

CHE-MUN

(Ojibway for canoe)

THE NEWSLETTER OF CANADIAN WILDERNESS CANOEING

OUTFIT 45

CHE-MUN

SUMMER 1986



Geoff Peake takes a solo run on the way down to James Bay via Quebec's Rupert River.

Bay bound

Eric Morse
1904-1986

Pages 3, 7 & 8

Go with the flow
The Rivers
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Canoe
coin
coming
Page 6



Summer Packet

We were encouraged to note that several readers wrote to the Ontario Ministry of Natural Resources following the plea of Bill Mason in CHE-MUN Outfit 44 to limit logging and its effects on the University River. CHE-MUN subscriber Angus Scott of Toronto received a reply from The Honourable Vince Kerrio, Minister of Natural Resources, which in part said, "My staff in Wawa District have informed me that logging activities are not scheduled to take place in the vicinity of the University River for the duration of the 1985-1990 Forest Operating Plan which governs forest operations on Crown land in that part of the district."

"Let me assure you that my Wawa District staff are well aware of the value placed on this river. Your suggestions relative to imposing limits on logging and its related road and bridge construction activities will certainly be taken into consideration at the appropriate time when plans for accessing and logging Crown land in the University River area are being contemplated."

The letter was personally signed by the Minister.

Eberhard Eckstein, Kapellenweg 10, D-1721 Ingersheim, West Germany kayaked the entire length of the Thelon River last summer with a friend. He had not planned to come to Canada again this summer but found the lure of our north too strong to resist. He plans to bring his wife and wrote to CHE-MUN to ask if we could suggest some routes and comment on others he had heard about. Several of his candidate rivers are now resting beneath the giant turbines of the James Bay Project (Eastmain, Sakami, La Grande) so he decided to take our advice and do the De Pas and George Rivers flowing to Ungava. Eberhard experiences the difficulties many foreigners face when planning a trip abroad - getting good information.

Some comment from his recent letter. "In a travel guide published by E. Engel, I read about the De Pas of unnavigable cataracts and falls, requiring a lot of time to canoe the river. (Ed. note: NOT true) ... it is almost impossible to get accurate information on these questions in Germany because the travel agents are fixed on selling package tours. On the other hand I haven't gotten any answer from

Tourism Quebec and therefore I have no information of transportation companies. In that respect Yukon Travel and Travel Arctic have been much more helpful'.

Eberhard had also written earlier, in great alarm, after hearing about the need for a guide on any trip above the 52nd parallel. That question is answered in News & Notes on Page six. The eternal question of the Quebec North Shore and Labrador Railway was also on his mind. Is it still running? (YES after June 17 it departs Sept Iles every Tuesday morning only at 8 am, one way fare \$49) as well as getting in (you can get a drive to a lake near the De Pas headwaters) and out (Air Inuit to Kuujuaq).

The last time we saw Eberhard was on the cobble beach just below John Hornby's cabin on the Thelon last July. We all sat silently as we read aloud the final days entries of Edgar Christian's diary titled Unflinching - Death on the Barrenground. Christian, along with his uncle Hornby and friend Harold Adlard, starved to death just a few feet up river almost 60 years ago. The cabin is now in ruins and the stove where his diary was found is in a museum in Yellowknife.

WHAT HE DID FOR LOVE . . . In the royal tradition of abdication Prince Andrew gave up the canoe trip for the women he loved. Queen Elizabeth's second son, and only active canoeist, Andrew was scheduled to paddle the Lockhart, Hanbury and Thelon Rivers this summer. The plan was for a party of six including one R.C.M.P. security paddler to pursue the popular route this July. Plans were very secretly in the works and had almost been announced when the royal wedding was hurriedly scheduled. It seem that mid-July was the only convenient time on all those royal schedules. Andrew has, in the past, canoed the Nahanni and Coppermine Rivers. No word on the future of his canoeing career but from the sounds of things it appears that he's got the bug and will be back.

