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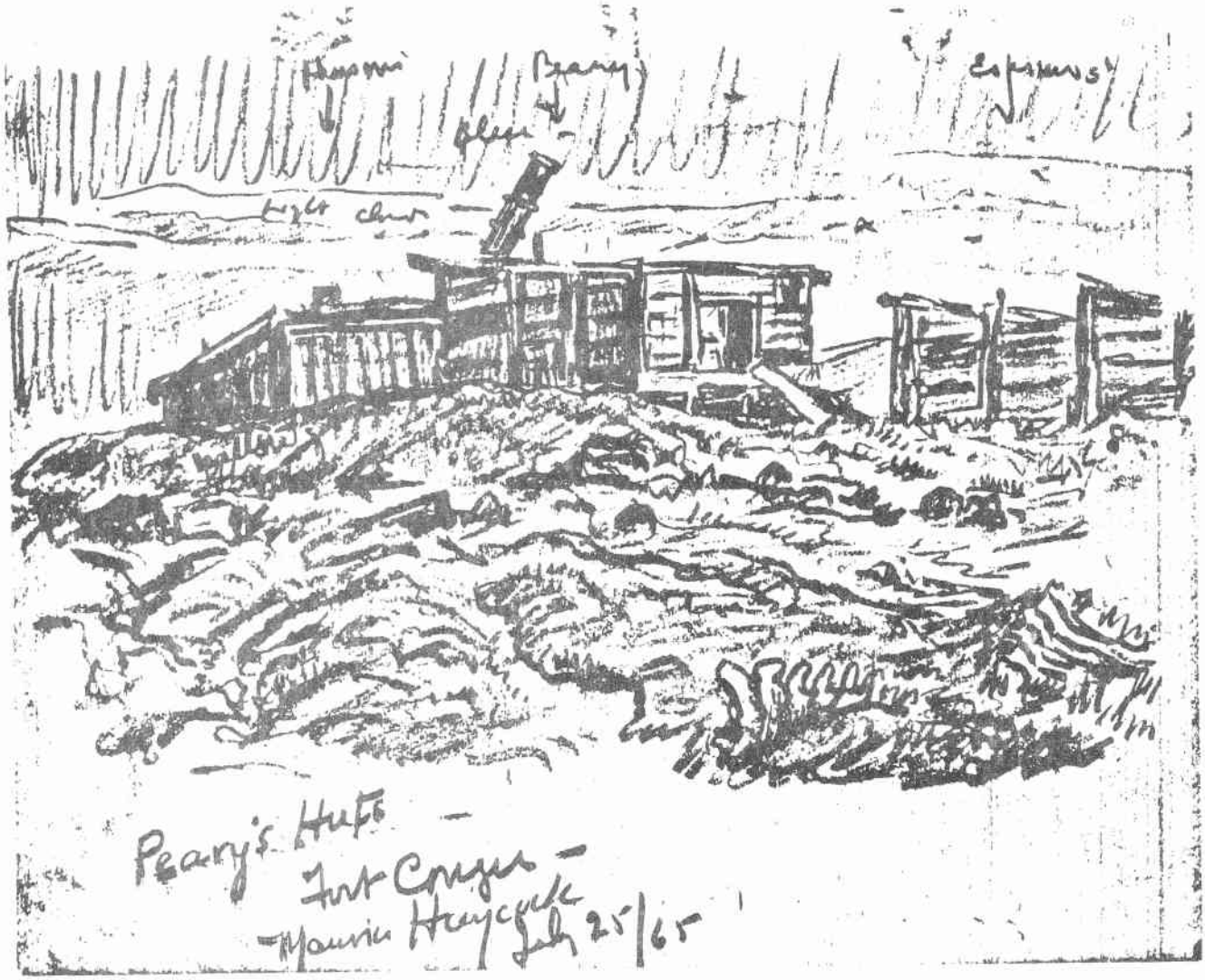

THE ARCTIC CIRCULAR

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CONTENTS

Cover Picture: Peary's Huts at Fort Conger, Discovery Harbour, northern Ellesmere Island; from the sketchbooks of Dr. Maurice Haycock (see p29)

ALL AROUND THE CIRCLE

MEETINGS

Annual General Meeting, 10 January 1978

The Minutes of the 1977 Annual General Meeting were read, followed by the reports of the Treasurer and the Editor of The Arctic Circular. The Report of the Nominating Committee was followed by the election of officers for the current year. The new executive is as follows:

President	Dr. D.C. Maclure
Vice-President	Mr. G.W. Rowley
Immed. Past President	Mr. K.C. Arnold
Secretary	Mr. A.C. David Terroux
Treasurer	Dr. T. Frisch
Publication Secretary	Mr. S.A. Kanik
Editor of The Arctic Circular	Mrs. Nora Murchison
Auditors	Miss Sally MacDonald
	Mr. Eric Mitchell
Committee	Mr. R. de Blicquy
	Professor O. Dixon
	Mr. P. Glynn
	Mr. Peter Ittinuar
	Professor Trevor Lloyd
	Mr. John R. MacDonald
	Mr. Guy Narbonne
	Mr. Barry Roberts.

241st Meeting, Tuesday, 10 January 1978

After the adjournment of the Annual General Meeting, Dr. Trevor Lloyd, Executive Director of the Association of Canadian Universities for Northern Studies addressed the assembled members on "Canada - Greenland Relations".

242nd Meeting, Tuesday, 14 February 1978

Dr. Roger J.E. Brown, Research Officer in the Division of Building Research of the National Research Council of Canada, spoke on his trip, in 1977, to the People's Republic of China with a Canadian permafrost delegation under a bilateral scientific and cultural agreement between the two countries, describing visits to several institutes carrying out permafrost investigations, and to the permafrost region in north east China.

Annual Dinner, Wednesday, 1 March 1978

This year's Annual Dinner was held at the Ottawa Hunt and Golf Club. The guest speaker was Sir Ranulph Fiennes, who described the Greenland and north polar trials for his forthcoming British Trans-Globe Expedition. Coloured slides and a short film were shown.

MEMBERS' NEWS

Mr. E. Whalley reports that "the Ottawa and Montreal Sections of the Alpine Club of Canada held a ski-mountaineering expedition to the mountains around Stewart Valley, about 60 miles west of Clyde, in Baffin Island. None of the mountains around had been climbed, and we climbed 21, including the spectacular spire, Longstaff Peak, during three weeks in May-June 1977. The expeditions consisted of 14 persons, organized and led by K. O'Connell and E. Whalley". Mr. Whalley continues: "In August 1976 I was in Makinson Inlet, Ellesmere Island, climbing the mountains - the first climbing party in the area".

Twenty-seven sites in Canada's high Arctic, each carefully studied, defined and mapped, have been presented for government protection as ecological reserves. Under the world International Biological Program (IBP), these sites have been identified as being appropriate for ecological reserves and in need of protection. Many contain endangered animal populations, unique plant associations, breeding areas or critical ranges for animals or natural features. None of the sites has yet gained the status of a protected area. In an effort to bring attention to the IBP sites, 'An Arctic Oasis' has been developed by the National Museum of Natural Sciences (NMNS). The exhibit, which opened in February for its Ottawa showing at the Victoria Museum, is the single most popular travelling exhibit in the history of NMNS. 'An Arctic Oasis' relays its message quietly and powerfully through a series of sixty still photographs taken on the Arctic Islands. The photos, each accompanied by a short text, were taken by the museum's curator of Vertebrate Ethology, Stewart D. MacDonald. Although 'An Arctic Oasis' is designed to bring new appreciation and interest to a part of Canada few people expect to visit, it has created widespread appeal, not only in Canada but throughout the world. Requests for the exhibit have come from many universities and major museums in the United States, Mexico, Brazil and several European countries. The unusual response may be due to Stewart MacDonald's international reputation as a scientist, and to the popularity of the topic. Most of the photographs were taken at Polar Bear Pass, an area on Bathurst Island which is part of one of the proposed IBP ecological reserves. At this site NMNS, in cooperation with EMR's Polar Continental Shelf Project, has set up a research station where it conducts long-term studies of arctic animals: muskoxen, wolves, lemmings and many species of birds. Nearby Seymour Island, also a proposed reserve, is the only known nesting ground of the Ivory Gull in North America. Produced in triplicate, the exhibit is now travelling through the Northwest Territories and Quebec. The section displayed in Ottawa will be sent on the International circuit in April. 'An Arctic Oasis' is a quiet plea for ecological reserves in northern Canada packaged in a marvellous photographic exhibit. Whether or not the viewers get the message is a question that will be answered with time.

THIRTIETH ANNIVERSARY OF "THE ARCTIC CIRCULAR"

The first meetings of The Arctic Circle were held in late 1947 and early the next year The Arctic Circular started publication. Though we are now starting volume 26, at the beginning of our 31st year of publication, it can be considered our 30th anniversary -- 1949-1978. So we have taken the occasion to request special papers written by members of the original executive, which consisted of:

President	A.E. Porsild	
Vice-President	Frank Davies	
Secretary	T.H. Manning	
Editor	Diana Rowley	
Committee	J.F. Drake	D.J. Martin
	T. Freeman	G.W. Rowley
	Eric Fry	R.I. Thomas
	A.C. Jones	L.J. Weeks
	T. Lloyd	A.J. Wilson
	K.C. Maclure	B.J. Woodruff
	R.G. Madill	J.G. Wright
	Mrs. T.H. Manning	

It might be noticed that our current President, Dr. K.C. Maclure, was a member of the original committee.

During the first year there were eight members' meetings: A.H. Tinker spoke on the establishment of weather stations at Eureka Sound and Cornwallis Island; F.S. Farrar showed a film of the voyage of the St. Roch through the Northwest Passage; R. Glenn Madill gave a history of the search for the North Magnetic Pole; Andrew Croft spoke on Exercist Musk-Ox; H.M. Raup spoke on botanical investigations along the Alaska Highway; J.G. Wright showed a movie of the work of the Nascopie; the seventh meeting was a picnic held at the cottage of D. Jenness; and at the final meeting of the year C.S. Lord spoke on mining in the Northwest Territories.

The first President of The Arctic Circle, Dr. A.E. Porsild, died late last year. It was thought fitting that an obituary be included in the special anniversary papers.

THIRTIETH ANNIVERSARY

SPECIAL PAPERS

THE ARCTIC CIRCLE - Recollections of a Founding Evening

Trevor Lloyd

Among the incidental outcomes of the Second World War was an upsurge of interest in the Canadian north and indirectly in northern research and activity as a whole. Both the eastern and western subarctic of Canada were involved in long range intercontinental air transportation, and because of this there were not only new airfields but also weather stations and various other associated facilities. To the northwest was the "Staging Route" to Alaska and beyond and to the northeast, the Crimson Route for ferrying aircraft from the United States to Europe. In addition there was the Alaska Highway and also the Canol pipeline route. These undertakings attracted many thousands of U.S. servicemen including almost all the available skilled and knowledgeable polar specialists - most of them veterans of the various Antarctic Expeditions initiated by Byrd.

Canada was very much a bystander to all this, barely aware of what was going on and for the most part too occupied with the war in Europe to be involved. A few individuals were brought in here and there as advisors. Tom Manning was for awhile at Coral Harbour on Southampton Island; Eric Fry selected the site for the Goose Bay airport, which though in Newfoundland, was a dual Canadian-United States project; and Dick Finnie had a roving commission with the Canol affair as an employee of Bechtel. Beginning in the Autumn of 1942 there was considerable concern behind the scenes in Ottawa about this apparent U.S. take-over, partly because of the expectation that after the war there would be a rapid expansion of international civil aviation and that the United States would be in a strong position not only to establish airlines overseas, but to do so across northern Canada.

Partly because of this there was a move to set up an Arctic Information Centre within the government in Ottawa. J. Lewis Robinson was employed on contract with the Bureau of Northwest Territories and Yukon Affairs to assemble information that would be useful in postwar planning in the North. Another outcome of this general concern was the decision to undertake mapping of the Arctic even while the war was still continuing in Europe. R.C.A.F. personnel with considerable flying experience in heavy aircraft were assigned to magnetic surveys, to assisting with geodetic surveys, and eventually air photography. And Canada took over responsibility for the Crimson Route airfields in the eastern subarctic, buying the Americans out.

It was in this atmosphere that the Arctic Institute of North America was founded in 1944 following about a year of quiet discussion based in Ottawa.

The original intention by the Canadians involved had been to establish a purely Canadian body, closely associated with the government but independent of it. The terms of the original Act of Parliament hint at this. However, as a small group of scientists associated in the United States with the Air Force Arctic Information Centre had a similar idea, the two groups coalesced in founding what was an international organization including also Newfoundland-Labrador and Greenland.

When the War was ended, Ottawa became a centre for intense activity concerning the North. The Arctic Institute had been based at McGill University, but official activities were independent of it and focused on Ottawa. For example the Defence Research Board founded in 1947 was very active in the North as was the Geographical Bureau founded the same year. Northern administration was rapidly given new impetus with the appointment of a new Commissioner (Dr. H.L. Keenleyside who was one of the founders of the Arctic Institute), and a variety of departments and agencies of government turned their attention to the North.

On the initiative of a few veterans of northern field research, administration and trading, a small group gathered in Ottawa one evening in December 1947 to consider forming a society which might hold local meetings and keep "northerners" in touch with one another. My guess is that the call to the founding session came from Jackie and Tom Manning and Diana and Graham Rowley. Along with about a dozen others I showed up at (I believe) the Mannings' house for cakes and ale and a talk. (My own presence in Ottawa was fortuitous. Although an academic I had been there a certain amount during the War attending meetings and occasionally doing short-term jobs. This particular stay was in connection with the launching of the Geographical Bureau).

As I recall the meeting at the Mannings, we were seated more or less in a circle, talking over the kind of society we should find. It was agreed that there had to be the absolute minimum of organization, by-laws, elections and the rest and that any dues should be just sufficient to cover outlays, all labour being voluntary. Then came the critical job of agreeing on a name for the organization. The talk rambled all over the place, with no sign of agreement about anything. Then a member of the group, sitting quietly in the corner spoke up - "What about Arctic Circle?", this from Superintendent D.J. "Tiny" Martin, commanding officer of "G" Division, R.C.M.P., responsible for the North. The name was accepted immediately and we adjourned to another room for beer, coffee and cakes.

Reconvened, there followed discussion of what the "Circle" should do, and the almost immediate agreement that it should hold monthly meetings with addresses, all in close proximity to a good bar (which I believe later turned out to be the RCAF Officers' Mess on Gloucester Street). A newsletter was also thought of, since there would probably be absent friends in the North interested in knowing what was going on. Here again the group was prolific with colourful suggestions, until once more the R.C.M.P. spoke up. "What's wrong with Arctic Circular?" And that was it.

For the next thirty years my links with the "Circle" were by way of a cut-rate subscription for those out of Ottawa, and all too rare attendance at the Annual Meetings.

THE EARLY YEARS OF THE ARCTIC CIRCULAR

Diana Rowley

I am very happy to help celebrate the first thirty years of publication of the Arctic Circular. The birth of the Arctic Circle was surprisingly painless and very rapid - from the time of the first gatherings at the Mannings' house to the first meeting with over a hundred people present was only months.

The Arctic Circular also had a simple beginning. Certain decisions taken about the Arctic Circle gave some immediate guidelines: with an annual membership fee of $2.00 for those living in Ottawa and $1.00 for out-of-town members to cover the costs of monthly winter meetings, club notices, and all printing and postage expenses, it was obvious that the Circular would have to be a modest publication.

At the first meeting on 8 December, 1947, it was agreed that I should be asked to prepare a mimeographed bulletin before the next meeting so that members could discuss the bulletin and suggest improvements. The first number of the Arctic Circular, dated January 1948, was accepted as meeting the requirements of the club on January 15.

The first number of 9 pages included eleven notes on very various topics, an account of the decisions taken at the first meeting, and an editorial note. The note mentions that this number of the Circular "is longer than was expected and future issues will probably contain only three or four pages. They will be produced whenever there is sufficient material". It continues: "The objectives are: (1) To provide concise and accurate information on current activities in the Arctic. (2) To assist research by publishing requests for information on particular regions or subjects, and for collection of specimens." The present editor must feel envious to hear that the first number was written, edited, mimeographed and mailed so as to be in members' hands within a little over a month - particularly a month which included Christmas.

In 1948 the interest in the Arctic, which had earlier led to the formation of the Arctic Circle when Tom Manning noted that it was no longer possible to seat all those involved in Arctic work in Ottawa around his dining table, continued to increase. With Arctic Circle members in all departments of the government involved in the North, as well as the Royal Canadian Mounted Police, Hudson's Bay Company, and universities it was easy to keep in touch with what was happening. A telephone call usually brought an offer to write a short note or sufficient information for an editorial account. Those active in Arctic work were quick to realize the advantages to publishing in the Circular as their notes appeared within about a month and were distributed to an exceptionally knowledgeable membership.

In the first year eight numbers were produced totalling 111 pages, including an index. It was obvious that the initial belief that three to four pages would suffice for all news was a gross underestimate. By the third year, however, the Circular was reduced to six numbers in the volume because of increased production time, and by the seventh year the editor was apologizing for being behind in production with only four numbers. Some of this was due to the limited time the editor had

available, but more to the production delays all subsequent editors have had to face and to the fact that many other publications, both governmental and university, were appearing and all asking the same sources for notes. Where once the Circular had been able to cover all activities it had to be selective.

After twenty years and having to run together some numbers so that only seventeen volumes were produced, Andrew Macpherson took over the editing and got the Circular back to more regular publication dates. He was followed by Margaret Larnder and Nora Murchison. The Circular is now highly selective and includes longer accounts as well as short notes. That the Circular exists today after thirty years shows that it continues to fill a special need.

CHANGES IN THE NORTH SINCE THE ARCTIC CIRCLE WAS FOUNDED

Graham W. Rowley

Thirty years ago I expected the second half of the present century to see the discovery and development of significant mineral resources in the North. This has progressed much more slowly than then seemed likely. The North has not yet proved to be the great storehouse of riches that had been so optimistically predicted. Only the economy of the Yukon Territory has grown to any extent, but it has still got far to go to approach the prosperity enjoyed during the Gold Rush. The increase in mineral production in the Northwest Territories is largely owing to Pine Point, a resource that is only just above 60°N, and has been known since the beginning of the century. Without this, production of metals would have fallen in the Northwest Territories.

There has been greater emphasis on petroleum exploration than expected, but here again the results have not lived up to the high hopes of the developers. The Beaufort Sea is now the only major untested area, where "elephants" might be found. Elsewhere there has been only small game.

Looking to the future, a hazardous undertaking, I expect the economy of the Yukon to grow quite rapidly owing to pipeline construction as well as mineral development. The economic prospects of the Northwest Territories for the rest of this century seem much less bright, unless there is massive government subsidization. In the long-term, more non-renewable resources will be found and growing markets will allow already known resources to be developed at a profit. There seems little purpose in spending great sums to use them up at a time when they are not economic.

In contrast, the renewable resources of the North, which it was fashionable to write off not many years ago, still play an important part in the economy, and their value, especially to the native population, is becoming widely recognized. The greater attention now being given to ecological and environmental considerations should result in their contribution continuing and probably increasing.

Social development has been rapid. The willingness of the government to spend great sums throughout the North in building schools, medical facilities, and housing, and providing other social measures has greatly exceeded what could have been anticipated from the lack of concern in the years before the Second World War. Unfortunately such a rapid pace has meant that the native people have been excluded from participating in making decisions that have affected almost every aspect of their lives. This has largely destroyed the social controls within the native culture, and many of the distressing aspects of northern life today - violence, heavy drinking, alienation - are the direct result of these good intentions, implemented with more speed than understanding.

These social problems will diminish provided the native people gain a substantial measure of political control.

The years since the War have seen the development of the Northwest Territories Council into a fully-elected body and the burgeoning of the territorial civil service. The Territorial Government has not, however, succeeded in gaining the confidence of the native people, who see it as the instrument of those who want to further rapid commercial development and the expansion of white influence in the North. Major constitutional changes appear to be necessary. Within the next few years I expect the Northwest Territories to be divided into two parts, roughly along the treeline. In the northern part the Inuit will form the great majority, and their wishes will control the evolution of its government. Possibly some special arrangements will be made for the Queen Elizabeth Islands where the development of petroleum may become of national importance and where the native population is small and recently introduced. The area south of the treeline presents a more complicated problem because of the comparatively large number of white people living in settlements in the Mackenzie Valley. A possible solution would be to have enclaves around these towns with a different form of government from the hinterland where the native population are in the majority, and want to control their own future. Such an arrangement would, however, create many difficulties, and the provision of adequate safeguards for native interests as they see them within a single government would be simpler and in many ways preferable. Similar safeguards could be introduced in the Yukon Territory.

One important change is the much greater awareness of the North in Canada. When the Arctic Circle was formed, only a few Canadians had any interest in the Arctic and fewer still had been there. Now a day rarely passes without some reference in the press on the North or the Inuit, and the public is much better informed on the main northern issues. As an interest shared throughout the country, the North has become a unifying influence in the national context.

AIR TRANSPORTATION DEVELOPMENT AND THE ARCTIC

Kenneth C. Maclure

When the Arctic Circle was formed in Ottawa thirty years ago, the revolution in Arctic transportation, whereby aircraft would be depended on for almost all long range transportation save the shipping of very heavy and bulky cargo, and a great deal of short range transportation, too, had just begun. It was true that before World War II a very few long range flights had been made across the Polar Sea (not all of them successful, however) and small bush planes had been making more routine flights to a few Arctic settlements. But the former had ceased altogether during the War, and the relatively static situation in the settlements had meant little need for more frequent or improved service. Consequently very slow surface transportation was still the norm for most.

With peace again, however, the situation was obviously going to change. In particular the great developments in aircraft and their equipment which had occurred during and because of the War, resulting in much larger and faster aircraft with far greater ranges and weight-carrying ability, were going to be adapted to civil use as quickly as possible. It seemed likely that no region stood to benefit more from these advances than the sparsely-settled northlands of the world.

If one looks back now at the further advances that have taken place, and which have had major impacts on Man-in-the-Arctic, one notes the developments in small aircraft giving them greatly improved reliability and performance in the Arctic environment, the advent, rapid development and wide use of the helicopter in the North, the vast improvements to large cargo aircraft and their value to Arctic exploration and settlement, the increase in number of Arctic airfields, weather reporting stations, navigation aids, and so on.

For people living in the Arctic, air transportation has, of course, made immense changes to their lives. And for those living in southern Canada, and having a task to do in the North (or vice-versa), normally one need allocate little more total time than for performing the task itself, instead of the months, or perhaps a year or more than was once required. Moreover, one can travel to and from many of the main settlements in the same airline comfort as to anywhere else in Canada.

To me the big changes that have occurred in this field are well illustrated, and indeed dramatized by the comparison of some flights I was fortunate to make across the Arctic just before our Arctic Circle was born, and a noteworthy flight made last autumn over some of the same area. This latter flight I could only read about, but its main aspects are very easily visualized. None of these flights in question actually landed in the Arctic, but the comparison of those made at the beginning of the period with that made at the end, highlights many of the important aeronautical developments that have been put to use in the intervening years.

In 1945, as the War in Europe was ending, a number of specialist navigators in England, of which I was fortunate to be one, wished to prove that Commonwealth aircraft and crews, as a result of the War-time advances, were now able to fly anywhere in the world, including the Arctic and over the North Pole where no Commonwealth aircraft had ever been.

Out of this came the Polar flights of the R.A.F. Lancaster Aries, to the North Geographic and North Magnetic poles in May 1945. We had felt that our standard navigation and radio equipment, with certain simple adaptations for use in polar regions, would be adequate for the task, and this proved true. But no standard aircraft of the Commonwealth yet had the range required. Even the new American B-29 high altitude, pressurized bomber, just coming into service in the Pacific theatre (and which we did not have) had a shorter range than we needed. Calculations showed, however, that the Lancaster bomber with turrets removed and camouflage paint stripped off to save weight, and fitted with a full bomb bay load of extra fuel tanks, and still another tank in the nose, could have its range extended from the normal 3,000 nautical miles to 4,800 n.m., meeting our requirement.

Sir Frank Whittle had invented and developed the jet engine in time for it to power one allied aircraft in the War, the single-engined Meteor fighter of the R.A.F. But multiple jet engines for large heavy aircraft were still many years away. The four propellor-type piston engines would give our unpressurized aircraft, flying at 14,000 to 16,000 feet for maximum efficiency, a cruising speed of about 205 knots. This would mean some flights of long duration, upwards of 18 hours, necessitating three times the normal load of oxygen. Another load we had to carry because of our unique long range was a month's supply of dehydrated food, in case of forced landing at great distances from any base, when we should hope to be able to sit out the time required to mount a rescue-mission.

The Lancaster had no wing de-icing. Fitting some might have been possible, but would have been a big job and meant extra weight. Instead, we hoped our altitude would be sufficient to clear the worst icing conditions, but we should depend heavily on pre-flight weather forecasts. But here the problem was that although weather forecasting had made great strides during the War, the very thin network of weather reporting stations then existing on the perimeter of the Arctic from Iceland to Alaska, and their complete absence further north, meant the meteorologists would have a bare minimum of data to work with. Despite this handicap they did in fact remarkably well, and the success of the flights owed much to their skill.

Radio aids to navigation would be few and far between, and though we carried navigational radar, no one was sure how useful it would be in distinguishing ice-bound arctic coastlines. Doppler navigation was being talked about, and promising experiments had been done, but years of development would yet be required before operational devices

would be produced. To help in the magnetic survey work, we had a large, low-friction directional gyro built especially for us, but real inertial navigation for aircraft was still but a gleam in the eye of a few inventors. Astronomical navigation would have to be depended upon both for fixes, and as the Magnetic Pole was neared, for direction also. For the former, as it would be day-time over most of the routes, we planned to fly during those days when the moon as well as the sun would be above the horizon, and making a useful angle with the sun.

Our crew of eleven was to include three ground crew for necessary maintenance at stop-overs. Crew comfort in flight varied with position in the aircraft, from shirt-sleeve temperatures at the pilots' seats to outside air temperatures for the aft third of the fuselage. One unforeseen nuisance was facial itching from beards growing under oxygen masks for over 16 hours!

With these preparations, most special ones only slightly ahead in time of what was felt would soon be generally available, the flights took place. The longest ones in the series were (i) from Iceland to the North Geographic Pole and back, 3570 n.m. in 18 hrs. 40 min., (ii) from Goose Bay to the North Magnetic Pole and back to Montreal, 3514 n.m. in 18 hrs. 50 min., and (iii) Whitehorse, Yukon, to Axel Heiberg Island and then Shawbury, England, 3710 n.m. in 18 hrs. 30 min. Total elapsed time was 16 days, and total mileage 19,965 n.m.

The recent flight referred to, contrasting in aircraft size, speed, and comfort, in flight distance, altitude, and safety, in navigation equipment, techniques, and ground aids available, and finally, accessibility to the general public, took place last October. On the 28th of the month, Pan American Airways in commemoration of its 50th Anniversary of scheduled airline service, scheduled a standard Boeing 747SP diverted from regular service, on a world-circling flight, over both North and South Poles. On board were 165 passengers plus standard airline flight and cabin crews. They covered 26,706 miles in 48 hrs. 3 min. of total elapsed time, or at an average speed overall of 556 mph. (483 knots).

Taking off from San Francisco, the 747 headed north and over Great Bear Lake and the Mackenzie River, reaching the North Pole in darkness, six and a half hours out of San Francisco, to the sound of cheers from the passengers and the popping of champagne corks. Dawn was rising off Norway and the first landing was made in bright sunshine at Heathrow, London. The course then led across Europe and the Mediterranean, followed by the Sahara and the whole length of Africa, landing at Capetown during the second night. The third leg was the longest, 7523 miles, over Antarctica and the South Pole in bright sunshine to a landing on the third night in heavy rain at Auckland, New Zealand. (At the South Pole Station, the inhabitants on their high plateau of ice came out to photograph the 747 and its contrails high above them.) Then came the fourth and last leg, the long over-ocean flight back to San Francisco.

Eight sumptuous meals were consumed in the 48 hours, as well as considerable wine and spirits. One hundred and seventeen of the passengers

were fare-paying, a normal airline mix of men and women, including 14 husband and wife couples and five children. The youngest was 11, and the oldest passenger 77.

The 747 carries a host of different equipments, but the basic navigation aid was the standard set of three independent inertial navigation systems, and flight altitudes were at 40,000 ft. and over.

What of the future for air transportation across and in the Arctic? It seems that the most likely improvement to airframes and engines will be shorter take-off and landing capabilities, and more fuel-efficient engines. On land one can expect more and better landing aids, and extensions into the Arctic of some aircraft control such as is considered mandatory now in the high traffic densities of more southerly routes. But many feel that the biggest changes of all that can be foreseen, stem from the use of space satellites.

The first is likely to result in a big improvement to search and rescue methods, particularly for the vast unpopulated areas of the North. A concept, developed in Ottawa, and now under discussion as a joint development project with the U.S.A., and of interest already to several other countries, is the use of a satellite for relaying emergency signals from a downed aircraft or vessel in distress to a Search and Rescue network. The signals would originate automatically from the small Emergency Locator Transmitter (ELT) now carried by aircraft and would contain the aircraft's identification (not done yet by the present equipment). Relaying the signal via satellite not only would bridge the miles from the transmitter to the Search and Rescue Coordination Centre, but would provide the Centre with the position of the crashed aircraft or vessel in distress. Demonstrations in Ottawa, using a satellite in orbit, showed that position accuracies of about three miles should be possible anywhere.

The second satellite system is a much larger and expensive project, but its effects, global also like the Search and Rescue Satellite System, would be much more extensive. This is the NAVSTAR/Global Positioning System presently under active development by the U.S.A.F., but expected to be available in at least one of its modes, to all, military or civilian, in any country. If all goes well (and so far it has) by the early 1980's there should be nine satellites in orbit, providing two-dimensional positions, velocity, and accurate time, to anyone having a G.P.S. receiver, whether on an aircraft, surface vessel or land vehicle, or even to men on foot. Positions are expected to be accurate within 300 meters, and velocity within two knots. By the late 1980's it is planned to have 24 satellites in orbit, providing a high accuracy receiver with three-dimensional position information to an accuracy within 10 meters and velocity within .03 meters per second. Moderately priced receivers (that is, costing a few thousand dollars) are expected to provide positions to a lower accuracy, say within 100 meters.

The possible applications of such a precise and universal system of navigation are so diverse as to be hard to imagine all at once. Our

Department of National Defence has an active program to develop GPS receivers in Canada, and has various other related programs underway, including one to study possible effects of the Aurora on GPS accuracy in the Canadian Arctic.

It is going to be fascinating to watch these new developments progress and be put to use; and undoubtedly great benefits will accrue, either directly or indirectly to those who live in, or travel to or over the Arctic.

SOME THOUGHTS - AFTER THIRTY YEARS

Andrew Croft

The Arctic Circle as founded in Ottawa thirty years ago by a group of friends, in order to arouse interest in the Canadian North, to emphasize its importance, to arrange lectures and meetings and to publish a circular. Its objectives have proved outstandingly successful and, back in England, I still enjoy the Circular as much as ever and wish to congratulate the organizers, contributors, and editors who, over the years, have given us so much objective and fascinating information. The founders included Graham and Diana Rowley, Tom and Jackie Manning, myself and perhaps others such as Ken Maclure and Andrew Macpherson.

I was at that time seconded to the Defence Research Board by the War Office, to undertake research on military equipment for cold climates. We in Britain then had considerable know-how of this subject due to our interests in sending to the Arctic so many civilian and Royal Naval expeditions over the previous past 400 years. It was my job to co-ordinate the most pertinent available knowledge, and to assess its practicability, together with experts in Canada and the U.S.A. A small team of experienced British Army Officers was also then in Canada, under Lieut-Colonel Peter Bennett; an attachment of RAF personnel was working with the RCAF. Our joint work enabled us to develop clothing, equipment, vehicles, winter-lubricants, etc; regretably, little was mass-produced until after the outbreak of the Korean War, but most items proved satisfactory during the second winter of that arduous campaign. Initially frostbite caused about one third of the casualties among the American personnel, largely due to the inadequacy of the Boucheron boot for that particular climate, but the footwear produced for the second winter reduced this acute problem to minimal proportions.

In 1945, through Graham Rowley, I had been invited to Canada as War Office observor of Exercise Musk-Ox. I had previously spent three years in the North, had been in charge of a War Office mission to the Finns during the Russo-Finnish War and had taken part in the Norwegian fiasco of 1940, when our flanks dependent upon half hearted Allied ski-troops, were invariably penetrated by Austrian mountain troops. In consequence I was determined to do what I could to prevent such a catastrophy re-occurring in the future. Graham gave me this opportunity. The Canadian Exercise, led by Lieut-Colonel Pat Baird, started from Fort Churchill on 15th February, 1946, with eleven snowmobiles and one "Weasel", reached Cambridge Bay and, finally, after a journey of 78 days covering 2,969 miles, arrived at Grande Prairie on 4th May. The ground-party, which included five American

observers, was throughout supported and often re-equipped by the RCAF. The surprising aspect about the Exercise was that the Canadian Government had already appreciated the vulnerability of its northern territories and, only a few months after the end of the Second World War, had organized such a military enterprise. This was two years before Winston Churchill's Fulton speech.

