edit the journals of all three officers under Franklin in 1819-21." However he may understate his importance, his contribution equals the works of the last great amateur historian J. B. Tyrrell, who, through his passion of the North, wrote and edited several landmark volumes on the North, most notable are his books on David Thompson, Samuel Heame, and Phillip Tumor. Indeed, it is a remarkable stroke of luck for Canadians to have amateurs like Houston.

Arctic Exploration and Development c. 500 B.C. to 1915. An Encyclopedia.
By Clive Holland
Garland Publishing, New York & London 704 pp. 1994. \$125 (US).

In Outfit 77 of Che-Mun we told you about the classic book *The Exploration of Northern Canada*. This year-by-year listing of trips into our north is a welcome and scarce addition to any canoeing library. We thank a sharp-eyed Che-Mun reader who alerted us to the apparent re-issue of this rare book.

Clive Holland who, along with the late Alan Cooke, produced the original volume, has now brought out an expanded edition that encompasses the entire Arctic region.

This is a serious book and one that shows its intention to be a long-term resource by the fact it is



printed on 250-year life acid-free paper. The listings include the familiar regions of our Canadian Arctic, as well as Russian, Norwegian and Danish territories.

Holland, a professor at the University of Cambridge in England, has taken the original and refined and enlarged it into a true scholarly work. The new larger format of 9 x 11 inches adds to its importance on the bookshelf.

➔Continued on Page 8

The original listings format is maintained, which means entries are by year followed by the principals involved, a summary of their activities, and the listing of sources cited. There is a complete bibliography, a full listing of primary expedition members, and a several dozen simply drawn maps. There are no photographs.

One minor drawback from the original is that the primary listing usually only mentions one name instead of the up to four in the original. The names are there but in the copy or appendix. For reading purposes it's nice to see familiar names while you're browsing.

In comparing one item with one from *Canoeing North Into the Unknown*, there appears to be a discrepancy. With regard to Stefansson in 1906 where Hodgins and Hoyle say he took the Rat-Porcupine route to Alaska, Holland states he left Ft. McPherson by whaleboat for Hershel Island.

Perhaps the logical conclusion is that Holland did not consider the quick McDougall Pass return trip worth writing about since the other authors got the info directly from Stefansson's own book *Hunters of the Great North*.

This book represents a great opportunity to get a primary source of research for considerably less than the current \$300-plus the original Canada-only book now fetches. *Arctic Exploration and Development*, while not flashy, is a remarkably solid achievement. It will sit with pride and reference for many years on your bookshelf.

Missinaibi

**Journey to the Northern Sky.
From Lake Superior to James Bay by
Canoe.**
By Hap Wilson with his illustrations.
Canadian Recreational Canoeing
Association, Hyde Park, Ont.
134 pp. 1994 \$18.95.

Hap Wilson is renown for producing canoe route guides for more than a decade since his superb *Temagami Canoe Routes* was published. Now the author and artist has done a much needed job on Ontario's majestic Missinaibi River.

This book begins on a sombre note. It tells the chilling details of two canoeing deaths on the Missinaibi in June of 1993. A pair of canoes with American paddlers using Canadian topo maps made for the map-marked portage somewhere on the right side of the river above Thunderhouse Falls. One canoe was sucked down the killer drop while the other barely scrambled to shore.

The incident was witnessed by a group of

Canadian paddlers who were taking the proper one mile portage on river left. The bodies were finally recovered days later well down river. Yes, the Missinaibi is a big and serious river, more than capable of killing a foolish or unprepared canoeist. That would be now be very unlikely for those carrying this very complete and informative canoe guide to the river.

Hap Wilson has done his usual thorough and professional job of tackling the proper way to travel by canoe. The



8 x 11 inch paperback is brimming with Wilson's usual clean and interesting drawings and graphics. He takes the reader step by step down this wilderness waterway that rises very close to Lake Superior and drains into James Bay once it has merged with the Mattagami to form the Moose River.

The visual highlight of the river is the point where it falls off the Canadian Shield and descends into the Hudson Bay Lowlands. This is where the spectacular Thunderhouse and Conjuring House Falls are located. It's a camping magnet and perhaps the most scenic tenting spot in the province. Here and elsewhere, Wilson expounds on the history of the place, speaking about those who have passed this way before. The interesting and full-fledged narrative throughout the book elevates it way beyond a simple river guide. It's the story of how canoeists do a river, which means more than stuff about C I and C II. It's how a river feels, smells and appears to us.

