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# Department of the Interior

DOMINION LANDS ADMINISTRATION



12th May, 1934.

Sir,-

I have the honour by direction to confirm the telephone conversation and to advise that a Special Session of the Northwest Territories Council will be held on Monday, the 14th day of May, 1934, in the office of the Commissioner, at 2.30 o'clock in the afternoon.

Enclosed please find the following,-

- (1) Minutes of the Fifty-second Session - 4th May, 1934;
- (2) Agenda for Special Session;
- (3) Statement of Government requirements in Eastern Arctic, 1934.

As already advised, Mr. Ralph Parsons, Fur Trade Commissioner of the Hudson's Bay Company, will be present for the purpose of discussing the Government requirements in the Eastern Arctic this year.

Your obedient servant,

D. L. McKeand,  
Secretary,  
Northwest Territories Council.

W. C. Bethune, Esq.,  
Office of the Deputy Minister,  
Department of the Interior,  
O t t a w a.

- AGENDA -

Tuesday, 15th May, 1934.

2:30 p.m.

1. Confirmation of Minutes.

Fifty-second session - Friday, 4th May, 1934.

2. Matters of Urgent Importance.

(a) Eastern Arctic Patrol 5031-9

1. Hudson's Bay Company -  
Offer - 10th February, 1934.
2. Man Isle Transportation Company -  
Offer - 10th January, 1934.
3. Itinerary 1934 (copy attached)
4. Government Party- freight, etc.  
(Statement of requirements attached)

(b) Public Aid to Hospitals

1. Application for beds, etc , Fort Smith Hospital 204-4  
(Referred to Department of Indian Affairs)

(c) Reindeer Committee 4819  
7305

Minutes of meeting - 26th April, 1934.

(Mr. Porsild to be in attendance)

(d) Wolf Bounties. 305

Reports from R.C.M.P. on wolf menace.

(e) Scientific Expeditons

1. Shackleton 7022

(Permits being issued)

2. Wordie 7839

(Permits issued and Department External  
Affairs advised)

3. Bartlett- Carpenter 5099

(Letters written regarding Government  
representatives)

4. Donald B. MacMillan 572-3

(Letters written regarding Government  
representative)

(f) Northwest Game Regulations 4567

Alleged exploitation of Eskimo and  
Coppermine trade prices.

GC00  
2/6

(g) <u>Convention of Medical Officers</u>	7320 6133
Decision regarding necessity this year in view of limited appropriations.	
(h) <u>Fort Smith - Fitzgerald Portage Road</u>	4711-2
Recent developments -	215-2
1. Representations by	
(a) Northern Traders.	
(b) J.K.Cornwall.	
(j) <u>Telephone connection at Fitzgerald</u>	7197
(j) <u>Mr. Rowatt's retirement</u>	

3. Items to be dealt with at a later session

(a) Workmen's Compensation	4795
(b) Medical Officers annual report on hospitals	38
(c) Maintenance of children who have one or more parents living.	4739-2
(d) Graduation age of destitute orphan children from residential schools	2669
(e) Eskimo relief - Quebec	7644 7257
(f) Order of House of Commons for copies of all correspondence etc., relating to the last four expeditions to Bache Peninsula.	294
(g) Letter from W.F.Cooke, Fort Smith, suggesting certain amendments to the Northwest Game Regulations.	5738
(h) Policy regarding length of service for Medical officers in the Northwest Territories.	5917
(i) Distribution of buffalo hides	7562
(j) Winter landing field at Fort Smith	6372 -2
(k) Regulations governing steam boilers	7353
(l) Transportation of destitutes	7882

COUNCIL OF THE NORTHWEST TERRITORIES

Minutes of a Special Session of the Northwest Territories Council held on Tuesday, the 15th day of May, 1934, in the office of the Commissioner.