Today we can look back on the remarkable happenings in the polar regions over the past thirty years. The Antartic has become the first territory in the world which is essentially international, with ever increasing exchanges of scientific personnel between the various bases. It is in fact fair to suggest that much of the technological and scientific program there was initiated in those early post-war years in Canada and Alaska.

In the Arctic much has been achieved, whether it be in the exploitation of mineral resources or energy supplies, or indeed in the vital defence of our common heritage. In the field of exploration it is of interest to note that only last summer, which as an unusually warm one, Ranulph Fiennes only just failed in his first attempt to reach the North Pole by skidoo from Ellesmere Island, being stopped at latitude 87° 11' N, in mid May by many miles of mush-ice; the 75,000 h.p. Russian ice-breaker Arktika of 25,000 tons did however, succeed and thereby became the first surface vessel to reach the Pole. Perhaps in our day the Arctic Ocean may become an area for international field-work, with free exchanges of information. Meanwhile I can only hope that Canadians and Americans will safeguard their vast northern territories, exploit them where necessary, but above all keep them unadulterated, peaceful and beautiful, as they have always been.

MY FIRST ARCTIC VISIT

Frank T. Davies

In August 1932 when my small party was loading supplies for the tow from Churchill up to Chesterfield I met a well known local trapper named Angus McIvor and have kept contact with him and his wife, now unfortunately deceased, ever since. Our supplies were loaded on the scow Neophyte, towed by the tug Ocean Eagle under Captain Poole. We sailed from Churchill on 11 August 1932. Professor Arthur Compton of Chicago was to have joined us for a short stay at Chesterfield to make cosmic ray measurements at high magnetic latitudes. He did not arrive in Churchill until later but Captain Poole took him on the next trip of the "Ocean Eagle" up further north between Baffin Island and the mainland where he (Poole) made an ice survey. This allowed Compton to make his cosmic ray measurement continuously to high magnetic latitude and back to Churchill. This fitted his needs more than a week or so at Chesterfield.

We unloaded on the rocks at Chesterfield on 13 August and all of us were extremely busy from then on with considerable help from the RCMP (Sgt. Wight and Constables Ward and Yates) as well as from HBCo (Lofty Stewart and Mac McLeod and others who had come to Chesterfield during "ship time").

A very interesting event occurred on 31 August - a near total eclipse of the sun, although it was overcast. The resulting darkness impressed the Eskimos who were nervous enough to stay close to base.

During 1932-33 we became well acquainted with the small population and the many visitors at different times coming in by dog sled. These included Bishop Turquetil and Fathers Ducharme, Clabaut, Duplain, Pigeon, Fafard, Henri, Riou, Dionne, Dutilly and Brothers Paradis, Morvain, Vallon and Joannise. The hospital was run by Mother Superior Frichathe and Sisters St. Ignace, Ste Therese and Farfard.

The existing Department of Transport radio station under Charles Rose with Arthur Bambrick, Freddie Woodrow (1930) gave great assistance in our local communications from our base to a second auroral station which we built 20 miles further south. This allowed Balfour Currie to man the outstation while I worked at base on an extensive program of parallactic photography of aurora. Our base activities included intensive programs in meteorology, earth currents, terrestrial magnetism as well as visual and photographic studies of aurora.

This represented thirteen months of very busy effort by the four of us, which was originally planned for six men. Visits were also made to Marble Island and Baker Lake for magnetic observations. We sailed back to Churchill on the HB Schooner Fort Severn (Captain Morris) staying at Eskimo Point for a few hours on September 15, 1933 where I think I was the first guest to tea with the Rev. Marsh and his recently arrived young wife who came from England. She was an accomplished artist, and has recently published a beautiful book of pastel illustrations with her story of life at Eskimo Point. This book is worth having; the title is "People of the Willow".

My visits to our Arctic, which began in 1932-33, continued almost annually from 1942 to 1969. I think the station I liked best to visit was at Tanquary Fjord in northern Ellesmere, set up by the DRB arctic station which continued under my direction. This base is in a beautiful spot with high mountains all around. I remember early one morning in March being outside my tent and quietly observing a long lean arctic wolf who, from about 100 yards distance quietly observed all meals. I think the various Canadian researches on wolves, arctic and other, really established the credit of the wolf which through most of history has received an unjustified bad name. Other interesting sights in northern Ellesmere included groups of the amazing musk-oxen -- actually of the sheep family, and arctic hares.

DR. A.E. PORSILD - AN APPRECIATION

T. J. Wood

The current issue of the Canadian Geographical Journal published a news item stating that- "Dr. Alf Erling Porsild, curator emeritus of the National Herbarium of Canada and former chief botanist of the National Museum of Ottawa, died suddenly Nov. 13 in Vienna".

This sudden announcement must have come as a shock to Erling Porsild's friends and acquaintances in North America and elsewhere; indeed, as a sense of great loss to so many who enjoyed his frendship and who now revere his memory.

Erling Porsild was born in Denmark, yet spent his boyhood with his parents in Greenland. His father, Dr. Morten P. Porsild, established the Danish Arctic Scientific station on Disko Island in 1906, and is renowned for his work on the arctic flora. He was also acknowledged to be the leading authority on the natural history of Greenland. He became the first Danish member of their parliament and was knighted by the king of Denmark in 1921.

Erling Porsild was singularly fortunate in his parentage; in the influence of a cultured home where the study of plants was the common interest, and the added opportunity of growing up in a controlled yet wilderness environment.

Those with a knowledge of Greenland can appreciate the influence of its rugged beauty on the development of the young Porsild children; the great fiords, the swirling arctic mists; huge floating icebergs, the high mountains piercing the clouds; the great island mass itself slowly emerging from the clasp of the last great ice age. It is no wonder that Erling and his brother grew up to be true sons of their father and have rendered great service to Canada.

For one who has written so much about the scientific work that engaged him he has written precious little about himself. For information on the personal life of Dr. A.E. Porsild one must depend largely on hearsay. It seems that Erling received his early schooling from his father, and his mother at Disko Island, 70 degrees North latitude. Later, he attended a boys boarding school in Denmark, traditionally strong on discipline and short on comforts.

It was from the father that the Porsild boys were instructed in languages, mathematics, and particularly in the study of natural science. For a period young men from Denmark arrived in Greenland seeking adventure, and they, in exchange for the kind hospitality

of the Porsild home, helped in the tutoring of the children. It was second nature for the boys to acquire the use of the native tongue, to reach proficiency in skills practiced by the Greenlanders: to be resourceful and self-reliant. This must have been a period of happy boyhood.

Those who knew Erling Porsild as a friend saw in him a man of many talents. There was admiration for him as a person; he became known internationally as a naturalist; he was a gifted linguist; a traveller of renown, a scholarly scientist. It is given to very few writers not raised in our language to attain the mastery of English prose that is evidenced in the writings that flowed from his pen. The "bare bone statistics" list an impressive number of publications pertaining to the flora and fauna of Canada.

Dr. Porsild's name is immutably associated with the Western Arctic both in the field of exploration and the classification of the northern flora; the genesis of which had its beginning in the 1920's when he was employed by the Department of the Interior to undertake a survey of potential reindeer range in the tundra and treeline area of the North West Territories.

Then began the Reindeer Saga, which, in essence, made the Porsild brothers something of a legend in their own lifetime to the people of the North. For a period of three years the Porsilds, travelling by dogteam, on foot, or by canoe, traversed the shoreline of the Beaufort Sea and the adjacent country from Nome to the Mackenzie River. They spent an entire season circumnavigating Great Bear Lake. These are enormous distances spent in collecting botanical specimens and writing official reports.

The Dominion Government acted on this survey by the purchase of reindeer from herds in Alaska, and Laplanders were engaged to deliver the animals to a selected area lying immediately east of the delta of the Mackenzie River. A.E. Porsild stayed with the reindeer project until 1937 when he was appointed Dominion Botanist at Ottawa. When he left the reindeer station which he, personally, had built, the reindeer project was a going concern.

For the following thirty years until his retirement in 1967, the name Porsild was synonymous with the National Herbarium. However, there was an interim wartime service as Canadian Consul in Greenland. This diplomatic assignment was a period of high interest to him, and Canada was fortunate in having such a well qualified representative to the Danish Government in those critical war years. Many will recall the dangerous, yet essential, exploits of the

"Ferry Command". Indeed, "War Below Zero", is the story of the Army Air Forces' battle for the vital Far North East. A.E. Porsild in performing his duties played an important role as intermediary, which demanded judgment, tact, and perception, elements so necessary in easing the jangle of tensions that were an everyday occurrence in those troubled times. Out of this period of service to Canada came a publication entitled Greenland at the Crossroads, published in "Arctic", Journal of the Arctic Institute of America, giving his observations on Greenland and its future prospects.

A.E. Porsild and his colleagues at the National Herbarium won public attention in the early days of World War II when incendiary balloons began arriving on the West Coast. Canadian and American intelligence wanted to know where they came from. Attached to one of the balloons was a fragment of vegetable matter which when sent to the Herbarium was identified as of a plant from a restricted habitat---it only grew in a certain portion of the Japanese Islands. This was a remarkable piece of detection: when, later, he was honoured with the award of MBE for his work as a sleuth, he felt the distinction to be somewhat jarring to his sense of modesty.

On his return to Canada from his mission to Greenland he was asked by Dr. Charles Camsell to go to Russia to attend the 220th Jubilee Meeting of the Academy of Sciences of the U.S.S.R. Officially, he was to go as a delegate of the Canadian Geographical Society, of which he was a fellow. Dr. Camsell wished that he keep the interests of the Department of Mines and Resources in mind and to make useful contacts with Russian Scientific institutions. Following the meetings held at Moscow and Leningrad, he was then to visit Finland and Sweden to study methods of forest management and administration of natural resources.

The account of this "Journey Through Siberia to Moscow" is a sixty-page documentation by A.E. Porsild, now in the keeping of the National Museum of Canada. Another version, with illustrative coloured photographs, has been published in the Canadian Geographical Journal.

This is a splendid piece of narrative writing describing the long flight from Ottawa to Moscow. His fellow delegates from Canada were Professor H.A. Innis, University of Toronto, and Dr. Hans Selye from McGill University.

The flight from Fairbanks was conducted by the Soviet Air Force, the journey interspersed with frequent stop-overs in Siberian settlements. The reason I dwell on this is that while the author's description of places and people are extremely informative and interesting, they tend, also, to be most revealing of the quality of mind and character of the writer himself. He is most discerning

of the people he meets; of their plight or good fortune; he sees not only black and white, but shades of grey as well. When he shows a gentle regard for the native Siberians, it is because he could relate to their aspirations even as to his own Greenlanders. He felt the warmth of courtesy and kindness from a people who had suffered from the most destructive war the world had ever faced and this stirred a response within himself. The people showed courage and hope; there was a boundless enthusiasm, an astonishing degree of patriotism without which Russia must have perished.

At the conference he met and talked with the world's eminent scientists who were one in their resolve to preserve and garner the knowledge of natural phenomena. Dr. Porsild attended all the gatherings he possibly could and participated in the discussions. He had generally favourable comments. There were banquets, operas, and excursions, all in the best tradition of Russian hospitality; architecture, music, and much good conversation. His writings on all these attractions reflect a cultured mind, a sensitive nature, and a reverence for the storied past.

In the 1950's A.E. Porsild received an honorary doctorate from the University of Copenhagen. He was recognized as the doyen of Canadian botanists when at the IX International Botanical Congress, held at Montreal in 1959, he was the leader of the flying field trip to the Canadian Arctic.

In 1966, Dr. A.E. Porsild was the winner of the Geographical Society's Massey Medal, awarded in recognition of his contributions to the knowledge of the Canadian Arctic, particularly its botany, and the use of arctic plants for food.

A.E. Porsild was my friend---a friendship spanning fifty years. We shared a common interest in things pertaining to the Canadian North, and had long discussions on its future, especially that of its people. There were times of grief and those of joy. I recall times spent with him at high alpine meadows when he photographed flowers for use in his book "Rocky Mountain Wild Flowers", so beautifully illustrated by Dagny Tande Lid. An often recurring picture is that of him sitting writing at his desk turning out splendidly composed paragraphs on all manner of subjects; or, of him sitting at ease, smoking his pipe, and discoursing in gently-modulated tone of voice - with many a chuckle - on almost any subject imaginable, except religion. He is to me a memorable personality and now greatly missed.

It is proper that the Arctic Circle pay tribute to the memory of one of its founders, who was also its first president and a long time member. I understand that a simple funeral service was held in Vienna, followed by cremation: that the ashes have been sent to Greenland to

be placed in the burial plot of his parents--a calm quiet place, a kind preparation for the rest to come. It has been said of his famous father, the scientist of Disko Island,

"Wherever he goes science will be the richer for his presence"

How aptly that will now apply to his son too.

A.E. Porsild 1901------1977

"A GREAT CANADIAN"

NATURAL HISTORY NOTEBOOK

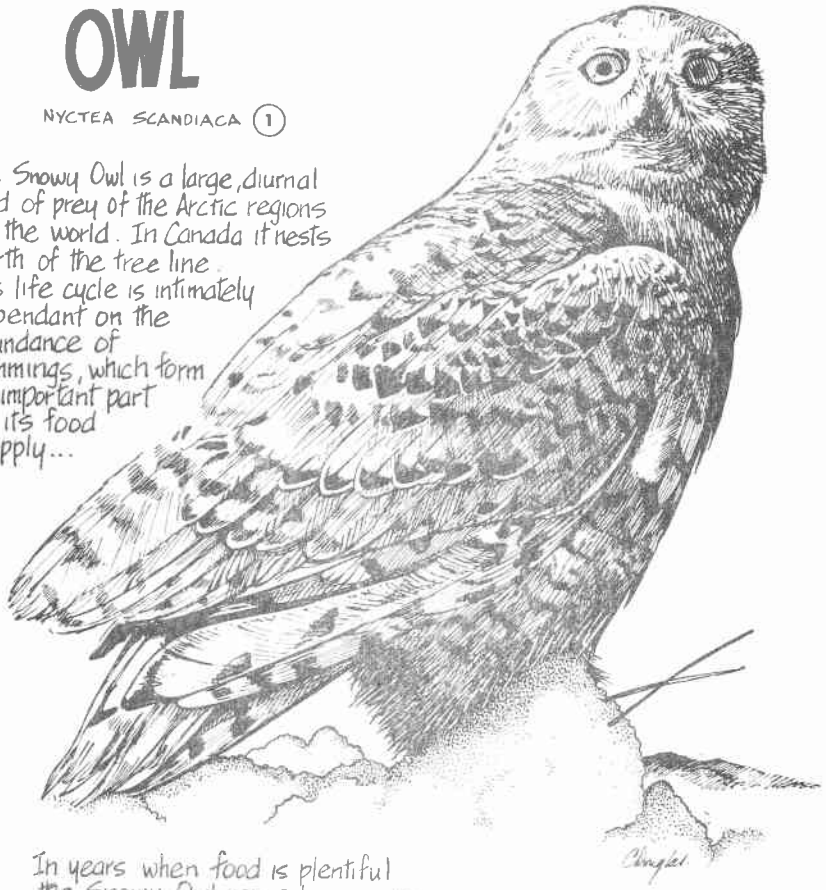
PRESENTED BY: THE NATIONAL MUSEUM OF NATURAL SCIENCES, OTTAWA

National Museums Canada

SNOWY OWL

NYCTEA SCANDIACA (1)

The Snowy Owl is a large, diurnal bird of prey of the Arctic regions of the world. In Canada it nests north of the tree line. Its life cycle is intimately dependant on the abundance of lemmings, which form an important part of its food supply...



In years when food is plentiful the Snowy Owl reproduces... In years of scarcity nesting does not take place and the birds wander off to the south. These cycles occur every 4 or 5 years.

NORTHERN GEOGRAPHICAL NAMES

RAPIDS AND WATERFALLS

Rapids and falls present an excitement to any onlooker, but to early explorers they often proved a hazard of immense proportions. The more spectacular or treacherous features nearly always were singled out for recognition in maps and reports. Some of these water features bear names of the stalwart expedition members, some commemorate well-known people, and others recall particular escapes or misadventures of the crews.

The following are but a few of the rapids and falls found in Keewatin and Mackenzie. Concealed in the mists of spray, and often unknown to today's travellers, are the stories of bygone explorers gambling their lives against the turbulent waters.

Bloody Fall: Coppermine River 67° 37' - 115° 24'

Named by Samuel Hearne in July, 1771 during his journey to the "Northern Ocean" for the Hudson's Bay Company. At the base of the falls, the Indians travelling with Hearne had savagely murdered a group of Inuit, and then plundered the tents and possessions. (Hearne, 1795).

Escape Rapids: Coppermine River 67° 37' - 115° 29'

Named by John Franklin's expedition on July 15, 1821. At "Escape Rapid" the party came close to losing its two canoes. Prevented from landing by the steep cliffs, and finding themselves inadvertently in the rapids, the men were subjected to waves breaking over the canoes. The swiftness of their descent was their salvation. (Franklin, 1824).

Wilberforce Falls: Hood River 67° 07' - 108° 47'

Franklin (1821) describes upper and lower falls cascading through a narrow chasm over a ledge of feldspathic sandstone, and named the falls as a tribute of "respect for that distinguished philantrhrophist and christian", William Wilberforce, 1759-1833. (Franklin, 1824).

Malley Rapids: Back River 67° 07' - 107° 20'

These rapids on the river that George Back called the Great Fish or Thleweechodezeth were named by him for William Malley, Lancashire artilleryman on his party, 1833-35. "At this portage [he] was temporarily lost among the swamps and rocks, having deviated from the course of the river". (Back, 1836).

Sinclair Falls: Back River 65° 52' - 98° 30'

Falls at the base of dangerous rapids, named by Back after his able Metis steersman, George Sinclair. (Back, 1836).

Escape Rapids: Back River 66° 01' - 98° 04'

George Back's name for some of the most treacherous rapids encountered en route from Great Slave Lake to Chantrey Inlet. Scottish highlander and steersman James McKay pitted his skill against the rocks and swirling eddies of the rushing water. Despite a snapped oar, and the boat being swept broadside, the crew pulled to safety. (Back, 1836).

Anderson Falls: Lockhart River 62° 53' - 108° 34'

On his return from Chantrey Inlet to Old Fort Reliance, George Back described the scene in September, 1834: "still the rapids increased in number and difficulty, until at last a deep and perpendicular fall, (which I have named after Capt. Anderson, R.A.), rushing between mountainous rocks into a vast chasm, stopped all further progress". Referred to by J.W. Tyrrell in 1900 as "Harvey's Falls". (Back, 1836).

Parry Falls: Lockhart River 62° 53' - 108° 40'

George Back (1834-35) described the falls, as "the most imposing spectacle I had ever witnessed; and, as its berg-like appearance brought to mind associations of another scene, I bestowed upon it the name of our celebrated navigator, Sir Edward Parry, and called it Parry's Falls". (Back, 1836).

Rapids of the Drowned: Slave River 60° 01' - 111° 52'

In 1820, John Franklin recorded "Portage of the Drowned" from "a melancholy accident" many years previous. Two canoes arrived at the upper end of the rapids; the first with a skilled guide shot the rapids, but narrowly escaped destruction. Upon hearing the agreed signal of musket fire, the second canoe followed, was upset and all aboard perished. Unfortunately the shot fired had been only a crack at a duck. (Franklin, 1824).

Alexandra Falls: Hay River 60° 29' - 116° 18'

In 1872, Bishop Bompas, while on an evangelical tour, discovered the falls and named them after Alexandra, then Princess of Wales and later Queen Alexandra. (CPCGN records).

Louise Falls: Hay River 60° 30' - 116° 13'

Dr. A.E. Cameron of the Geological Survey traversed the Hay River in 1917 and named the falls after Queen Alexandra's eldest daughter, Louise. (CPCGN records).

Lady Evelyn Falls: Kakisa River 60° 57' - 117° 20'

After Lady Evelyn Mary Fitzmaurice, daughter of Lord Lansdowne and wife of the Duke of Devonshire, then Governor General of Canada. Named by Dr. A.E. Cameron in 1917. (CPCGN records).

Whittaker Falls: Trout River 61° 09' - 119° 50'

The falls were named for E.J. Whittaker, who while working as a "fossil collector and preparer" for the Geological Survey of Canada, was the first to describe the geography and geology of the area (1922). (CPCGN records).

Virginia Falls: South Nahanni River 61° 38' - 125° 42'

Fenley Hunter of Long Island, N.Y. undertook an exploratory expedition to the South Nahanni in 1928, and was probably the first white man to photograph and measure the falls. Virginia, his daughter, was honoured by the name, which became officially adopted in 1930. (CPCGN records).

La Roncière Falls: Hornaday River 69° 07' - 122° 55'

Father Emile Petitot (1875) named La Roncière River after the French admiral and eminent geographer, La Roncière-le Noury. However, the river became known as Hornaday River (as recorded by A.J. Stone, 1900, after Dr. William T. Hornady of the New York Zoological Park). In 1952, La Roncière Falls were adopted in recognition of Petitot's original naming. (CPCGN records).

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Jacobsen, Johan Adrian. Alaskan voyage 1881-1883: an expedition to the Northwest coast of America. The University of Chicago Press, 1977. 266p. $17.50

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FORT CONGER

In 1875 Captain George S. Nares sailed into Lady Franklin Bay with his ships HMS Alert and Discovery. The Discovery was left to winter there, in what is now known as Discovery Harbour, while the Alert sailed to Cape Sheridan, the farthest north ever reached by a ship to that date.

During the First International Polar Year, 1881-1883, the site was again occupied by the scientific station of the American Expedition to Lady Franklin Bay, in the charge of Adolphus W. Greely, who built Fort Conger on the site of the winter quarters of the Discovery.

About 1900 Robert Peary dismantled Greely's large shack, and used the wood to build three smaller ones, as pictured on our cover. The main house was occupied by Peary; Matthew Henson lived in another and the Eskimos who accompanied the expedition, in the third. Peary used Fort Conger as a way station on several of his sledge trips North.

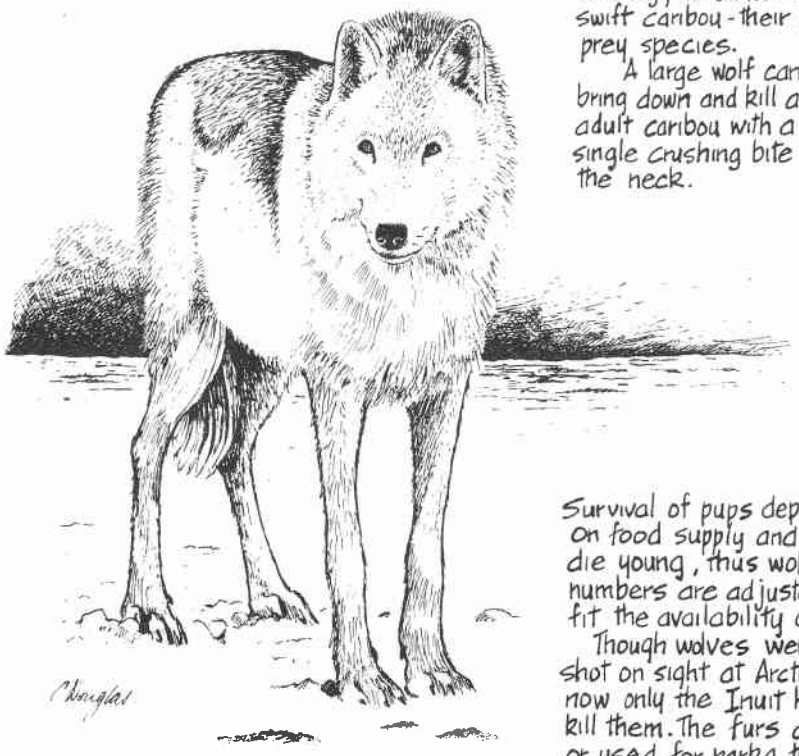
NATURAL HISTORY NOTEBOOK

PRESENTED BY: THE NATIONAL MUSEUM OF NATURAL SCIENCES, OTTAWA

National Museums Canada

ARCTIC WOLF

CANIS LUPUS ARCTOS (4)



Smaller and lighter than the southern wolves, the arctic wolf ranges year-round over most of the islands in Canada's Arctic.

Roaming singly or in small packs, wolves hunt co-operatively, using strategy to outwit the swift caribou - their major prey species.

A large wolf can bring down and kill an adult caribou with a single crushing bite to the neck.

Survival of pups depends on food supply and many die young, thus wolf numbers are adjusted to fit the availability of prey.

Though wolves were once shot on sight at Arctic bases, now only the Inuit hunters kill them. The furs are sold or used for parka trim.

NEWS RELEASES FROM THE YUKON GOVERNMENT

Yukon Government Streamlined - January 4, 1978

Some immediate changes in government portfolios are being made today, as a result of the addition of a fourth elected member to the Yukon's Executive Committee. Dr. Jack Hibberd was sworn into office during the Christmas period and assignment of his duties was approved at Tuesday's meeting of the Executive Committee following the Commissioner's return from holidays. Two main requirements, pipeline responsibilities and native affairs, were the reasons given for adding another elected MLA to the Yukon's "mini-cabinet" and today's streamlining of government organization reflects those concerns. Commissioner Art Pearson announced that Ken McKinnon, responsible at present for the Departments of Local Government, Highways and Public Works, will add the pipeline portfolio to his duties.

One of the objectives in the streamlining forecast for this fiscal year was the establishment of a Department of Consumer and Corporate Affairs, incorporating the Electrical and Transport Public Utilities Boards, in preparation for the impact of a gas pipeline through the Yukon. As well, a new Department of Renewable Resources had been seen as necessary for orderly resource development. Dr. Hibberd will be responsible for these new portfolios, with the Director of Wildlife and the Director of Resource Planning reporting to him. In consultation with the organized native groups in Yukon as well as the Special Advisor on Native Affairs to the Yukon Government, Dr. Hibberd will concentrate a considerable portion of his time on reflecting the needs of the Yukon Indian community in territorial government processes, policies and programming.

Applications for the position of Pipeline Co-ordinator for the Yukon are now being processed and an announcement is expected soon. This office will report directly to Mr. McKinnon, and plans for the establishment of a Pipeline Impact Information Centre will be one of its first assignments. Flo Whyard will continue to be responsible for Health and Human Resources and will take on the direction of a new Department of Information Resources, which will include Archives, Libraries and Information or Public Affairs. The "new look" will be reflected in the budget to be tabled before the Members of the Legislative Assembly at the 1978 First Session, which it is expected will be called sometime in late February.

YTG Actively Monitoring Pipeline Impacts - January 10,1978

Active monitoring of natural gas pipeline related projects is now underway within the territorial government following last week's changes within executive committee portfolios. Ken McKinnon, named as the government's pipeline member on the executive committee met recently with the pipeline sub-committee of department heads to assess what progress is being made in every area of government affected.

The Minister of Local Government, Highways and Public Works, sub-committee chairman Al Wright and vice-chairman Doug Munroe of the Economic Research and Planning Unit expect to come up with a time-chart format in the next

week or two which can be updated continuously between now and when the pipeline through Yukon is completed.

"We want to be able to tell at a glance just where every pipeline-impact project is at any given time from now on", McKinnon said after the meeting. "We have identified all areas of YTG responsibility in the pipeline context, have submitted requests for research funding from the federal government in 14 specific areas and are meeting regularly with the department heads involved. The kind of project which we must identify on our progress chart, for example, could be the provision of natural gas to Yukon communities. We know this could take three to five years to accomplish. When do we need changes to the territorial ordinance governing public utilities, to authorize a gas distribution franchise and how do we get all the questions answered before we draft such legislation? That's a particular area of concern". Information from federal agencies working on pipeline planning will be provided to regular meetings of the sub-committee, through McKinnon.

Hammond, Bennett, Pearson to Meet - January 11, 1978

Alaska Governor Jay Hammond and British Columbia Premier Bill Bennett have been invited to Yukon by Commissioner Art Pearson for a meeting to be held in Whitehorse Jan. 23 and 24. This year's meeting will mark the second such gathering of the three leaders. It was agreed that the first meeting, held in Victoria, B.C. in Dec. 1976, was a very beneficial and informative exercise and that a similar meeting should be held in about a year's time. Commissioner Pearson, therefore, extended the invitation to meet in Yukon. The Commissioner said the meeting of the three chief executives will revolve around matters of mutual concern and interest. This year's meeting will deal with specific problems involving the three jurisdictions which require joint consideration as well as other matters of mutual interest. Although there is no specific agenda for the meeting, which is intended to be informal, some areas of discussions will likely include highways, tourism, game management, education, social issues and exchanges in the areas of sport and culture.

The Commissioner said that in view of the close social, geographic and economic relationships between the three areas, "there is a great need to foster and maintain positive and co-operative working relationships between the three governments and establish effective liaison and communication in areas of mutual interest. It is not only a meeting to exchange information and ideas, but also to renew the cordial relations which have been established between British Columbia, Alaska and Yukon," Commissioner Pearson added.

Archives to Shut Down - January 12, 1978

The Yukon Archives closed for a six-week period starting February 20 and ending April 2, so that compactable shelving could be installed in the Archive's vault. This action will double the storage capacity of the vault, and the closure was in effect because materials now stored in the vault would be stored in the reading room during the installation period. Limited reference services were maintained during renovations.

Fewer Tourists Spending More - Staying Longer - January 26, 1978

A report on Yukon's 1977 tourism industry shows a decline in the number of visitors to the territory. But the report also outlines increases in air and rail passenger traffic, packaged tours and length of stay. The report, compiled by the Department of Tourism, shows 296,000 visitors came to the territory, the lowest number since 1972. However, visitor expenditures rose to $26 million, nearly $7 million over 1976. Highway traffic was down 10 percent over the previous year, with some months showing 26 per cent decreases. However, strong increases were reported in air and rail passenger traffic which recorded 7.1 and 11.4 per cent increases respectively. A 12 per cent increase in tour bus volume was also recorded.

"The fact that we had fewer visitors coming to the Yukon, but spending more and staying longer, is a positive trend," said Tourism Director Karl Crosby. "Yukon is now becoming more of a visitor destination as opposed to a tourist thoroughfare. This is more beneficial than large numbers going someplace else."

The percentage of American visitors reached its lowest point ever at 71.8 per cent, while the number of foreign visitors increased, representing 5.6 per cent of the total volume of tourists. Albertans made up the largest contingent of Canadian visitors and ahead of B.C. and Ontario figures. The 1978 outlook indicates the industry can look forward to a continuation of many of 1977's trends.

A further decline in independent highway travel could be offset by increases in packaged tours and rail and air travel. Peak summer traffic is expected to level off while the shoulder months, especially September, should produce stronger showings than previous years. The length of stay is expected to grow as attractions are expanded, promotion is increased and facilities remain open for longer periods. The number of Canadian and foreign visitors is expected to increase, although there may be some discouragement due to high prices.

A main point raised in the report is that tourist attractions play the major role in increasing visitor's length of stay. The 32 per cent visitor night increase in Dawson City was cited as an example. Dawson has more attractions than any other area in Yukon. With major Yukon developments pending between now and the 1980's, some careful planning will have to take place in order for the tourism industry to maintain a healthy posture over the next decade, the report concluded.

Wildlife Branch Meets with Alaskans - January 27, 1978

Yukon government wildlife branch officials met with state and federal game representatives from Alaska January 21 to discuss mutual problems and pipeline impact. The meeting which was held in Whitehorse also included officials from Kluane National Park. Mark Hoffman, chief conservation officer for the YTG wildlife branch, said it was the first

formal meeting held between the two jurisdictions on field service and wildlife protection matters. "The meeting was a great benefit to the wildlife branch in preparing for the pipeline," Hoffman said.

Items discussed were: pipeline impact relating to wildlife and fisheries protection and enforcement, problem wildlife (bears and wolves in camps), harassment of wildlife by aircraft and all-terrain vehicles, environmental disturbances by construction companies and their employees, falcon eyrie (nesting), legislative changes, man-power and budget increases, plus a number of other areas. At the meeting, the Alaska officials pointed out that there were a large number of fish and wildlife violations during the construction of the trans-Alaska pipeline. During the heaviest construction year, there were 700 violations in the state. Moreover, during the peak construction period of the oil pipeline, it is estimated that 100 moose were poached from the Kenai Peninsula which is a small area close to Anchorage. Another meeting will be held in Dawson City in July, between Alaska and the Yukon game officials.

Consumer and Corporate Affairs - January 30, 1978

Executive Committee member Jack Hibberd today announced the areas of responsibility which come under the recently established Department of Consumer and Corporate Affairs. The department has evolved from the former Territorial Secretary and Registrar General's office. Doug Spray, who has been known as Territorial Secretary and Registrar General, obtains the new title of Director of Consumer and Corporate Affairs.

The department is comprised of five branches which include consumer affairs, corporate affairs, motor vehicles, labour standards and occupational, health and safety inspector. The consumer affairs branch is responsible for business and professional licences; landlord and tenant ordinance; consumer protection ordinance; real estate; insurance; credit union and other related ordinances pertinent to consumer affairs.

The corporate affairs branch is now responsible for company legislation; security legislation; and personal property legislation.