GONE WITH THE WINISK . . . Spring run-off has run away with most of the tiny Cree village of Winisk at the mouth of the Winisk River on the tidal flats of Hudson Bay in Northern Ontario. Two people were killed when much of the village was washed out into the Bay. The remainder of the population has been temporarily moved to the village of Attawpiskat on James Bay 150 miles away. The town will probably be re-located several miles upstream where the natives had wanted it put for many years. The northern Ontario river, which starts on the shield and flows north through the Hudson Bay lowlands, is a popular one for wilderness canoeists. The tragedy will also make it more difficult and expensive for canoeists to do the entire river now that there will be no village located at the mouth. The route is one of the few in Ontario where polar bears can be seen.

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NEWS & NOTES

BOOK LOOKS . . . There seems to be a never-ending array of nature/exploration/outdoor books appearing on the market. Some are quite contrived for an obviously eager market while others are extremely interesting. Looming on the publishing horizon this fall is *Wild Waters: Exploring Canada's Wilderness Rivers*. Edited by Jim Raffan, this "lavishly illustrated" 200-page book (134 in colour) will feature articles on eight of Canada's prominent wild rivers; the Hood, Bonnet Plume, Nahanni, Clearwater, Missinaibi, Kazan, Moisie and Liard. Familiar names will be writing on each river including Bill Mason, David Pelly and C. E. S. Franks, Mason also penned the introduction. The book promises to be a highlight for wilderness paddlers. The 9 inch by 12 inch book will retail in Canada for \$30 and is expected out in September.

Continued on Page six

**Paul Mason's . . .
CANOETOONS**



YEAH SURE CLEVIS, DEFINITELY CHEAPER
THAN RENTING A CANOE . . .

— The book review —
Ontario's rivers

Canoeing Ontario's Rivers by Ron Reid and Janet Grand. Published by Douglas and McIntyre, Vancouver and Toronto. 320pp with many maps and illustrations. \$14.95.

When two expert naturalists and two avid canoeists become authors the result is: *Canoeing Ontario's Rivers* - an excellent, very useful and complete look at river canoeing in Ontario.

Ron Reid and Janet Grand know a lot about Ontario. Ron was former environmentalist with the prestigious Federation of Ontario Naturalists. Janet Grand was with the Sierra Club in Toronto. Their mutual interests are obvious and together they have contributed a valuable addition to the canoeists' library. *Canoeing Ontario's Rivers* examines several rivers in a cross section of this province's vast and varied geography. From the fertile and gently flowing streams of southern Ontario to the rugged northern rapids flowing headlong into James Bay, there is a wealth of canoeing experience covered in this book.

But Reid and Grand take off the blinkers that so often accompany such a book. As naturalists they encourage paddlers to explore and be aware of the flora and fauna around them. Each river is described in detail with excellent river maps showing points of interest including rapids. The history of the area, so much a part of a canoe trip to many paddlers, is also covered. This book will interest all paddlers of Ontario waters. The rivers examined include the Credit, Magnetawan, Spanish, French, Mattawa, Missinaibi, Kesagami and nine others.

Editorial

Eric Morse

With the death of Eric Morse canoeing has lost a giant. And all wilderness canoeists have lost a friend.

Eric Morse, to many the embodiment of Canadian wilderness canoeing, has left a legacy that will endure like the land and history he treasured.

Eric's strength lay not only in the many trips he undertook but in his philosophy of wilderness travel, which has emerged as the standard. Respect for history, environment, and preparation are the cornerstones of his beliefs.

Last summer I was proud to be a part of a canoe expedition that named a river after Eric Morse in the Northwest Territories. At a dinner last November honouring Eric, the following was read on

behalf of all the Morse River canoeists; "Eric, in your name, we were able to undertake a project that would have seemed unthinkable a short time ago. A project that focused our talents to their fullest and unveiled to us the beauty of the Barrenlands, the hidden part of our beautiful country Canada. You wrote about the qualities required to travel the Canadian north; above all qualities of the mind and spirit, the discipline of planning and execution, respect for Canada's history, and the ability to work as a team on a Barrenlands canoe trip.

We thank you for your common sense philosophy of wilderness travel, for your daring, not only in retracing historic voyageur

trails but in blazing new trails of your own. Pierre Elliott Trudeau, a former paddling partner of yours once wrote, "I know a man whose school could never teach him patriotism, but who acquired that virtue when he felt in his bones the vastness of his land, and the greatness of those who founded it".