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PRESENT -

Mr. R. A. Gibson (In the Chair)	- Acting Commissioner.
Dr. Charles Camsell	- Member of Council.
Mr. Austin L. Cumming	- " " "
Major-General J. H. MacBrien	- " " "
Dr. Harold W. McGill	- " " "
Major D. L. McKeand	- Secretary.

IN ATTENDANCE -

Mr. J. Lorne Turner	- Acting Chairman, Dominion Lands Board.
Mr. Ralph Parsons	- Fur Trade Commissioner, Hudson's Bay Company, Winnipeg, Manitoba.
Mr. George Watson	- Eastern Manager, Hudson's Bay Company, Montreal, Quebec.
Mr. A. E. Porsild	- Dominion Lands Adminis- tration, Department of the Interior.
Mr. W. M. Cory	- Assistant Solicitor, Department of Interior.

Confirmation of Minutes -

It was moved by General MacBrien, seconded by Dr. McGill, that the Minutes of the Fifty-second Session of the Northwest Territories Council, held on Friday, the 4th day of May, 1934, be confirmed.

2. Matters of Urgent Importance -

(a) Eastern Arctic Patrol -

5031-9  
7791

(1) Hudson's Bay Company -  
Offer - 10th February, 1934.

Mr. Gibson mentioned that a tentative offer had been submitted by the Hudson's Bay Company to take care of the 1934 Eastern Arctic Patrol for \$21,000.00, but that certain parts of the required Government work were not included in the draft itinerary. He said that the requirements were somewhat the same as last year although there would be more freight and possibly increased personnel, and the situation was identical in the matter of finances - a limited amount of money would be available which must cover all necessary work.

General MacBrien said that a reply had not yet been received from the Danish authorities to the request for permission to employ Greenland natives at Craig Harbour but that in any event the ship should call at Robertson Bay to pick up the Police supplies brought there from Fram Havn.

Mr. Parsons asked whether it would not pay better to replace the personal equipment, mentioning that it would probably cost about \$2,000.00 for the "Nascopie" to make the trip to Robertson Bay.

General MacBrien said that there were some articles of sentimental value to the owners which could not be replaced, but after

discussion he said that if it was not necessary to go Robertson Bay to pick up Greenland natives that the trip should not be made for the sole purpose of securing the Police supplies which consisted principally of personal equipment and belongings.

Major McKeand was asked to compare this year's requirements with 1933. He said that the difference in the number of personnel was due principally to the increased number of Police, nine being sent north this year instead of five. General MacBrien stated that the number would probably be eight, not nine. Major McKeand said the scientific and administrative personnel would be somewhat fewer this year and that altogether it was expected the Government party would number fourteen as compared with twelve last year.

The items relating to freight, as indicated on the statement attached to the Agenda, were gone over carefully. The thirty-one tons of freight for the Royal Canadian Mounted Police at Fort Nelson was dropped as General MacBrien explained that the Fort Nelson Detachment was being withdrawn. Summed up it is estimated that the total tonnage will be 259 from Montreal and Churchill - approximately 69 tons more than in 1933. It is impossible at the present time to state definitely the amount of freight to be shipped from each port but it was promised that definite information in this regard would be supplied Mr. Parsons at as early a date as possible.

Mr. Parsons explained that from their standpoint, it would facilitate matters if as much freight as possible could be shipped from Churchill, inasmuch as the capacity of the ship out of Montreal will be fairly well taxed this year. On the other hand General MacBrien stated that they would prefer shipping their freight from Montreal as it would cost less.

The Secretary said that Bishop Turquetil was not quite satisfied with the coal he had last year, which was secured at Churchill. Although it was Welsh coal it was of too soft a grade and he wished this year to secure something a little harder. The Bishop was not sure when last in touch with the Department, whether he would secure his coal at Churchill or Montreal.

It was stated that so far as freight and personnel for Chesterfield and Baker Lake was concerned, this might be handled on the "Fort Severn" or some other vessel smaller than the "Nascopie".