Health Transfer Talks Breakdown - February 3, 1978

The Yukon Native Brotherhood in Ottawa informed the Yukon and federal governments that it can no longer support the transfer of medical services from the federal to the territorial government. In a statement released today, YNB President Willie Joe said, "We.....find ourselves in a position where we can no longer represent the views of our constituents in favour of the transfer agreement of medical services...." Flo Whyard, Minister of Health and Human Resources, who is attending the meeting in Ottawa, said she will meet with officials of the federal health department to discuss how it will proceed with the problem. Whyard also said no statement will be made by the YTG executive committee until her return from Ottawa.

YTG Disappointed Over YNB Health Talk Pull Out - February 8, 1978

The Yukon Territorial Government has been placed in a difficult position by the refusal of the Yukon Native Brotherhood to ratify the contract for transfer of the health care system from federal to territorial administration. Flo Whyard, Executive Committee Member for Health and Human Resources said today: "The Yukon Government will not be involved in this confrontation between the YNB and the federal government. We are waiting for the federal Health and Welfare officials to sort out their differences with the Yukon Indian people and come to some kind of satisfactory arrangement. When this occurs, YTG is prepared to deliver health programs to all the people of the Yukon. We are very disappointed that the native people have apparently changed their minds, after approving the contract for their special health care last October. All parties, the federal Department of Health, the YNB and the YTG had agreed that there were many advantages to the native people of the Yukon in the $830,000 annual contract. It would have provided them with the first written agreement for responsibility on the part of the Canadian Government for their health services, and in addition to the special allowances for such items as eye glasses, dental work and transportation, there were several new programs included in the funding.

These were the establishment of a new Health Services Review Board, funded by the federal government, through which the YNB would monitor and supervise the health services delivered to the native people in the Yukon; the selection, training and employment of 15 community health representatives in native communities, and a special training program in health fields for native people. Mrs. Whyard said that following the approval in principle of the health transfer last October by the YNB, the Yukon Government had put in a lot of solid work on the arrangements for taking over the buildings, equipment and personnel now administered by the federal Department of Health in the Yukon, and specific offers of employment had been made to some 265 federal health service employees. Deadline for acceptance of these offers had been set at February 17 for the transfer date of March 31.

Last week, at meetings in Ottawa, the YNB pulled out of the transfer. Mrs. Whyard, who attended the meetings with officials from the YTG Department of Health and Human Resources, said the various reasons now being given for the YNB's withdrawal are not valid in light of what is being offered to their people. Involvement of the National Indian Brotherhood in recent meetings where the health transfer has been discussed has apparently resulted in the about-face on the part of the Yukon Native Brotherhood. Mrs. Whyard said her government is greatly concerned about the dilemma now facing federal health employees in the Yukon who have been placed in an untenable position by the withdrawal of the YNB from the transfer agreement.

Polar Games in Whitehorse Next Month - February 13, 1978

Some Yukon athletes heading to the Arctic Winter Games next month will have an opportunity to warm up when the 11th annual Polar Games are held in Whitehorse. Close to 800 athletes from around the North are expected to take part in the three day event being held from March 9 to 11. Nine sports will be featured. They are badminton, basketball, curling, cross-country skiing, floor hockey, indoor soccer, table tennis, volleyball and wrestling. The Polar Games are sponsored by the territorial government's Department of Education with local teachers donating their time for the events.

Yukon Government Joins Pipeline Task Force - February 15, 1978

The Yukon Government has been asked to join a federal task force which will identify socio-economic terms and conditions for the Alaska Highway pipeline project. Ken McKinnon, the minister responsible for the pipeline in Yukon, said, "The chance to participate in this task force will allow the territory to play a prominent role in ensuring that the terms and conditions to be attached to the 'certificate of public convenience and necessity' are acceptable to Yukoners." Senior government officials will be seconded from their duties with the Yukon government to work with the task force for indeterminate periods. John Ferbey, superintendent of education with additional responsibilities for manpower and training, is currently in Ottawa representing Yukon on the task force. Other senior government officials will be seconded as their area of expertise is dealt with by the task force. The federal government has a target date of late March to provide a first draft of the proposed socio-economic terms and conditions, so they can be submitted to the Northern Pipeline Commissioner in April. The tight time frame is to allow for public review and consultation of the terms and conditions.

Yukon Ahead IH Pipeline Planning - February 23, 1978

The Yukon delegate to the pipeline task force on terms and conditions has been given the impression by federal officials that territorial planning for pipeline impact is further ahead than planning being conducted by federal agencies. Yukon education superintendent John Ferbey has been attending meetings in Ottawa of the inter-departmental and intergovernmental committee which is preparing terms and conditions which will be attached to any certificate to build a natural gas pipeline through the territory. And, Ferbey said, it is expected that the terms and conditions affecting socio-economic impact will be compiled by the end of March and then sent out to the public for consideration.

The committee also has representatives from the provincial governments of B.C., Alberta and Saskatchewan, along with representatives from federal departments and agencies. The federal representatives come from the National Energy Board, Department of National Health and Welfare, Department of Indian and Northern Affairs, and Canada Employment and Immigration Commission. Ferbey said he felt fairly comfortable

sitting in on the meetings "because YTG had done a lot of work on this subject".

The committee has reviewed the N.E.B. Act and its relationship with the Northern Pipeline Act and how the two are "dovetailed". The committee has also reviewed three documents, volume two of the Berger Report, the report of the Alaska Highway Pipeline (Lysyk) inquiry and the Foothills submission to the N.E.B., to determine socio-economic terms and conditions. Ferbey said the federal representatives have accepted the Yukon conditions for employment on the territorial portion of the pipeline and are looking at whether the conditions will have to be put into legislation. The whole question of labour legislation for pipeline construction is also being considered.

Federal officials have been impressed with Yukon preparation to date and have offered assistance to the Yukon government to conduct studies which may have to be carried out. The federal assistance would be in providing manpower and facilities which would operate under the direction of the territorial government.

Yukon and NWT Governments Meet in Yellowknife - March 1, 1978

Commissioner Art Pearson met last week in Yellowknife with Commissioner Stu Hodgson of the Northwest Territories for discussion of matters of mutual interest and common concerns. Government officials involved in the discussions included N.W.T. Deputy Commissioner John Parker, Assistant Commissioner Gary Mullins and Yukon's Director of Intergovernmental Affairs, Harry Murphy. A broad range of inter-governmental matters were discussed including the need to establish formal liaison in the joint development of a comprehensive and positive management plan for the Dempster Highway corridor which links both territories. Other topics discussed included mineral developments on the Yukon-N.W.T. boundary, pipeline activity in Yukon and the general economic outlook for both territories. The visit marked the initial step in the establishment of formal intergovernmental relations between the two territorial governments.

Pipeline Seminar Set for Whitehorse - March 6, 1978

Close to 100 representatives of labour, government, industry, Indian and conservation organizations will meet in Whitehorse March 15 for a one-day seminar on pipeline construction. The sponsor of the seminar, the Canadian Pipeline Advisory Council, has invited represen-tatives from around the territory, as well as from across Canada. Presentations at the seminar are expected to include pipeline training courses conducted in various parts of Canada. Union representatives will describe the scope of their unions, membership requirements and the type of work done and skills required by their members. Commissioner Art Pearson will give the opening address, while closing remarks will come from Ken McKinnon, Yukon's Minister responsible for pipelines.

CPAC recording secretary Gordon Hodson said the purpose of the Whitehorse seminar is to familiarize those attending with the working environment, work processes, skills and training involved in pipeline construction as opposed to other types of construction and service related industries. "The Council hopes to inform those attending of training, employment and contracting opportunities for Yukoners", Hodson said. CPAC is a joint committee dedicated to promoting and preserving harmonious relationships between organized labour and construction management in the pipeline sector of the construction industry in Canada. Representatives of the pipeline contractors and the trade unions will be making presentations and a panel composed of representatives of both management and labour will respond to questions at the conclusion of the seminar.

Yukon Pipeline Concerns Taken to Ottawa - March 7, 1978

Concerns of the Yukon Legislative Assembly, regarding the federal government's proposed bill to establish a Northern Pipeline Agency were brought to the attention of the special Parliamentary standing committee studying the legislation, today, by Yukon's Minister of Pipelines, Ken McKinnon. McKinnon told the standing committee that he was presenting the concerns of the M.L.A.s in the hope that amendments to the Bill may come from the committee "so that the vital interests of all Yukoners may be protected by and through this legislation".

He said two sections of the proposed legislation were "patronizing to the people of the Yukon we are elected to serve." Those two sections deal with a Yukon representative on the proposed Federal-Provincial Consultative Council and the proposed legislation calling for a Yukon representative to be appointed by the Governor in Council. McKinnon proposed an amendment whereby the Yukon representative would be named by the Commissioner in Council. He told the standing committee that the elected representatives of the provinces will make the decision as to who sits as their representative on the Federal-Provincial Consultative Council.

"We find it rather galling in 1978 that the federal government will not trust us with a similar provincial type responsibility, particularly with the knowledge of the sensitivity and importance of this project to all Yukoners", McKinnon said. He also took exception to federal plans to specifically establish an advisory council for the Yukon. Members for this council would be selected from outside the public service of Canada and would be appointed by the Governor in Council. McKinnon said it was difficult to understand why the federal government in Ottawa should be responsible for appointing such a council, rather than the representatives of all the people of the Yukon. "We are the ones who will be most dramatically affected by the pipeline project and are totally familiar with the Yukon situation."

McKinnon then brought the standing committee's attention to section 37 of the Act. That section deals with giving the federal government the power to transfer lands, administered by the territorial government, to the controls of the federal government. The standing committee was told that Yukon is in a critical situation concerning the lack of land to develop for commercial, industrial and residential purposes, and particularly in those communities which are going to be most directly affected by pipeline construction. "We have pleaded incessantly for more land from the federal government so that we could have developed land prepared well in advance and ready for pipeline impact. We knew that the federal government might need some of our few square miles of land that is generally situated around communities, for a pipeline right-of-way. As a responsible gesture, we wanted to negotiate a bilateral agreement whereby right-of-way land would be transferred to the Crown in exchange for block land transfers to the Yukon Government from the Crown." McKinnon told the committee that the current section of the Act would provide "for the full might of the federal authority to seize whatever scarce Yukon land necessary for the pipeline."

"This", he told the committee, "was to occur unilaterally without a corresponding transfer from the federal government to the Yukon government of land necessary to develop Yukon communities along the pipeline right-of-way". McKinnon then told the committee that the federal government's terms and conditions for a Yukon Heritage Fund were clearly unacceptable to Yukoners and not compatible with suggestions made to the Lysyk Inquiry, or the recommendations made by Dean Lysyk. The committee was told that if the federal government had followed the recommendations of the Lysyk Inquiry, then a Yukon Heritage Fund could have been capitalized to $500 million instead of the $50 million limit suggested by the Minister of Indian and Northern Affairs.

"As the federal government", concluded McKinnon, "has seen fit to act unilaterally in several areas of this legislation which are in the best interests of Yukoners, we ask you to protect our legitimate requests by amendments to the few offending sections of the legislation which I have outlined. With these changes I feel we can assure the people of the Yukon that the federal government has positively reacted to our expressed concerns for the pipeline project to contribute to the long term economic and social well-being of all Yukoners and Yukon's integrity will remain unabused."

Recreation Survey Report Now Available - March 8, 1978

A two volume report based on a 1977 survey of Yukon residents outdoor recreation was released today by Yukon's Minister of Renewable Resources, Dr. Jack Hibberd. The report was compiled by Thomas L. Burton, Department of Recreation Administration/Population Research Laboratory, University of Alberta and was based on a territory-wide questionnaire distributed in 1977. Dr. Burton said his warmest appreciation goes to the people of Yukon who responded to the survey. "Despite the fact they have probably suffered more surveys per capita than any other region in Canada,

they responded patiently and in large numbers, to give one of the highest returns to a self-completed general population survey that I have ever known."

The survey was first proposed by Don Hutton, Chief of Parks and Historic Sites Division of the territorial government and Henry Turik, Chief of the Visitors Services Division of Parks Canada Prairie Region, and was jointly funded and carried out by the two government agencies. The survey covered approximately five per cent of the adult population aged 16 years and over.

Dr. Burton found that Yukon residents are generally much more involved in outdoor pursuits than is the Canadian population as a whole, and that, while participation rates are much higher for Yukoners than for Canadians generally, they are still quite low in themselves. Only three of 17 activities had a participation rate of 50 per cent or more. They are driving for pleasure/picnicing; fishing/ice fishing and nature study/ sightseeing/photography. "It is apparent", wrote Dr. Burton, "that Yukoners, taking advantage of their vast and unspoiled natural environment, participate in outdoor recreation much more often than most other Canadians. They not only have a natural environment conducive to outdoor recreation; they make abundant use of it."

The first volume of the report is a detailed analysis of responses given in the questionnaire, while the second volume deals with a regional analysis of responses from 12 areas in the territory. The report is designed to provide basic information for the planning and possible future development of territorial outdoor recreation facilities and Kluane National Park. Copies of the report can be viewed at public libraries throughout the territory.

DIRECTORY OF POLAR LIBRARIES

Polar and Cold Regions Library Resources: a Directory was published by the Northern Libraries Colloquy. It lists 153 libraries in 20 different countries, whose collections deal with the Arctic the Antarctic and/or cold regions research. Some of the libraries are actually situated in the North. Complete names, addresses, telephone and telex numbers are given, as well as a short history and description of the libraries and their resources. Entries run from a few lines to several pages, depending on the size of the library. Three indexes are included: (1) name of library, including translations, acronyms and former names; (2) personal names; and, (3) subject. The directory, compiled and edited by Nora T. Corley, for many years Librarian of the Arctic Institute of North America in Montreal, is available from: Polar Libraries Directory, c/o Mrs. G.A. Cooke, Librarian, Boreal Institute for Northern Studies, University of Alberta, Edmonton, Alberta, Canada, at a cost of Can. $5.00, including handling and postage (book rate). If first class is requested there is an extra charge for postage. Cheques, money orders, etc. should be made payable to "Polar Libraries Directory, c/o Mrs. G.A. Cooke". Though published in May 1975, the directory is still of use to libraries and researchers, and is the only such directory available at present.

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FOWL TASTES

According to the Knight-Ridder News Service, the inscription on the metal bands used by the U.S. Department of the Interior to tag migratory birds has been changed. The bands used to bear the address of the Washington Biological Survey, abbreviated Wash. Biol. Surv., until the agency received the following letter from an Arkansas farmer:

> "Dear Sirs: I shot one of your crows the other day. My wife followed the coooking instructions on the leg tag and I want to tell you it was horrible."

The bands are now marked Fish and Wildlife Service.

from: Heritage Conversation
Winter 1978

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NATIONAL ANTARCTIC CENTRE

A National Antarctic Centre has been opened at the Canterbury Museum in Christchurch, New Zealand. Many relics of famous polar explorers are now housed at the Centre, including a flag carried by Admiral Richard E. Byrd when he made the first flight over the South Pole, and items from the Smundsen, Scott and Shackleton expeditions to the Sixth Continent. There are also several exhibits contributed by the U.S. Navy's "Operation Deep Freeze". Christchurch, 3,000 miles from the South Pole on New Zealand's South Island, is the traditional jumping-off point for expeditions to the Antarctic.

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MOUNT MCKINLEY OR MOUNT DENALI?

The U.S. Board on Geographic Names recently announced that it was postponing a decision on whether Mount McKinley in Alaska should be renamed Denali, its original Indian name. Requests for the change came from Alaska, but strong opposition came from Ohio, President McKinley's home state. There is a resolution before Congress to retain the present name. Until a decision is made, the Board has put the matter aside.

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Arctic Circle correspondence - Correspondence should be addressed to the officer concerned,

c/o The Arctic Circle,
Box 2457, Station "D",
Ottawa, Ontario
K1P 5W6

Arctic Circle Meetings

The regular meetings of the Arctic Circle are held on the second Tuesday of every month, October to May, at 8.30 p.m. at the Staff Lounge, University of Ottawa.

Out-of-town members who wish to receive notices of these meetings and, thereby, be informed in advance regarding the guest speakers and the topics to be discussed, should address their requests to the Secretary, Mr. A.C. David Terroux.

The Arctic Circular

The Arctic Circle is published four times a year. Correspondence, papers and reports are welcomed from all members, from persons living in the north, or from anyone having information on general northern activities, research and travel, or on technological, industrial or social developments. Contributions and correspondence should be addressed to the Editor, The Arctic Circular, 185 Kamloops Avenue, Ottawa, Ontario K1V 7E1.

Back issues of the Arctic Circular are available, single copies at $0.50 and complete sets (Volumes I to XX) at $100.00. Requests should be addressed to the Publications Secretary.

Membership Dues

Dues are payable as of 1 January. New members joining the Arctic Circle in the Fall or at any time during the period between the last meeting in the Spring and the first meeting in the Fall (usually May-October) will be considered paid up members for the following year. The dues are:

Members living in the Ottawa area	$7.00
Out-of-town members	$3.00
Student membership	$3.00
Libraries and institutions	$5.00

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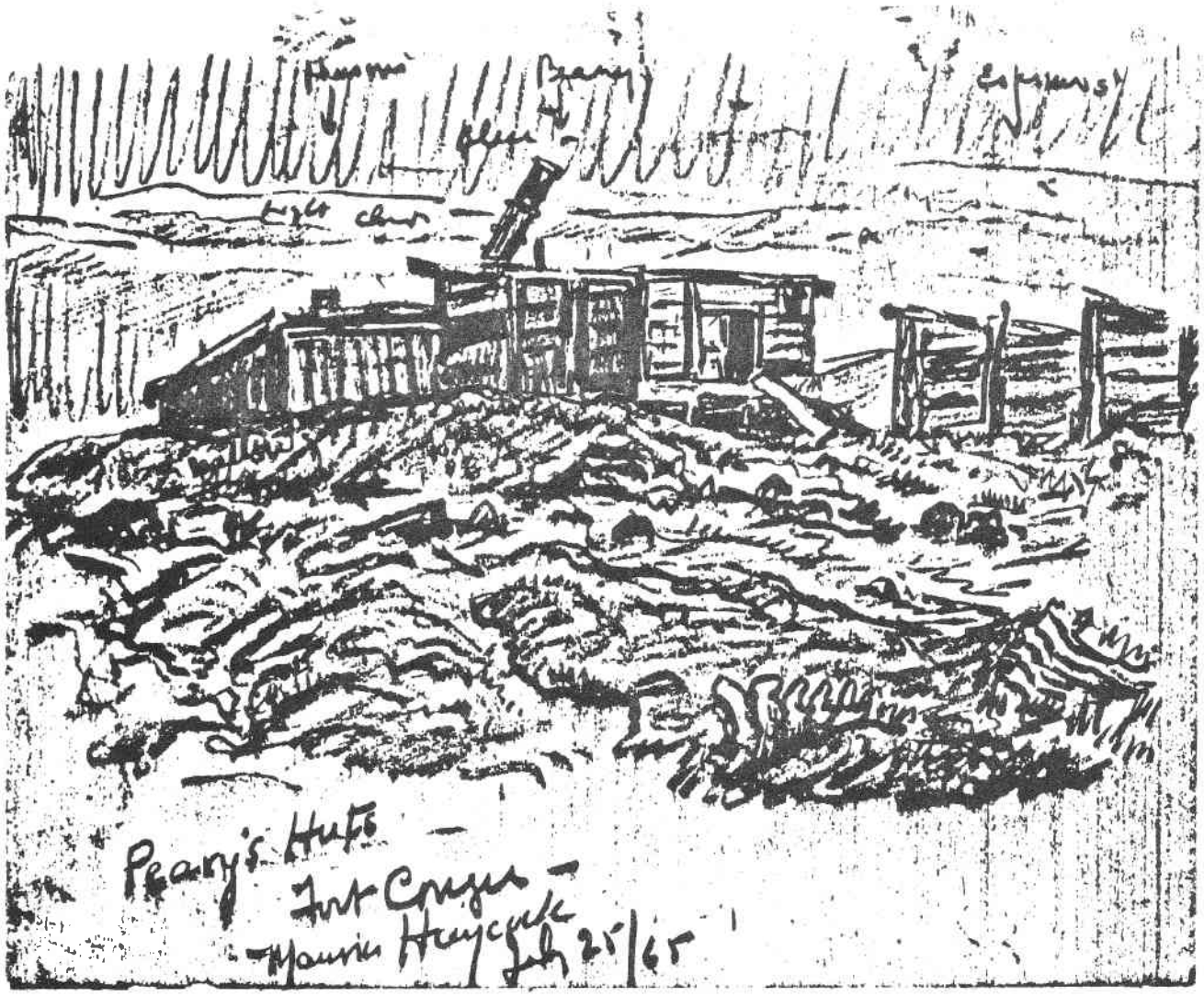

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CONTENTS

Cover Picture: Peary's Huts at Fort Conger, Discovery Harbour, northern Ellesmere Island; from the sketchbooks of Dr. Maurice Haycock

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THE ESKIMO MUSEUM, CHURCHILL, MANITOBA

Lorraine E. Brandson*

The Eskimo Museum at Churchill, Manitoba is located at the most southerly point of the Roman Catholic Diocese of Churchill - Hudson Bay. Brother Jacques Volant, the Curator, has selected the pieces which are housed in this museum, with the support of other Oblate missionaries in the diocese in obtaining the collection, plus a few donations. There are prehistoric artifacts made from stone, bone and ivory, as well as contemporary Eskimo carvings and ethnographic material.

The museum began with a few carvings and artifacts housed in a single showcase in Bishop Turquetil's residence in Montreal. In 1944 a room in the Catholic mission at Churchill was used, and in 1948 Brother Volant, a native of Brittany with twenty years experience in the Canadian North was asked to take care of the collection. A separate building to house the museum was constructed, and eventually replaced by the present structure in 1962.

The collection was acquired to give some insight into the Eskimo way of life, past and present. Pre-Dorset, Dorset, Thule and historic artifacts from the Canadian Arctic evidence the adaptability of these Arctic dwellers. Father Van de Velde, a major collector for, and friend of, the museum speaks about Eskimo material culture: "The Eskimo creates a thousand and one things for his daily life. All with the alive quality and exact precision which stems from his living character and intellect. I believe this to be the only secret of a true artist. He has but to remove the excess parts of his model such as stone, bone, antler or ivory to show us what he has already seen in the abstract. This explains the perfection with which he fashions his working tools and hunting implements."

Day to day activities on land and sea, through winter and summer, are portrayed most vividly in carved scenes on ivory boards made from walrus tusks. These carvings collected mainly from Pelly Bay and Repulse Bay in the 1940s and 50s play an integral part in communicating the aim of the museum, the exposition of a way of life.

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*Ms Brandson is Assistant Curator of the Eskimo Museum

THE ARCTIC CIRCULAR VOL. XXVI NO. 2 JUNE 1978

Ahlooloo of Arctic Bay carved the following legend into a whalebone piece.

> "A man was starving. He came out in the morning to look for remains of food. He saw a raven doing likewise and followed her. Eventually she found a bone. He praised her for her beauty. She became overcome with joy, opened her beak and the man took the bone."

Many carvings in the museum display or tell how one animal or person has outwitted another animal in an attempt to secure food or resist capture. Quite often the use of flattery is very successful in deceiving the opposition. The fact that starvation was part of living off the land has not been ignored by this Eskimo carver either. It is a well known fact that fauna indigenous to the north are in a delicate state of balance and highly susceptible to marked changes when natural conditions vary slightly.

According to the famed Danish ethnologist, Knud Rasmussen, the traditional religion of the Eskimo had no God or Gods to worship or pray to, but personifications of natural forces who would be dangerous because they could be severe when men failed to live by the rules of life given to them by their forefathers. Nuliayuk, the sea spirit, is portrayed in carvings from Rankin Inlet in the Keewatin district of the Northwest Territories and Cape Dorset on Baffin Island. One version of the Nuliayuk story tells how an orphan girl was thrown off a raft. When she tried to climb aboard her fingers were cut off, falling into the water to become the first seals. The seals took the girl to the bottom of the sea and built a special house for her from where she could command over all the sea animals.

A stone carving by Ennutsiak of Frobisher Bay shows people praying to God and thanking him for their food, a seal. This carving as well as others attests to the introduction of Christianity in the Canadian North. Carvings of the first airplane to be seen in Pelly Bay in the 1950s, a policeman, and a skidoo also evidence a changing North.

Much humour can be seen in a carving of Ootook's dream. In this piece, a man made from whale bone is poised with a knife over a large stone foot with an upturned toe. The sculptor dreamed that he stood on the foot of a giant whose big toe was wiggling.

The Eskimo Museum, open daily throughout the year, has much of interest and enjoyment to offer the scholar and layman alike.

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BERNIER DOCUMENTS SAFE IN PUBLIC ARCHIVES

On their 1977 voyage to the Canadian Arctic, members of the crew of the Canadian Coast Guard ice-breaker D'Iberville discovered three documents left in Cairns by Captain Joseph E. Bernier at Fife Island and Point Hearnen. One item was a clipping from the Daily Telegraph of 12 June 1908 announcing Bernier's departure for the Arctic. The document dated 9 July 1909 found at Point Fife dealt with Bernier's claiming some islands in Canada's name. The document in the cairn at Point Hearnen, 14 July 1909, described the ice conditions at Winter Harbour. These documents were in a remarkable state of preservation, with only a few ink smudges caused by moisture. They were presented to the Public Archives of Canada on 12 January 1978 for safe keeping.

NATURAL HISTORY NOTEBOOK

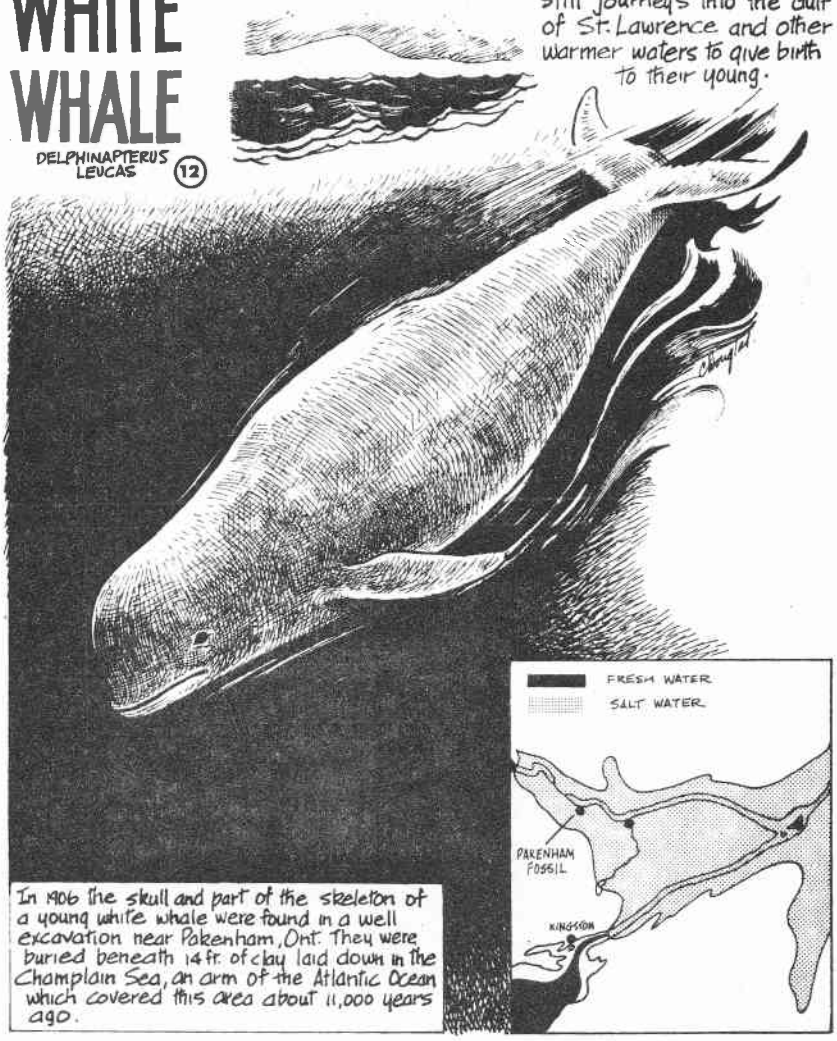
PRESENTED BY: THE NATIONAL MUSEUM OF NATURAL SCIENCES, OTTAWA

National Museums Canada

WHITE WHALE

DELPHINAPTERUS LEUCAS (12)

Found mainly in Arctic waters the Beluga, or White Whale still journeys into the Gulf of St. Lawrence and other warmer waters to give birth to their young.



In 1906 the skull and part of the skeleton of a young white whale were found in a well excavation near Pakenham, Ont. They were buried beneath 14 ft. of clay laid down in the Champlain Sea, an arm of the Atlantic Ocean which covered this area about 11,000 years ago.

NORTHERN GEOGRAPHICAL NAMES

WHALERS AND WHALEMEN

by Helen Kerfoot*

The whaling vessels and crews of the nineteenth century, plying the treacherous waters of the arctic latitudes, have carved their niche in our history. Through today's maps the names of such distinguished vessels as the ECLIPSE and the TRUELOVE live on, as do their gallant commanders, such as Penny, Milne and Comer.

Around the Canadian coast there were three main areas of operation of whalers originating from British and American ports: Davis Strait-Baffin Bay, Hudson Bay, and the Beaufort Sea.

Well before the beginning of the nineteenth century British whalers were sailing each season into Davis Strait, and by the 1850's vessels were crossing Baffin Bay to the lesser known waters off Lancaster Sound;

American interests in the Davis Strait whaling were limited, although by mid-century both American and British crews were overwintering on the outer Baffin coast. However, in the 1860's the Americans in particular turned their efforts to exploiting the waters of Hudson Bay, and in the decade 1860-70 recorded 57 voyages into the area.

At this same time steam power was replacing sail, and by 1880 the American whaling industry, previously based out of New England ports, had expanded to the west coast. From San Francisco the steam whalers pursued the bowhead to Bering Strait and the Beaufort Sea. Herschel Island thus attained its heyday in the 1890's, with 15 vessels wintering there in 1894-95.

The first decade of this century witnessed the decline of arctic whaling in these waters; depletion of resources and substitutes for whalebone and whale-oil undermined the economic base of whaling off Canadian shores.

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* Typonomy Research, Secretariat Geographical Names, Energy, Mines and Resources, Canada

THE ARCTIC CIRCULAR VOL. XXVl No. 2 June, 1978

Much history and romance is attached to names of wintering spots, such as Blacklead Island, Kekerten, Marble Island and Pauline Cove, and memories of bygone days are kindled by Neptune Bay, Cleveland Harbour, Beluga Shoal and Diana Bay. Capsule comments on a few whalemen and their vessels recalled by northern geographical features are given below.

Penny Bay:	S.W. Victoria Island	69°38' -	116°53'
Penny Strait:	between Devon Island and Bathurst Island	76°30' -	97°00'

These features were named for William Penny following his expedition in the LADY FRANKLIN and SOPHIA, 1850-51, to search for Sir John Franklin. Penny (1809-92) was, however, also one of the leading figures in revitalizing the Baffin Bay - Davis Strait whaling industry, after its setbacks from extreme weather conditions in the 1830's. Born into a Peterhead whaling family, Penny sailed out of several Scottish ports, in particular, Aberdeen. He found the combination of Pond Inlet and Cumberland Sound whaling gave a long ice-free season. Wintering in Cumberland Sound in 1853-54, Penny laid the foundations for year-round trading establishments on Baffin Island.

Scoresby Bay:	E. Ellesmere Island	79°56' -	71°10'
Cape Scoresby:	E. Boothia Peninsula	71°43' -	93°40'
Scoresby Hills:	Bathurst Island	75°53' -	98°15'
Scoresby Point:	W. Bathurst Island	75°32' -	101°31'

Several features were named (by John Ross, Isaac Hayes, and others) for Captain William Scoresby, Jr. (1789-1857) of the famous whaling family working out of Whitby, England. Scoresby learned the ropes at the early age of ten, accompanying his father on board the DUNDEE. Between 1810 and 1822 he commanded the RESOLUTION, ESK and BAFFIN. Scoresby is also remembered for his whaling classic "The Arctic Regions", as well as his scholarly accomplishments, and charting of lands within the Arctic Circle.

Truelove Inlet:	N. Devon Island	73°37'50" - 84°34'

The Hull whaler TRUELOVE, a real veteran of Davis Strait, successfully completed 72 arctic voyages, and recorded a catch of 500 whales and 760 seals. The TRUELOVE was built in Philadelphia in 1764 and finished her days as a trader, before being broken up, around 1888.

Adams Island:	Navy Board Inlet	73°43'30" - 81°20'
Adams Sound:)		72°52' - 84°45'
Arctic Bay:)	Admiralty Inlet	73°01' - 85°07'

Captain William Adams Sr. took over the command of the Dundee whaling ship ARCTIC in 1868, naming Arctic Bay after his ship in 1872. During his 20 years of command Adams whaled in Davis Strait and sailed into Navy Board Inlet, Admiralty Inlet and Prince Regent Sound; he was one of the most popular and successful of the latter day whalers until his death in 1890.