The book is profusely illustrated with photos and therein is our major complaint of this otherwise excellent book. Like many other books and publications being done on a desktop layout program, the type and line art drawings are quite nice but the photographs, or halftones as they are called in the business, leave much to be desired. There are a lot of great pictures in this book - all black and white - or more precisely gray since many are poorly reproduced. This must be frustrating to the photographers (Hap and Katrina Nightingale) who surely submitted their work with greater expectations.

That said, this book is much more than just a river guide. Wilson takes us into the history of the river and the trade routes leading to it from Lake

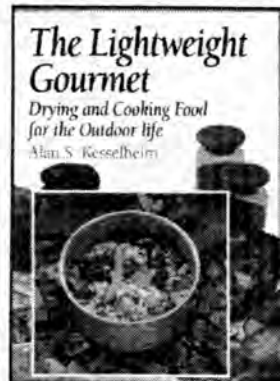
Superior. He discusses the natives and their beliefs for many places along this river were sacred. There is also a quick geological and botanical overview.

The only other drawback is that it isn't waterproof. Surely no one will venture down this river for the first time without being accompanied by Hap Wilson's latest work of art.

**The Lightweight Gourmet
Drying & Cooking for the Outdoor life.**
By Alan S. Kesselheim
Ragged Mountain Press/McGraw-Hill. Camden, ME 1994. 88 pp. \$10.95

The article on drying food in *Outfit 78* prompted *Che-Mun* subscriber and outdoor author Alan Kesselheim to thoughtfully send along a copy of his latest effort. Of many books on drying food, *The Lightweight Gourmet*, has the advantage of being written by an able and experienced canoe tripper.

Kesselheim, along with wife Marypat Zitzer, made two long excursions into the north both involving wintering over near Lake Athabasca. The couple are now producing children at a prodigious rate, two boys have arrived, and another child is on the way, Alan tells us. Which explains why they haven't been tripping in the Barrengrounds recently. But their children have been canoeing already (including Lake Superior) and doubtless will be heading north with the 'old folks' when the time is right.



Rather than just fill the book with the usual mundane orders and lists, Kesselheim starts each chapter off with a little vignette from his northern experience which certainly adds to the flavour of the

book.

In a wonderfully thorough and organized manner he explains the mystique of food drying - which are relatively few - and even imparts some truly common sense advice; that things like onions can be cheaply bought already commercially dried. Alan relates their lung-busting, eye-goggle episode of cutting up a 50 lb. bag of onions. He also advises that dried potatoes - a real cooking treat - are also easily availa-

➔ *Continued on Page 11*

Primary Sources

In their own words...

With this Outfit of Che-Mun we introduce a new feature that will appear regularly. In their own words... looks at the originally published narratives and journals of noted explorers and adventurers. These unvarnished words will convey how things appeared to these men at the time they were there. This inaugural entry features the writing of David Thompson, noted surveyor and astronomer for the Hudson's Bay Company and later the Northwest Company.

This selection is taken from Thompson's Travels pages 121-22. It describes the section of land known today as the Boundary Waters. They are called that because Thompson was one of those who surveyed the area. This knowledge contributed to the 1842 Ashburton-Webster Treaty that settled the international border west of Lake Superior through an area which now includes the superb Quetico Provincial Park. The spellings are all Thompson's original style.

From Lake Superior to the interior countries, the voyage is painful and labourious. To gain the heights of Lake Superior, every river is a torrent of strong current, rapids and falls, with many carrying places. Arrived here, the country has ponds, small lakes and brooks with carrying places until a stream is found which descends to Lake Winepeg, which receives many rivers, and by a great river (Nelson) empties into Hudson's Bay, but every where attended with numerous rapids, falls and carrying places, all the time suffering from the myriads of musketoos, which allow no rest, day or night. These insects are the universal curse of all the low and forest countries, even over the dry plains to the foot of the mountains. In the spring of the year, by which is meant the breaking up of the ice in the rivers and lakes, the furs are placed in a wedge press and reduced to the least possible bulk, of the weight of 90 pounds, which are called packs, which as cargo are divided among the canoes to be taken to Lake Superior and from thence to Montreal.

