

**1956 DESOTO FEATURES** — "Magic Touch" PowerLite Standard with all DeSoto FireFlite models is Chrysler of Canada's new "Magic Touch" push-button control for its PowerLite automatic transmission. Four push-buttons — Drive, Neutral, Reverse, and Low — are located in a panel to the left of the steering wheel. New safety and engineering features this year include lifeguard safety door latch-  
 es "Center-Plane" brakes, improved far-reaching headlights. Available in the DeSoto series this year is a four-door hardtop, a two-door hardtop, a four-door sedan, a convertible coupe, and a Firedom estate wagon.

## Canadian Wilderness Is Oldest Country In World

By WALTER GRAY  
 Canadian Press Staff Writer  
 CHURCHILL, Man. (CP) — The Canadian wilderness is a man killer.

Hundreds of adventurers dare each year to try his bait of towering mountains, vast forests, treeless barrens and white water.

Most come out unscathed, but others go through nightmares of storms, isolation and hunger. For some the trail ends in the wreckage of a plane, at the bottom of a river or beneath a snowdrift.

Spiesmen can reach the doorstep of adventure by automobile in the Rocky mountains and along the Alaska highway. Airplanes can land them at comfortable hotels, lodges and fishing camps. Rescuers are usually nearby if they get into trouble.

**CHALLENGE OF BARRENS**

It's a different story in the barrens lands where hundreds of miles separate habitations and the only human likely to turn up is a wandering Eskimo or trapper.

That country is not easily conquered.

Disaster strikes most frequently at those who come ill-prepared and inexperienced.

Angus Maciver, veteran Churchill trapper, advises against any person travelling through the northland unless he has a guide. On his own travels a long-handled ax and a match safe are the prime pieces of equipment.

The ax is used to cut wood and as a weapon against marauding animals. The match safe assures warmth and light. He always carries a medical kit and recommends a bottle of liquor—for medicinal purposes only.

His wife, herself a veteran of sub-arctic travel, says:

"This is the oldest country in the world and it resents people coming in who think they can hurry through it. They have to take their time or they'll never make it."

**DISASTROUS CANOE TRIP**

This summer six young American canoeists attempted the 700-mile trip from Stony Rapids, Sask., to Baker lake in the Northwest Territories. Leader of the group, Arthur Moffatt of Norwich, Vt., died of exposure after two of the three canoes were swamped in rapids of the Dulawawnt river. The others reached safety 10 days later.

In June two American army officers and a Canadian school teacher left Fort Churchill for fishing up the Churchill river. They started out in blustery weather in a canoe powered by a small outboard engine. They never returned.

Last July seven American schoolboys died in an avalanche on Mount Temple in Banff National Park. A coroner's jury decided the group was ill-equipped and lacking in proper leadership.

Eighteen-year-old George Grinnell of New York City, one of the tubant canoeists, said most of them lacked proper equipment for northern travel. Their leather boots were continuously wet and their feet became cold, swollen and numb.

"We seldom took our boots off to get our blood circulating," he said.

**OTHER MISTAKES**

The youths wore the wrong type of glove. Grinnell himself made the trip wearing two left-handed gloves without liners. Head nets proved little protection against hordes of black flies. Food was a problem because their packs lacked variety.

"If you eat the same food every day, it begins to build up to the insecurity of the situation," Grinnell said.

After Moffatt's death the youths lived off the land "which was good psychologically."

"It eased the tension greatly. We knew we would be able to survive."

Tom Lamb, veteran bush pilot and owner of Lamb Airways at The Pas, Man., has a small hand-net in each plane. Should he be forced down the net would be used to take fish for food. Rev. Etienne Danieles, a member of the Roman Catholic Oblates of Mary Immaculate who lived for 20 years at Pond Inlet on the northwest tip of Baffin island, speaks of the deliciousness of frozen caribou meat, a staple food for Eskimos on the trail.

Two Wisconsin fishermen, Dr. John Tasche and Miles Eichenberger, were isolated on the barrens for 29 days in August, 1951. They had a month's supply of food aboard their plane, but for two weeks they lived on fish and berries, conserving their emergency rations for a hike south if they were not found.

**SAVED BY TENT**

Dr. Tasche credited a bug-proof tent with saving their lives.

"Without it we never would have survived in that wilderness," the doctor said.

Hordes of black flies nearly drove them mad before they were found. Johnny Bourassa, a Grande Prairie, Alta., bush pilot, disappeared in May, 1951, on a 200-mile flight from Bathurst inlet to Salmite mines. His plane, only slightly damaged but far off course, was eventually found. The pilot left a note saying he had decided to walk out of the bush. He was never found.

The countless lakes and miles of forests hide the fate of many planes. In January, 1950, the biggest air search in Canadian history—some 60 Canadian and American planes—failed to find an American C-54 transport with 44 persons aboard which disappeared over the Yukon on a flight from Anchorage to Great Falls, Mont.

Among the most publicized searches was that in 1951 for Toronto hockey star Bill Barilko and Timmins dentist Henry Hudson who disappeared in a light plane near James bay while on a fishing trip.

**RESOURCEFUL PILOT**

Bush pilots are synonymous with heroism and ingenuity when the chips are down. Paul Rickey, Central Northern Airways pilot from Winnipeg, is an example. His plane was forced down in northern Manitoba while carrying five passengers—a pregnant Indian woman and four children. For six days, in bitterly cold weather, Rickey kept his passengers alive by letting them share the only sleeping bag. The woman's baby was born in the frost-lined cabin of the plane and he took off his shirt to wrap it.