Cape Adams:	Royal Geographical Society Islands	68°48' - 100°08'
Adams Island:	N.E. Baffin Island	71°27' - 73°05'

After Captain William Adams Jr. who was one of the last of the Dundee whaling captains, sailing to Davis Strait and into Jones Sound at the turn of the century. By the onset of World War I Greenland whaling was finished and Captain Adams had become a coasting master. Cape Adams was named by Roald Amundsen, 1905, as Adams had deposited stores for him along his route. Adams Island was so named as Adams anchored nearby in the DIANA in 1903.

Rocknoser Fiord:	Home Bay, Baffin Island	68°53' - 68°15'

At the end of the whaling season "rock nosing" was a last resort to increase the catch. In the Cape Hooper - Cape Searle area, while the ship lay at anchor the small boats would be provisioned to search for a couple of days. Often exposed to fierce autumn blizzards, the boats were sent inshore along the fiords on difficult and dangerous searches for Greenland whales (or in later years bottlenose and white whales).

Whale Point: W. side Roes Welcome Sound 64°12' - 88°01'55'

This is a corruption of Whalebone Point, named by John Scroggs of the Hudson's Bay Company in 1722. Although it may have originated from trade with the Inuit, it more likely recognized Scroggs' sloop, the WHALEBONE.

Depot Island: N. of Chesterfield Inlet 63°47' - 89°53'

Although recorded by C.F. Hall in his 1864-69 expedition, the name can be traced back to the New England Whalers in 1861. Depot Island was a winter base for whalers in Hudson Bay, and with ice breaking up in mid-July, it had a month's advantage over summer sailing from Repulse Bay.

North Spicer Island:)		68°33'	- 78°45'
South Spicer Island:)	Foxe Basin	68°16'	- 78°52'
Era Island:)		68°15'	- 78°35'

Among the British and American whalers pursuing the bowhead from 1860-1915 the deepest penetration into Foxe Basin was made, not altogether with success, by Captain J.O. Spicer, in command of the New England schooner ERA, in 1879.

Orca Cove Herschel Island 69°34' - 139°15'

The 177-foot steam whaler ORCA was built in San Francisco in 1882, and undertook fifteen whaling voyages to the western arctic, before being crushed in the ice in 1897. Orca Cove appears on a chart of Herschel Island made by the U.S.S. THETIS in 1889. (Orcinus orca = killer whale).

Thrasher Bay: Herschel Island 69°33' - 139°12'

This name also appeared on the 1889 chart of the U.S.S. THETIS. The 145-foot steam whaler THRASHER was built in Bath, Maine for the Pacific Steam Whaling Company, based in San Francisco. From the time of her launching in 1883, the THRASHER had a varied career as whaler, passenger vessel for the Nome gold rush, and trader on

the Siberian route, before burning off the Aleutians in 1921. Between 1884 and 1908 the THRASHER made 21 arctic voyages, wintering at Herschel Island 1894-95 and again 1905-06.

Balaena Bay: N. Parry Peninsula 70°02' - 125°00'

The Pacific Steam Whaling Company ship BALAENA, built in San Francisco in 1882-83 participated in 14 arctic voyages. During the winter of 1895-96, under the command of Captain H.H. Williams, the BALAENA and the GRAMPUS tried to obtain the advantage of early access to the bowheads' summer feeding grounds. Rather than winter at Herschel Island, they went east to this bay near Cape Parry.

References:

(1) Records of the Canadian Permanent Committee on Geographical Names

(2) Bockstoce, John R. (1977): Steam whaling in the western arctic. Old Dartmouth Historical Society.

(3) Lubbock, Basil (1937): The arctic whalers. Brown, Son & Ferguson, Glasgow.

(4) Ross, W. Gillies (1975): Whaling and Eskimos: Hudson Bay 1860-1915. National Museum of Man, Publications in Ethnology, No. 10, Ottawa.

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THE 1978 NORTHERN GAMES

The Northern Games will be held in Eskimo Point 3 to 6 August. This will be the first time the Games have been held in the Eastern Arctic in their nine year history. Eskimo Point, on the western shore of Hudson Bay, in the District of Keewatin, with a population of 900, will host the many northern natives from Alaska, the Yukon Territory and the Northwest Territories who will come there to try their athletic skills and share their cultural activities.

NEW BOOKS ON THE NORTH

compiled by
Geraldine Perry

Ballem, John. The moon pool. McClelland and Stewart, 1978. 236p. $12.95

Berry, Francis. I tell of Greenland: an edited translation of the Southarkrokur manuscripts. Routledge and Kegan Paul, c1977. 205p. £4.95

Bickel, Lennard. This accursed land. Macmillan, 1977. 210p. $11.95

Blashford-Snell, John and Ballantine, Alistair, eds. Expeditions - the experts' way. Faber and Faber Limited, 1977. 256p. £4.95

Blood, Donald A. Birds and marine mammals: the Beaufort Sea and the search for oil. Department of Fisheries and the Environment (Canada), c1977. 124p. $2.50

Dunbar, M.J., ed. Polar oceans. Proceedings of the Polar Oceans Conference held at McGill University, Montreal, May, 1974. Arctic Institute of North America, 1977. 682p. $40.00

Inglis, Alex. Northern vagabond: the life and career of J.B. Tyrrell. McClelland and Stewart, 1978. 256p. $14.95

Jamison, Paul L., ed. Eskimos of northwestern Alaska: a biological perspective Dowden, Hutchinson and Ross, Inc., 1978. 319p. $30.65

John, Brian S. The ice age: past and present. Collins, 1977. 254p. £4.95

Jones, Michael. Finland: daughter of the sea. William Dawson and Sons Ltd., c1977. 247p. £9.00

Llano, George A., ed. Adaptations within Antarctic ecosystems. Proceedings of the Third SCAR Symposium on Antarctic Biology. Smithsonian Institution, 1977. 1252p. £12.25

McCreath, Peter L. Learning from the north: a guide to the Berger report. James Lorimer and Company, 1977. 70p. $4.00

Malins, Donald C., ed. Effects of petroleum on arctic and subarctic marine environments and organisms. Academic Press, 1977. 2v. $14.50

Slater, Ian. Firespill. McClelland and Stewart-Bantam Ltd., c1977. 309p. $1.95

West, Davis S. Franklin and McClintock: poems. Intermedia Press, 1977. 78p. $12.95

Wolfram, Gerry. Walk into winter: a complete snowshoeing and winter camping guide. John Wiley and Sons Canada, Limited, 1977. 127p. $9.95

Worsley, F.A. The great Antarctic rescue: Shackleton's boat journey. Times Books, 1977. 220p. £5.50

Canadian Government Publications

Commissioner on Indian claims: a report - statements and submissions. Supply and Services Canada, 1977. 116p. $3.50

Schuurman, Hubert J.C. Canada's eastern neighbour: a view on change in Greenland. Supply and Services Canada, 1977. 103p. $5.75

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"A BIBLIOGRAPHY OF LABRADOR"

In 1944 Väinö Tanner published his definitive work Outlines of the Geography, Life and Customs of Newfoundland-Labrador (the Eastern Part of the Labrador Peninsula as volume 8 of Acta Geographica (in 1947 it was published in England by the Cambridge University Press and in the United States by Macmillan). This basic comprehensive work was the result of the work of the Finland-Labrador Expedition, 1937 and the Tanner Labrador Expedition of 1939. This enormous work (over 900 pages) contained a bibliography of about 1382 items and over 200 cartographic references.

Though this work has been out of print for many years copies of the bibliography are still available. They may be had, for one dollar ($1.00) each from: Mrs. Carol Bekar, Librarian, Centre for Northern Studies and Research, McGill University, 1020 Pine Avenue West, Montreal, Quebec H3A 1A2.

ALL AROUND THE CIRCLE

MEETINGS

The 243d Meeting of The Arctic Circle was held on Tuesday, 4 April 1978. The occasion was the Members' Slide Competition, which was organized by Keith Arnold and Guy Narbonne. The winners in each of the categories were: 1. Landscape: "Half a Mile High", Guy Narbonne. - 2. Flora: "Flowers South of the Mala River", Guy Narbonne. - 3. Fauna: "Barrenland Bandit", Jeff Packard. - 4. Man & the Arctic: "Shimmer", Rick Zuran. - 5. Sequence (up to three slides telling a story): "The Blizzard", Peter Mackinnon. The prize in each category was an 8" x 10" colour print of the winning slide. A good number of slides were entered in the competition, and the audience had a very difficult time voting for the winners. The organizers felt, however, that too many members are shy about the quality of their slides, and so do not enter them in the competition. However, since it is a very informal event, it is really a case of "the more the merrier", and the more there are, the more interesting the competition can be. The organizers would like to take this opportunity to thank all those members who did participate, and to encourage the timid to be forthcoming in next year's competition.

The 244th Meeting was held on Tuesday, 2 May 1978, when Captain T.C. Pullen spoke on "The Arctic Marine Locomotive, Icebreaking LNG Ships and the Arctic Marine Scene Generally".

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POLAR BEARS IN ONTARIO

According to the Ontario Ministry of Natural Resources there are 50 family groups of polar bears living in the province, with 100 cubs. This is the largest number of polar bear cubs ever reported, since the surveys began.

NASA SATELLITE TO TRACK NORTH POLE EXPEDITION

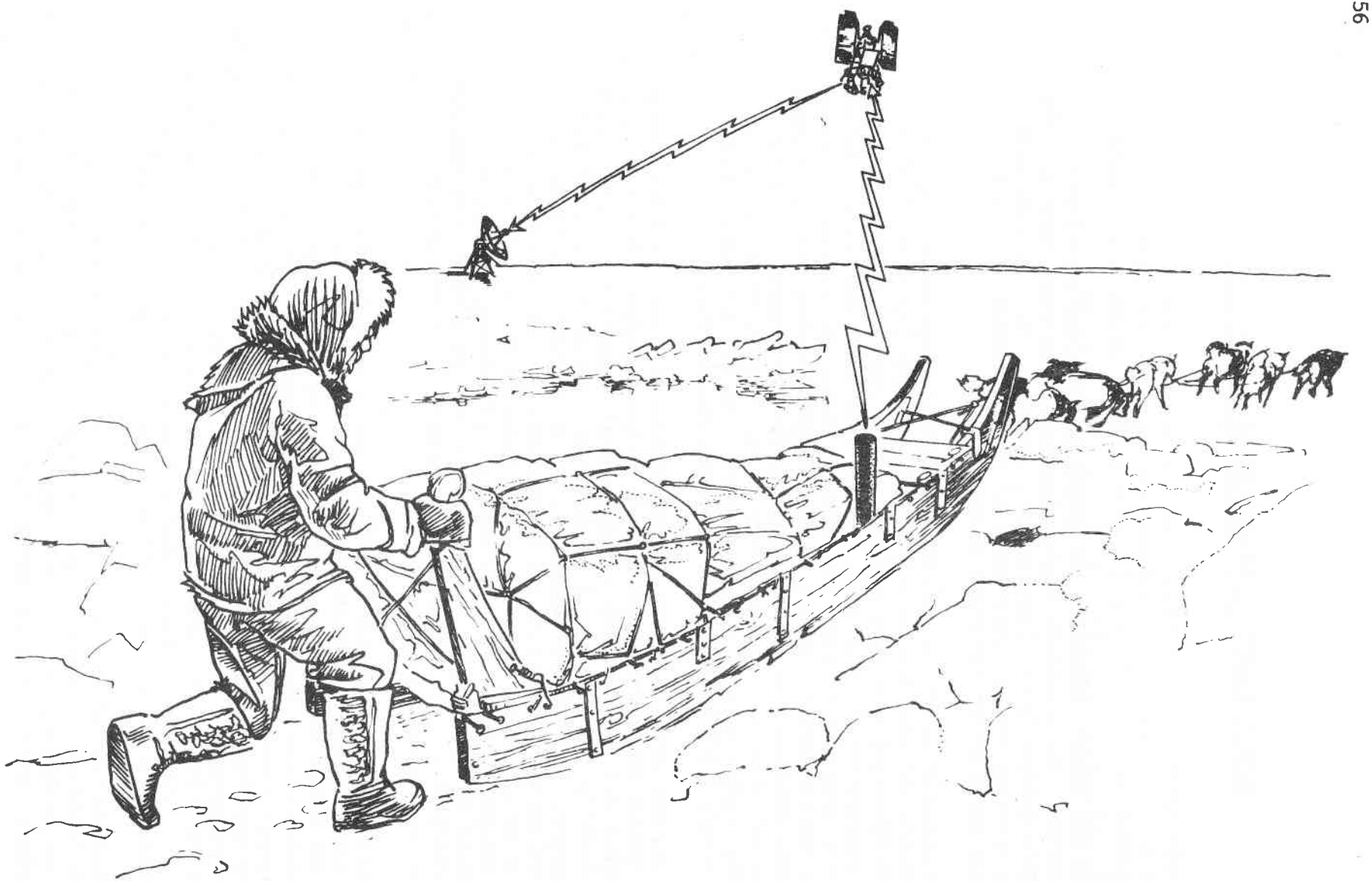
A NASA meteorological research satellite -- Nimbus-6 -- tracked the 6,000-kilometer (3,728-mile) journey of a lone Japanese explorer venturing by dog sled from northern Canada to the North Pole and return, traveling the length of Greenland's isolated interior. The six-month journey isscheduled to start March 4, 1978. NASA's Goddard Space Flight Center, Greenbelt, Md., is undertaking the tracking task at the request of the Smithsonian Institution which has a scientific stake in the venture.

The explorer is 37-year-old Naomi Uemura of Tokyo whose Arctic experience includes driving a dog sled solo some 12,000 km (7,457 mi.) from Greenland to Alaska in 1975 and 1976 over an 18-month period. In preparation for that trip, he had lived for a year in a Greenland Eskimo community to learn dog handling techniques and how to survive the hostile Arctic. Uemura is also an accomplished mountain climber, having conquered the highest peaks in five continents. He scaled them all alone with the exception of Mt. Everest, which he successfully climbed as part of a team escort. He has also sailed alone on a raft 6,000 km (3,728 mi.) down the Amazon River.

During his upcoming Arctic journey, Uemura will carry a 4.5-kilogram (10-pound) satellite beacon package on his dog sled. This battery-powered unit will transmit a radio signal automatically once a minute. Included in the signal will be the local temperature and atmospheric pressure. The radioed signals will be monitored by the Nimbus-6 satellite which overflies the poles once every 108 minutes at an altitude of 965 km (600 mi.). Data collected by the satellite will be relayed by a NASA tracking station in Fairbanks, Alaska, to Goddard Center. There, the position of the dog sled will be computed automatically. All data will be available to the Smithsonian at least once every 12 hours.

Uemura will take systematic snow, ice and air samples for Japan's National Institute of Polar Research and the Water Research Institute of the Nagoya University, Japan. He also will record possible evidence of past habitation in northern Greenland. "We are particularly anxious to have as accurate a record as possible of Uemura's daily positions for correlation with the collected data," said Dr. Lee Houchins, the Smithsonian's principal investigator from the Museum of History and Technology. "The satellite tracking data will be of further value to us in evaluating Uemura's dead reckoning and celestial navigation techniques, a particularly difficult task in the polar regions"

Uemura will depart for the North Pole from a camp near Alert on Cape Columbia, Ellesmere Island, in Canada's remote Northwest Territories. Following Admiral Peary's 1909 route, he expects to reach the Pole by mid-April after travelling 800 km (497 mi.). From the North Pole, the



NASA Photo: 78-H-98

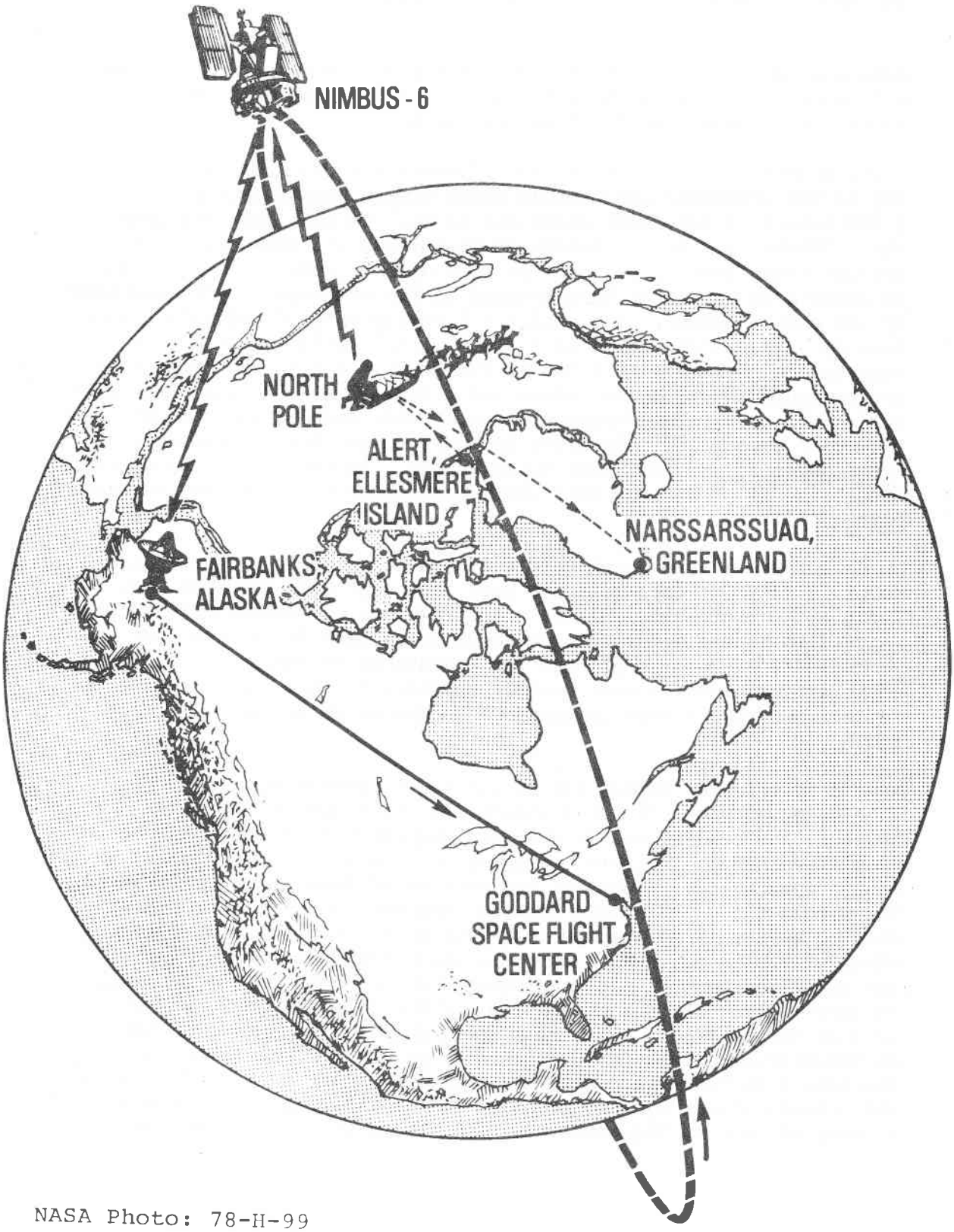
Japanese explorer will strike out for the northern tip of Greenland, with hopes of arriving there by June 1. This portion of the journey will equal the first leg in distance.

Using mountain climbing techniques, Uemura will work his way to the top of the Greenland ice plateau which towers approximately 3,000 meters (9,843 feet) above sea level. He will then traverse the 2,700-km (1,678-mi.) length of Greenland, at times using ice sailing techniques to relieve the sled dogs of some of their burden. He expects to arrive at Narssarssauq on the southern tip of Greenland by the end of August. The straight line distance of Uemura's planned journey is 4,300 km (2,672 mi.). His actual surface distance is expected to be more like 6,000 km (3,728 mi.) due to the many lateral trips around ice pressure ridges and stretches of open water encountered during the trek. The Japanese explorer made his decision to attempt the polar expedition only after he observed the Arctic Ocean ice and Greenland's inland ice sheet twice by air. As part of this preparatory effort, he flew over the area where he expects to mount the Greenland plateau.

While enroute to the North Pole and then to Greenland, Uemura will maintain radio contact with his base camp near Cape Columbia. By the time he reaches Greenland, his communications center will be shifted to Dundas on Greenland's west coast near Thule. Another communications camp is planned for operations at Sondre Stromfjord, south of Thule on the west coast. Supplies for the explorer will be replenished by airdrops or landing rendezvous as needed during the journey.

NASA's role in the expedition is limited to providing tracking and data relay services to the Smithsonian. As a special feature, however, the beacon unit on Uemura's dog sled is equipped with a special switch to indicate emergency as a back-up to his voice communications system. Costs of the venture to NASA are minimal. Both the Nimbus-6 and its ground control computer routinely operate on a 24-hour basis. They acquire data from some 130 buoys, icebergs and other platforms deployed around the world for environmental research. The satellite beacon unit was acquired at no cost to NASA by Uemura's backers -- The Mainichi Newspapers and the Bungei Shunju Publishing Co., both of Tokyo, Japan. This unit and its batteries were cold-tested at temperatures of minus 50 degrees Celsius. The batteries used with the satellite beacon are Lithium Thionyl Chloride packs, developed by the Communications Systems Division of GTE Sylvania, Inc., a subsidiary of General Telephone and Electronics Corp., Needham, Mass.

NASA News
24 February 1978



NASA Photo: 78-H-99

GRADUATE DIPLOMA IN NORTHERN STUDIES -- MCGILL UNIVERSITY

Recent years have witnessed a considerable growth of interest in the Canadian North, and an increasing number of professional persons have become involved in its development and in providing services to northern communities. In response to the present need for special training in this area, McGill University has developed a course of study encompassing a range of basic knowledge and technical information that may be required by anyone who must deal with northern problems. McGill University, which has a long-standing involvement in northern work, offers this program through its Centre for Northern Studies and Research, part of the Faculty of Graduate Studies and Research.

The Diploma Program is primarily intended to meet the needs of persons employed in work that is directly related to northern Canada. Candidates for the program will usually belong to one of the following categories:

1. Government employees concerned with the administration of northern communities or dealing with aspects of policy formulation or planning that affects Canada's north.

2. Persons in industries that have a direct involvement in northern development.

3. Consultants who serve as advisors to industry and government on matters concerning the north.

4. Educators who are teaching in northern communities.

5. Recent university graduates who aspire to any of the above professional positions or who wish to pursue graduate work in related areas.

6. Graduate students now registered in degree programs related to northern studies.

The Diploma Program will normally require the full-time participation of the students enrolled in it for the duration of one academic year (September - April) at McGill. Because the candidates will have differing academic histories and ambitions, each student will be assigned to a supervisor within his or her field of specialization.

The program is comprised of several components so arranged that the requirements for the Diploma can be fulfilled over the course of one academic year at McGill. The central core of the program consists of five courses, each including 24-48 hours of formal instruction.

197-602A Northern Land Masses

197-603A Physical Environment of the North

197-604A Northern Ecology and Renewable Resources.

197-605B Peoples of the North and Northern Administration.

197-606B The Northern Economy and Modern Technology.

In addition, the Northern Studies Seminars 1 (197-590A) and 11 (197-591B) are incorporated within the program and after consultation with a supervisor, each student is required to prepare and submit research papers in his or her specialty.

The Centre for Northern Studies and Research encourages, promotes, undertakes and coordinates northern research and training programs with McGill University. It is particularly interested in developing interdisciplinary aspects of research and in assisting in the interchange of information among persons engaged in northern studies and research.

The Centre maintains a Northern Information Unit, which includes a specialized library, bibliographic and reference service, maps, photographs and other sources of information. It provides facilities for field training and research at the McGill Subarctic Research Station in Schefferville, Quebec.

Membership on the Northern Studies Council is at present held by some 60 academic staff at McGill, most of whom are active in research within the natural and social sciences. The Centre draws upon Council members for participation in its teaching program.

Admission Requirements:

Applicants for the Graduate Diploma in Northern Studies must hold a B.A. or B.Sc. degree with a concentration of courses relevant to one of the subject areas in the diploma program and equivalent to a major. Other experience, including work, may be taken into consideration in lieu of the required concentration of undergraduate course work.

For further information:

Additional details about the Diploma in Northern Studies and forms for application may be obtained by writing to:

Centre for Northern Studies and Research
1020 Pine Avenue West
Montreal, PQ, H3A 1A2

Telephone: (514) 392-8202

NATURAL HISTORY NOTEBOOK

PRESENTED BY: THE NATIONAL MUSEUM OF NATURAL SCIENCES, OTTAWA

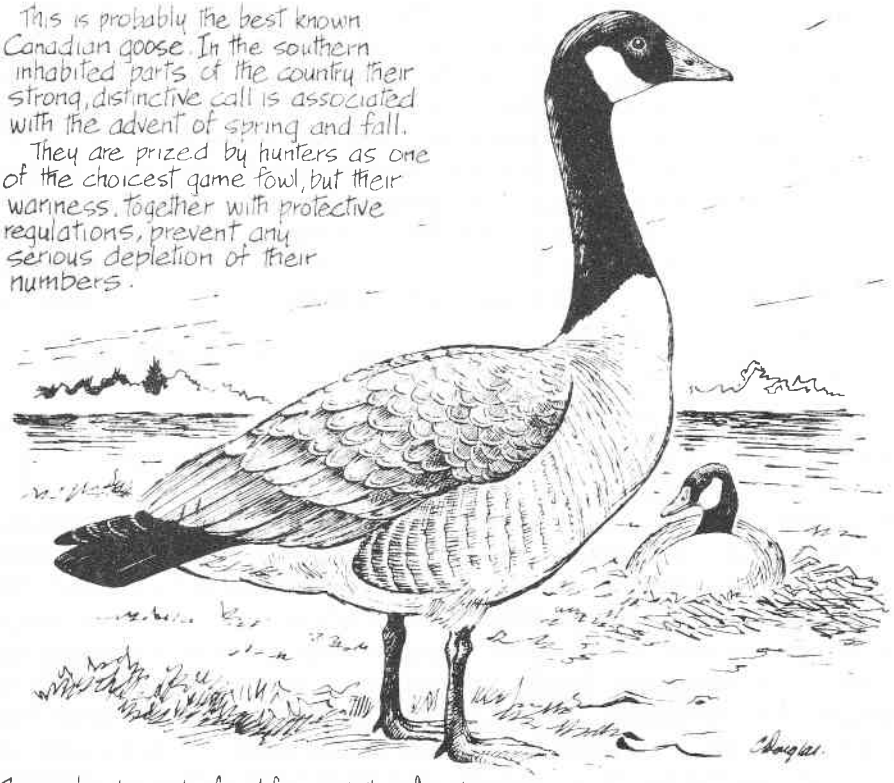
National Museums Canada

CANADA GOOSE

BRANTA CANADENSIS (10)

This is probably the best known Canadian goose. In the southern inhabited parts of the country their strong, distinctive call is associated with the advent of spring and fall.

They are prized by hunters as one of the choicest game fowl, but their wariness, together with protective regulations, prevent any serious depletion of their numbers.



These birds mate for life and the family group remains together for several months after hatching the young. A gander protecting the nest makes a very formidable adversary, and his wings are capable of delivering a blow of surprising force, sufficient to rout foxes and similar predators, not excluding man.

NEWS RELEASES FROM THE YUKON

PIPELINE PROGRESS CHART INSTALLED - May 5, 1978

The Yukon government has installed a pipeline progress chart in the foyer of the territorial administration building. The chart has been designed to tell at a glance just what progress is being made on all aspects of the Alaska Highway gas pipeline project, Yukon section. The upper portion of the chart shows the progress of the contractor, Foothills Pipe Lines (South Yukon) Limited, followed by several bars representing the various federal agencies involved. The lower portion designates the departments of the Yukon government which are gearing up in preparation for construction of the pipeline. The chart will be updated regularly as pipeline impact preparation continues. It is designed to cover the period from the beginning of the planning, in 1977, to and through the construction years.

Because the pipeline is the single largest construction project ever undertaken in Canada affecting all areas of government, it was felt there should be some device visible to the public which would indicate how all levels of government are proceeding to tackle their individual responsibilities. The progress chart is made of plexiglass panels and bar chart strips, and measures eight by 32 feet. There is also a detailed map panel which shows both the Yukon route and the international route of the pipeline. The project was planned with the assistance of the sub-committee on pipelines made up of Yukon government department heads, Pipeline Administrator Al Wright, members of information resources and highways and public works staff. Total cost of the project, including concept, design and installation, is $10,824.80. The concept and construction of the panel chart was carried out by Tundra Silkscreens Limited, graphic designers, Whitehorse.

CARIBOU COMMITTEE CALLS FOR CONTROLS ON PORCUPINE HERD - May 15, 1978

The Porcupine Caribou Committee, an international group of caribou experts, has proposed that the Dempster Highway be closed to traffic during the spring and fall caribou migrations as part of an over-all management plan. The Committee also proposed the establishment of an international agreement between Canada and the United States aimed at protecting and managing the Porcupine caribou herd and the conservation of its range. The management and protection program would include a Dempster highway management plan, covering the transportation corridor as well as adjacent lands to minimize interference with wintering caribou and seasonal migrations. Representatives from Foothills Pipelines Ltd., Renewable Resources Consulting Services and a number of civil servants from Indian and Northern Affairs attended the meeting.

The Committee is made up of representatives of the Alaska Fish and Game Department, the U.S. Fish and Wildlife Services, the Alaska Co-operative Wildlife Research Unit, the Canadian Wildlife Services, NWT Fish and Game Service and the Yukon Wildlife branch. Various resolutions will be sent to federal, territorial and State governments and he expected them to be "received favourably because there is a lot of concern in both countries over the future of the Porcupine herd."

YUKON HIGHWAYS TO GO METRIC NEXT MONTH - May 23, 1978

Yukon highway signs will be switching to metric in June. A recent amendment to the Motor Vehicles Ordinance has reduced the territory's top highway speed from 60 mph to 90 km/h. This reduction in maximum speed reflects concern for gasoline conservation and road safety. The speed zones through Whitehorse and the majority of Yukon communities will soon read 50 km/h and the speed limit on the Alaska Highway will soon be posted at 80 km/h. The Yukon conversion program will mean that road distances will be changed from miles, between points, to kilometres. The distance from Dawson City to Whitehorse will soon read 536 kilometres while the distance from Whitehorse to Faro will be 356 kilometres. And from Whitehorse to Teslin you will have travelled 183 kilometres.

FIRST YUKON ELECTIONS BOARD - May 23, 1978

The membership of the first Yukon Elections Board was announced today. Mary McCullough of Watson Lake was appointed for a six year term, Paul Birckel of Whitehorse was appointed for a four year term, and Richard (Dick) Wallingham of Mayo was appointed for a two year term. The Board was created under the authority of the Elections Ordinance, 1977 and will be responsible for the administration of the next territorial election. This is the first time that Yukon will conduct its own election as in the past the Chief Electoral Officer of Canada has assumed this duty.

TRANS-CONTINENTAL RAIL LINK UNECONOMICAL - June 5, 1978

A trans-continental rail link through Yukon and B.C. to connect Alaska with the lower 48 states does not make economic sense at this time, Commissioner Art Pearson said today. The commissioner, who was returned from talks in Alaska with the State Governor Jay Hammond and other government officials, said the territorial government and the Province of B.C. share the same views on the rail link proposal. B.C. Premier Bill Bennett, who also attended the Alaska Rail Conference in Anchorage last week, took the position that the U.S. federal government should take the lead role in any plan to extend the current rail systems to connect with the railway in northern B.C. Pearson concurred with those views and suggested that an extension of the White Pass and Yukon Route rail line to Faro is of much more importance to Yukon than a link with Alaska and southern Canada.

"The environmental question of building and operating a railway through the southwestern region of the territory must also be seriously considered," Pearson remarked. He also pointed out that between B.C. and Yukon, some 13 rail studies have been carried out regarding rail transportation in the north. "We have the facts and figures which show that such a project is just not economically viable at the present time". The commissioner added that an agreement was reached between the participating governments in the rail conference to have an informal working arrangement for the sharing of information on the subject of northern rail transportation. Pearson said the conference was useful in the sense that it served to re-affirm the positions of the governments involved.

YUKON-ALASKA TAX TALKS BENEFICIAL - June 5, 1978

Talks last week between Commissioner Art Pearson, territorial treasurer Pat Sherlock and officials with the Alaska Department of Revenue, were deemed "extremely beneficial" by Pearson. The commissioner returned today from a round of talks in Alaska with the State Governor Jay Hammond and other Alaska government officials. Pearson and Sherlock met Thursday and Friday in Juneau with officials of Alaska's Department of Revenue to discuss, among other things, Alaska's system of levying property tax against gas and oil transportation systems.

The importance of the talks was emphasized by Pearson, who pointed out that under the Canada-U.S. agreement regarding the Alaska Highway gas pipeline, Yukon's level of taxation is based on the Alaska taxation level. "It is very important to know what kind of legislation Alaska has in place because in order for us to assess Yukon's position, we have to know the system used in Alaska. We were really down there to get that information", Pearson remarked.

Under the international pipeline agreement, Yukon's taxation system levied against the proposed gas pipeline through the territory will be permitted to fluctuate with the system applied in Alaska. "In other words, if Alaska starts tampering with their legislation to change it in any way, we will be permitted to adjust our system to match theirs", said Pearson. Yukon doesn't necessarily have to use the same property tax system as Alaska, but the territory is permitted to tax the pipeline at a comparable rate.