Mr. Parsons said that they would be able to handle the freight whatever the final decision was as to the point at which it should be put on board but that a great deal depended on whether the "Nascopie" had to go to Robertson Bay because in that event it would be necessary to put on more coal and therefore they might be unable to take the whole of the Government freight from Montreal.

Mention was made that there would be two medical officers going north this year. Major McKeand said that if one of them was dropped at Burwell to carry out an inspection of the Ungava Bay District, which inspection is very desirable, and Dr. Livingstone dropped at Chesterfield, it would mean that the ship would be without a Doctor from the time she left Chesterfield until the second call at Burwell. Mr. Parsons did not think this would be a serious violation of the Regulations governing the operation of passenger ships. This point is to be dealt with when it is known definitely whether Dr. Livingstone will be going into Chesterfield by the "Nascopie" or the "Fort Severn".

Mr. Parsons said that they would be able to take care of the total Government requirements this year and would be prepared to renew the contract on the same basis as last year, i.e. do all Government work as enumerated for the sum of \$23,000.00. He said he would draft an Agreement for the consideration of the Department,

which could be altered if necessary and re-submitted to him.

In answer to an enquiry, Mr. Parsons said that they would be establishing a post at Dundas Harbour this year but did not contemplate requesting permission to open one at Craig Harbour.

Mr. Gibson told Mr. Parsons that the Department would probably be asking him for a list of the natives trading at the various posts, the prices charged for trade goods, and the prices allowed for pelts. Mr. Parsons said they would be pleased to supply it, and mentioned that the Hudson's Bay Company has a very complete record of births, marriages, and deaths amongst the natives and would willingly supply copies or extracts from their records.

Mr. Gibson said that Major McKeand had brought up the question of the necessity for those fishing in northern Quebec to take out a fishing license. In view of the location General MacBrien agreed that there was no need to raise the point now.

The question of control of publicity was discussed briefly. It was agreed that all the Company's officials, as well as Government officials, should co-operate to the fullest possible degree in giving those visiting the Arctic a proper impression of the way in which affairs are conducted there. Mr. Parsons remarked that Mr. Russell Owen was furnished with free passage by the Company last year.

The matter of having all or a portion of the Police personnel get on board the Patrol ship at Moosonee or Churchill was mentioned, but General MacBrien said that in view of the fact that the personnel for the Eastern Arctic were selected principally from Eastern Detachments, it would be preferable for them to go on board as a party at Montreal.

Messrs. Parsons and Watson then retired.

(2) Man Isle Transportation Company -  
Offer - 10th January, 1934.

The Secretary read a letter dated the 11th instant received from Mr. E. Hawken, Assistant Deputy Minister of Marine, enclosing a copy of one from the Senior Steamship Inspector, Halifax, in which the opinion was expressed that the "Man Isle" was not suited for navigation north of Hudson Strait (Copies attached).

It was moved by General MacBrien, seconded by Mr. Cumming, that a contract with the Hudson's Bay Company be drawn up along the lines of last year's Agreement and today's discussion in Council, and recommended to the Minister of the Interior for acceptance.

(e) Scientific Expeditions -

(1) Shackleton -

7022.

The Secretary read a draft letter to Dr. Skelton which it was proposed to submit for the consideration of the Minister of the Interior. It was suggested the draft be changed slightly, mention being made (1) of the fact that the caches at Bache Peninsula and Fram Havn are Royal Canadian Mounted Police caches and do not contain much in the way of food, (2) that the caches should not be depended upon as food reserves as they will probably be required in connection with future Police patrols, (3) that the Expedition will not be permitted to kill musk-oxen for any purpose, (4) that the Expedition will be accompanied by Corporal Stallworthy of the Royal Canadian Mounted Police, whose travelling and subsistence expenses will be borne by the Expedition. With these changes it was moved by General MacBrien, seconded

by Dr. McGill, that the letter be approved. (Copy of letter attached).