Eric Morse was one of those founders. A man whose name will forever be linked to the chronicle of wilderness canoeing in Canada. We are all proud to have known him and to have been a part of a canoe trip which has left his name on one of those majestic northern rivers he loved so much.

Eric, thank you for being worthy of the honour.

● See Pages 7 & 8

Michael Peake, Editor.

A Danish Perspective

By Carl Traeholt

Last summer a group of young Danish canoeists paddled the entire length of the Thlewiaza River on a 63-day trip. CHEMUN has been corresponding with Carl Traeholt, leader of the expedition, who in this article sends CHE readers a Danish version of a trip equipment report. His reactions to our camping equipment are very interesting

CANOES: We had to be away for 63 days and couldn't afford a food drop, so we had to bring as much food as possible. That was one of the reasons why we chose INKA Canoes, a Swedish aluminum product. Also because we felt comfortable with these boats after several trips in northern Sweden. The canoes are 17 feet long, with a 35 inch beam, a 13-inch depth and a weight of 84 pounds. These canoes have a great loading ability compared to other canoes this size. It can hold 880 pounds without problems while Grumman's can only load 750. The seat is wooden with broad nylon bands and is comfortable. We think this canoe is the best of the aluminum ones. It is sold in Canada under the name of Clearwater Canoes by Bruno Gustavson, Bittern Lake, Alberta, TOC 0L0.

STOVE: When I reached Canada I really was shocked when I saw what kind of stoves that were on sale. I usually saw only Coleman stoves, especially the Peak-1, and they are . . . well I can't really describe them. Maybe we're a bit luxury minded in Scandinavia, but we tried the Peak-1 years ago and found it was too heavy, difficult to clean, too detailed (too many things to go wrong) and is nearly useless in very stormy weather if you can't move inside a tent. The shield of the burner is too poor. We have tried a lot of stoves in the past and ended up with the Trangia which is a Swedish product. It consists of a simple burner, a deep windshield, a pan, two cookpots, a grip and a kettle which can all be packed into the biggest cookpot. Altogether it weighs about a pound. The Peak-1 weighs the same - but for the burner ONLY. The construction of the Trangia is very, very simple but it's extremely effective. I have tried it in almost every condition in summer and winter. It can be used in stormy weather without problems.

Norrøna anatomiske bæresystem



CLOTHING: Personally I don't think the ideal clothing exists. Perhaps only as fur on wild animals. In the end I think it's a matter of comfort. Before we went out we made a list of "musts" for our clothing. 1. It should be nice to wear. 2. Very light. 3. Warm. 4. Windproof. 5. Dry very quickly. Of course we didn't find any clothing that covered all these things at the same time. Anyway, we preferred multi-layered clothing, that makes for greater flexibility. As inner clothing we used a nice cotton shirt (long sleeved). Cotton is the most comfortable. As the second layer we normally used pile, but this time we tried fleece. I say that fleece is better than pile. It is very soft and comfortable to wear. It is quite windproof, warm and it dried quickly. Made as a jacket and a pullover, we found the former more handy. The outer clothing we used were greensland jackets and trousers made in Sweden - a 50/50 cotton, polyester blend. They are comfortable to wear, light, windproof and almost bugproof. They can be treated very rough and best of all they dry extremely fast. Once wet it takes only 15-20 minutes to dry - on sunny days even faster. They can be impregnated with wax and keep off a bit of rain then.

FOOD BOXES: We used aluminum boxes for our food. They could hold approximately 60 litres each were made almost waterproof with silicone. They can be treated very roughly without wor-

rying about the flour or sugar bags breaking. They are nearly as strong as the canoe. We find it very handsome to use these. Because you open up the front of these cases there's never the problem in reaching items on the bottom. Much easier to organize than packs and they transport easily on our Gyroframes.

TENTS: I'm sorry but here too I was shocked at the tents available in Canada. To my mind there were lots and lots of poor tents. On our Thlewiaza expedition we used a "tunneltent". It is the construction that allows most space for inside activities. And it is the construction that is the most windproof. It is put up by two aluminum or fiberglass poles and has mats all around which can be used to stabilize the tent and are useful when camping on rocks.