Pearson said some talk also revolved around what Alaska's perception is of the proposed natural gas pipeline and their perception of a possible oil line paralleling the buried gas line. "The Alaska government has determined that a much greater oil discovery in the state would be required before another oil line could be justified", the commissioner said.

Pearson concluded his meetings Friday with Governor Jay Hammond. The two talked in more general terms in areas of mutual concern such as transportation corridors and resource development in their respective areas. "I have always felt we have a great deal in common in socio-economic terms with Alaska and I would hope that these meetings will open the door for other talks in different areas such as wildlife management", Pearson said.

ANOTHER MOVE IN METRIC CONVERSION - June 13, 1978

All Yukon highway destination and speed signs will be in kilometers rather than miles as of June 23. An estimated 500 metric signs will be in place throughout the territory over the next two weeks, coinciding with the proclamation of a new Motor Vehicle Ordinance and regulations. Forty destination signs are already in place. A government spokesman said the only highway signs which will still be unconverted after June 23 will be load weight restrictions, bridge weight signs and accommodation and service signs. The weight signs will be changed to metric later this summer, pending the approval of amendments to the highway regulations. The installation of the new signs also coincides with the lowering of the speed limit on territorial highways from 60 miles an hour (100 km/h) to 55 miles an hour (90 km/h). The speed limit of 50 mph (80 km/h) on the Alaska highway is to be raised to 55 mph (90 km/h). Meanwhile, 15 metric commissioners and several sector chairmen will be in Whitehorse Wednesday and Thursday for their 44th meeting. They will be discussing a number of major policy and program proposals relating to metric conversion throughout Canada.

INTERIM YUKON RIVER AGREEMENT SIGNED - June 27, 1978

Parks Canada and the Yukon government Department of Renewable Resources have entered into a joint interim management and development program for the Yukon river. The purpose of the program is to lay the groundwork for preservation and interpretation of the Yukon section of the river within the context of the Canada-United States Gold Rush International Historic Park.

As a major part of the initial program the Yukon Territorial Government and Parks Canada have implemented two cooperative projects on the river for this summer. One involves an eight-man work crew which will install privies, clean up garbage, clear brush and protect certain historic buildings. The second project is the introduction of six river patrolmen who will patrol the river between Whitehorse and Dawson providing advice, emergency assistance and information to river travellers. The patrolmen will also gather information for planning purposes and ensure that historic buildings are not damaged and artifacts are not stolen.

The aim is to minimize the impact on the Yukon river due to increasing river travel while the planning team from YTG and Parks Canada completes a concept plan for the long-term protection and use of the river's heritage resources. Public consultation will take place during the planning process. A joint management board has been appointed to supervise and review the on-going program. A review will also be undertaken of the existing protective legislation and regulations. Cost of the program will be shared initially on a 50-50 basis between Parks Canada and the Yukon Government, under the 'Agreement for Recreation and Conservation'. The Parks Canada ARC program provides for the preservation of a heritage resource, owned by a province, but of national historical significance, whose preservation requires cooperative planning and cost sharing.

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NAME CHANGE ANNOUNCED

The Minister of Indian Affairs and Northern Development, J. Hugh Faulkner, has announced a change in name of the Department's Indian and Eskimo Affairs Program. The Program will now officially be referred to as the Indian and Inuit Program.

The word "Inuit" means "the people". In recent years, Inuit leaders have generally expressed a preference for this term rather than "Eskimo".

In Canada today there are more than 22,000 Inuit residing in settlements in the Northwest Territories, Labrador and Northern Quebec. The Inuit share a common culture and one basic language called Inuktitut. There are several regional dialects. The program, however, provides direct service only to some 4,000 Inuit in Northern Quebec. The balance are the responsibility of the Government of the Northwest Territories and the Northern Affairs Program.

from: Indian News, v.19, no.1

CBC NEWS RELEASES

TELEVISION IN NORTHERN CANADA will feature more northern-produced programming this fall, Doug Ward, Director of CBC's Northern Service announced today. A film and videotape packaging centre is being set up in Yellowknife, Northwest Territories, to assemble programs for television. It will cater exclusively to the needs of all northerners from the Canada/Alaska border to Baffin Island. Programs will start in the 1978-79 season. The new productions will represent as many of the communities in the North as possible and they will be recorded in the natural languages of the areas, often by Native people.

Over twenty short films have already been commissioned by the CBC and more filmakers are being contracted now to build up the necessary production inventory. Most northern viewers today receive southern Canadian programming, much of which is of little interest to them. Plans are to show Indian, Inuit and non-Native peoples, living in a region covering two million square miles, programs which will be tailored to their needs and interests. This is the core of the new programming concept, said Ward. As well, it is hoped the increased Native programming will influence the continuing preservation of Native traditions and languages.

May 19, 1978

BRIAN COUSINS NEW AREA MANAGER, BAFFIN AND EASTERN ARCTIC

Brian Cousins was born May 6, 1946 in Prince Albert, Saskatchewan. He received his elementary and secondary education at North Battleford. In 1964, he sought the means to travel to the Northwest Territories. As a result, he spent a year with the Hudson's Bay Company in the western Arctic communities of Aklavik and Tuktoyaktuk.

In 1965, Mr. Cousins returned to Saskatchewan and the College of Education at the University of Saskatchewan in Saskatoon. However, his plans to return to the N.W.T. as a school teacher were abruptly changed when a longstanding interest in broadcasting, combined with a CBC employment opportunity at Inuvik, led to a career in northern communications.

From 1966 to 1972, he was employed as an announcer/operator by the CBC Northern Service at Inuvik. His duties included production of local, regional and national network programming. He also initiated the station's first local, daily newscast and assumed responsibility for local program planning and scheduling at the Mackenzie Delta station.

In 1970, Mr. Cousins took a year's leave of absence to attend the University of Calgary where his main interests were sociology and political science. In 1972, he left the Northern Service to join the provincial Department of Northern Saskatchewan as Director of Northern News Services, responsible for developing the new Department's Information and Communications Branch. In 1975, Mr. Cousins became Chief of Public Affairs with the N.W.T. Government's Department of Information. In 1976, he accepted an invitation to return to the Department of Northern Saskatchewan as Director of the Extension Services Branch.

During the years 1972 to 1978, Mr. Cousins has gained extensive administrative and management experience including personnel recruitment, budgeting and policy formation. In northern Saskatchewan, he has been responsible for planning and implementation of various information and communication activities including audio-visual, print, radio-telephone and community development services. His responsibilities have also included staff training and public relations. Mr. Cousins represented the Government of Saskatchewan in seeking CBC and C.R.T.C. support for expanded broadcasting services in northern Saskatchewan.

Mr. Cousins met his wife, Irene, in 1967 in Inuvik where she was serving as a registered nurse. Their three children, Angela, Duncan and Bernadette, were all born in the Inuvik General Hospital; his interests include reading, amateur drama and curling. He will assume his position as Area Manager, Baffin and Eastern Arctic, July 3. In that capacity, he will report to the Director of the Northern Service and be responsible for CBC policy, planning and operations in the region.

June 30, 1978

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YUKON HOTEL

La romantique Dawson City, qui date de la ruée vers l'or au Yukon, a attiré énormément d'attention ces dernières années. Depuis 1970, la division Parcs Canada du ministère des Affaires Indiennes et du Nord a consacré beaucoup de temps et d'energie à la préservation d'une vingtaine de vieilles constructions. Il y a deux ans, les administrateurs d'Heritage Canada ont engagé l'aide financière de la fondation pour faciliter l'aménagement de cette zone de conservation bien spéciale. Nous y avons acquis Yukon Hotel, délabré mais excessivement important et qui est peut-être la plus vieille bâtisse de la communauté. Une fois rénové, il abritera des citoyens âgés.

from: Heritage Canada
June 1978, p61

THE ARCTIC CIRCULAR

Arctic Circle correspondence - Correspondence should be addressed to the officer concerned,

c/o The Arctic Circle,
Box 2457, Station "D",
Ottawa, Ontario
K1P 5W6

Arctic Circle Meetings

The regular meetings of the Arctic Circle are held on the second Tuesday of every month, October to May, at 8.30 p,m. at the Staff Lounge, University of Ottawa.

Out-of-town members who wish to receive notices of these meetings and, thereby, be informed in advance regarding the guest speakers and the topics to be discussed, should address their requests to the Secretary, Mr. A.C. David Terroux.

The Arctic Circular

The Arctic Circular is published four times a year. Correspondence, papers and reports are welcomed from all members, from persons living in the north, or from anyone having information on general northern activities, research and travel, or on technological, industrial or social developments. Contributions and correspondence should be addressed to the Editor, The Arctic Circular, 185 Kamloops Avenue, Ottawa, Ontario K1V 7E1.

Back issues of the Arctic Circular are available, single copies at $0.50 and complete sets (Volumes I to XX) at $100.00. Requests should be addressed to the Publications Secretary.

Membership Dues

Dues are payable as of 1 January. New members joining the Arctic Circle in the Fall or at any time during the period between the last meeting in the Spring and the first meeting in the Fall (usually May-October) will be considered paid up members for the following year. The dues are:

Members living in the Ottawa area	$7.00
Out-of-town members	$3.00
Student membership	$3.00
Libraries and institutions	$5.00

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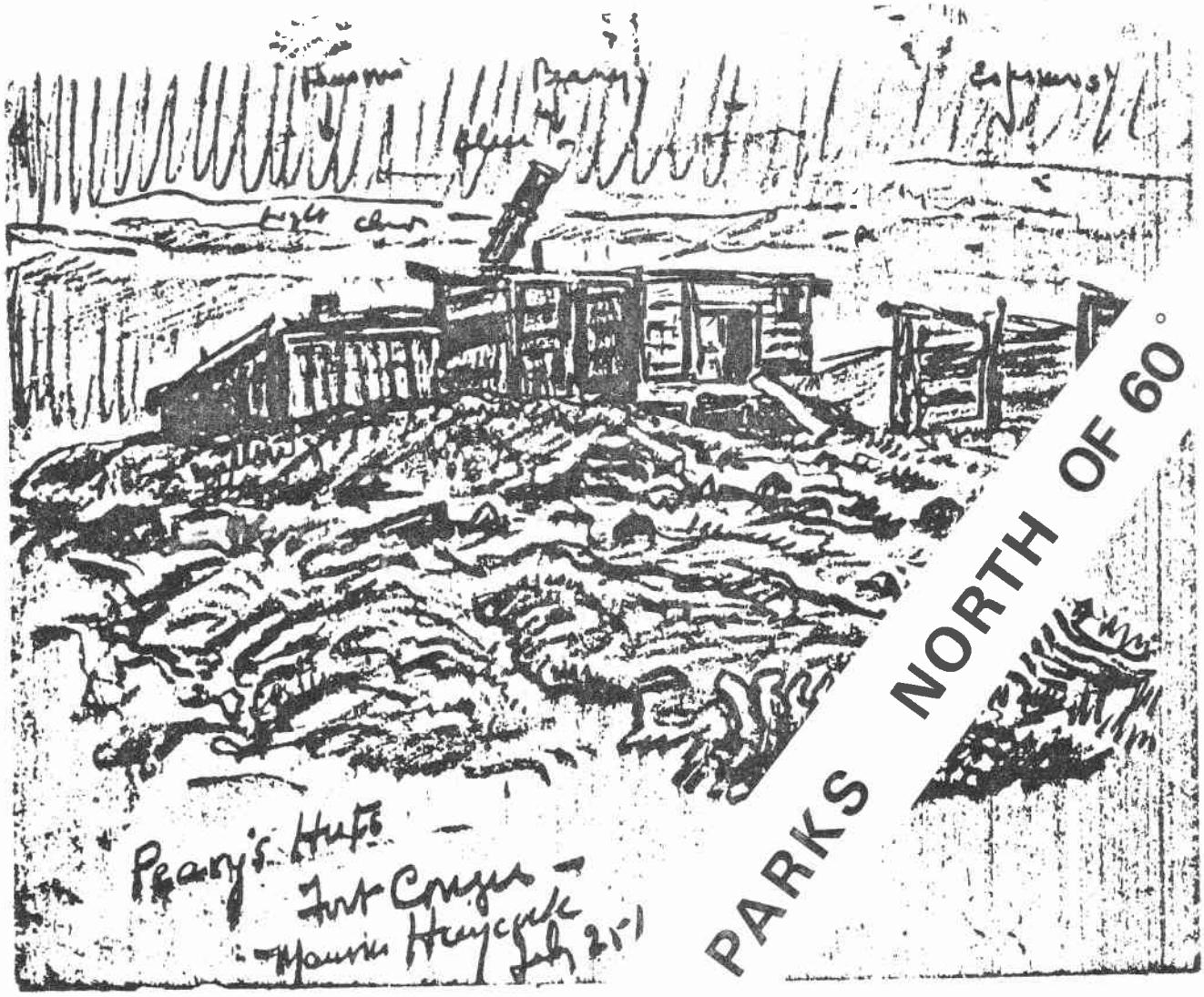

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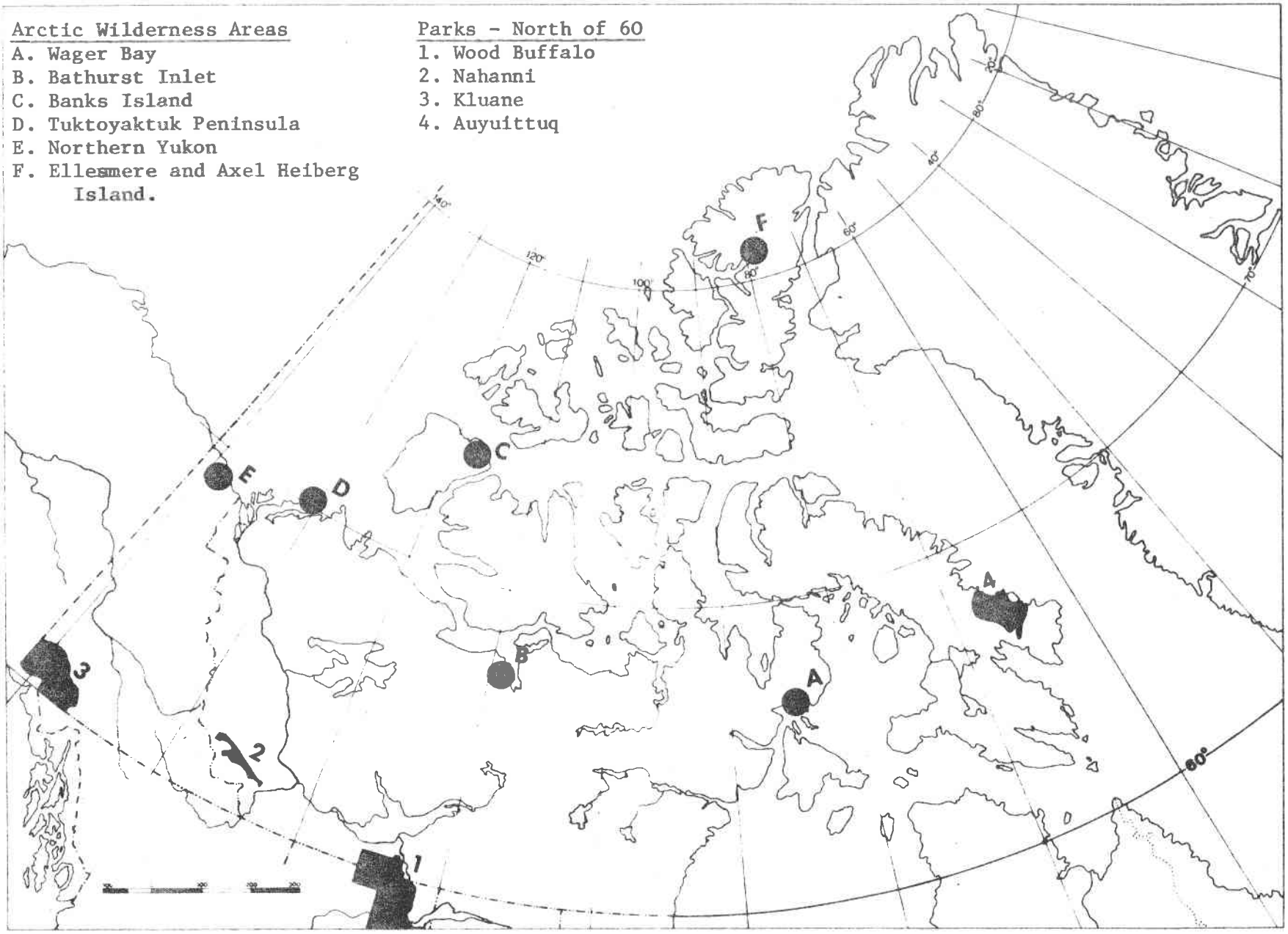
CONTENTS

PARKS- NORTH OF 60°



SIX ARCTIC WILDERNESS AREAS*

In January, 1978, The Honourable Hugh Faulkner, Minister of Indian and Northern Affairs, announced that Parks Canada would begin a period of public consultation to assess the feasibility of setting aside six wilderness areas in the Yukon and Northwest Territories as reserves for future national parks. The six areas are representative of the different arctic regions in which they are located, and are wilderness tracts of spectacular scenery and unique historical value. The proposals are part of Parks Canada's program to establish a complete national parks system to ensure the protection of natural areas of Canadian significance that represent the diversity of Canada's natural and cultural heritage.

Of all the earth's creatures, man alone has the power to alter seriously the environment that surrounds him. In his drive towards development and progress man has proven his mastery over the environment, and the vast wilderness areas that once dominated Canada have undergone striking transformations. Yet, as development continues, the environmental costs are becoming increasingly apparent and act as a constant reminder that the wilderness is a non-renewable resource.

Since 1885, when the reserve that was to become Banff National Park was set aside for the people of Canada, the need has been recognized to preserve for all time undisturbed examples of our country's landscapes, for the use and enjoyment of citizens and future generations. To undertake the protection of the natural heritage of a country as vast and diverse as Canada is a complex job, necessitating careful planning. Since the establishment of that first park, the process has undergone many changes.

Although Canada's earliest parks were established in areas of spectacular beauty, it was soon recognized that a system was needed to identify areas of outstanding scenery that together would represent all of Canada's different landscapes. Gradually a more systematic approach evolved until, in 1971, Parks Canada divided the country into 48 natural regions, 39 terrestrial and 9 marine. These regions consist of distinctive natural landscapes or environments that can be seen as separate from each other by their natural features, even to the untrained observer. Their boundaries are based on physiography, geography, biology, geology and oceanography.

* Prepared by Parks Canada

With the country divided into distinctive regions, it is possible to carry out analyses of each region to find areas of Canadian significance which might be worthy of inclusion in the national parks system. So far 60 natural areas of Canadian significance have been identified that contain a high proportion of the different natural features of a region and have remained relatively undisturbed by the forces of man. Descriptions of these areas have been published in a public register to promote the protection of Canada's natural heritage through a broadened awareness of its existence.

Once natural heritage areas are identified, Parks Canada begins to study the feasibility of protecting the area as a National Park Reserve. In this phase federal park planners work in concert with provincial or territorial governments, native groups, special interest groups, local residents and the general public. Economic, social and ecological considerations are all taken into account before deciding whether a new park should be established, and where the boundaries should be set. Consideration is also given to how local residents can best benefit if a new park is established in their area, and whether their lives will be adversely affected. Their thoughts and negotiations, as well as those of all interested Canadians, are crucial to the planning process.

It is this consultation stage that is taking place now regarding the six proposals for northern park reserves. Why is the emphasis on the North at this time? Parks policy states that "Parks Canada's first interest . . . is to ensure protection afforded by National Park status to one outstanding representative area in each region together with any unique ones."

Of the 48 natural regions, only 18 have representative parks so far. Of the 30 regions without parks 15 are at least partly in the Yukon and Northwest Territories; and only 3 of the 28 National Parks that exist in Canada today are north of the 60th parallel. To further completion of the national park system, Parks Canada has selected six of the most impressive natural areas identified in the North as proposed National Park Reserves. They are: Wager Bay, Bathurst Inlet, Banks Island, the Tuktoyaktuk Peninsula, Northern Yukon, and Ellesmere Island.

Wager Bay

Wager Bay, a long inlet on the northwest coast of Hudson Bay, stretches 150 km into the tundra of Keewatin. It is a deep fault basin, surrounded by the rocky plateaus characteristic of the

THE ARCTIC CIRCLE VOLUME XXVI, NO.3 SEPTEMBER 1978

Canadian Shield. The mouth of the bay is so deceptively narrow that early explorers thought they were entering a river. It widens quickly, however, creating tidal pressures at the mouth and head of the bay that cause reversing falls and patches of turbulent water polynyas that remain ice-free all year round.

Particularly interesting to marine scientists is the area around the head of the bay, a reversing falls where the salt water of Wager Bay mixes with the fresh water of Ford Lake. The scenery in this area is especially dramatic, with deeply entrenched lakes and incised river valleys cutting through steep hills up to 460 m high, and waterfalls cascading to the waters below.

The area is unusual for its diversity of arctic land and sea mammals, some of which remain in the vicinity all year round. There is a local caribou herd, as well as large numbers of wolves, wolverine, arctic fox, red fox, ermine and polar bears. The waters of the bay are frequented by beluga whales, narwhals, ringed, bearded and ranger seals, and the occasional walrus. Wildlife surveys indicate that Wager Bay may be one of the Arctic's most productive areas for peregrine falcons, gyrfalcons and rough-legged hawks.

Bathurst Inlet

To the northwest of Wager Bay, along the arctic coastline, lies Bathurst Inlet, a drowned rift valley dotted with islands and surrounded by a combination of rolling hills, rugged uplands and level tundra. An unusually mild climate, especially in the protected lowlands around the southern part of the inlet, supports many varieties of luxuriant arctic vegetation, making this area a natural habitat for all the tundra mammals, including the largest herd of Barren Ground caribou in Canada. Estimated at close to 200,000 the Bathurst caribou herd is one of the more remarkable sights of the North as it thunders across the lowlands to the south of the inlet each spring en route for the calving grounds on the uplands to the east.

Other critical wildlife zones that appear in the area are staging grounds for migrating waterfowl, musk-ox calving areas and a critical breeding ground for peregrine falcan, a rare and endangered species. Recent estimates suggest that the area has the largest and healthiest population of peregrine falcons in the world.

The innumerable lakes that dot the area are drained by streams that frequently swell to raging torrents during spring runoff. Some spectacular gorges, rapids and waterfalls cut through the rock walls

that surround the inlet. Wilberforce Falls, one of the three most impressive, is the highest falls in the world north of the Arctic Circle.

Banks Island

Banks Island, which lies about 500 km northeast of Inuvik, is characterized by rolling hills, meandering rivers and spectacular sea cliffs. The proposed National Park Reserve stands at the northern end of the island and includes a portion of the Thomsen River Basin, flanked on either side by rocky uplands, the Muskox River, and Mercy and Castel Bays. A southern component that is also being considered features Nelson Head, a striking series of sea cliffs marked with distinctive purplish bands of rock.

The gentle lowlands of the Thomsen River basin are thought to be the most productive musk-ox range in the world. Of the 4,000 to 5,000 musk-oxen that inhabit the island, the majority are concentrated in this area, where they are able to find good supplies of food and the isolation they need to raise their young. Arctic fox are also numerous and a distinct breed of caribou is found on the island. The watery maze of streams and lakes along the lower stretches of the river basin are also important moulting and staging areas for brant and snow geese, and a designated Migratory Bird Sanctuary provides breeding areas for a variety of birds of prey.

Tuktoyaktuk Peninsula

The landscape around Tuktoyaktuk is one of the most unusual in Canada. Vast expanses of lake-strewn tundra create a gently undulating terrain that would seem quite monotonous but for the presence of hundreds of cove-shaped hills called pingos. Pingos are a unique northern phenomenon and, although they are found occasionally in Alaska, Greenland and northern Russia, the best examples are found in the Canadian North, particularly in the Tuktoyaktuk Peninsula.

A pingo is a cone-shaped hill that consists of a massive core of ice covered by a thin layer of soil. They usually form in lake beds in areas of permafrost when the pressure of encroaching ice forces water upwards to form a pingo core. They are often completely surrounded by water or poorly drained tundra, and their dry slopes provide ideal denning sites for Arctic foxes and other mammals. Pingos are extremely fragile landforms. If the protective layer of soil is fractured or eroded away the exposed ice core will melt under the sun's heat, leaving a dish-shaped depression where the hill used to be.

THE ARCTIC CIRCLE VOLUME XXVI, NO.3 SEPTEMBER 1978

To protect an example of this curious phenomenon for study and enjoyment by future generations, Parks Canada has proposed to set aside a small area of land and water surrounding Canada's largest pingo, Ibyuk Hill. This area would be Canada's first National Landmark, a new designation used for areas that are too small to fit the criteria of national parks but contain a unique feature that is rare in Canada or the world.

Northern Yukon

Northern Yukon is a land of spectacular scenery and abundant wildlife. To preserve this unique and important area Parks Canada hopes to establish a National Park Reserve in the extreme northwestern corner of Canada, to include at least part of the lands recommended for a wilderness park by Mr. Justice Thomas Berger in his report on the Mackenzie Valley Pipeline Inquiry. The proposed park area encompasses the entire Firth River and its watershed, the Babbage River, the Old Crow Flats, the British Mountains, the Yukon coast, Herschel Island and a marine component in the Beaufort Sea.

The entire northern Yukon, including the area of the proposed park reserve, is unique in Canada as it is the only part of extensive landscape in Canada that escaped glaciation during the Ice Age. As a result, it has provided a refuge for many species of plants and animals, and contains hundreds of archaeological and palaeontological sites of international importance. In 1976 an archaeological dig unearthed what is believed to be the oldest human remains yet discovered in the western hemisphere. This and other finds have confirmed that man was in this area more that 30,000 years ago.

The area is also a superlative wildlife habitat and includes, in the Old Crow Flats, one of the most important wildfowl habitats in North America as well as an important migration route for the Porcupine herd of Barren Ground caribou. Each spring the herd, numbering 70,000 to 140,000 animals, passes through the Flats on its way from the Yukon interior to the calving grounds in northern Yukon and Alaska. Other Arctic mammals found in the area include grizzly, black and polar bears, and Canada's most northerly populations of moose and Dall sheep.

Ellesmere and Axel Heiberg Island

Ellesmere Island is the most northerly land in America. To represent this High Arctic region of mountains, fiords, icefields and glaciers, Parks Canada proposes to set aside the northern part of Ellesmere Island and a portion of Axel Heiberg Island. The area

would encompass part of the Grant Land Mountains, including the highest peak in eastern North America, the Hazen Plateau and the Mokka Fiord uplands. The area proposed as Canada's most northern park is dominated by ice and includes several hundred glaciers. It also features massive ice shelves that cling to the northern coast, and is the only place in the northern hemisphere where they occur.

Yet despite the severe climate, well-watered areas in sheltered pockets support vegetation and attract a varied animal community. Examples of these areas occur around Lake Hazen, the world's largest lake north of the Arctic Circle, and in the Mokka Fiord uplands, where herds of arctic hare and populations of musk-oxen, Peary caribou, wolves and arctic fox share the land.

Remains of Palaeo-Eskimos have also been discovered in the area that tell the story of a migratory people who, about 4,000 years ago, followed the musk-oxen from the Canadian Arctic to Greenland. This prehistoric route, now called The Muskox Way crosses the proposed park reserve, and promises to yield valuable evidence of occupancy in prehistoric times.

The setting aside of these spectacular wilderness tracts as National Park Reserves is a first step in the establishment of new northern parks. It would not prejudice the outcome of native land claims, but would ensure the protection of the areas while negotiations continue. Traditional native rights to use the lands for hunting, fishing and trapping would not be disturbed.

The protection of these lands is considered important for the preservation of outstanding representative samples of a fragile arctic landscape. But their withdrawal as National Park Reserves is dependent on the views and support of the Canadian people, particularly those whose lives may be affected by them. Public consultation is an integral component of the parks planning process, and all Canadians are invited to ask questions and share their views concerning northern parks in the coming months.

THE NAHANNI: RIVER OF WILDERNESS AND MYSTERY*

Headless Range, Funeral Range, Deadmen Valley -- with names like these identifying its landmarks, the South Nahanni River does not seem like a place where one would be welcome. However, quite the opposite is true. When R.M. Patterson, a prospector, dared to set out on the river in search of gold in the 1920's, many warned him against going, with accounts of giant Mountain Men who destroyed anyone caught trespassing in their territory. The perils of the river and the seductiveness of those early tales of mystery and murder are chronicled in his book, The Dangerous River.

Modern science has a way of dispelling myths, but even today it is hard to think of the Nahanni as just an untamed river. Mystery and legend keep creeping in -- tales of headless prospectors found tied in a tree, of lush tropical valleys, and of moose disappearing into the sands of an alpine desert. Somehow, despite the modern focus on the river's wild beauty, its scientific uniqueness, its spectacular falls, the names associated with the Nahanni recall the legends of years gone by.

Today the land surrounding the South Nahanni River is a national park, a wilderness area considered so unique and beautiful as to be worth protecting from development, and preserving for the people of Canada for all time. It was first suggested as a possible site for a park in the early 1960s. In the late 60's and early 70's, detailed surveys by Parks Canada, studies by the Canadian Wildlife Service, and research visits to some of the many caves in the region, confirmed that the South Nahanni was an area of varied landscapes, important wildlife populations and unusual wilderness appeal. In spite of some resistance from development interests, on February 22, 1972 the land around the South Nahanni River became Canada's twenty-sixth national park. Lying 1,000 km northwest of Edmonton and 150 km west of Fort Simpson the park covers an area of 4,765 km^2 and includes much of the drainage of the South Nahanni River.

Since 1972 many visitors have accepted the challenge of one of Canada's finest wild rivers, and have been refreshed by the silence of its surroundings. Because there are no roads to Nahanni, it attracts a different kind of voyager, one who is willing to fly in or travel many days by water to sample the ultimate in wilderness adventure. People go to the Nahanni for wilderness camping, hiking,

* Prepared by Parks Canada

backpacking, caving, mountain and rock climbing, fishing and, of course, canoeing. By far the largest number of visitors are attracted by the beauty of the river and some of Canada's most spectacular river canyon scenery. They follow the course of legendary prospectors and, if they are not scanning the riverbanks for evil spirits in the guise of giant Mountain Men, it may be because they are too busy looking ahead for the next set of rapids.

A trip through the Park

The South Nahanni River rises near the Continental Divide and the border of the Yukon Territory, in the Ragged Range of the Mackenzie Mountains. Its headwaters are 1,100 m above sea level, but before the South Nahanni has travelled the 400 km to empty into the Laird River at Nahanni Butte, it has dropped over 900 m, to an elevation of only 180 m.

For the first 290 km the Nahanni flows slowly through a wide, well-timbered valley, bounded on the southeast by the craggy glacier-cut peaks of the Ragged Range. If the traveller were to take a detour and hike up these granite slopes he might see grizzly bear or Dall sheep along the ridges and snowfields or small glaciers that feed deep alpine lakes. One such lake, called Hole-in-the-Wall, is warmed by the mineral waters of a hotspring nearby that supports a rich growth of spruce, lichens, mosses and giant fern, unusual in such an alpine area.

Below Hole-in-the-Wall Lake, the canoeist may be surprised on his journey by the appearance of the terraced edges of Rabbitkettle Hotsprings, towering 28 m above the valley floor. This unusual formation, which looks like a giant layer cake, is 70 m in diameter and is formed by successive deposits of calcium carbonate ranging from 15 cm to 4 m thick. The tiers, like a series of tiny dams, trap water flowing from the hotspring at the top.

For another 130 km below Rabbitkettle Hotsprings, the South Nahanni River continues to meander gently through the valley. Curving around one of the oxbows, the traveller may see Dall sheep down low in the timber; moose, beaver, or whistling swans in a nearby pond.

As the river approaches Virginia Falls some 290 km from its source, it picks up speed, and a thunderous roar warns of the danger ahead. Virginia Falls, over 90 m high, is twice the height of Niagara. It is the most spectacular undeveloped waterfall in Canada, showing a

face of over 1.6 hectares of white water. The curtain formed by the water is split near the middle by a towering rock. During peak runoff this limestone pillar may be totally obscured by mist, and rainbows appear well downstream. On the shore at the base of the Falls, fossilized remains of animals from past eras are scattered.

Below Virginia Falls, the valley begins to narrow until, 22 kms further downstream, the appearance of whirlpools and tumultuous rapids signify the beginning of Hell's Gate, the most treacherous part of the river. Sometimes called the Figure Eight Rapid, because of double whirlpools that swirl beneath the sheer cliffs, Hell's Gate is made more dangerous by a sharp left-hand turn that must be negotiated at the risk of smashing into steep rock walls. The level of water between the narrow constriction of Hell's Gate is constantly changing, boiling up one minute and creating deep troughs the next.

Ten kilometres downstream from Hell's Gate, the South Nahanni is joined by the Flat River. Draining a U-shaped glacial valley, the Flat River is important for its animal licks and many warm mineral springs near its shores. These crystal pools are rimmed by a variety of wildflowers, many of which are seldom found in such northern climes. Much of the land surrounding the Flat River has been burned repeatedly by lightning-caused forest fires, and the new growth of willow, birch and poplar provides food for large populations of moose and beaver.