(c) Reindeer Committee -

4819  
7305.

Mr. Porsild was asked to come in at this point. Each member of the Northwest Territories Council had been furnished with a copy of the Minutes of the Meeting of the Inter-departmental Reindeer Committee held on the 26th day of April last. To facilitate the presentation of information to Council, Mr. Gibson asked Mr. Porsild certain questions, as follows,-

1. What condition is this herd in now?

Mr. Porsild reported not having seen the herd since it stampeded back to the west side of the Delta. Mr. Crowley told him on March 2nd that the majority of the animals had been rounded/~~up~~ and were at Shingle Point. The herders were bringing in the strays as circumstances permitted. Mr. Crowley thought the herd in rather poor shape but Mr. Porsild had pointed out this is only natural as the reindeer are usually thinner in the early spring than at other times. However their condition has been somewhat aggravated by forced driving in the depth of winter but with care this summer the condition of the herd would be normal. Andrew Bahr estimated about 2,200 head at the commencement of the drive on the 24th December last. Mr. Porsild considered this to be a guess only. He said the Lapp herders reported twenty-six (26) animals dropping out on the drive and were promptly killed. The general impression seemed to be that there were probably not over 2,000 deer left in the spring, before fawning.

2. Is it the same stock that Mr. Porsild selected?

Mr. Porsild stated the stock is the same as that selected in Alaska and no admixture has occurred since the drive commenced in December, 1929. The original herd was composed of Buckland deer and the Lapp herders report the animals as strong and healthy and somewhat larger than the European deer.

3. What is the proportion of males and females?

The original proportion of about 90 females to 10 males no longer exists, according to Mr. Porsild. He thinks the proportion of females run as low as 60%. Mr. Porsild considered that 10% males are sufficient for breeding purposes and when the herd becomes established, this percentage should prevail as far as possible.

4. Will this herd, moved to the east side of the delta, without serious damage, constitute a reasonably satisfactory nucleus for our experiment?

If the herd now at Shingle Point is delivered in its present condition, Mr. Porsild thinks that it would be quite satisfactory. However some of the original animals will be beyond the useful age and the proportion of males to females must be adjusted, but the progeny born enroute should be very good. He mentioned that the original Alaskan herd only numbered 1,280 animals.

5. What will be our yearly bill of expense?

We provided this year for \$23,334.00, based on delivery this spring. This amount should not be exceeded for some years to come. Furthermore it is anticipated that reindeer products will be taken in lieu of wages when the herd has reached a safe maximum.

6. What organization will be required?

The following organization is considered necessary - Superintendent, Assistant Superintendent, three (3) Lapp herders,

three (3) Eskimo herders, and two (2) Labourers, or a total of ten (10) full paid employees. The number of apprentices will likely vary. It is anticipated that just as soon as the herd numbers over 5,000 head, some of the apprentices will be absorbed as full time herders.

7. What wages will we have to pay?

The classification of Superintendent and Assistant Superintendent to be fixed by the Civil Service Commission. Mr. Porsild explained that it would only be necessary to have one supervising officer. Lapp herders - \$70.00 to \$75.00 per month, plus ration not to exceed \$200.00. Eskimo herders - not exceeding the scale of wages paid the Lapp herders. Foreman labourers - \$110.00 per month, plus rations and quarters. Labourers - \$80.00 per month, plus rations. Apprentices - Board and lodging, with pocket money.

Mr. Porsild suggested that the above wages for herders and labourers should be considered as the maximum only. In many cases herders, with limited experience, should be started below the maximum rate.

8. What is the chance of obtaining Eskimo apprentices?

Mr. Porsild thought there would be no difficulty in obtaining Eskimo apprentices from the residential schools or direct from Eskimo families. He stated that the Eskimos of the District are very much interested in the herd, much more so under present conditions than they were when times were better and they had too much money.