If it is pitched correctly it is possible for a man to lean away from the tent with full weight on one of the lines. It is very easy to set-up because the inner and outer tent have been sewn together, in fact, one man can put it up in 3-4 minutes - even in stormy weather. The tent is very roomy. There is lots of room for cooking and storing equipment. The inner tent is made of a breathable material, which is nice. Then one can be almost completely free of moisture. The outer wall is polyester. Some of it has been sprayed with aluminum which reflects sunlight on warm days and keeps the tent cool and nice. In winter-time it keeps the warmth inside. Maybe a bit luxurious, but indeed comfortable. These types of tents are a bit expensive, but are normally worth every cent. They are produced in the Scandinavia countries. there are models for 2-6 persons.

BACKPACKS: We tried some - from Fjallraven in Sweden (translated it means Polarfox) which had a Gyroframe. This type is constructed for carrying great loads. Here in Scandinavia we don't like the headline (tump) system. It is a poor way to carry. (Ed. note - They probably weren't shown how to do it properly.) We prefer a system where the center of weight is better balanced. We saw a lot of frame packs in Toronto - awfully poor! I can understand why you use this headbelt then. Maybe backpacks are not that important on a canoe trip, but if you have to go by foot anywhere the Fjallraven Gyro is the best - IF you have to carry heavy loads (70-110 pounds).

SLEEPING BAGS: We used a Norwegian bag from Ajungilak which were filled with dacron Hollofill. There was a thin aluminum blanket between the two layers of Hollofill. This makes the sleeping bag warmer and fast to heat up on cold days. One always asks if this causes moisture problems. I can tell that this has been taken into account from the fabric and there is no problem. Newer sleeping bags have Quallofil or Microsoft which contain four microscopic tunnels, while Hollofill contains only one. The newer materials are lighter and warmer than the old. We prefer polyester bags on canoe trips over down filled.

THE RIVERS

Canada's best to you each run-off

The rivers originating in Canada discharge approximately 98,000 cubic meters/sec of flow to the ocean - about 8% of the world river discharge. The St. Lawrence and Mackenzie rivers, each with approx 10,000 m³/s rank 16th and 17th among world rivers. The Amazon is over 20 times as large as our largest river; the Mississippi about 75 per cent larger. The St. Lawrence and Mackenzie are approx equal in annual flow and arguments about which is larger depend on semantic differences, such as where in the St. Lawrence estuary the water becomes brackish, and if the Peel and other tributaries of the Mackenzie Delta, entering below where the main channel

divides, should be counted. The Mackenzie Basin is wholly Canadian and is 3.5 times as large as the Canadian portion of the St. Lawrence Basin. The Mackenzie (to the head of the Finlay river in BC) is the longest river in Canada (4241 km) followed by the St. Lawrence (3058 km), Nelson (2575 km), Churchill (1609 km), and the Fraser (1368 km). Tributaries such as the Saskatchewan (1939 km), Peace (1923 km), Ottawa (1271 km), Athabasca (1231 km) and the Liard (1115 km) are also very long.

Almost 75% of Canada is drained northward to the Arctic Ocean, Hudson Bay and Hudson Strait. According to data of the early 1970's this northward

drainage involved almost half (47.9%) of the total flow of Canada's rivers. Drainage to the Pacific (10.2%) of the area accounted for almost one quarter of the flow (23.5%); drainage to the Atlantic (15.2% of the area) for over one quarter (28.5%). A very small area is drained southward in the Missouri-Mississippi Basin. More recent measurements show that the earlier estimates of northern and Pacific regions and for Canada as a whole were too conservative, and that northern values especially might be increased substantially - as much as 20%. Upward revisions might be expected as better, longer-term data become available.

Canada's flow chart

From the Canadian Encyclopedia

<i>Drainage Basin/ River</i>	<i>Area Drained (km²)</i>	<i>Discharge (cu. M/s)</i>
ARCTIC OCEAN		
Back	107,000	612
Mackenzie	1,787,000	9910
Other	1,663,000	5890

HUDSON BAY

Albany	134,000	1420
Arnaud	49,500	654
Attawapiskat	50,200	626
Leaf (Feuilles)	42,500	575
Churchill	298,000	1270
Eastmain	46,400	909
George	41,700	881
Great Whale	41,700	665
Moose	109,000	1440
Nelson	1,132,000	2830
Nottaway	65,800	1130
Baleine	31,900	581
Rupert	43,300	878
Severn	101,000	722
Thelon	142,000	804
Winisk	67,300	694
Other	1,173,000	8950