Below the confluence of the South Nahanni and the Flat Rivers lies Third Canyon, the first of three spectacular river canyons. Third Canyon is a 20-kilometre gorge that cuts 900 - 1200 m into the Funeral Range. Layers of limestone, dolomite and sandstone stripe the walls of its cliffs. Midway through this canyon is the Gate, a narrow S-shaped passage barely 30 m wide, at the bottom of 200-metre vertical cliffs. Guarding the Gate and the wide beach below, Pulpit Rock towers over an oasis of calm waters, sandy shores and delicate flowers, such as round-leafed orchids and yellow lady's slippers.

The traveller passing through the three canyons of the Nahanni, may notice that the landscapes on either side are quite different. The north is dominated by tundra and provides good habitat for woodland caribou, while the south is characterized by boreal forest, and inhabited by moose and small fur-bearing animals. High in the canyon walls, he may see Dall sheep, and perhaps catch a glimpse of a golden eagle soaring overhead. The three canyons, situated

in an unglaciated part of the park, are among the oldest, well-preserved landforms in Canada.

Second Canyon is another narrow, steep-walled canyon which cuts through 6.5 km of the Headless Range. At the end of Second Canyon is Deadmen Valley, a wide windswept valley that provides the weary traveller with a break from the sheer cliffs of the river. It is here that the beautiful Prairie Creek empties into the South Nahanni, forming a broad fan of gravel and boulders; arctic grayling and Dolly Varden trout are abundant in these cool, clean waters. A short hike south from Deadmen Valley is the 1500-metre Tlogotsho Plateau, an ideal habitat for Dall sheep ewes and their young.

After the peace and beauty of Deadmen Valley, the tumultuous Cache Rapids that mark the beginnning of First Canyon are an abrupt change. First Canyon, the most awesome of the three, consists of limestone cliffs that rise up to 1200 m above the river, and are dotted with numerous caves. Formed by the action of water on soluble limestone rocks, these caves are unique in the world as the only known example of this landform north of the 60th parallel.

Normally found in subtropical climates, the caves and other related landforms are thought to have survived because they are in an area of the park that escaped the destructive interference of glacial ice. Their existence has attracted the attention of speleogists from around the world, some of whom have discovered cave networks up to 1.6 km long. Deep within the dusty permafrost zone of one cave, scientists have found the perfectly preserved skeletons of about 90 Dall sheep, thought to be some 2,000 years old. Why the sheep ventured into the cave, and how they died, is a mystery still to be unravelled.

At the mouth of First Canyon, hot mineral springs create an oasis of lush vegetation that may have been the inspiration for early legends of tropical valleys. Sulfurous springwater gushes from the ground at temperatures up to 36.7°C, and forms pools that stay open all winter long, even when the outside temperature dips to -51°C. Hot, underground streams warm the surrounding area and support a profuse growth of white spruce and balsam poplar, waist-high grasses, and a vivid array of wildflowers. Birdlife is abundant in the area, and nearby mineral licks attract moose and deer. Two species, mule and white-tailed deer are nowwhere else recorded so far north. Such an oasis may well have seemed like a tropical valley to many tired and discouraged prospectors of days gone by.

THE ARCTIC CIRCLE VOLUME XXVI, NO.3 SEPTEMBER 1978

Beyond the last of the canyons the South Nahanni River flows between Yohin Ridge and Twisted Mountain, and passes near Yohin Lake, a shallow marshy lake that provides ideal breeding and staging grounds for large numbers of waterfowl. Over 120 different species of birds can be found in the park, and this particular area is a paradise for birdwatchers.

In its final 40 km the river flows through a broad, gravel-covered valley, threading its way into a series of shallow, ever-changing channels known as the Splits. Here, sand and gravel bars appear and disappear daily as the river winds and wanders in search of new channels.

From the Splits, one can see the white knobs and pedestals of the Sand Blowout high on the slopes of the Laird Range. These bizarre shapes have been sculptured by the eroding action of wind and water on a landscape of fine-grained sandstone. Rising above a floor of powdery white sand, they are reminiscent of the shallow sea that once existed where the mountains are now. Few men have trod these slopes and, indeed, the natives avoid the area, believing it to be hollow beneath the outside layer, ready to collapse under their weight.

The Nahanni, after all its sound and fury, ends quietly at the small settlement of Nahanni Butte, where it joins the Laird River to flow into the Mackenzie and eventually to the Arctic Ocean.

The South Nahanni, a river of legends, of spectacular beauty and of scientific significance, is worth being protected for the enjoyment of future generations. One of the few wild rivers left in Canada, it will be explored by many who wish to delve into the secrets of their land. The lure of gold and unsolved riddles may belong to another time; and today's attraction may be its wildness and unspoiled grandeur. But the Nahanni will remain forever a land of beauty and of mystery.

LISTEN TO THE WILD: KLUANE NATIONAL PARK *

Until very recently, the story of Kluane has not been the story of man. It has been the story of mountains, icefields, glacier-fed lakes and wide valleys; of boreal forests, tundra and spreading patchworks of alpine wildflowers; of roaming Dall sheep, big moose and grizzly bears.

It was to preserve the unique and wild beauty of Kluane that a national park was established in 1974. Kluane National Park covers 22,015 km^2 in the southwest coerner of the Yukon, bordered on the west by Alaska, and on the south by British Columbia. It lies 160 km north-west of Whitehorse along the Alaska Highway, which skirts the western fringe of the park.

Those who travel the Alaska Highway will enjoy only a glimpse of what is contained within the park's boundaries. To the west of the road loom the St. Elias Mountains, rugged peaks that make the Rockies look humble by comparison. On a clear day, Mount Logan (Canada's highest peak at 5,947 metres) is visible, surrounded by other mountains of almost equal stature. As the Alaska Highway winds around the foot of Sheep Mountain, travellers may spot Dall sheep grazing on its lower slopes.

But it is within the park itself that Kluane's wilderness unfolds in all its beauty. Two major mountain chains dominate the land. Near the Alaska Highway, the Kluane Mountains form an unbroken chain of peaks approximately 2,400 metres high. Towering above the Kluanes, on the Alaska-Yukon border, are the St. Elias Mountains. Across the summit lies the largest icefield in the world outside of polar regions. In fact, two-thirds of the Kluane landscape lies under ice. Between the two mountain ranges lies a narrow trough of valleys and plateaux known as the Duke Depression. These plateaux, and the icefields of St. Elias, are drained by many rivers that cut through the Kluane Range. Glacier-spawned rivers and cold mountain lakes pattern the valley floors.

Visitors to the area can see evidence of the great ice sheets of the Pleistocene era in the geological features around them. It was during this period that glaciers advanced and retreated, shaping the beauty of the mountains and leaving behind them other landforms such as cirques and eskers, outwash plains, ancient beaches and terraces.

* Prepared by Parks Canada

The scenery of Kluane is impressive, but hardly barren. Hundreds of varieties of shrubs and wildflowers can be found in the park. Vegetation ranges from forest to tundra; there are swamps, and also sand dunes. Three different kinds of growth exist in the Kluane region: boreal forest, sub-alpine vegetation, and alpine tundra. Boreal forests are found below altitudes of 1,060 - 1,200 metres. Above this elevation are smaller shrubs, birch and willow growing from a mat of plants and flowers. Higher still, above 1,500 m, is the true tundra, where growth rarely exceeds 30 cm.

Along the willowed streams, in forest and in tundra, are the creatures of the Yukon. Members of the largest subspecies of moose in North America inhabit the forests and river valleys. Dall sheep graze, white against the tundra, and mountain goat clamber the rocky slopes above the timerline. Giant mountain caribou and mule deer have also been seen within the park. Along the many rivers and streams are the dens of wolves, coyotes and foxes. Grizzlies forage for food, especially in the river valleys, and black bears, Alaska brown bears, wolverine and lynx roam the area. Smaller mammals, such as snowshoe hares and arctic ground squirrels, support the carnivore population.

Kluane is also a land of warblers, eagles and falcons. The nests and songs of over 170 species of birds have been identified in the park to date. Willow and rock ptarmigans live on the tundra slopes. The forests have their thrushes, the valleys their magpies.

A description of Kluane is a picture of all that is rugged, wild and beautiful, and for many thousands of years, Kluane has been mastered only by the forces that have created its mountains and valleys. Its creatures have lived undisturbed, bypassed by the history of man.

It may seem strange that Kluane needs protection, difficult to realize that its destruction is even remotely possible, but the mining roads tell another story. Bulldozer tracks have already left behind deep erosion gullies. And in the fragile arctic landscapes, man's effects are not easily erased. Trees take a long time to grow in Kluane. Growing seasons are short, and damaged vegetation leaves the soil wide open to erosion and wildlife habitats can be destroyed. These are some of the facts that man has ignored in his recent explorations for gold and copper in the Kluane area. And the scars cannot be repaired, nor the land replaced. As a national park, Kluane is protected, its incredible beauty preserved.

THE ARCTIC CIRCLE VOLUME XXVI, NO.3 SEPTEMBER 1978

What Kluane offers to those who travel there is an unsurpassed wilderness experience. For the adventurous, the most challenging mountain climbing in Canada can be found in the St. Elias Mountains. International attention was given to 250 climbers who took part in the 1967 Yukon Alpine Centennial expedition, one of the largest mountaineering expeditions in world history.

The Icefield Range of the St. Elias Mountains offers a scientific challenge as well. Over the past few years, ongoing investigations by glaciologists, climatologists, biologists and hydrologists have studied such phenomena as the influence of glaciers on weather, and the adaptations of small mammals to arctic environments. Studies of grizzly bears and Dall sheep in their natural environment have opened up new prospects for wildlife interpretation.

But the park is not only for travellers daring enough to brave the mountain peaks, or for those with scientific interest or expertise. Kluane is remote, but can be reached via the Haines Road and the Alaska Highway. There is wilderness camping and picnicking at Kathleen Lake, just of Haines Road, and increasing numbers of people are visiting this southwestern and most accessible region of Kluane. In the same area, fishermen test the icy waters at Mush, Bates, Kathleen and Sockeye Lakes. Old mining roads beckon hikers into the back country.

The high density of wildlife in the wide valleys assures all travellers a glimpse of the various creatures of the Yukon. And the many faces of Kluane give nature photographers a chance to capture her moods.

Slowly, Kluane's story is unfolding to man. Her secrets are being whispered to those who care enough to listen. Technology, inevitably, has left its mark on the landscape. But those scars are few, and now, forever halted. As a national park, the land of Kluane stands like a gem in the western corner of Canada.

Auyuittuq National Park

by
Pat Sieber*

Because the parks are also for people, the changes that are allowed are those that enable people to enjoy the wilderness areas more safely and easily. However, every man-made change is carefully considered to decide if the advantages to visitors are worth the cost of altering the land. Basically the parks must be protected from the forces that have so drastically changed the rest of the country. The parks belong to all people and, therefore, no one can use these areas in a selfish manner that will detract from the enjoyment others find there.

To preserve a portion of Baffin Island's beautiful and unspoiled highlands, the government of Canada decided to form a national park on the Cumberland Peninsula between Pangnirtung and Broughton Island. A large part of the park area is covered by the Penny Ice Cap - snow that has accumulated over hundreds of years, which has been changed into ice by the pressure of its own weight, and which does not melt during the summer. It is from this ice cap and the glaciers that extended from it that the park's name Auyuittuq comes. The name Auyuittuq was felt to be appropriate because of the glaciers that are there now, and because the movements of the glaciers through hundreds of years have shaped the land into what it is today.

Tourists, especially those who get pleasure from climbing difficult mountains, have been coming to the Pangnirtung Pass for many years. Other tourists came to camp and hike on the valley floor and enjoy the beauty there. The idea of protecting this area began to grow and in 1972 plans were made to set the area aside as a national park. Government officials began talking to the Inuit people of Pangnirtung and Broughton Island to see if the idea was acceptable. Other people began gathering information as to what changes could be made to protect both the visitors and the land and what changes should be avoided. In 1973 a superintendent arrived in Pangnirtung and began setting up an office and hiring staff.

As word of the new park spread, more and more tourists came to Pangnirtung and some to Broughton Island. In 1973 one hundred and fifty, in 1974 eight hundred and ten, in 1975 one thousand three hundred and eighty-five people visited the park's offices and the park. People who visited the park spent an average of 16.5 days camping, hiking or climbing. In order to reach the park from Pangnirtung or Broughton Island, most tourists hired Inuit to carry them by canoe or by snowmobile. Once in the park the tourists are on their own, carrying everything they will need on their backs. This sense of self sufficiency is one of the things that visitors to Auyuittuq find rewarding. To be solely responsible for their own well-being and their own enjoyment, or even in some cases discomfort, is a feeling many people living in cities rarely experience. To be able to be alone or only with those one chooses to be with is also a rare experience and, therefore, of great value.

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*reprinted, with permission from Innuttituut/Inuttitun
fall 1976 p. 27-35.

From the early 1970's the Inuit of Pangnirtung and Broughton Island have been learning what it is like to live near a national park. For some of these people the park has made very little difference in their lives, for some it has meant a full-time job and the chance to learn new skills, for others it has provided a chance for occasional work to supplement their income from hunting and carving.

Some Inuit still wonder why there is a park here and why tourists go to so much effort and expense to visit this park.

Gradually people have come to realize that there can be a conflict between man and nature. Some of the ways men use land, and the animals and plants that live on the land, can destroy the land or change it for a long time, sometimes forever. When men lived as farmers, or in small towns, or as hunters and trappers, and when they did not live as large groups in the same area, they did not change the land greatly. If they did damage some area there seemed to be very little cause for worry as there appeared to be an unlimited amount of land, and natural beauty was abundant everywhere. If the places where men lived became too crowded or made ugly and unpleasant, then the ones who wanted to could always move a little further away and find quiet, beautiful, unspoiled places. Today the numbers of the people in the world have increased greatly and these people have increased their demands upon the land for more food, more mobility, more gadgets for amusement, more clothes for fashion, more comfort, more, more, more. The empty unspoiled places have begun to disppear. More and more people are living in large cities. They are drawn there to find jobs and to take advantage of the greater variety of services and material things they can find in the cities. Even arctic communities have been growing as people move in from their camps. All over the world people have tended to move closer to schools, stores, health centres such as hospitals and nursing stations, and centres for entertainment and recreation. As their numbers increase they create more jobs so that the cities become larger and larger. These large cities bring problems for the people living there. Too many people living close together create mental stresses that can make people unhappy. To overcome these stresses some people feel a strong need to get away from people, buildings, noise and man-made things - to rediscover, at least for a time, the peace of the natural world.

Therefore, as the numbers of people in the world increase they put pressure or stress on each other and on the land. Very few places are left unspoiled and unchanged by man. For these reasons Canada has set aside special places in each province and in the territories as national parks. The land in these parks is protected from man-made change as much as possible, so that only the natural forces such as sun, rain, snow, ice, wind, animals, and plants are allowed to change the land. This protection ensures that many years from now these areas will still be preserved for our children and their children.

Auyuittuq has drawn people from many countries and cultures - Japan, England, France, Switzerland, Germany, Italy, Canada and the U.S. This indicates that perhaps the need for a quiet, natural, challenging place is common to many people living in the modern world, regardless of their culture, and may become a need for Inuit in the years to come.

The Inuit of Pangnirtung and Broughton Island have found other advantages of the park. At present there are three Inuit who hold permanent positions - two wardens and one clerk. As Inuit learn more skills they are expected to take over more permanent positions. During the summer the Inuit staff is increased to include two seasonal wardens and a visitor service attendant.

The wardens are responsible for the safety of visitors and for the protection and study of the animals and plants in the park. To do this job, the wardens are learning the techniques of mountain climbing and alpine rescue. For the past two summers a mountain guide has come to Pangnirtung to train the wardens so that in case of an accident they will know the proper way to safely rescue injured people. The wardens are also expected to keep records on the animals that live in the park and to study the ways that the animals are affected by the tourists and by Inuit hunting activities. The Inuit hunters of the area may continue to hunt the animals, as they have in the past, for their own personal use but the wardens must closely watch this to see that the game laws are observed. No one else may hunt in the park and the wardens must control this.

The clerk helps the superintendent with general office work, by assisting in the preparation of requisitions for equipment and supplies, by helping to plan how much money will be needed to operate the park each year, and by keeping records of how much money is actually spent and for what purposes. The clerk also keeps an inventory of equipment and supplies that belong to the park and is responsible for knowing where this equipment is located.

The visitor service attendant helps the visitors learn more about the park by showing films and slides and by answering questions. He also helps tourists with arrangements for transportation to and from the park.

There is a secretary on staff also, and at times this position has been filled by Inuit. The secretary is responsible for typing and filing, keeping records of letters received and sent, and performing many other tasks to assist both visitors and office staff. Letters requesting information about the park are answered by the secretary.

Other Inuit have worked at various times during the years, under contract, to construct the six emergency cabins located in the park, to build staff residences in Pangnirtung and Broughton Island, to maintain park buildings and equipment, to set up campgrounds and hiking trails, to remove little left by careless tourists, and to clean up the remains of the old DEW line site at Kivitoo.

As there is daily radio contact between the park offices in Pangnirtung and Broughton Island, communication between the two settlements have been helped. Travel between the two settlements during the winter is a little easier now for Inuit and other travellers, as the emergency shelters offer a warm place to pause or a safe haven if sudden storms or ski-doo failure interrupt the journey. Radios in three of the shelters make it possible to contact Pangnirtung or Broughton Island if help is needed. This was appreciated by a group of teachers and students from Pangnirtung who were upset by ski-doo failure during the winter of 1976 when they were travelling to Broughton Island. By being able to radio for assistance they avoided a long cold walk.

NORTHERN GEOGRAPHICAL NAMES:

VICTORIA CROSS AND GEORGE CROSS WINNERS

by

Helen Kerfoot*

The Victoria Cross is the highest ranking Commonwealth decoration for individual acts of conspicuous bravery in battle. It was instituted in 1856, and since 1920 has been open to civilians as well as military personnel. The George Cross is the second ranking honour for acts of courage. First awarded in 1940, the decoration recognizes civilians or members of the armed services for acts of valour for which a military honour is not normally granted.

In the Northwest Territories six features are identified as being named to commemorate Canadian Victoria Cross or George Cross winners.

Cosens Island:	N. coast of Ellef Ringnes I.	79°03' - 101°30'
Cosens Point:	Dolphin and Union Strait	68°41' - 114°27'

Aubrey Cosens was born at Latchford, Ontario on May 21, 1921. During World War II, as a Sergeant in the Queen's Own Rifles, he was posthumously awarded the Victoria Cross for conspicuous gallantry at Mooshof, Germany, at the Battle of the Rhine Crossing. There in February 1945 he led the survivors of his platoon in the capture of farm buildings vital to the success of future operations of the 8th Canadian Infantry Brigade.

Cy Peck Inlet	Liverpool Bay	70°21' - 128°00'

Cyrus Wesley Peck was awarded the Victoria Cross in World War I. He showed conspicuous bravery and skill as a leader when under intense fire during an attach of the 16th Battalion of the Canadian Expeditionary force at Villers-lez-Cagnicourt, September 2, 1918. Peck was born in New Brunswick in 1871, and died in Sidney, British Columbia at age 85.

Gravell Point:	Prince Charles Island, Foxe Basin	67°13' - 76°42'

Karl Mander Gravell, born Sep. 27, 1922 in Norrköping, Sweden was a Leading Aircraftman with the R.C.A.F.. On returning from a training

* Secretariat, Geographical Names, Energy, Mines and Resources, Canada

flight at Simons Valley, Alberta the Tiger Moth in which he was travelling crashed. Although Gravell's clothes were burning he attempted to save the pilot from the wreckage. He was awarded the George Cross for this bravery which cost him his own life.

Gravell Point on Prince Charles Island was the landing place of T.H. Manning's 1949 expedition to the Foxe Basin.

Hornell Lake: W. of North Arm, Great Slave Lake $62^{o}20' - 119^{o}45'$

Flight Lieutenant David Ernest Hornell, posthumously awarded the Victoria Cross, served with the R.C.A.F. during World War II. Born in Mimico, Ontario in 1910, Hornell later became the captain and first air pilot of a twin-engined amphibian aircraft engaged on anti-submarine patrol in northern waters. When he was flying off the Shetland Islands his plane was brought down by anti-aircraft fire. Injured crew members grimly clung to an overcrowded dinghy until they were picked up 21 hours later; Hornell died shortly after the rescue.

Mahoney Lake: E. of Norman Wells $65^{o}30' - 125^{o}22'$

Major John Keefer Majoney was awarded the Victoria Cross while serving with the Westminster Regiment (Motor) at the Melfa River, Italy in 1944. He had orders to establish an initial bridgehead across the Melfa, and despite receiving injuries led his company over the river under heavy enemy machine-gun fire. Mahoney was born in New Westminster, British Columbia in 1911 and as of the early 1970's was still living in Southern Ontario.

Sources:

(1) CPCGN records

(2) Swettenham, John (ed.) 1973: "Valiant Men", Canadian War Museum Publication 7, Nat. Mus. Cda., Ottawa.

CANADA POST CONTINUES

INUIT LIFE-STYLE SERIES

Four 14-cent stamps picturing Inuit are were issued on 27 September 1978. These new stamps are the second installment in the series begun last year which portrays the Inuit life-style through their art. The stamps illustrate both the traditional and modern means of transportation used in the far North and dramatically reflect the rapidly changing culture.

The stamps will be printed in two pairs, with the first showing a drawing of a woman on foot, by Pitseolak, and a soapstone sculpture of a sailing umiak, entitled Migration, by Joe Talurinili. The second pair of stamps pictures a stonecut-and-stencil print of an airplane and an ivory sculpture of a dogteam and dogsled, by Abraham Kingmeatook.

"Although relatively new to the international art scene, Inuit art has been highly acclaimed and ranks with any other art form," said Postmaster General, The Honourable J. Gilles Lamontagne in making the announcement. "This stamp series will greatly improve southern Canada's understanding of life in the North."

TECHNICAL FACTS

The four Inuit life-style stamps show modes of travel by the Inuit as revealed through their art. One pair shows a drawing of a woman on foot, by Pitseolak, and a soapstone sculpture of a sailing umiak, entitled Migration, by Joe Talurinili. The second pair of stamps pictures a stonecut-and-stencil print of an airplane and an ivory sculpture of a dogteam and dogsled, by Abraham Kingmeatook. Reinhard Derreth of Vancouver designed the stamps, which are printed by Ashton-Potter Limited of Toronto.

The stamps will be printed se tenant, with two designs per pane of 50. One pair will be the Woman Walking/Migration, with the Woman Walking design in the upper left corner. The other pair will be the Airplane/Dogsled, with the Airplane design in the upper left corner. Each stamp measures 36 mm by 30 mm in the horizontal format, and 24 million of each pair have been printed, making a total of 48 million stamps. The stamps are printed in five-colour lithography on paper coated on one side. P.V.A. gum will be used throughout the printing, and all stamps will bear the general tagging. Plate inscriptions will carry the titles of the artwork, the name of the designer, and the name of the printer.

BACKGROUNDER

While a leisurely stroll - or more likely a drive - to the corner store will get southern Canadians all the food they need, the Inuit had to hunt and fish for their food. The need for mobility thus produced the kayak, the umiak, and the dogsled. Innovations such as the snowmobile and the airplane, however, are now pushing the old methods of travel aside.

In winter the travelling Inuit wore caribou furs, which were unsurpassed for warmth and lightness. The men shaved their whiskers because an ice-encrusted beard could cause frostbite. They had no use for snowshoes, which were ineffective on the hard-packed Arctic snow. In spring particularly, they wore goggles fashioned from a piece of wood or ivory, with narrow slits to protect them from the pain of snow blindness.

The Inuit absorbed a detailed knowledge of the terrain for hundreds of miles in every direction. Hunters observed and memorized not only major landmarks but also the stars, the direction of the wind, the lay of snowdrifts, and the hundreds of other small impressions that went unnoticed by the uninitiated but were essential for accurate navigation.

Travel played such an essential part in the life of the Inuit that certain groups placed fox intestines on a newborn boy's feet to endow him with skill in crossing thin ice. On sled trips the Inuit often jogged to give the dogs a rest or to keep warm. In summer, Inuit with heavy packs wandered far and wide seeking caribou or a plentiful supply of fish.

The Inuit built sleds from driftwood, bone, or even frozen skins and fish. Ancient sleds came in a variety of shapes and sizes. Larger ones have recently come into vogue to carry the heavy loads required for the trapping industry. A layer of frozen mud topped with ice made the runners slippery. In a pinch, custard or oatmeal replaced the mud. Menancing, hundred-pound dogs provided the locomotive force. In hard times they worked for days without nourishment. The Inuit were forced to shoot dogs that were too old or lazy to work, because there was not enough food to keep a pet.

The sled driver himself rarely had a pleasant outing. He heaved the sled over ice ridges, untangled the traces, and performed various other tasks. If he had a good team he kept silent during the trip, because the dogs, ever alert and sensitive to their master's voice, would respond to the slightest sound. Not surprisingly, the airplane and the snowmobile have almost phased out the dogsled, because of their speed and comfort.

Anthropologists have identified 10 types and 30 to 50 sub-types of kayak, a craft designed to pursue small game. Noted for its speed, lightness and silence, the kayak had one disadvantage: chronic instability. Experience quickly taught every paddler to right his vessel in heavy seas. The umiak, on the other hand, was a much larger boat, stable enough for whaling and family transportation.

* * * * * * * * *

ERRATA

Volume 26, number 1, March 1978:

Page 17, paragraph 4, line 6: "Mother Superior Frichathe" should read "Mother Superior Firchette"

Page 18, last paragraph, line 8: ". . . all meals" should read " . . . me also".

* * * * * * * * *

"THE MUSK-OX"

THE MUSK-OX is the journal of the Institute for Northern Studies of the University of Saskatchewan. While the content of our journal has stressed northern Canadian topics, we have always included a selection of articles on other parts of the Circumpolar World, whether from Alaska, Greenland, or the U.S.S.R.

Associated with this desire to present an interesting and well-balanced picture of Circumpolar World, our policy is to publish translations of significant articles in foreign journals. In each issue of The Musk-Ox, there is found scientific notes, news items, and book reviews.

For 1978, a subscription of $5 for individual and $8 for library or institution. All back issues (Nos. 1 - 21) are available at $3 each.

Please make cheques payable to the Institute for Northern Studies and mail to:

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THE ARCTIC CIRCLE VOLUME XXVI, NO.3 SEPTEMBER 1978

September 1978

Dear ARCTIC CIRCLE Member:-

Did you "go North" this summer?

If you did - won't you write a few lines (or even more) for THE ARCTIC CIRCULAR to let us know where you went and what you did?

Why not write on the back of this sheet - remembering to include your name and affiliation - and pop it in the mail today to

The Editor,
THE ARCTIC CIRCULAR,
185 Kamloops Avenue,
OTTAWA, Ontario
K1V 7E1

THE ARCTIC CIRCULAR

Arctic Circle Correspondence - Correspondence should be addressed to the officer concerned,

c/o The Arctic Circle,
Box 2457, Station "D",
Ottawa, Ontario
K1P 5W6

Arctic Circle Meetings - The regular meetings of the Arctic Circle are held on the second Tuesday of every month, October to May, at 8.30 p.m. at the Staff Lounge, University of Ottawa.

Out-of-town members who wish to receive notices of these meetings and, thereby, be informed in advance regarding the guest speakers and the topics to be discussed, should address their requests to the Secretary.

The Arctic Circular is published four times a year. Correspondence, papers and reports are welcomed from all members, from persons living in the north, or from anyone having information on general northern activities, research and travel, or on technological, industrial or social developments. Contributions and correspondence should be addressed to the Editor, The Arctic Circular, 185 Kamloops Avenue, Ottawa, Ontario K1V 7E1.

Back issues of the Arctic Circular on micro film are available, single copies at $1.50 and complete sets (Volumes I to XXV) at $100.00. Requests should be addressed to the Publications Secretary.

Membership Dues - Dues are payable as of 1 January. New members joining the Arctic Circle in the Fall or at any time during the period between the last meeting in the Spring and the first meeting in the Fall (usually May-October) will be considered paid up members for the following year. The dues are:

Members living in the Ottawa area	$7.00
Out-of-town members	$3.00
Student membership	$5.00
Libraries and institutions	$5.00

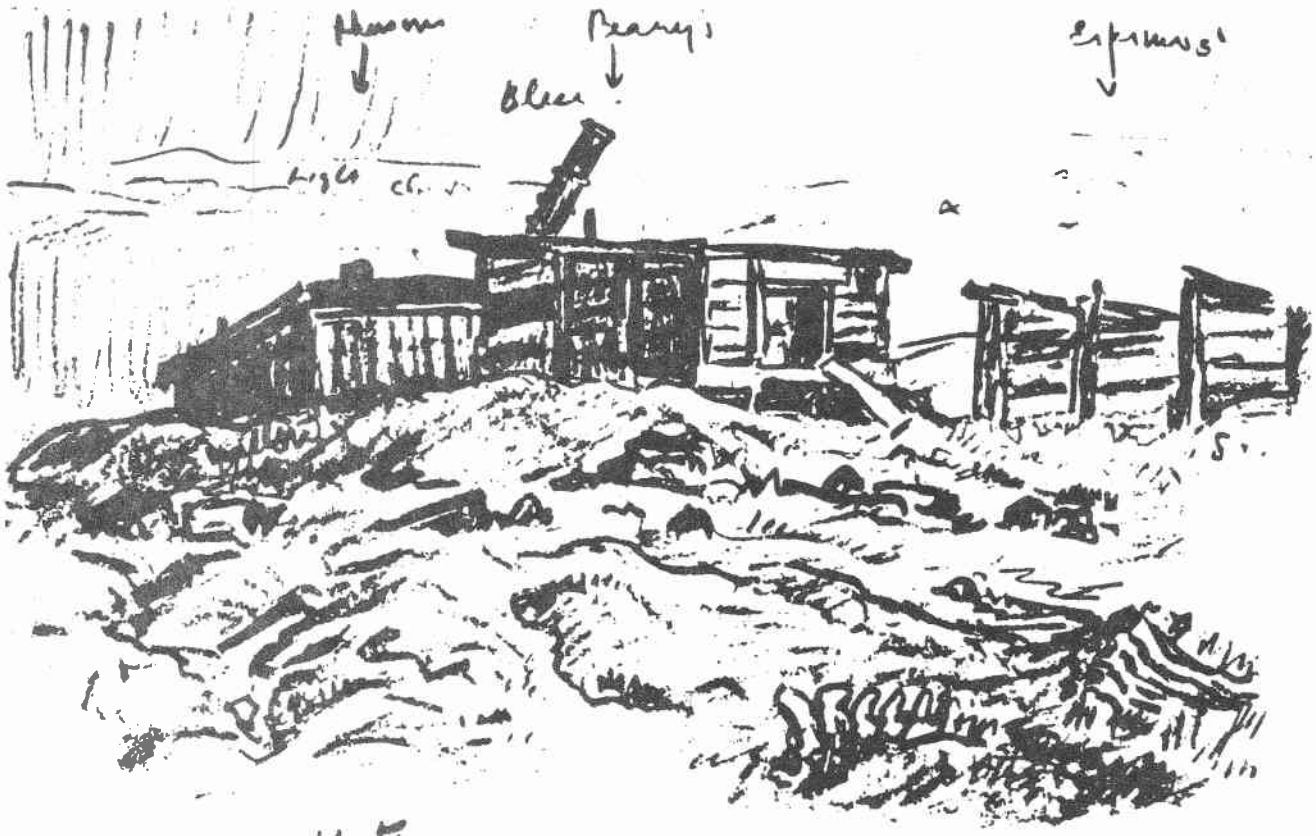
the arctic circular

vol xxvi

no.4

December

1978



Peary's Hut
Fort Conger -
Maurice Haycock July 21/65

THE ARCTIC CIRCULAR

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CONTENTS

Cover Picture: Peary's Huts at Fort Conger, Discovery Harbour, northern Ellesmere Island; from the sketchbooks of Dr. Maurice Haycock

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ALL AROUND THE CIRCLE

MEETINGS

245th 10 October 1978: The first meeting of the 1978/79 season was addressed by Dr. R.L. Grasty of the Geological Survey of Canada. His topic was "Operation Morning Light: The Search for Cosmos 954", which dealt with the search for fragments of the nuclear powered Soviet satellite which disintegrated on re-entry to the earth's atmosphere scattering radioactive debris over a large area of the Arctic. Dr. Grasty is well qualified to discuss this topic since he was the first Canadian scientist flown to Edmonton for the search operation. Apart from his active participation in the search, he was also responsible for ten years with the Geological Survey of Canada in airborne measurement of radio-activity.

246th 27 October 1978: Mr. Richard S. Finnie addressed a Special Meeting on the last two voyages of Captain Joseph-Elzear Bernier, in 1924 and 1925, when Mr. Finnie served as a radio operator on board Bernier's ship the C.G.S. Arctic.

Captain Bernier was born into a sea-faring family in the Province of Quebec, and spent much of his life at sea, from the age of 12 on. Included in this were twelve voyages of exploration to the Canadian Arctic Archipelago for the Canadian Government. Captain Bernier was in large measure responsible for asserting Canadian Sovereignty over the Arctic islands, and in awakening the Canadian Government and public to their importance.