According to the distance to the different trading posts, so is the cargo and the number of men. For the near posts, the canoes are heavily loaded with 28 pieces of goods, besides provisions, with only four men, one man is always as steersman placed in the stern of the canoe, he guides it with his paddle. Another man occupies the bow of the canoe, and the other two men sit on each side of the canoe close to the gunwale, the motion of the canoe is wholly by the paddle. The posts more distant have a cargo of 25 packages and five men. Besides the provisions and the baggage of the

men, being a weight of about 2900 pounds to which add five men, the weight of the canoe carries will be 3700 pounds. For the most distant posts, the canoes have a cargo of only 20 pieces of goods and kegs, with six men.

These canoes are formed into what are called brigades, of four to eight canoes for the different sections of the interior countries.

Every thing is so arranged that the brigade of canoes shall arrive at the winter posts before the winter ice closes on them, which notwithstanding all precautions, is sometimes the case and causes great distress. In these light frail vessels was the fur trade from Canada extended over the very distant countries. This trade extended to within two or three day's march of the shores and factories of the Hudson's Bay. On board one of these canoes, of a brigade of four under the charge of Mr Hugh McGillis, I embarked on the ninth day of August, in the year 1796, for the survey of the southern sections.

The south east end of the Great Carrying Place was in a small bay of Lake Superior, in latitude 47° .58'.1" North, longitude 89° .44'.20 West of Greenwich. We proceeded over the Great Carrying Place, the length of which is eight miles and 20 yards in a north west direction to the Pigeon River, which is about 300 feet above Lake Superior. This was carried over by the men in five day's hard labour. From this to the height of land, the distance is 38 miles, including 12 carrying places, of five and a half miles of carriage, which makes severe labour for the canoe men. A short distance south eastward of the height of land, in the crevices of a steep rock, about 20 feet above the water of a small lake, are a number of arrows which the Sieux Indians shot from their bows; the arrows are small and short. The Chipaways, the Natives say these arrows are the voice of the Sieux and tell us, "We have come to war on you, and not finding you, we leave these in the rocks of your country, with which we hoped to have pierced your bodies." This was about the year 1730. These Indians, the Sieux Nation, are a yet a powerful nation, and their present hunting grounds are between the Mississippe and Missouri

rivers, and [they] now make use of horses instead of canoes.

The height of land is in latitude 48° .6'.43" North, longitude 90° .43'.38" West, and variation six degrees East, and is the dividing ridge of land from which the streams run south eastward into Lake Superior, and north eastward into Lake Winepeg, and thence into Hudson's Bay.

The country so far, is at present, of no value to the farmer. Time may do something for it as a grazing country, from its many brooks and small lakes of clear water.

The country now declines to the north eastward with many small streams, which form a fine river. The first place worth notice is the Rainy Lake, a fine body of water of 19 miles in length, out of which falls the Rainy River by a descent of about ten feet, close below which is a trading house of the North [West] Company, in latitude 48° .36'.58" North, longitude 93° .19'.30" West. The distance from the height of land is 117 miles, the country improving, and in several places, good farms can be made. The Rainy River is a fine stream of water of about 200 yards in breadth, with only one rapid, at which in the season, many fine sturgeon are speared by the Natives. The length of the river to the Lake of the Woods is 50 1/2 miles. This is the finest river in this country. The banks present the appearance of a country that can be cultivated, but those acquainted with it, think the rock too near the surface. The Lake of the Woods is in length 32 1/2 miles, with many bays, its area may be about 800 square miles, with many islets. The north eastern shores are of granite; its western of limestone; and it touches on the great western alluvials.

It seems that when the French from Canada first entered these furr countries, every summer a priest came to instruct the traders and their men in their religious duties, and preach to them and the Natives in Latin, it being the language the Devil does not understand and cannot learn. Here he collected about 20 men with a few of the Natives upon a small island of rock, and while instructing them, a large war party of Sieux Indians came on them and began the work of death; not one escaped. Whilst this was going on, the priest kept walking backwards and forwards on a level rock of about 50 yards in length, with his eyes fixed on his book, without seeming to notice them. At length, as he turned about, one of them sent an arrow through him and he fell dead. At this deed, the rocky isle trembled and shook; the Sieux Indians became afraid and they retired without stripping the dead or taking their scalps. These isles, of which there are three, are to this day called "The Isles of the Dead" (Les isles aux Morts). Such was the relation of an old Canadian gave me, who then resided among those Indians.