PACIFIC OCEAN

Columbia	155,000	2890
Fraser	233,000	3620
Nass	20,700	892
Porcupine	55,700	368
Skeena	54,900	1760
Stikine	49,200	1080
Yukon	298,000	2360
Other	228,000	11,100

ATLANTIC OCEAN

Aux-Outardes	19,100	399
Churchill	79,000	1620
Manicouagan	45,000	852
Moisie	19,100	490
Natashquan	16,100	422
Petit Mecatina	19,600	524
Saguenay	88,100	1760
Saint John	55,400	1100
St Lawrence	1,026,000	10,100
St Maurice	43,300	731
Other	624,000	15,400

SUMMARY

Arctic Ocean	1,557,000	16,400
Atlantic Ocean	2,036,000	33,400
Gulf of Mexico	29,500	25
Hudson Bay	4,010,000	30,900
Pacific Ocean	1,095,000	24,100
TOTALS	10 730 000	105,000



NICK NICKELS NOTEBOOK

Sliding into summer

I was wheeled into a ward of HEARTBEAT HAVEN one afternoon in April for some tinker-tinkering. I met my three new bed mates: two "chests", breathless and coughing, and one very mobile patient named Ed Miller.

Ed is fairly tall and neatly self-groomed. He is no reader but a prowler of HAVEN's halls, for he likes people and people like him. He has lived in the Haliburton Highlands for 80 years, working in the bush, on the lakes, and on spring logs drives from the age of 15 years.

Ed is also a poet and upon meeting strangers he quietly presents a favoured few with one of his mimeographed "poems" about various incidents he has experienced. He gave me a piece about an amusing hospital episode. It was very good. By the way, Ed stood at HAVEN's windows looking out lovingly at burgeoning spring. I judged he was probably re-thinking some colourful spring log drives when he when he cooked for small gangs of "river hogs" when the water was high, cold and swift and the blackflies hadn't hatched yet.

Ed told me in great detail about one of the last drives he worked on; to wit:

"It was the year when 1926 spring slid into summer, a 15-mile 'drive' that started at Grass Lake up Haliburton way. Austin and Roberts was movin' a winter cut of hardwood logs to their mill which had to be floated from underneath by a softwood boom - so the logs wouldn't sink, see.

"I was sleepin' at home nights, six miles from the river. I got up at five o'clock and left the house in my old 490 Chev and picked up some teamsters on the way. Soon I had the old camp range goin' good and breakfast ready for the whole crew, and on the tables by six o'clock sharp.

"I served the 22-man crew: porridge, flapjacks and syrup, bacon and eggs, piles of toast, pots of tea and cans of milk. The lads wolfed 'er down fast, no time to talk much, and out the door of the floatin' cookshack to their various jobs by seven o'clock. We worked six days a week with Sundays off.

"I worked alone that spring, no cooker to help me, no one to talk to. After breakfast I would nip out and carry river water into the cookshack for washing up and cookin' on the eight-hole camp range. First I baked enough bread and buns for dinner and supper, then 36 pies -rhubarb, pun'kin, mince and apple, cooked beef or pork roasts, four big cottage puddings, peeled spuds, started two big pots of beans. This was enough food for both dinner and supper. Each man ate three-quarters of a pie at each meal. They loved pie.

"Unlike most winter shanties and spring drive cookshacks where the rule was 'eat but don't talk and leave the table in 12 minutes', our crew talked while eating and afterwards, for they were mostly neighbours and friends, and there was no fighting.

"Some Saturday nights a few of the lads got into the booze somewhere and whooped it up all night and Sunday.

"I mind three of them come into work one Monday morning still groggy. They missed the broom cat-walk and walked right into the river. I helped the Bull of the Woods (foreman) steer them back to shore with the nibs of pikepoles caught in their shirt collars. It was laughable; they sobered up pretty quick, I'll tell you."

Watching Master cook, teller of tales, Ed Miller picking away the food on the institutional food trays I could almost hear him mutter another well used bush critique, "They wouldn't cook guts for a dog."