Mr. Richard S. Finnie, was born in Dawson City, and has himself travelled extensively in the Canadian Arctic. In fact he has worked all over the world as an explorer, and is an outstanding documentary film maker, writer and lecturer. Included in the illustration to his lecture were a number of photographs which have never yet been published.

247th 14 November 1978: Dr. Paul H. Serson spoke on "The North Magnetic Pole". A graduate of the University of Toronto, Dr. Serson has devoted a large part of his career to various aspects of geomagnetism, from the development of new instruments to pioneering new methods of measurement on land and in the air.

248th 22 November 1978: Dr. Olav Gjaerevoll spoke to a special joint meeting of The Arctic Circle and the Nordic Society on "The Geopolitical Situation in Spitzbergen". Dr. Gjaerevoll, a botanist of international note, is president of the University of Trondheim, Norway, and a delegate of his country to the United Nations. As well as being a distinguished scientist and university administrator, Dr. Gjaerevoll, has been very active in politics, and has held several ministerial positions in the Norwegian Government, most recently that of Minister of the Environment.

Dr. Gjaerevoll is no stranger to Canada and Ottawa, nor to the Arctic Circle to which he was introduced by the late Dr. Erling Porsild. He spoke to the Arctic Circle and the Nordic Society on another occasion, about ten years ago.

249th 12 December 1978: Dr. Frank T. Davies spoke on "The Canadian Second Polar Year Expedition to Hudson Bay 1932-33". While identical in title to a well received presentation to the Ontario Science Council this autumn,

Dr. Davies added to the number of excellent slides shown at the previous talk. Dr. Davies is well known to many of the Arctic Circle members. He is one of our founding members and an early president. He was geomagnetician on Admiral Byrd's first expedition to Little America, Antarctica, in 1928-30, and leader of the Canadian Expedition to Hudson Bay during the Second Polar Year, 1932-33. Subsequent to World War II he was a scientist with the Defence Research Board of Canada and Chief of the Telecommunications Research Establishment at Shirley Bay.

MEMBERS

Dr. Richard Slobodin, Department of Anthropology, McMaster University, is interested in finding out if any Arctic Circle members have information and/or pictures of winter bicycle travel in the Yukon region during goldrush times. Anyone having such information might contact Dr. Slobodin directly; letters sent to the Editor of The Arctic Cirular will be forwarded on to him.

Keith C. Arnold, past President of The Arctic Circle, received his Ph.D. from McGill University in October.

Between September and December the Ontario Science Centre offered a series of public lectures entitled "Science and Adventure in the Canadian Arctic". Two Arctic Circle members took part in this series: Stewart D. MacDonald spoke on "Ghosts, Gulls and Great White Bears", on 17 September; and Thomas C. Pullen spoke on "Icebreakers - Past, Present and Future", on 8 October.

The Centre also sponsored a three-day symposium on "Living Explorers of the Canadian Arctic", 13-15 October. Arctic Circle members taking part in the symposium were: Graham W. Rowley, Richard S. Finnie, Frank T. Davies, Thomas H. Manning, Patrick D. Baird, P. Fennimore Cooper, C.H. Douglas Clarke, Kenneth C. Maclure, Keith R. Greenaway, E. Frederick Roots, George D. Hobson, Maxwell J. Dunbar, Moira Dunbar, George Jacobsen, Trevor Lloyd and Alan Cooke.

The Artic Circle was saddened by the news of the death of its immediate Past-President L.A.C.O. Hunt: An obituary follows: -

L. A. C. O. HUNT - 1909-1978

Well known and a man of extensive northern experience and dedicated service to the people of northern Canada, L.A.C.O. Hunt died in Ottawa after a brief illness,on November 5, 1978.

L.A.C.O. Hunt was born in England on June 5, 1909 and came to Canada in 1928 to enter the Fur Trade with the Hudson's Bay Company. His first northern posting was to Fort Chipewyan in 1930 followed by Fort Simpson where he remained until 1939. This was a period when communities of the north were truly isolated from southern Canada and the Indian and Inuit were widely scattered following traditional pursuits of hunting and trapping.

During World War II he saw overseas service with the Loyal Edmonton Regiment. At the end of hostilities, he returned to Canada and entered the Federal Government service with the Bureau of Statistics. He decided to return north and in 1951 joined the forerunner of the present Department of Indian & Northern Affairs.

He served as Administrator at Aklavik, N.W.T., and from 1952 to 1954 was the Administrator of the Mackenzie District with headquarters at Fort Smith.

From 1954-55 he was selected by the Department and attended the National Defence College in Kingston, Ontario. From there he returned to Ottawa to be with the Northern Administration Branch of Northern Affairs. Shortly after in 1960 he was loaned to the Department of External Affairs to serve as an Advisor on the Administrative Organization of Laos and Iran.

He came back to the Department of Indian & Northern Affairs in 1968. He was assigned to the Advisory Committee on Northern Development where his duties were wide and varied. Among them were the Minister's Representative on the Canadian Permanent Committee on Geographical Names and organizer and co-ordinator of several tours of the Northwest Territories by the Diplomatic Corps representing their Governments in Ottawa.

L.A.C.O. Hunt wrote extensively on the north and many of his articles appeared in "North" where he also served on the Editorial Board of that Magazine. He was editor of the R.A. News, the Public Service publication from 1947-49 and also was a past Director of the Recreational Association. He was active for many years in the "Arctic Circle Club", a group of persons with professional and amateur interests in the Canadian north. He was a past President of this Club.

A source of northern information, L.A.C.O. had an exceptional memory and as a highly intelligent, outgoing, social person, was an inspired raconteur of his many experiences. Shortly before his death, he had completed a manuscript covering a number of these. This is now in the hands of publishers and should be an informative and fascinating book.

Popular with his colleagues and a good friend to those who were fortunate in knowing him, he will be missed.

In recognition of this man and his many contributions to the north, it is hoped to perpetuate his name by having a geographical feature in the Northwest Territories named for him.

A. Stevenson

NORTHERN GEOGRAPHICAL NAMES:

SHIPS PAST AND PRESENT

by
Helen Kerfoot*

Since Canadian Arctic exploration was heralded by Martin Frobisher's voyages in search of a Northwest Passage in 1576 venturers have frequently named geographical features after their ships.

Many of our most remote capes, points and islands bear testimony to the success of a captain, or conversely the unhappy fate of a ship's crew. The early seafarers left names scattered along the northern coastline; some remain in their original form, some have been modified, and others have been added at a later date.

'Gabried Strait','Mooneshine Fiord', 'Cape Lamprenen' and 'Phoenix Head', for example, commemorate the sailing ships of bygone eras; these were, respectively, under the commands of Frobisher, Davis, Munk and Inglefield.

Many vessesls were iced in for the winter, and undoubtedly were homes-away-from-home for the sledging parties based there. 'Assistance Bay' was the overwintering site for Parry's vessel of the same name, 'Discovery Harbour' is for Nares' ship, 'Fram Haven for Sverdrup's and 'Gjoa Haven' for Amundsen's.

Geographical names such as 'Dolphin and Union Strait' or 'Fury and Hecla Strait' could be interpreted as indicative of the cooperation that often existed between exploration vessels in the north. The DOLPHIN and the UNION were eight metre boats of Richardson and Kendall in 1826; the FURY and HECLA were Parry's vessels on his voyages of 1821-23 and 1824-25.

Further names testify to the hardships, wrecks and losses of life caused by the cruel ice-strewn Arctic waters. 'Erebus and Terror Bay' is named for John Franklin's ill-fated expedition, 'Investigator Point' was rounded by M'Clure's ship shortly before reaching Mercy Bay, its final resting place, and 'Fury Beach' records where Parry's vessel was wrecked in 1825.

During this century man has continued to identify coastal features from association with vessels that ply the northern waters. Sometimes descriptive names, such as 'Old Steamboat Channel' or 'Scow Lake' may themselves tell a story in the chapters of local history. The last of the Arctic whalers, former trading schooners, survey vessels or ice breakers are often individually recognized. The use of ships' names was extended by surveyors mapping north and east of Great Slave Lake in the 1940's. Here today we find on topographic maps inland lakes bearing the name of destroyers and submarines of World War II.

Apart from features such as the 'St. Roch Basin','Nascopie Reefs' and 'd'Iberville Fiord', named from vessels well-known in the Canadian Arctic, there are many interesting ship-related toponyms found on topographic maps. The following

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*Secretariat, Geographical Names, Energy, Mines and Resources Canada.

selection from the Yukon and Northwest Territories includes but a few examples of geographical names relating to vessels of the late nineteenth and twentieth centuries; most had definite northern connections, but others never even entered Canadian waters.

Corwin Cliffs St. Elias Mountains 60°18' - 140°17'

This name was mentioned by I.C. Russell in his report of the St. Elias Expedition of 1890, sponsored by the U.S.G.S. and National Geographic Society. The U.S. Revenue Steamer CORWIN, under the command of Captain C.L. Hooper, picked up expedition members in Yakutat Bay, and was likely one of the first vessels to navigate these waters.

Mount Luciana St. Elias Mountains 61°01' - 140°28'

Named in 1897 by Prince Luigi Amedeo di Savoia, the Duke of Abbruzzi, while attempting an ascent of Mount St. Elias. The S.S. LUCANIA was the Cunard liner in which the Duke crossed the Atlantic; the vessel itself probably took its name from Lucania, an ancient region of southern Italy.

Laddie Harbour Belcher Islands 56°10' - 78°40'

LADDIE was the schooner used by R.J. Flaherty on his expedition to the Belcher Islands, 1913-16, to explore and prospect for minerals. Initially, the LADDIE, sailing from St. John's, could not reach the islands, and indeed, when she did succeed in 1914, was badly damaged.

Argo Bay Darnley Bay 69°22' - 124°30'

Probably for the yawl ARGO used by Ernest de K Leffingwell between Colville River and Flaxman Point during the Canadian Arctic Expedition 1909-12; apparently she was subsequently used by "Scotty" McIntyre for trading east to Victoria Island. The ARGO wintered here 1914-15.

Morrissey Harbour Mill Island 64°02' - 77°47'

The G.P. Putnam Baffin Island Expedition of 1927 named the harbour on the north shore of the island after its vessel, the schooner MORRISSEY, owned and commanded by Captain Robert A. Bartlett of Newfoundland.

Morso Islands S. of Whale Cove 62°03' - 92°40'

This name appeared on a Geological Survey plan and was approved in 1933. It probably was named for the three-masted schooner MORSO. In 1928 Captain Randall sailed this vessel from Halifax to Tavani, on the west shore of Hudson Bay, for Dominion Explorer Associates. On board was Buy Blanchet with the responsibility of setting up supply and equipment bases for the company, to permit the future use of airplanes for prospecting in the Arctic barrens. Subsequently the MORSO faltered during a storm in Churchill harbour, caught fire and was destroyed as a result of dynamite on board.

Nannuk Harbour SE. Baffin Island 61°54' - 66°24'

Named after the Hudson's Bay Company schooner NANNUK, which together with the DARYL, was stationed at Lake Harbour in the 1920's and 1930's, and annually supplied posts and outposts in the vicinity of Hudson Strait.

Blue Fox Harbour W. Banks Island 72°07' - 125°45'

The BLUE FOX was trader Fred Wolki's schooner, which winterred here during

the 1930's, when mainland Inuit visited Banks Island for fox trapping.

Cora Harbour N.W. Banks Island $74^{o}16' - 124^{o}35'$

Tom Manning reported that on the south side of the harbour the 40-foot vessel CORA lay wrecked "by two white trappers who had illegally and unsuccessfully attempted to visit Melville Island about 1937". The CORA was second only to the INVESTIGATOR along this part of the Banks Island coast.

Tarpon Lake N.E. of Great Slave Lake $64^{o}45' - 109^{o}00'$

HMS TARPON was a Triton class submarine, built in Greenock, Scotland in 1937, and subsequently lost in April 1940, presumed attacked by German anti-submarine vessels off the Norwegian Coast.

Thistle Lake, Sterlet Lake, Shark Lake, Seal Lake, Salmon Lake, Oswald Lake and Grampus Lake in this same general area were also submarine names proposed by land surveyors in 1941.

Raccoon Lake N.W. of Great Slave Lake $62^{o}52' - 117^{o}43'$

The HMCS RACOON (formerly the HALONIA) was built in Bath, Maine, in 1931. Commissioned by the R.C.N. in 1940, she served as an armed yacht in the Gulf escort force. On September 7, 1942, while accompanying a Quebec-Sydney convoy, she was torpedoed and lost with all hands near Anticosti Island.

Weyburn Lake, Chedabucto Lake, Bras d'Or Lake, Windflower Lake and Lac Levis are similar commemorative names proposed in 1944.

Tanner Bay Home Bay, E. Baffin Island $68^{o}23' - 66^{o}47'$

Applied by the Canadian Hydrographic Service after the USS TANNER, in the area in 1955. The survey ship was in turn named for U.S. naval officer Captain Zera Luther Tanner (1835-1906) well known for his deep sea exploration in the waters off Alaska, Washington and Oregon between 1879 and 1894.

Source: Canadian Permanent Committee on Geographical Names records, including correspondence.

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YUKON PERMAFROST PRESERVES OLD SILENT MOVIES

When the site of an old hockey arena in Dawson was razed this summer, some 500 old films dating from 1910 to 1921 were uncovered, still in their original tins. Some were long-lost newsreel of World War I as well as feature dramas. The films had been frozen into the permafrost, in the remains of what had once been a swimming pool. The films had been turned over to the local library for safekeeping after being shown, but after many years the stacks of cans became too great for the storage area, the library became impatient, and the tins were donated as landfill in the old pool some tine in the 1920's. Some of the films are damaged, some bleached white by dampness, others affected by their rusting reels. The films have been sent to the Public Archives of Canada for restoration and preservation.

ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

"The Land and the People North of 50" and "The North - Its Industry and Commerce", the first of two chapters of a projected volume of information based on the issues of northern Ontario as they were raised at the 1977-78 preliminary meetings of the Royal Commission on the Northern Environment, have been published recently. Distribution of these chapters will be to interested groups and citizens in line with the Commission's policy of making information available in an orderly manner at the earliest opportunity. The contents of the complete Issues volume will, in the main, be based on the words of the people of the north. The views of groups and individuals concerned with the future of the north will be identified in much the same manner in which they were presented to the Commission.

From Mr. Justice E.P. Hartt, Commissioner:
By Way Of Introduction To the Issues Report

A "background" supplement to the Interim Report of April, 1978 is currently being prepared by the staff of the Royal Commission on the Northern Environment.

It is a review of the views and feelings of the people of the north as expressed at the Commission's preliminary hearings in late 1977 and early 1978. It also paraphrases or reflects the submissions made to the Commission on behalf of government, industry, and public interest groups interested in development, preservation, and conservation of the north.

The findings are now with our editors. In the interest of bringing this information to the citizens of Ontario as soon as practical, I have decided initially to release each chapter as it becomes ready. At present, a total of eight sections is anticipated for release in this manner. Each chapter will deal with a particular aspect of the northern reality.

In the preparatory writing of these chapters, no attempt was made to weigh or analyze the material presented or to verify as accurate any of the statements made. All points of view are represented reportorially and no judgements are made here. This is in keeping with the format followed at the hearings where all submissions were heard without cross-examination. The Issues Report is merely an attempt to portray what was said at the hearings, without falling into the very limiting trap of trying to determine what the single voice of the north is -- for surely a reading of these papers will make it clear that there was and is no single voice.

The Issues papers will, I hope, convey both the intensity of feeling expressed on the various subjects raised before the Commission and the difficulty I experienced in making decisions which would benefit the greatest number of people, yet safeguard the individual amongst the many.

The chapter, "The Land and the People North of 50", ask you to appreciate the vastness of the region over which the Commission was given investigate jurisdiction. It is an area of approximately 700 miles from west to east, and stretching as far as 450 miles north of the 50th degree of latitude to Hudson Bay. In an area as large as this, it was not surprising to find a wide diversity of views conveyed at the hearings.

"The Land and the People North of 50", is not directly taken from what was said at the hearings: in this, it differs from the chapters which follow. Rather than outlining the issues, it sets the stage on which the "issues" must play themselves out. Subsequent chapters will discuss these issues as they were presented to the commission.

The purpose of the preliminary hearings was to provide the people of the north with an an opportunity to express what is vital to them, and to suggest to the Commission how best to go about addressing these concerns. While the Commission came to life as a result of a proposal by Reed Ltd. to build a forest products complex in the Red Lake/Ear Falls area, and to harvest 19,000 square miles of virgin forest, its mandate quickly expanded to encompass resource development as a whole in the area north of 50 degrees and to attempt an assessment of the potential impact of such development on the environment. The people of the north have helped give the Commission a focus and a direction. The Commission initially was certainly not prepared for the range of concerns that northerners raised at the hearings. The production of an Issues Report, in sections at first, is an attempt to convey some appreciation of these matters to the people of Ontario.

As the various sections of the Issues series are released, certain trends will become apparent and certain similarities will surface. While the north does not speak with a single voice, there are areas in which consensus does exist. One of these is the need for northerners to have a say in determining their own future. These Issues papers are a step towards giving the people of the north that voice. When completed, the series of chapters will be gathered and bound into a single report and made available to the public.

PROJECTED ISSUES REPORT

Chapter I Introduction: The Land and the People North of 50

Chapter II The North: Its Industry and Commerce
- The Northern Economy - Expansion within Limits
- Development Philosophies - What Allowance for the Future?
- Forestry - A Major Industry and Concern
- Mining - Wealth and Disturbance
- Tourism - A Saleable Wilderness Experience

Chapter III Economic Realities in an Untamed Land
- What the Land Provides - Traditional Pursuits
- Agriculture - Potential in the Future, Insignifiance Today
- Wild Rice - A Symbol of Independence
- Land Use - Conflict over Priorities

Chapter IV The Dynamics of Power: Energy Projects
- Energy - Options and Alternatives
- Onakwawana - Massive by Any Measure
- Marmion Lake Power Project Worries Native People
- The North's Wild Rivers - Their Power Potential
- Polar Gas Pipeline Proposal Sparks Reaction

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ARKTISK INSTITUT

The Arktisk Institut, an independent institution, is a centre of information on the arctic regions, with special reference to Greenland. It promotes the expansion of knowledge of the arctic regions and the peoples who live there; and arranges contacts between Denmark, Greenland, and other countries which are concerned with arctic and antarctic relations.

The Institut's library holds all important international periodicals dealing with arctic relations as well as general and scientific literature about Greenland. The library is in contact with other libraries which have arctic collections and endeavours to locate literature which is difficult to find in Danish libraries.

The Arktisk Institut also has a very large collection of photos, especially old ones of Greenland; and sells the reproduction rights of its photos and will supply copies to private persons.

The Institut also acts as an archives for books and papers of private individuals who wish to have them kept secure, and in some cases made more widely available to the public.

Within its financial scope, the Arktisk Institut may assist anyone interested in Greenland, or arctic areas.

The Artisk Institut, located at L.E. Bruuns Vej 10, 2930 Charlottenlund, Denmark (telephone: 01640543), is open week days between 10 a.m. and 3 p.m.; appointments can be made to visit at other times.

COPE AND FEDERAL GOVERNMENT SIGN AGREEMENT-IN-PRINCIPLE ON COPE CLAIM

(Sachs Harbour, October 31, 1978) --- In an historic ceremony held today in this far northern Inuvialuit community, Indian and Northern Affairs Minister J. Hugh Faulkner and Sam Raddi, President of the Committee for Original People's Entitlement (COPE) signed the Agreement-in-Principle establishing the basis for settlement of the COPE claim. The Agreement is the first to be reached by the government with a native organization north of the 60th parallel. It is based on a Joint Position Paper which was made public by the two groups July 14, and will provide the framework for the final agreement which is anticipated in about a year's time.

COPE submitted its claim to the federal government on behalf of the approximately 2,500 Inuvialuit (Inuit of the western Arctic) on May 13, 1977. On July 14, 1978, following months of intensive negotiations, the COPE-government joint working group made public a 106-page Joint Position Paper containing the elements for settlement of the COPE claim. The Inuvialuit communities have since discussed and approved the Joint Paper. Similar community consultations will also be carried out with regard to the Agreement-in-Principle. The Agreement-in-Principle seeks to achieve a balance of interests between the concerns and aspirations of the Inuvialuit and national and territorial concerns for the ongoing development of energy and mineral resources in the western Arctic region of the Northwest Territories.

Protection for the traditional economic base of the Inuvialuit: specific measures to protect and ensure the continuing existence of the Inuvialuit's traditional economic base include Inuvialuit ownership of 95,830 km^2 (37,000 sq. mi.) of land. The Inuvialuit have already selected that portion of those lands -- 12,950 km^2 (5,000 sq. mi.) -- over which they will have both surface and subsurface rights. These lands, referred to in the Agreement-in-Principle as category 7 (1) (a) (i) lands, comprise blocks of approximately 2075 km^2, (c. 800 sq. mi.) surrounding each of the Inuvialuit communities of Sachs Harbour, Tuktoyaktuk, Holman Island, Paulatuk, Inuvik and Aklavik. In addition, the Inuvialuit will be provided with special, and in some cases exclusive, hunting, fishing and trapping rights throughout the western Arctic. Significant Inuvialuit participation in a land management regime, which would include the establishment of a land use planning commission for the western Arctic, would give the Inuvialuit a major say in the management of land and wildlife in the western Arctic.

Diversification of the traditional economic base: other measures are designed to encourage the Inuvialuit diversify their traditional economic base. In addition to the $ 45 million (present value) which the Inuvialuit will receive, they will be assisted to develop new businesses, with specific support to be given for individual projects. They will also have the right to negotiate "participation agreements" with potential developers on category 7(1)(b) lands which, in addition to rents for the use of the surface, could also include special arrangements such as training and employment to ensure they will benefit from subsurface development.

Social and cultural security: will be provided with the establishment of an Inuvialuit Social Development Program which will give the Inuvialuit the opportunity to develop their own solutions to social problems. "The signing

of the Agreement-in-Principle provides a firm basis for final settlement of the Inuvialuit claim", Mr. Faulkner said. "Particularly significant is the fact that this agreement, both in the manner in which it was reached and in the provisions it contains for meeting the expressed needs and aspirations of the Inuvialuit, fulfills the spirit and intent of the government's policy for settling comprehensive native claims", Mr. Faulkner emphasized."The Agreement-in-Principle is the product of long and complex negotiations. In exchange for any Inuvialuit land rights that now exist, it provides concrete rights, benefits and compensation to the Inuvialuit. It contains far-reaching measures both to preserve Inuvialuit lifestyles, cultural identity and values within a changing northern society, and to enable the Inuvialuit to be meaningful participants on an equal basis in the northern economy as a whole. It contains provisions to protect and preserve the wildlife, biological productivity and environment of the western Arctic."

"Equally significant is the fact that the Territorial Government will have continuous input into negotiations on the final agreement, and will have a role to play in the implementation of the final settlement itself", Mr. Faulkner said. "I am confident that we can build on the base we have established with the signing of the Agreement-in-Principle to fashion a final agreement which will be a lasting tribute to the dedication of the Inuvialuit to secure a place for themselves in northern sociepy", the Minister concluded.

Summary of the Agreement in Principle on the Inuvialuit Land Rights Claim prepared by the COPE/Government Working Group

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Background

In May 1977, COPE (The Committee for Original People's Entitlement) representing 2,500 Inuvialuit in the Western Arctic Region, presented their land rights claim, entitled Inuvialuit Nunangat. Following a series of clarification meetings government officials presented an initial response to the COPE proposal. Except for the subject of wildlife and hunting rights, where there was some common ground, the remainder of the government's response was not satisfactory to COPE. To avoid a breakdown in the discussions, a Working Group, comprising representatives of COPE and the Government, was formed to seek agreement on the wilflife section of the claim. On December 7, 1977 a Joint Position on wildlife was publicly announced. The Working Group next addressed the major elements of land and financial compensation. On May 29, 1978 the Working Group completed the 106 - page Joint Position Paper comprising 14 sections which forms the basis of this Agreement in Principle between the Government of Canada and the Inuvialuit of the Western Arctic Region.

Goals of the Settlement

The Agreement in Principle states that the four basic goals of the Inuvialuit land rights settlement are: to preserve the culture and values of the Inuvialuit within a changing northern society; to enable them to be equ-l and meaningful participants in both the northern and national economy and society; to provide them with specific rights, benefits and compensation in exchange for any land rights now existing; and to protect and preserve the Arctic wildlife, environment and biological productivity. The Final Agreement will not prejudice the rights of the Inuvialuit as Canadian citizens and they shall continue to be

entitled to all the rights and benefits received by all other citizens, including Federal and Territorial programs.

The rights and benefits which the Inuvialuit will receive as a result of the Settlement will include lands, financial compensation, wildlife harvesting rights, participation in land use and wildlife management, and economic and social development measures.

Eligibility

Beneficiaries of the Settlement must be:

(1) Canadian citizens at the date of the Final Agreement;
(2) of Inuvialuit ancestry;
(3) born or resident in the Western Arctic Region, and/or that area of the Yukon Territory traditionally used and occupied by the Inuvialuit, or Inuvik for at least ten years.

A person may also be eligible if he or she:

(4) has Inuvialuit ancestry and is accepted by an Inuvialuit community as a member; or
(5) is an adopted child of a beneficiary.

Descendants of beneficiaries are also eligible to participate in the Settlement. The Inuvialuit will have primary responsibility for deciding who will be beneficiaries. However a person enrolled in any other claims settlement in Canada cannot benefit from the Inuvialuit Settlement.

There are approximately 2,500 Inuvialuit in the Western Arctic living in the six settlements of Sachs Harbour, Holman Island, Pualatuk, Tuktoyaktuk, Inuvik and Aklavik.

Enrolment

There will be Enrolment Committees in each Inuvialuit community which will prepare a list of potential beneficiaries. An Enrolment Authority comprising two representatives from COPE, and one from the Federal Government will enroll the beneficiaries. The Enrolment Authority will publish an official enrolment list three months after the Settlement Legislation comes into force. There will be an appeal process to resolve disputes.

Inuvialuit Corporations

Inuvialuit corporations will be created to receive and manage the Settlement benefits. These will consist of an Inuvialuit Investment Corporation; an Inuvialuit Development Corporation; and an Inuvialuit Land Corporation (holding title to lands). In addition, each Inuvialuit community will have a community corporation. The Inuvialuit communities will control the above corporations. There will be restrictions on spending to protect the financial compensation for the benefit of future Inuvialuit. All Inuvialuit 18 years and over will receive non-transferable shares and will share equally in the benefits of the Settlement.

Lands

From within the 168,000 square mile area traditionally used by the Inuvialuit they would receive title to certain lands. The Settlement would provide each of the six Inuvialuit communities with 700 square miles of land adjacent to their boundaries (7)(1)(a)(i) lands). The Inuvialuit, through their Land Corporation, get

fee simple title to these lands but title would be subject to existing alienations, which means that although the Inuvialuit own the land, they must honour existing rights, such as leases. The Inuvialuit would own the subsurface (i.e. minerals, oil and gas) and would receive the proceeds from any development. These lands have been selected but do not include the community sites, the size of which vary from one to three square miles, for the communities of the Western Arctic Region. The Inuvialuit will also receive fee simple title including subsurface minerals, oil and gas, to 800 square miles of Cape Bathurst which have been selected. The Government would terminate most of the existing alienations in this area.

The Inuvialuit would also receive title to 32,000 square miles excluding oil, gas and minerals. On these lands (known as 7(1)(b) lands) access for development of the subsurface resources is guaranteed. The Inuvialuit would however have the right to negotiate "participation agreements" with the developers which, in addition to rents for the use of the surface could also include special arrangements, e.g. for training and employment. On 7(1)(b) lands in the Husky Lakes area the Inuvialuit would participate in setting acceptable environmental standards for development and would be consulted when the Government was considering the issuance of new oil and gas permits on Crown reserves.

Water

On 7(1)(a) lands, the Inuvialuit would receive ownership to the beds of all lakes, rivers and water bodies, subject to a 100-foot access strip around the seacoast and shorelines of navigable waters for travel, recreation and emergency purposes. The Inuvialuit would not however receive exclusive rights to harvest fish. On 7(1)(b) lands, there would also be a 100-foot access strip for general public purposes. In addition the Government shall negotiate a public right of access across 7(1)(b) lands to certain lakes and rivers for sport fishing. In all cases, the Crown would own the water and have the right to control the water and water beds in order to manage fish, for carrying out any work needed for transportation and navigation purposes and for the protection of community water supplies.

National Wilderness and Public Dedication

The Agreement in Principle provides that not less than 5,000 square miles of the Yukon North Slope be set aside as a National Wilderness Park, for the purpose of wildlife protection and wilderness conservation and recommends that the Government consider dedicating the entire area north of the Porcupine River, in the Yukon, as a National Wilderness Park. (The initial step toward fulfilling these undertakings was taken on July 6, 1978 when the Honourable J. Hugh Faulkner, Minister of Indian Affairs and Northern Development announced the withdrawal of the latter area from new development.)

People of native origin who can demonstrate traditional use of this area will be guaranteed hunting, fishing and trapping rights in the Park to the extent of their traditional use. The Inuvialuit would also be allowed to establish small settlements at certain traditional coastal locations within the park, and will be guaranteed certain economic opportunities pertaining to park activities. A National Wilderness Park Steering Committee, consisting of representatives from the Inuvialuit, and Federal and Yukon governments and other native peoples will advise on the function and management regime of the Park. A Native Joint Planning Group consisting of representatives from the Inuvialuit and the native

people of Old Crow will advise the Steering Committee on all matters within its mandate which affect native interests. The Wilderness Park would exclude an area of five square miles containing the harbour on Herschel Island.

Laws and Other Matters

Laws of general application, including the Territorial Lands Act and Regulations, would apply to all Inuvialuit lands. The Government would continue to regulate the safety of any development activities, and be responsible for environmental management. The lands would remain subject to easements and rights of way which existed as of July 13,1978. Inuvialuit lands cannot be sold except to other Inuvialuit or to the Crown. In the event Inuvialuit lands are needed for public purposes, Cabinet approval is necessary. The Government must then offer suitable alternative lands. If this is not possible, the Inuvialuit would be compensated not only for the land, but also for loss of fishing, hunting and trapping. Inuvialuit lands would be exempt from property tax, but improvements will be taxable as well as proceeds from development of Inuvialuit lands.

Land Selection

The Inuvialuit must select their lands according to certain criteria - lands which are important because of biological productivity or traditional hunting, trapping and fishing; lands which offer economic opportunities, such as tourism; areas which are important because of wildlife production; historic Inuvialuit sites, and burial grounds.They cannot choose lands which contain proven oil or gas reserves, lands which are privately owned, and lands used for public works. Selection of 7(1)(a)(i) lands (community lands) and 7(1)(a)(ii) lands (Cape Bathurst, Area # 3) has been completed and will be withdrawn from disposal. The selection of 7(1)(b)(i) lands (Husky Lakes, Areas # 1 and # 2) has also been completed and there will be no further disposition of surface alienations or quarrying rights. The selection of the balance of the Inuvialuit 7(1)(b)(ii) lands shall be concluded by and finalized as part of the Final Agreement.

Land Management

The Agreement in Principle provides that a Land Use Planning Commission be formed consisting of Inuvialuit and representatives of the federal and territorial governments. The Commission would advise the Minister on all apsects of land management in the Western ARctic Region including the preparation of a land use plan.

There would also be a Land Use Application and Rewiew Committee which would be a technical committee representing the federal government, territorial government, the Inuvialuit and the Land Use Planning Commission. This body would advise the Government on such matters as the administration of Territorial Land Use Regulations and terms and conditions for permits, as well as developing procedures for administering environmental controls.

Wildlife

The Agreement in Principle sets out certain Inuvialuit harvesting rights including the exclusive right to harvest game on their lands and the exclusive right to harvest fur-bearers, including black, grizzly and polar bears, and muskox in the Western Arctic Region. They would also have a preferential right to harvest other species for subsistence purposes in the region. Other native peoples would continue to have traditional harvesting rights and agreements are

contemplated with them. Anyone who had a registered trapline in the area of Mackenzie Delta and their descendants who continue to trap in the Western Arctic Region, or anyone operating registered traplines, would not be affected.

In addition to acquiring certain hunting rights the Inuvialuit would participate in the overall management of wildlife in the Western Arctic Region through advisory bodies such as a Game Council and Local Hunters' and Trappers' Committees as well as the Land Use Planning Commission.

Financial Compensation and Economic Measures

The financial compensation described in this Agreement has a present value of $ 45 million. A series of payments will be made yearly from 1981 to 1994. No tax will be levied on these payments, although all other earnings of the corporations would be taxable. Interest-free loans on the security of these payments are available to the Inuvialuit from the date of this Agreement until December, 1981.

The proposed settlement indluced certain socio-economic measures to help the Inuvialuit achieve stable economic self-reliance and build a solid economic base. The commitments consist of general measures to give priority to Inuvialuit products, resources, employment, services, and support for possible Inuivaluit mineral activity; and specific program support for individual projects to be described in the Final Agreement. No financial outlays in excess of projected government budgeted levels would be required.