News & Notes

ALL-STAR CANOEFEEST. . . It's the 10th anniversary of the hugely successful Wilderness and Canoeing Symposium held every January in Toronto.

The line-up on this 10th year looks back on some of the more interesting presentations over the past decade. Some of the participants and their topics include; Gwyneth Hoyle (Northern Canoeing 1874-1974), Verlen Kruger (One Incredible Journey Revisited), Pat Lewtas (Solo Winter Crossing of the Barrens), Ian MacLaren (George Back, Arctic Artist), Joan and Gary McGuffin (Where Rivers Run Revisited), Robert Perkins (A Northern Reading), Jeff Starkell (Partway to the Amazon by Canoe).

Also on the list - but not confirmed at this writing - are Rudy Weibe who would speak on his new book, *Discovery of Strangers*. The story, about the first Franklin expedition, recently won the Governor-General's Award for fiction. Also a tentative speaker is Aki Nishimura from Japan. He will be familiar to Che-Mun readers for his epic solo journeys across the Barrenground.

Registration is now open and all 600 seats are expected to be sold. To register for this event contact George Luste in Toronto at 416-534-9313, or send \$40 per person with an optional \$7.50 for lunch and \$12.50 for dinner (American prices \$30, \$6 and \$9.50 respectively) to WCA Symposium, Box 211, Station P, Toronto, Ontario M5S 2S7. Make the cheque payable to: WCA Symposium.

This year's epic had been billed as the last one until 1997, but orga-

nizer Luste told Che-Mun that he feels there will be one next year concentrating on more southerly and accessible canoe destinations.

FAR NORTH SYMPOSIUM . . . You can really tell it's the off-season. What else do canoeists do but go to symposiums - or is that symposia? Well here's one you can't go to until next year because they just had it. We're thankful to *Che-Mun* reader Bill Simpson who's the Educational Director of the Minnesota Canoe Association for telling us about the get-together which was patterned on the WCA Toronto gathering.

Bill wanted to let you all know about their Far North Symposium which is held every November in Marine on St. Croix, Minnesota. He sent us their line-up for this year which included that old symposium hound George Luste who made the trip from Toronto to tell the folks about his solo journey in the Barrens last summer, canoeing through (or on) ice in Labrador as well as his Northern Books operation. (Che-Mun tried to get an article out of George on his solo trip but he's just so busy!)

One talk that caught our eye was on the Nanook River on Victoria Island. It was given by a number of people, but the name Bob O'Hara jumped out as being quite familiar. Cliff Jacobson was also there with wife Susie Harings and they gave a talk titled "Smoking Down the Porcupine" which presumably refers to canoe speedily on the noted Yukon Territory river. The two-day program costs only \$18 and it's held at an appropriate outdoor facility. For further info contact the MCA through Bill Simpson at Box 72, Marine on St. Croix, MN 55047.

SUMMER OUT THERE, SOME AREN'T. . . Since the packet is full this issue we thought we'd take up some space in News & Notes to tell you about the doings of some Che subscribers this past summer.

Dick Irwin, veteran Labrador paddler, dropped us a note with his subscription renewal (thanks, Dick). He did a month-long trip on the Kogaluk in Labrador. Dick reports the bugs were very bad and water

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
- 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 Camsell, 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
- Outfit 77 - River stamps, Exploration of N. Canada, book reviews
- Outfit 78 - Across the Arctic Mts, LaVase Portage, food drying

levels low when crossing height of land east of Indian House Lake. Sounds like a load of fun, Dick!

From further afield, Hermann Harbisch from Germany has been subscribing to Che-Mun since the early Nick Nickels days. And he wrote to say he was back in Canada last summer with his folding Klepper kayak. Hermann said he took a more relaxed pace this year after trips on the Coppermine, Kazan and Back rivers in recent years. Along with two friends they paddled the Anderson River from Colville Lake to Richardson Point. He reports that almost everything could be run and the water was warm and the weather good. He also saw lots of animals except - for the first time - no barrenground grizzlies.

Hermann is preparing a trip on the Natla and Keele rivers in the mountains of the NWT next summer. It's a long way to come from Germany for Hermann who is president of a small canoe and kayak touring club in Bendorf.

DEATH ON THE BLOODVEIN . . . We note this story in the recent Manitoba Recreational Canoeing Newsletter.