More News & Notes

WELL TRAVELLED WATERS . . . The Back and the Coppermine are destinations this summer for two groups of experienced paddlers. Federal Liberal leader and former Prime Minister John Turner will be heading down Samuel Hearnes's Coppermine River along with Bob Pilot the President of Northwest Territorial Airlines. I don't imagine they'll have any transportation difficulties. The Back is being plotted by Rob Caldwell, Gordon Lightfoot and Ingo Schoppel and group. They will start at Muskox Lake at the headwaters of the icy Back. A regular member of their group, and leader of the first Canadian group down the river (in 1972) Fred Gaskin will not be going. Fred says he's done it and is always looking for something different.

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AHEAD TO THE PAST . . . Yet another historically-inspired major paddling expedition is underway. This time, kayaker Doug Walker, 42, will retrace a third of the route of Hudson's Bay Company Inland Governor George Simpson. The Governor traveled 3,000 miles on an 1824 voyage from York Factory to the mouth of the Columbia River in Oregon. Walker who is going in the opposite direction of Simpson started in mid-March paddling up the Columbia. He plans to paddle and portage to Jasper, Alberta. The route includes a 36 mile portage over the Athabasca Pass in the Canadian Rockies.

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FIRST THE CARS, NOW . . . The Cree Indians of Northern Quebec and the Yamaha Motor Co. of Japan are engaging in a new business that combines the best of both cultures: High Tech and Canoes. The two are building a computer designed fiberglass unsinkable freighter canoes. The 23-foot boats are for use in James Bay and the Arctic and are intended to be a more durable replacement for the current 17,000 wood freighter canoes that must be replaced every two or three years. Last fall the head of Yamaha's Marine division personally tested prototype canoes in James Bay on a 100-mile run from Moosonee, Ontario to Rupert House, Quebec.

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CANOE COINS . . . For many years non-coin-collecting canoeists have been purchasing Canadian Silver Dollars for the classic voyageur canoe etching inscribed on the back. Though valued at one dollar these coins, which until recently were actual silver, usually sold for about \$17. The Royal Canadian Mint, heeding the outcry of vending machine users and transit riders, has decided to phase out the one dollar bill and replace it with a cheaper version of the voyageur dollar. The three-year phase out will commence in 1987 when the new, smaller canoeback is introduced.

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WILDERNESS CANOEING 103 . . . CHE-MUN readers in the Toronto area might be interested to know of a new course at George Brown College. Wilderness Canoeing will be taught by Janet Grand co-author of the new book Canoeing Ontario's Rivers (see CHE Review in this issue). A one-day classroom session prepare the student for a two-day flatwater trip in Muskoka, north of Toronto. Topics covered include - wilderness philosophy, basic canoe and portage skills and outdoor cooking. Everything except transportation is included in the \$210 fee. For more info contact George Brown College 416/947-9914.

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PERMITEZ-VOUS? . . . The oft-told tale of needing a permit to travel in Quebec has finally been explained. The story going 'round was that canoeists travelling north of the Rupert River in Quebec needed a guide to accompany them. The actual facts according to Michel Tetrault, the Director of Recreation and Tourism Development in Northern Quebec, are simple and make sense. Fishermen and hunters will need a guide, wilderness canoeists won't. The idea is to protect the environment from full-time fishermen and hunters, not wilderness travellers who only fish for subsistence and shouldn't hunt without a permit.

A final word

Pipe River

By Eric W. Morse

CHE-MUN is honoured to present this article by Eric Morse written shortly before his death. Eric wrote to CHE-MUN, in his usual helpful way, after reading Bill Mason's story on the University River in CHE-MUN Outfit 44. Eric posed a historical canoeing question . . .

Did the early voyageurs regularly visit the University River?

When I first paddled around the north shore of Lake Superior in 1960 I came upon a little harbour, whose access to the open lake was blocked by a large flat rock of granite - except for a small gap, which I measured and found to be six feet. My curiosity was piqued and I was impelled to make a historical conjecture. The harbour was at the mouth of what is now officially called the University River, but in 1960 it was known as the Dog River.

What intrigued me was the fact that on earlier maps, it appeared as the Pipe River. It is well known that in the days of the fur trade, the voyageurs were given a five-minute break from paddling every hour, when they could light their pipes. Hence the break got known as a pipe or "peep", as the voyageurs would pronounce it.