Social Development

To help meet the problems of social transition faced by the Inuvialuit there would be a Social Development Program, utilizing the Inuvialuit perspective, language and customs, and would deal with social concerns such as housing, health and welfare. It would also advise government on programs concerning such matters as alcohol, dental care, nutrition; and initiate and develop special education programs. Each community would be involved in developing the program and the Inuvialuit would manage the various projects. The present value of the funding proposed to carry out this program is 3.5 million.

Political Institutions

Although the Inuvialuit do not seek special political status, the Government recognizes the need for greater decentralization of decision-making and services to the people of the region. The Inuvialuit agree that the question of political institutions should be considered under the Constitutional Development process established by the Federal Government in August, 1977.

Comminiqué
Indian and Northern Affairs

NEWS RELEASES FROM THE YUKON GOVERNMENT

New "Yukon" Wine on the Market - July 4, 1978

A red wine specially selected, bottled and shipped is appearing on the shelves of Yukon Liquor Corporation stores around the territory. The new wine, labled "Selection du Yukon", will not be available anywhere else in Canada. It is expected to offer a rare souvenir to tourists and residents and the liquor corporation will be informing licensed dining rooms that it is available in case they are interested in featuring the wine as a tourist attraction. The wine itself is described as high quality, medium-dry with a full flavour. It has taken a year for all arrangements to be finalized for sale in the territory and it is being retailed at $4.75 per bottle

Y.T.G. Not Consulted in Land Withdrawal - July 6, 1978

Dr. Jack Hibberd, Minister of Renewable Resources, said the Federal Government acted unilaterally in the withdrawal of lands in northern Yukon announced today by Northern Affairs Minister Hugh Faulkner, despite repeated requests for joint consultation. Hibberd said a comprehensive and detailed land use planning process was required throughout northern Yukon immediately. "We have repeatedly impressed upon the Minister of Indian and Northern Affairs the urgent need for such a process related to caribou management and other uses of renewable and non-renewable resources prior to any land withdrawals or specific localized management plans. We also expressed the need for a thorough consultation process with all concerned groups and agencies in Yukon while formulating detailed plans".

Hibberd said the Executive Committee was only made aware of the release late yesterday afternoon and there had been no consultation with Yukon government officials regarding the land withdrawal or formation of a task force. Joint consultation had been sought since Faulkner indicated his intentions to create a national park reserve in the Firth River area. "Probably the most important concern at this time is the protection and management of the Porcupine caribou herd and we agree with the land withdrawal insofar as it will provide protection for the caribou on their calving and summer range. However, the winter range is much more extensive and just as critical to the survival of the herd and should also have similar protection immediately," said Hibberd.

He says any move at this time to withdraw the land as the first step in creating a national park or federal wilderness reserve is unacceptable to Yukon interests until extensive consultation results in an agreement on a set of resource management goals and objectives. "There must be a review and analysis of all proposed and potential uses of the land and resources before selection of a management system that will best meet the objectives," Hibberd said. "YTG for example, applied for three territorial park reserves in the area withdrawn in 1974, but these were never approved." "In particular, we are concerned about maintaining the historical integrity of Herschell Island as part of a territorial park system".

National park or national wilderness status may well be the end result of a planning process says Hibberd, but all proposals must first be considered and weighed in order to select the best use of the land. He also stressed the need for Yukon game managers to have access to the caribou herd at all times it is in Canada in order to provide proper management measures. Game management is the responsibility of the Yukon government said Hibberd, and any move that will fragment this responsibility will be resisted. "We expect to take a lead role in formulating an international agreement to protect the herd and for that matter in formulating any management schemes that will affect the herd anywhere in its total range."

The Yukon and NWT governments are currently involved in jointly preparing a management plan for the Dempster Highway which bisects the winter range of the herd and they want to see this plan form part of an overall northern Yukon resource management approach. Hibberd says a task force approach to solving the land status resource and caribou management question in northern Yukon was tried last fall by the federal government without much apparent success. "I have not seen the final results or recommendations from this task force and can only conclude today's announcements constitute a unilateral federal decision in this area. The Yukon government is eager to take the lead role for planning future use of our own resources particularly in the north, but we must have the co-operation of the federal government and put a stop to the ad hoc approach in decision making," Hibberd concluded.

Northern Officials Meet Over Dempster Plan - July 11, 1978

Yukon territorial government officials met with their counterparts in the Northwest Territories as well as with officials of the Canadian Wildlife Service and Foothills Pipeline Company, in Yellowknife to discuss a proposed management plan for the Dempster Highway. The two territorial governments have been working for the past six months on a management plan for the Dempster Highway area which will protect the Porcupine caribou herd as well as other species of wildlife. The idea is to make sure the entire area is retained as an attractive wilderness route with good facilities and a minimum of environmental damage. The two governments are expected to come up with an interim plan within the next couple of months and then develop a full, more refined management plan over the next year or two. The plan will be based largely on studies conducted by Northern Roads and Airstrips division of Northern and Indian Affairs.

Yukon Government Requests Explanation From Northern Affairs Minister - July 23, 1978

The Government of Yukon's Executive Committee has sent a letter to Indian and Northern Affairs Minister Hugh Faulkner expressing displeasure over the July 14 announcement regarding the Inuvialuit land claim in the western Arctic. The letter, signed by Commissioner Art Pearson, states

"we can only regard the proposals in the Committee for Original Peoples Entitlement paper, and the method of announcing it, as a breach of federal policy established as far back as 1973, and repeatedly confirmed to us through the past five years". The letter also states that the executive committee views the proposed settlement for the western Arctic as prejudicing the negotiation of the claim of the Yukon Indian people, and more specifically, the Yukon Indian people of Old Crow.

In his letter to the minister, Commissioner Pearson said "the fair and equitable settlement of comprehensive claims in Yukon is one of the main goals of the Government of Yukon. We have been exerting a collective effort with your Department for several years with this common goal and mutual objective. Without trust and goodwill between your Department and the Yukon Government, it will be impossible to achieve any such mutual objective, and I have been asked to express to you the displeasure with which members of the Yukon's executive committee have reacted to your announcement of July 14, regarding the COPE claim".

The executive committee said its disappointment must be registered at two levels and that it was requesting an explanation for the manner in which Faulkner announced the proposed settlement. The committee said there was an absolute lack of consultation surrounding the COPE negotiations despite repeated pledges by ministers of Indian and Northern Affairs since 1973 and by senior federal officials. The area of concern in Yukon is 5000 square miles of the territory's north slope which is to be set aside as a national wildlife park.

The executive committee said former Indian and Northern Affairs Minister Jean Chretien had enunciated government policy that provincial and territorial governments would be fully involved and consulted in land claims discussions involving their respective areas of jurisdiction. "As a result, since the inception of Yukon Indian land claim negotiations in 1973, there has been an understanding among the parties involved in the Yukon negotiations, that extra-territorial native groups having traditional hunting, fishing and trapping rights in Yukon would be accommodated in the Yukon land claims settlement, subject to consultations being conducted within the context of Yukon land claims negotiations". In a letter on June 16, 1978, the Commissioner of Yukon had reminded Ottawa that "there has been no proper consultation with the Government of Yukon on the COPE claim negotiations, even though these negotiations concern matters of grave import to all Yukoners, and matters which are the responsibility of a particular department of the Yukon government".

Yukon Views Expressed to Joint Committee - August 22, 1978

From the point of view of the Yukoner, the proposed Constitutional Amendment Bill treats him as a second class citizen, Dr. David Elliott told the Special Joint Committee of the Senate and the House of Commons on the Constitution of Canada in Ottawa. The consultant to the Executive

Committee, who is recognized as an authority on the constitutional development of the territory, was appearing before the Joint Committee at the invitation of the Yukon Government. He was accompanied by MLA Walter Lengerke, Riverdale, chairman of the Standing Committee on Constitutional Development made up of elected Members in Yukon. Dr. Elliott told the Joint Committee that some of the deficiencies in Bill C-60 would deny the citizens of the territory the very equality the Bill purports to proclaim, and listed those concerns of particular relevance to Yukon.

The former Yukon student and Rhodes Scholar, now a member of the faculty of law at Carleton University, told the committee that somewhere in Bill C-60 there should be a provision stating that "The principle of responsible government is a fundamental principle of the Constitution of Canada" noting that it is probably the most important non-federal characteristic of the Canadian Constitution. He said that for the northern territories of Canada, which have not yet achieved full responsible government, the significance of the principle can hardly be overlooked; yet the references in the Bill to that principle "are either too vague and indirect or too narrow and incomplete to give its great importance in Canada proper recognition. From the wording of section 53, it might just as well be describing the operation of a messenger service between the Prime Minister's office and that of the Governor General."

On the subject of ultimate provincial status for the northern territories, Dr. Elliott reminded the committee that in 1972 the Special Joint Committee of the Senate and the House of Commons on the Constitution of Canada had recommended that: "The objective of Government policy for Yukon and Northwest Territories should be the fostering of self-government and provincial status." And he asked "Surely some mention of these ultimate goals for the Canadian territories would be appropriate in a general Statement of Aims of the Canadian Federation?" The Yukon spokesman stressed the need for consultation with the territories prior to any constitutional change, as the Bill proposes for the provinces, and he quoted the section of Bill C-60 which empower Parliament to alter the territorial limits of a territory without the express consent of the elected legislative body. He asked "Surely the right to agree with or to refuse a proposed alteration of territorial boundaries should not depend on whether the people most affected live in a province or a territory?" He suggested that the Bill should have the same requirements for consultation and consent for an alteration of territorial boundaries as for an alteration of provincial boundaries.

Dr. Elliott told the committee that the wording of the Bill appears to have been drafted so as to attempt to preclude any recognition of the legal status of the territorial councils as legislative bodies. He concluded that one interpretation of section 29 could be "to avoid giving any recognition to the claim of many northerners that the territorial Councils constitute legislative assemblies, entitled despite their subordinate statutory position to at least some of the common law

attributes of provincial legislative assemblies. If this is one of the aims of the section, why should it be? Why should Bill C-60 show such apparent concern to treat the territorial Councils--and for that matter the other parts of the territorial government -- as 'poor relations', separate where possible from their provincial counterparts?"

In other areas of concern, Dr. Elliott listed the giving of only one allotted member to each of the territories -- one-third of the whole of Canada -- in the proposed 118-member House of the Federations; and that member chosen by Governor-in-Council, not the territorial council; the fact of an emerging cabinet system and a political party system in Yukon is either ignored or by-passed; no provision is made for adjusting territorial representation in the House of Commons; no provision is made for any representation from the territories at federal-provincial first ministers' conferences. Dr. Elliott noted: "If the aim of such a conference is to broaden the base on which important national decisions are made, and to ensure that such decisions are responsive to the interests of various regions of Canada, such an omission is counter-productive as well as unfair to the people of the territories."

In all, 15 main points were covered in the brief, affecting the people of Yukon, as well as a number of other general concerns Dr. Elliott expressed about the proposals. "Overall, with one or two exceptions, the treatment of Yukon Territory and the Northwest Territories in the Constitutional Amendment Bill, 1978, does not appear to do justice to the residents of these territories of Canada. In regard to the status, consultation, and national participation granted by the Bill to his territorial government, the citizen of the territory is treated, in effect, as a second-class citizen in comparison with his neighbours in their provinces to the south. Surely he deserves better in a Bill seeking to provide all Canadians with a new, more meaningfull constitution."

Yukon Archives Obtains Valuable Collection - September 14, 1978

The grandson-nephew of two Klondike Gold Rush pioneers has made it possible for the Yukon Archives to acquire the largest single private collection of books, manuscripts, photographs, periodicals, newspapers and maps of Yukon's history. The Yukon Archives was aided in the acquisition by the Devonian Group of Charitable Foundations of Calgary, which put up half the funds needed to purchase the valuable collection.

The archival material represents more than 20 years of dedicated collecting by Atlin resident Bob Coutts. Born in Cobalt, Ontario of a mining family, Coutts has worked around Yukon and northern British Columbia since 1964 and has made Atlin his permanent home since 1973. His grandfather and great-uncle arrived in the Klondike in 1897 and his great-uncle, Peter Coutts, was the mayor of Grand Forks, Yukon in 1903.

Territorial archivist Linda Johnson said Coutts had travelled thousands of miles, written thousands of letters and spent thousands of dollars to put the collection together. She described the collection as unsurpassed in scope with mint condition items including maps, photographs and original manuscripts which are the only ones in existence. Most of the collection dates from the Klondike Gold Rush, she said, but there are many pre-Gold Rush items and some extremely rare books. "He knew what to look for and looked for the best. He travelled to book stores around the world, a task the Yukon Archives would never be able to duplicate," Johnson said.

Department of Information Resources Minister Flo Whyard said Coutts "has taken great pains to keep the collection in Yukon. He could have allowed a university or a foundation to buy the works and take them outside of the territory. He allowed us time to investigate means of acquisition." Whyard also said that Coutts could have accepted a larger sum of money from outside interests for his collection because it was evaluated at a much higher amount. "He had turned down offers because he wanted to see the collection remain in Yukon," said Johnson. "By allowing us the lower purchase price, he has made a valuable contribution to the people of Yukon and the archives." Total price to be paid for the collection is $125,000 with half of the amount coming from the Devonian Foundation. Several private businesses operating in the North are also offering financial assistance.

Concern Expressed Over Conflict Of Interest With Federal Government - October 2, 1978

A jurisdictional dispute is developing over recreation, wild rivers and wilderness areas, says Executive Committee Member responsible for Renewable Resources Dr. Jack Hibberd. The Minister made the comment following his return from a recent Conference of Federal-Provincial Parks Ministers in Victoria, at which Yukon Government was present as a fully accredited delegation. Dr. Hibberd was invited at the Conference to examine new federal parks draft policies and met with provincial collegues and Hugh Faulkner, Minister of Indian Affairs and Northern Development.

"New policies being discussed by the federal and provincial delegations at the conference included two new fields of study of vital importance to the North," Dr. Hibberd said. "They concern wild rivers and wilderness areas throughout Canada and it is expected these will be implemented in the North".

Dr. Hibberd said he came away from the meeting concerned by what appears to be a conflict of interest with the federal government. It seems, he said, that the provincial ministers did not want to see these procedures established in the provinces until more details were made known to them and until the jurisdictional dispute between provincial and federal governments were settled. There is no doubt the provinces do not wish to see any further national developments without a controlling interest "invested in the drafting of any new policies connected with environmental issues", Dr. Hibberd said. "It becomes apparent that a national parks policy is conceived primarily with resource preservation in mind and not recreation. Although this may not harm other provinces in the responsibilities they carry for recreational lands they administer, it places Yukon in a dilemma which only aggravates the land issue in the Territory".

Dr. Hibberd said the dilemma became evident when both the federal and provincial ministers agreed that responsibility for recreation lay with the provinces, while in Yukon, the land base and financial position of the Yukon Government is very much dependent on federal controls. Referring to Parks Canada's development of parks systems in Yukon, which reflect the conservation position of the federal government, Dr. Hibberd said the problem stands out as one of jurisdictions without the appropriate means to carry out its respective responsibilities.

"We simply have not been able to develop a complementary Territorial parks system to fill the need for recreation facilities demanded by both residents and tourists in Yukon. The problem is one of land control and additional revenues needed to meet new pressures in the context of northern development," Dr. Hibberd said.

YUKON ARCHIVES RECEIVES ADDITIONAL FUNDS TOWARDS COUTTS COLLECTION - Nov. 1, 1978

Kelly Douglas Ltd. of Vancouver has announced its intentions to financially support the acquisition of the Coutts Collection, announced earlier by the Yukon Archives. President R.J. Addington said Kelly Douglas will donate $ 25,000 towards the balance of the purchase price and plans to organize additional activities early in the new year, to raise more money for the archives acquisition of the collection.

"The Coutts collection is one of the archives most important acquisitions", archivist Linda Johnson said. "Kelly Douglas has a long and historic relationship with Yukon and continues to be a major supplier for many generations of Yukoners. We are very pleased and grateful that one of our oldest corporate citizens is able and willing to help us purchase this historical collection."

The Yukon archives has been searching for private and public donations since the valuable collection was sold by Coutts last September, for $ 125,000. This recent donation has brought the Archives three quarters of the way towards meeting the final amount specified in the acquisition. Other donors have been, the Devonian Group of Charitable Foundations, of Calgary, which has offered to pay half the total amount of acquisition price, and, Cassiar Asbestos Corporation, of Vancouver. Although the archives is well on its way to meeting the full cost, it is continuing on its ongoing search for additional funds while considering cataloguing the contents of the collection.

COMMISSIONER TELLS CONFERENCE THAT YUKON MUST BENEFIT - October 4, 1978

Commissioner Art Pearson told delegates to a Financial Post sponsored seminar in Calgary today that benefits of the proposed Alaska Highway natural gas pipeline project to Yukon have to be long term or they are not benefits at all. In his overview of the possible impact of the project, the commissioner outlined various measures which are planned to control social, economic and environmental impact. "Through these and other measures we are confident that the Alaska Highway gas pipeline project can be used to stimulate long range economic growth in Yukon within acceptable limits of short term and social economic disruption. Having expressed that judgement, however, I hasten to add that it is based entirely on the presumption and confidence that the project will continue to receive close public scrutiny, extensive planning and continued cooperation and good faith between the corporate and government players involved. A cavalier attitude by anyone of the very real fragility of the North is a sure prescription for disaster", Commissioner Pearson said.

He told the delegates that the project the size of the gas pipeline construction requires a good deal of planning and that while the Yukon government was prepared if the pipeline construction started in 1981, "we won't mind,at all, having another six months or a year to prepare." He predicted Yukon would end up with a more highly skilled work force as a result of construction and 200 permanent jobs which would assist greatly in strengthening of small towns outside Whitehorse if

the jobs are filled by Yukoners.

"The pipeline", Commissioner Pearson said, "will yield substantial ongoing revenues to the Yukon government, helping it in turn provide better services to its citizens while at the same time lessening its economic dependency on the Government of Canada. This is consistent with our long range objectives of greater self-reliance. It was the territorial government's belief that the key to controlling socio-economic impacts was to keep speculative in-migration to managable levels," he continued. "We hope to prevent dramatic temporary increases in population which would overwhelm our limited social infrastructure and could cause profound social and cultural shock in our smaller communities."

He told the delegates that many were committed to seeing a just settlement to Native land claims in Yukon. "I believe the settlement of these claims prior to the construction of the pipeline, if not an absolute and legal necessity, is certainly highly desirable. The building of the pipeline and the permanent growth which will occur because of it, could offer Yukon Natives an ideal opportunity to gain employment, to obtain job skills and to establish a viable economic base. Their ability to capitalize on this opportunity would be greatly enhanced by an early settlement of their claims."

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CANADIAN NORTHERN POSTAGE STAMPS FOR 1979

On 10 April, a 35 ¢ stamp will be issued in the endangered wildlife series picturing a whale; on 27 April, a $ 2 definitive will picture Kluane National Park in Yukon; on 13 September, the continuing series depicting the lifestyles of the Canadian Inuit as revealed through their art will picture types of shelter used by the northern natives on four stamps.

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DIESEL FUEL SPILL IN BEAUFORT SEA CONFIRMED - November 7, 1978

Northern affairs minister Hugh Faulker has confirmed that as much as 4,000 gallons of diesel fuel may have been spilled into the Beaufort Sea from a CanMar vessel last week.

Supplier IV, a supply ship for the CanMar drilling fleet, possibly hit an obstruction while leaving Tuktoyaktuk harbour on October 28 and ripped a 40-inch hole on the bottom of the vessel. Some 4,000 gallons of P-40 diesel fuel escaped from the 10,000 gallon tank before it was pumped dry.

"The implications of the spilled fuel in the environment will likely be minimal", Mr. Faulkner said. "The substance is light diesel fuel which would normally evaporate from the surface of the water. However, the ship was breaking two feed ot ice at the time of the spill and the fuel has become frozen into the ice."

"Our search to date hos not resulted in our locating the oil spill. My officers have been monitoring this incident and it is anticipated that the fuel will evaporate during spring breakup."

Indian and Northern Affairs
Communiqué

ARCTIC BOOKS REVIEWED, 1977

compiled by Nora T. Corley

Several polar periodicals regularly print reviews of new and current books. Some are reviewed only once, some many times. The following is a listing of those polar books reviewed in 1977 in Arctic, Arctic and Alpine Research, Arctic Bulletin, The Beaver, The Canadian Geographical Journal, The Musk-Ox, North/Nord, and The Polar Record. Some of the books reviewed in these publications are not polar in content; these have not been included here. The reviews in North/Nord did not always include complete bibliographical information; those with incomplete citations are marked with an asterisk (*).

André, Anne Je suis une maudite savagesse. Montréal, Éditions Leméac, 1976. 243p. $ 8.95
North/Nord 24:2, p58-59; by Anne Talbot

The arctic circle. Aspects of the North from the circumpolar nations. Toronto, Longman, 1976. 145p. $ 3.95
North/Nord 24:4, p66; by Hugues Morrissette

Arnaktauyok, Germaine, illus. Stories from Pangnirtung. Edmonton, Hurtig, 1976. 100p. $ 5.95
The Canadian Geographical Journal 94:2, p75; by H.W. Love

Ashley, Maurice Rupert of the Rhine. London, Hart, Davis, MacGibbon, 1976. 200p. $ 16.75
The Beaver outfit 308:1, p58-59; by John Miller

*Badley, Jo-Ann, Anthea Bussey, Tracey Read and Audrie Walker Yukon women. Whitehourse, Yukon press. 192p.
North/Nord 24:6, p66; by Marilyn Amendola

Barber, M. L. Natural resources of British Columbia and the Yukon. Vancouver, Douglas, David and Charles, 1977. 155p. $ 14.95
The Canadian Geographical Journal 95:1, p77-78; noted

*Baie James - route d'accès. Réalisation: Daniel Étienne Laby; Publication: Desjardins, Sauriol et Associés. 93p.
North/Nord 24:5, p67; by Agathe Legault

*Baker, Peter Memoirs of an arctic arab. The story of free-trader in northern Canada. Yellowknife Publishing Co. $ 4.95
North/Nord 24:3, p57; by Robert F.J. Shannon

*Barkhouse, Joyce C. George Dawson, the little giant. Toronto, Clarke Irwin and Co. Ltd. $ 7.50
North/Nord 24:2, p59; by John Fowler

Berton, Pierre My country, the remarkable past. Toronto, McClelland and Stewart, 1976. 320p. $ 12.95
The Beaver outfit 307:4, p61-62; by Frits Pannekoek

Klemp, Egon, comp. and ed. America in maps dating from 1500 to 1856. N.Y. and London, Holmes and Meier Publishers, Inc., 1976. $ 3.35
The Canadian Geographical Journal 94:1, p71; by B. Kidd

Kurelek, William The last of the Arctic. Toronto, McGraw-Hill Ryerson, 1976. 96p. $ 19.95
The Beaver outfit 308:1, p61-62; by Jean Blodgett

Lamontagne, Roland La baie James dans l'histoire du Canada. Montréal, Libraire Beauchemin ltée., 1974. 115p.
North/Nord 24:5, p66-67; by Jacqueline April

Lucas, Joseph, Susan Hayes and Bernard Stonehouse Frontiers of life: animals of mountains and poles. London, Aldus Books Ltd., 1976. 144p. £ 3.95
The Polar Record 18:115, p404-405; by Nigel Bonner

*McDearmon, Kay Polar bear. Dodd Mead and Co.
North/Nord 24:5, p67; by Robert F.J. Shannon

McKinlay, William Liard Karluk: the great untold story of arctic exploration. London, Weidenfeld and Nicolson, 1976. 170p. £ 4.95
Arctic 30:2, p128-129; by Moira Dunbar

The Canadian Geographical Journal 94:1, p69-70; by Thomas E. Appleton

North/Nord 24:4, p66; by L.A.C.O. Hunt

The Polar Record 18:115, p403-404; by Roland Huntford

Marsh, Winifred Petchey The people of the willow. The Padlimiut tribe of the Caribou Eskimo. Toronto, Oxford University Press, 1976. 64 p. $ 9.95
The Canadian Geographical Journal 95:1, p75; by Graham Rowley

Morrah, Patrick Prince Rupert of the Rhine. London, Constable, 1976. 486p. $23.50
The Beaver outfit 308:1, p58-59; by John Miller

Mowat, Farley Canada North now. Toronto, McClelland and Stewart, 1976. 192p. $ 5.95
The Beaver 307:4, p62-63; by Graham Rowley

North/Nord 24:3, p56; by A. Stevenson

Nettleship, D.N. and P.A. Smith, eds. Ecological sites in northern Canada. Ottawa, Canadian Committee for the International Biological Programme, 1975. 330p. $ 3.75 available from: Co-ordinator, IBP Committee Panel 9, c/o Canadian Wildlife Service, Ottawa
Arctic 30:2, p124; by Jaap Kalff

Ogilvie, M.A. Winter birds. London, Michael Joseph, 1976. 224p. £ 5.75
The Polar Record 18:115, p404-405; by Nigel Bonner

Nickels, Nick Canoe Canada. Toronto, Van Nostrand Reinhold Ltd., 1976. 278 p. $ 9.95
The Beaver 307:4, p63; by Alex M. Hall

Overvold, Joanne, ed. A portrayal of our Metis heritage. Yellowknife, produced by the Metis Association of the Northwest Territories, 1976. 142p. $ 8.00
The Beaver outfit 308:1, p62-63; by Wally Firth

*Pearse, Peter H., ed. The Mackenzie pipeline: arctic gas and Canadian energy policy. Toronto, McClelland and Stewart Ltd.
North/Nord 24:2, p58; by Ken Shindler

Preston, Richard J. Cree narrative: expressing the personal meanings of events. Ottawa, National Museums of Canada, 1976. 308p. $3.50 (National Museum of Man. Mercury Series. Canadian ethnology Service Paper no. 30)
Arctic 30:3, p192-193; by Adrian Tanner

Radfoth, N.W. and C.O. Brawner, eds. Muskeg and the northern environment in Canada. Toronto and Buffalo,University of Toronto Press, 1977. 399 p. $ 35.00
Arctic 30:4, p250; by J.C.F. Tedrow

Rasky, Frank The polar voyagers. Scarborough, Ont., McGraw-Hill Ryerson Ltd., 1976. 320p. $ 17.95
The Musk-Ox no. 20, p95-96; by Walter O. Kupsch

The Polar Record 18:116, p515-516; by Roland Huntford

Richardson, Boyce Strangers devour the land. Toronto, MacMillan Co. of Canada, 1975. 355p.
North/Nord 24:5, p65; by L.A.C.O. Hunt

Rink, Henrik Danish Greenland: its people and products; with a new introduction by Helge Larsen. Montreal, McGill-Queen's University Press, 1975. 468 p. $ 25.00
Arctic 30:1, p65-66; by Trevor Lloyd

Rink, Henrik Tales and traditions of the Eskimo; with a new introduction by Larsen. Montreal, McGill-Queen's University Press, 1975. 472p. $ 25.00
Arctic 30:1, p65-66; by Trevor Lloyd

Ross, W. Gillies Whaling and Eskimos: Hudson Bay 1860-1915. Ottawa, National Museums of Canada. 1975. 164p. $ 11.25 (National Museum of Man. Publications in Ethnology, no. 10)
Arctic and Alpine Research 9:3, p317-318; by Robert McGhee

The Canadian Geographical Journal 93:3, p72; by Randall Reeves

VanStone, James W. ed. A.F. Kashevarov's coastal explorations in northwest Alaska 1838; edited with an introduction by James W. VanStone. Translated by David H. Kraus. Chicago, Field Museum of Natural History, 1977. 104p. $ 4.00 (Fieldiana: Anthropology, v.69)
Arctic 30:4, p251-252; by Joan B. Townsend

VanStone, James W. The Bruce collection of Eskimo material culture from Port Clarence, Alaska. Chicago, Field Museum of Natural History, 1976. 117p. (Fieldiana: Anthropology, v.67)
Arctic 30:4, p248-249; by Donald W. Clark

Wilson, Roger, ed. The land that never melts. Auyuittuq National Park. Toronto, Peter Martin Associates Ltd., in association with the Department of Indian and Northern Affairs, 1976. 212p. $ 5.95
The Beaver outfit 308:1, p63; by David Buetow

The Canadian Geographical Journal 94:1, p72; by Randall R. Reeves

Wright, Allen A. Prelude to bonanza; the discovery and exploration of the Yukon. Sidney, B.C., Gray's publishing, 1976. 301p. $14.95
The Beaver outfit 308:1, p60-61; by W. Brian Spiers

The Canadian Geographical Journal 95:1, p72; by Malcolm Sutherland-Brown

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INUKSHUK, THE ANIK-B SATELLITE

The traditional Inukshuk, the historic routemarker used by nomadic Inuit of the past, is making the jump into spaceage. Inukshuk is the winning name chosen from thirty-nine submissions sent from all accross the North during ITC's contest to find the best Inuktikut name for our major communications project using the Anik-B satellite. It was such a good name, we had a tie! It was suggested by David Audlakiak of Frobisher Bay and also by Larry Ussak of Rankin Inlet. The winners are going on a free trip to Florida paid for by ITC and Telesat Canada, to watch the launch of the Anik-B satellite from Cape Canaveral Dec. 15. All submissions were carefully considered during a recent four-day training meeting of five regional project co-ordinators. The job of choosing a name was a hard one because there were many excellent suggestions and the name had to have the same meaning in all of the regional dialects. Inukshuk was chosen because of the important communications role the stonemarkers played among Inuit who used to depend on them to guide the way along hunting routes and find the way home.

News Release
Inuit Tapirisat of Canada

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KELLETT'S SUPPLIES: SURVIVED TIME BUT NOT PEOPLE

More than polar bears have prowled about Kellett's storehouse.

That's the observation of a crew of seven archaeologists and conservators after a three-week stay this summer at the Dealy Island site where Captain Henry Kellett left supplies in 1853 for missing naval officer Sir John Franklin. Dealy Island is near Melville Island in the High Arctic.

Much had been disrupted in the storehouse since last summer, when Dr. Robert Janes, director of the Prince of Wales Northern Heritage Centre, led the first expedition to the site. "The storehouse was badly disturbed when we got there," said Brian Walker-Yorga, archaeological field director of this summer's expedition. "One of the corner timbers was sawn off and pieces of the timber were missing."

Mr. Walker-Yorga added that certain documented artifacts were missing such as pulley-block fragments made of lignum vitae, an Asian hardwood, as well as tins of food and pieces of clothing and boots.

The crew officially established Kellett's storehouse as a Northwest Territories Historical Site. That means anyone who disturbs the site or removes any of the artifacts is subject to prosecution.

But curiosity-seekers and souvenir-hunters will have a more difficult time removing anything from Kellett's storehouse now. Mr. Walter-Yorga and his crew restored and stabilized the storehouse and secured most of the removable artifacts that remain. They built a floor and rebuilt walls.

And they photographed the repairs as they made them.

The crew took samples and brought back to Yellowknife nearly a ton of materials and artifacts. They returned with tins of food including carrots, mutton, even tripe and onions. They dug up wine bottles of all colors. They brought back tent poles and socks and pieces of clothing and boots.

Among the notable artifacts are an oven or water boiler and a coal-burning ship's stove in good condition. As well, there is a pair of hip-length leather boots with cork soles, cobbled with wooden nails.

Dr. Janes said the task now is to sort all the material and analyze samples as well as arrange some of the artifacts for a display in Kellett's storehouse when the museum opens next year.

He said the archaeological expedition was funded by the Territorial government through the museum but there was both Territorial and Federal involvement. Dr. Janes said that no further expeditions to the site are planned at this time but others will be required in the future.

On the expedition with Mr. Walker-Yorga were artifact conservators Charles Secombe-Hett and Bob Senior of the Canadian Conservation Institute, a branch of the National Museums of Canada, and architectural conservator Martin Weaver of the engineering and architecture branch of the department of Indian and Northern affairs.

Mr. Walker-Yorga's assistant was Larry Titus of the University of Toronto. An archaeological trainee from Inuvik, John Ostrick, was a member of the team as well as photographer Robert Lemon of Carleton University.

The Interpreter, September 1978

THE ARCTIC CIRCLE

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ARCTIC CIRCLE MEETINGS - The regular meetings of the Arctic Circle are held on the second Tuesday of every month, October to May, at 8.30 p.m. at the Staff Lounge, University of Ottawa.

Out-of-town members who wish to receive notices of these meetings and, thereby, be informed in advance regarding the guest speakers and the topics to be discussed, should address their requests to the Secretary.

THE ARCTIC CIRCULAR is published four times a year. Correspondence, papers and reports are welcomed from all members, from persons living in the north, or from anyone having information on general northern activities, research and travel, or on technological, industrial or social developments. Contributions and correspondence should be addressed to the Editor, The Arctic Circular, 185 Kamloops Avenue, Ottawa, Ontario K1V 7E1.

Back issues of The Arctic Circular on micro film are available, single copies at $ 1.50 and complete sets (Volumes I to XXV) at $ 100.00. Requests should be addressed to the Publications Secretary.

MEMBERSHIP DUES - Dues are payable as of 1 January. New members joining the Arctic Circle in the Fall or at any time during the period between the last meeting in the Spring and the first meeting in the Fall (usually May-October) will be considered paid up members for the following year. The dues are:

Members living in the Ottawa area	$ 7.00
Out-of-town members	$ 3.00
Student Membership	$ 5.00
Libraries and institutions	$ 5.00