On August 1, four Manitoba paddlers were on the last day of a trip down the Bloodvein River, which drains into Lake Winnipeg. The group of men, in their late 20s and 30s, were paddling aluminum canoes.

They approached the first set of Kiskooshebis Rapids (it means Two Rapids Close Together) which consists of three large chutes separated by two small "islands" and a 100-foot wide pool, with a large re-circulating eddy and some large boils. About 220 yards past this point the river narrows into a chute. It's a Class II, depending on water levels.

They began to shoot the initial rapids with the canoe, which had normally been following the group's leader, going first for a change. The paddlers were not wearing PFDs and the weather was warm.

The first canoe rolled in the standing waves and the stern paddler - a muscular non-swimmer - sunk quickly beneath the waves. They tried to save him - almost at the cost of being dragged down themselves. The three others searched for hours in vain for the missing man but he was found until three days later by a specially-equipped RCMP rescue team. The body was held underneath a ledge by the force of the current.

There was also a drowning on Ontario's Petawawa River this past July. The middle-aged canoeists accidentally entered a Class IV rapid known as Crooked Chute while searching for a portage on the wrong side of the river. They, too, were not wearing PFDs. One woman drowned in the mishap. Crooked Chute is one rapid before Rollway Rapids, where Blair Fraser drowned in 1968. A cross marks the spot.

Anatomy of a Che-Mun mailing label

MR. SAMUEL HEARNE
1 LONGWALK DR.
SOMEWHERE, NWT
I ML OST W95

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

when you expire i.e now - Winter 1995. You will be sent one additional issue after that - both will have expiry warnings - in the hope you will keep subscribing.

Continued from page 8

ble in stores. This type of common sense advice is refreshing in such a book. Why waste a lot of effort on items easily obtained. It's your spaghetti sauce and home grown tomatoes and other veggies that will benefit from home drying.

Quite simply this is an excellent book about drying food written by a canoe tripper with field tested recipes. It's all you need for discovering food dehydrating - one of the great secrets to successful expedition provisioning.

Sources of the River

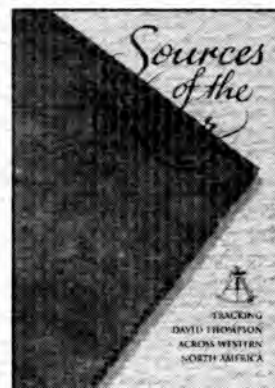
Tracking David Thompson Across Western North America.

By Jack Nisbet.

Sasquatch Books, Seattle, 1994

280 pp. \$30.95 (\$22.95 US).

The life of David Thompson - though it ended almost 140 years ago and was for a century shrouded in ignorance - seems to be getting some well-deserved recognition at last. He's been the subject of several articles, at least one as-yet-unpublished manuscript of his