However, the baby later died.

Rickey warmed the poorly-clad other children against his body at night. His hands became frost-bitten so he could not roll cigarettes. Rickey gave up the solid food in the rations so his charges would not starve, living on liquids him-

### GLERMONT W.I.

The October meeting of the W.I. met at the home of Mrs. Edson Rayner. The president opened the meeting with Ode followed by creed. Seven members answered the roll call. Minutes of last meeting were read, approved and signed. Correspondence was read.

Sick and school committee gave their reports. Towels and tissue had been bought for school. It was moved and seconded that bills be paid. It was decided to have a pantry sale and Mrs. William Mill was appointed to find out about place and date.

New sick committee: Mrs. Gerald Mill and Mrs. Ernest Mill. Next meeting at the home of Mrs. William and Mrs. Gerald Mill. Roll call to be answered by paying membership fee. Lunch committee: Mrs. Cecil Mill and Mrs. Ernest Mill. Program committee: Mrs. William Mill and Mrs. Frank Shields.

Collection was 90 cents. Program committee then had a guessing contest which was won by Mrs. Gerald Mill and consolation going to Hippogod Rayner Jr. Lunch was served by the committee in charge. Meeting closed with the Queen.

### HAMILTON W.I.

The October meeting of the Hamilton W.I. was held in the Institute Room at the hall with an attendance of ten members and one visitor.

### The president presided and the minutes of the previous meeting were read, approved and signed.

Reports of committees were received. It was moved by Mrs. George Crozier, seconded by Mrs. Everett Ramsay that we buy one new freezer can and have the other can repaired. This motion carried. School committee reported several articles needed for the school. On motion it was decided to purchase these articles. Correspondence consisted of a letter from the Cancer Campaign Chairman, a letter from Miss Arsenault a letter from C.A.R.E. and an invitation from Indian River Institute asking us to meet with them on their regular night of meeting Oct. 12th. We were happy to accept this invitation.

There was no new business. A portion of the Protestant Orphanage collection was handed in to the Com-

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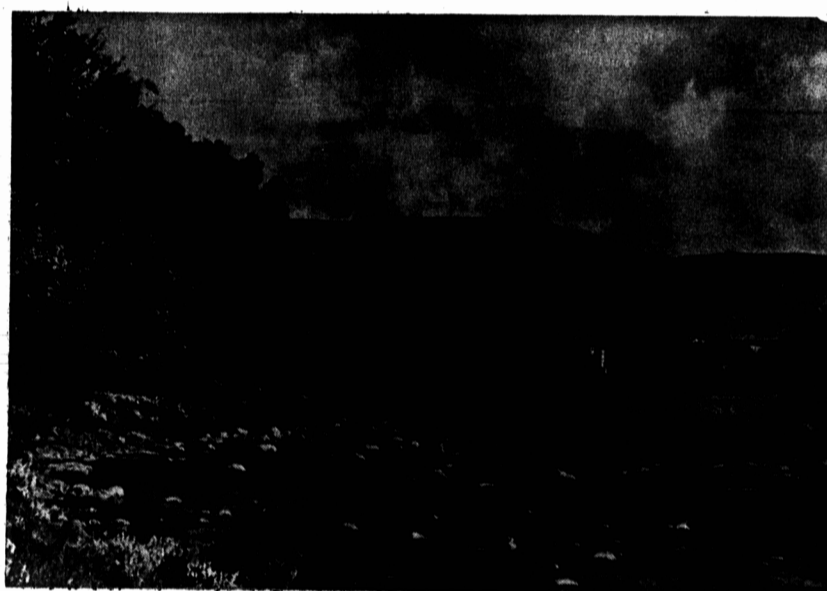
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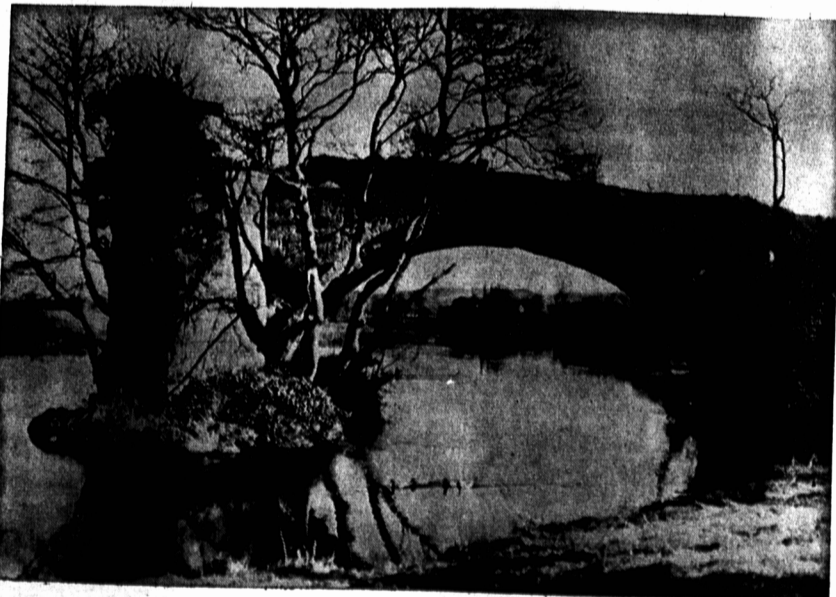
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