

Winter Isolates North Country

Navigation Ends for Season On Mackenzie River

HAY RIVER, N.W.T. (C)—Navigation has ended for the year on the great Mackenzie river and deep isolation, disturbed only occasionally by the drone of aircraft, has settled over the northern frontier country.

This year the freeze-up came earlier than usual—in the middle instead of at end of October. The hardy men and women who spend their winters in the far north have already settled down to eight months of isolation.

During this period little goes into the vast, snow-covered region and even less comes out. This land of gold, uranium and furs booms in almost total privacy.

But from about the first week in June until the end of October the Mackenzie normally is free of ice and busy with shipping. Boats and barges move swiftly along its wide surface, carrying food, clothing, machinery and other supplies into the corridor of virgin territory extending from northern Alberta to the Arctic Ocean.

This freight, amounting to about 65,000 tons each summer, is the life blood of the booming communities along the river's 3,000-mile channel. There are no roads or rails along the Mackenzie and in four months the boats must carry provisions enough to last through eight months of winter.

For despite its great straits, aviation has not yet advanced to where it can supply the north-land. Although planes bring in passengers and emergency supplies throughout the year, air traffic is too costly and too uncertain to challenge the supremacy of the river boat.

The terminus of this Arctic communications line is Hay River, a bustling frontier town on the south shore of Great Slave Lake.

Throughout the year Hay River is every bit a boom town. In the winter it is a bulging storehouse of goods bound for the gold and uranium mines, oilfields and trapping and fishing centres, to the north. Its quays are piled

high with freight of every description, brought by road and rail-and-road from Edmonton, 600 miles to the south.

With the first sign of break-up, Hay River becomes as lively as a seaport. Riverboat pilots and engineers arrive in groups from winter homes in the south and half-breeds and Indians swarm in from traplines for a season of comparatively high wages as deckhands and stevedores.

Boats and barges are repaired and cargo is loaded aboard. Everything is prepared for the big push-off. This preparation is important, for with the short season there is barely time for the boats to make two trips to the Arctic Ocean.

Each trip takes nearly two months and delay often means an encounter with early storms that batter Great Slave Lake and its neighbor, Great Bear Lake, 300 miles to the north. Although

Great Slave Lake and Great Bear Lake are only about half the size of Lake Michigan, the storms that sweep the inland seas are fierce and often disastrous.

With the break-up, the boats are on their way, loaded with machinery for the gold fields, uranium operations and oil wells; traps and rifles for the trappers in the bush; medical supplies for the Indian missions and hospitals; and, by far the most important, food for the 15,000 white, Indian and Eskimo inhabitants.

The boats, though small and shallow-bottomed, are strong and well able to carry loads up to 350 tons while towing as many as five barges, each loaded with an equal amount of cargo. The largest in the fleet, the Yellowknife Expediter, is a mere 300 tons.

Of the 30-odd boats and 80 barges operating on the Mack-

enzie, all but a few are operated by two major companies, Northern Transportation, a government undertaking, and the privately-owned Yellowknife Transportation Company. Others are operated by mining and fur-trading concerns.

With the exception of the Expediter, the boats and barges were brought north in sections by caterpillar trains when navigation

was started on a big scale more than 20 years ago. The sections were welded together and launched from improvised skidways.

The Expediter was the first and only ship brought into the Mackenzie Basin through the Bering Sea and upstream on the Mackenzie. It was formerly a United States Navy infantry landing craft.



HOTEL BURNS—Two walls have fallen showing fire still raging through the ruins of the Hotel Burns at St. Thomas, Ont., which was destroyed by fire early Sunday morning. One man is believed to have perished in the fire. This graphic photo shows one corner of the hotel still standing. Damage was estimated at \$300,000. (CP Photo)

ays Reds like Nazis

... Calls Communist regime "Kingdom of Satan"

WINNIPEG (CP)—The "United Kingdom of Satan" is the name placed on the Communist regime by a local priest who was one of the many displaced persons of the last war.

After 18 months in Canada, Fr. Rekem now is pastor for a group of Slovaks who hope to return to the first Slovakian church in Winnipeg. Before coming to Winnipeg he helped to plant underground units within Communist nerve centres in his home country, printing anti-Communist news and opinion under every nose of the Russian satellite.

Fr. Rekem says the Russian pattern of aggression is just as bad as that of the Germans. When the Reds overran Czechoslovakia he and his fellow priests lent every possible aid to the anti-Communist underground, known as the "White Legion."

Fr. Rekem himself was sent into a concentration camp with 600 others accused of anti-Soviet activity. The Communists took over the government of Czechoslovakia. On his release, eight months later, he started writing underground news for the underground press.

Members of the "White Legion" said, not only secured

Greek Dental Survey Surprise

TORONTO (CP)—Because mountain children in Greece have more than the usual number of cavities in their teeth, a long-held dental theory that sweets cause decay may have to be revised.

Dr. Robert E. Moyers, professor of orthodontics at the University of Toronto, found the holes when he made two dental surveys of children in the mountain province of Epirus. One survey was made in 1943-45 when Dr. Moyers parachuted into the midst of the Nazi-occupied country to set up field hospitals for guerrillas, and one in April of this year.

The mountain children had more than the normal number of cavities even with a very low intake of sugar and refined flour which are believed to be one of the prime causes of dental

systematic information on Communist activity but used the Russians' own typewriters and duplicating machines to circulate their material. Some even obtained high posts in Communist secretariats.

By 1947 however arrests were becoming commonplace and many legion workers lost their lives or were thrown into prison. Father Rekem escaped into Austria the day before Russian troops invaded his home. He came to Canada after serving as a chaplain in displaced persons camps in Austria.

caries. He also found the soil and plants very low in fluorine content.

Dr. Moyers isn't prepared to say what these facts may mean until they have been properly assessed, but he hopes to produce findings that will benefit the poverty-stricken mountaineers with whom he worked.

SYDNEY, Australia (Reuters)—Banned by restrictions from building a welfare club six years ago, a local organization now has received permission to go ahead with the job. There's a snag—the tender for the building has increased from \$23,000 to \$64,000 in six years.

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