I had been puzzling over what the voyageurs would have done for this brief, time-honoured respite when paddling along the 450-miles of the north shore of this huge and often turbulent body of water. Obviously a "pipe", with paddles laid down, could not be enjoyed in rough water. But in this particular spot, at any rate, the problem would be well solved.

For the river, after dropping 800 feet off the edge of the Canadian Shield, falls into a quiet little pond, of a size that would just about take a "brigade" of fur-trade canoes. Further more (and this was important) the six-foot gap in the rock blocking the mouth of this little port in a storm happened to be exactly the width of a canot de maitre.

We know that several names on Lake Superior were first given by the voyageurs: Pancake Island, Pie Island, Otter Head, Les Mamelles, Les Petits Ecrits, Grand Portage, Sleeping Giant. Why not name also this delectable spot where they could escape from the wind and waves for such an important break from their labour?

This is, of course, no more than conjecture. But I would carry the speculation as far as to suggest the perhaps any day when it was windy and the waves were high, and if the voyageurs found themselves anywhere near this delightful little harbour at the appropriate time, they would make for it to have their pipe. And in due course the river was so named.

The James Bay Road - at last!

The James Bay Road, a 750-kilometer link from Matagami to Radisson (La Grande) is now available to canoeists - but there are some conditions. The road was built in the early 1970's by the Societe du Development de Baie James (SDBJ) as an access road for hydro construction. Up until now the road was for the private use of the SDBJ and no one else. The newly appointed Director of Recreation and Tourism Development, Michel Tetrault, is the man behind the opening. They only let the public travel part way (to the Rupert River bridge) UNLESS you know the procedure.

At the end of the provincial highway in Matagami there is a gate at the start of the road. In order to get to Radisson (La Grande) you should tell the gatekeeper that you have a reservation at the Radisson Hotel. If there

are any problems check with Don Murphy who is the General Director of the Municipality of James Bay in Matagami at 819/739-2030. If you need to make a reservation at the Radisson Hotel phone 819/638-7201. The call has to be made through the operator as it is a private exchange.

The road is a two-lane asphalt road with gravel shoulders. There are a few services along the way including roadside campsites up to the Rupert River bridge. There is a gas station at Kilometer 384. You are advised to fill up at both Matagami and this station.

Air Creebec flies out of La Grande and many communities along the coasts of James and Hudson Bay. They fly Hawker Siddeley 748's and will carry canoes by the pound, for example 44 cents per pound from La Grande to Great Whale River.

Canoes north

Transporting canoes in the north. It's a dirty job but we all gotta do it. As part of our planning for an upcoming trip across the Ungava Peninsula we have been wrestling with the problem of canoe transportation off the water in Quebec. As a result of our research we have uncovered some interesting info for CHE readers.

The usual time problem for canoe transport is at the beginning of the trip when you obviously need the canoes the most. Getting them around by air is a rip-off if your air carrier charges for canoes by volume instead of weight. Nordair, for example, wants \$500 to transport a 75-lb Old Town Tripper which, by their calculations weighs in at 600 lbs. Air Creebec, on the other hand, charges by weight and would levy about \$190. Keep in mind, both canoes are going the same place on the same day.

It really pays to shop around and do your planning thoroughly - that means time on a telephone. Also make sure that your canoe can fit into the plane being used. Some planes have an extra-sized cargo door, others do not. Check it out.

A tip on getting the canoes out. Our trip finishes in Fort Chimo now called Kuujjuak at the bottom of Ungava Bay. Here we are faced with the same transport problem but without the same urgent need for the boats. So instead of paying Nordair \$700 each for a trip with us to Montreal, we are going to ship the canoes on the Hudson's Bay Company boat to Montreal for \$50 per canoe. To arrange for this service talk to the Hudson's Bay Manager at the post you'll be arriving at or contact Mr. D. E. Coles, Manager of Distribution and Transportation for The Bay, at Hudson Bay House, 77 Main St., Winnipeg, Manitoba, R3C 2R1 or call 204/943-0881.

The canoes can be picked in Montreal in September or arrangements can be made to ship them from there. But it will start getting very expensive out of Montreal so enjoy a weekend in Quebec.