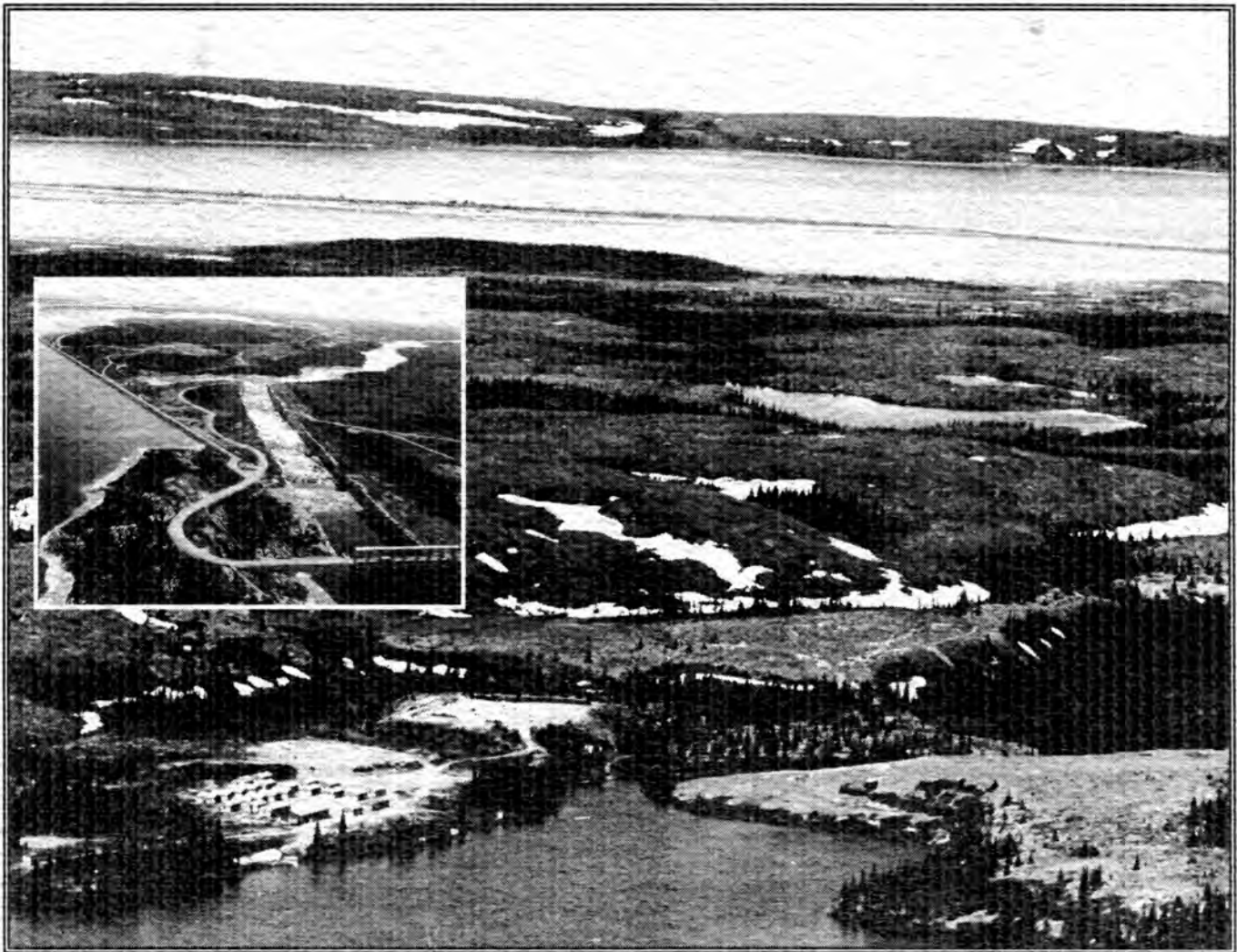
travels and now this book, *Source of the River*, by Jack Nisbet. This American author tells Thompson's tale through the years 1784-1812.

This was the time of his great western explorations. He was the first man to chart the entire length of

the once mighty Columbia River which is now heavily sedated by massive damming. Nisbet recounts Thompson's travels as they both followed through a variety of areas. Rather than print the journals or narrative directly, Nisbet employs an easygoing style that weaves in Thompson's own journal notations and observations. It's an effective and readable blend.

The book's endpapers are quite interesting. They are a facsimile of the unmistakable writing and drawings of Thompson who was employed for most of the time by the Northwest Company out of Montreal. He explored and made maps, but also was trying to extend the business of the historic company which eventually was merged with the Hudson's Bay Company in 1821.

The book's 16 maps are useful in following the amazing mileage piled up by Thompson. There are no photos in the book and it is a great curiosity that no photo or painting of this illustrious man exists.



COULD HAVE BEEN - The large photo above shows the site of the projected GB1 power station. Note the hydro camp in the foreground. Hudson Bay is shown in behind and the GB 1 (Grand Baleine - French for Great Whale) station would have poured huge amounts of

freshwater into Manitouk Sound in Hudson Bay, a prime feeding ground for beluga whales. The inset photo shows the current LG2 generating complex. The remains of the La Grande river are shown heading off on the right while the huge dammed area is on the left. Unlike the La Grande project the

Great Whale scheme would have cut the bottom 30 miles off the river entirely and would carve a new outlet in a location - shown above - where no outlet previously existed. The idea has been shelved for the foreseeable but the plans are always tucked away in some Hydro-Quebec drawer.

Upcoming Che-Mun

The Classics will finally return with a look at *True North* by Elliot Merrick, a look at his rugged life in Labrador in the early part of this century.

We'll have a preview of the 1995 special Hide-Away Canoe Club Expedition. If you are planning an interesting trip let us know about it.

CHE-MUN

Founded in 1973 by Nick Nickels

The Journal of Canadian Wilderness Canoeing

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Canada M4A 2P1

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