A further transport note; the road used to supply the dam construction during the James Bay Hydro Project is now open to the public. (see separate story) You can drive right up to La Grande and shave considerable air expense off your budget.

For example, Val d'Or to Great Whale River (Kuujjuarapik) is \$320 on Air Creebec while from LG2 (La Grande) it is \$77. Of course there's a lot more driving but you get to see the still unspoiled Oatmeal Falls on the Rupert River and other rivers they have already cemented shut. All these hassles are for budget-minded canoeists who are trying to save money.

Eric Morse died on April 18. The following are excerpts from the Eulogy for Eric Morse delivered by Angus Scott at a memorial service in Ottawa on April 26.

My admiration of Eric stemmed in part from the legacy which he left to his country. And great indeed was that legacy. By focusing attention on the routes of the fur traders, he brought to life an important and exciting part of our history. *Fur Trade Routes of Canada/Then and Now* and his articles in learned and other journals will always remain an appropriate memorial to him. Eric, together with Pamela, was a pioneer in what has been called recreational canoeing in the Northwest Territories, although use of the word recreational may be questionable. One recalls those 4 a.m. rises on a frigid morning in the Barrens or battling one's way down a lake against a head wind and driving rain.

An even more important legacy, it seems to me, is the inspiration he gave to others. He gave us the inspiration to explore the vast lands of northern Canada and to delve into a rugged and inspiring part of our heritage. One simply cannot travel a river such as the Coppermine without feeling the presence of the voyageurs and of the great explorers, Samuel Hearne, Sir John Franklin, Captain Back and the great Akaitcho. He also gave us all inspiration to take care of this precious natural heritage that we have been left in the Barrens, to respect its fragility and to look upon it as a gift to be carefully used and carefully preserved.

It was no ordinary man who left such a legacy. Eric began his professional life as a teacher



Eric Morse: A legacy of inspiration.

and it seems to me that he remained a teacher throughout his life. It was the teacher in him that motivated him to seek others, often younger than he, to accompany him and Pamela on his long canoe trips in the Northwest Territories.

His book on the fur trade canoe routes is the work of a scholar. It demonstrates careful research both on the scene and in the library sifting through manuscripts and original documents. Pierre Trudeau in his Forward wrote "it has taken a rare combination of qualities to

produce this book." It contains a wealth of knowledge about rivers and lakes and the elements. It tells of people, tough, hardy adventurous people: les guides, les gouvernail and les avants. It is about canoes, about food and, of course, about the beaver, the otter, the fox and the deer. It is a book of great understanding and sympathy and it is written with a rousing sense of adventure and in a style of vigour and imagination.

I saw Eric as a rather unusual combination of stoic and romantic. The stoic part of

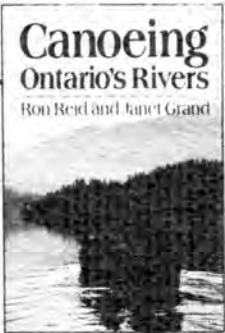
him was perseverance, determination, courage and the drive to forge ahead under adverse conditions of climatic and geography and sometimes human constraint. On the romantic side was that sense of adventure that led him to the Barrens and to explore the canoe routes of the fur traders, in many cases following rivers untravelled for generations, rediscovering the paths of the voyageurs, the sense of adventure that enabled him to enjoy the thrill of white water, the challenge of discovery, the peace of a sun-filled morning on a still lake under a blue sky, miles, many hundreds of miles, from the nearest road or railway station.


How does one say good-bye to such a friend. . . The answer has fortunately been given to us by Eric himself. This is taken from Warburton Pike's *The Barren Ground of Northern Canada*, published in 1892 and it was quoted by Eric at the dinner held last November commemorating the naming of the Morse River.

"... for my part I can understand the feeling that prompted Saltatha's answer to the priest who was explaining to him the beauties of Heaven. 'My father, you have spoken well; you have told me that Heaven is very beautiful; tell me now one thing more. Is it more beautiful than the country of the Muskoix in summer, when sometimes the mist blows over the lakes, and sometimes the water is blue, and the loons cry very often? That is beautiful; and if Heaven is still more beautiful, my heart will be glad, and I shall be content to rest there until I am very old.'

Eric Morse may you rest in peace.

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