9. Will there be a hazard from wolves and, if so, what steps should be taken to combat this?

Mr. Porsild thought there should be a small bounty on wolves. It was suggested that the hunter be allowed to keep the pelt. He did not think it would be possible to get rid of wolves altogether and mentioned that the most effective way would be by the use of poisoned bait, but that this would not be safe inasmuch as the deer might eat the bait.

10. Other conditions of employment for Lapps and natives.

Mr. Porsild said that the Lapps and Eskimo will probably want the right to trap. He stated that these employees will be very busy with their herding operations and will not have much time for trapping but would resent it if they were forbidden to do so. He said that in view of the nature of the country and of their duties, it would be quite easy to see that the privilege of trapping was not abused.

Mr. Porsild said that the system of paying a bonus to Lapps was a very inexpensive way of getting good results. Even a few dollars to the Lapps means a lot.

The Lapps are apparently quite satisfied with conditions at Kittigazuit although they find the climate rather severe.

11. Slaughter of surplus male and disposal of meat.

As soon as possible the surplus animals should be killed. Cold storage for the meat can be provided by tunnelling into a hill.

12. Marking of deer.

Mr. Porsild said it would be a simple matter to establish some mark on the Government herd. They are putting a numbered ear tag on the animals so that track can be kept of the individual stock.



13. Delivery of deer.

The chances are reasonably good for delivery next winter. Mr. Porsild did not see any reason why delivery should not have been made last fall if the matter had been attended to properly.

To protect itself, Mr. Porsild said the Government might eventually have to take delivery on the west side of the Delta. Mr. Gibson warned Mr. Porsild that the Government had a bond from the Lomen Company and said that under no circumstances must any Departmental officer take over the Company's share of responsibility although it is quite proper to help the Lomen Company. He also added that if the Company threw up its hands, Mr. Porsild should wire to Ottawa for instructions.

14. Grazing conditions at mouth of Mackenzie.

General MacBrien asked whether the country was suitable. Mr. Porsild said that in coming from Alaska he was very much impressed with the present reindeer grazing area and did not think there was any place like it in Alaska. The Lapps also felt the same way about it. General MacBrien explained that what he had in mind was the District in which the reindeer are at present located. Mr. Porsild said that there was sufficient food for the animals on the west side of the Delta but there the snow packed so hard in the winter that it was difficult and sometimes impossible for the deer to dig through. At such times the herd was driven back into the valleys. Mr. Porsild said that on the east side of the Delta the snow did not pack hard.

Mr. Porsild retired after being thanked by Mr. Gibson.

## (b) Public Aid to Hospitals -

## (1) Application for beds, etc., Fort Smith Hospital - 204-4.

It was reported that word had been received from District Agent McDougal at Fort Smith that the beds applied for by Father Lefebvre were required for a new wing to the hospital, also that following receipt of this advice, Dr. McGill had suggested that the cost be divided pro rata between the Departments of Indian Affairs and Interior - three-fifths (3/5) to be paid by the Department of Indian Affairs, and two-fifths (2/5) by the Interior Department.

It was remarked that in connection with the Anglican Hospital at Aklavik, the Department of Interior had recently authorized the purchase of beds for an extension and that the relative responsibilities of the two Departments was pretty much reversed in this case as compared with Fort Smith.

Dr. McGill was not willing to agree to assume a specific portion of the cost of the beds supplied for the Aklavik hospital without further consideration, but suggested that as far as the Fort Smith Hospital was concerned that the cost of the new equipment be borne by the two Departments as suggested, on a pro rata basis. This motion was seconded by Mr. Cumming and agreed to.

## (e) Scientific Expeditions -

## 2. Wordie.

7839.

The Secretary reported for the information of Council that this Expedition originally consisted of four people. Since then five additional names had been added and permits issued.

3. Bartlett-Carpenter - 5099 - 908.
4. Donald B. MacMillan - 572-3.

The letter which it was proposed to send to Commander MacMillan, based on the decision reached at the last meeting of the Northwest Territories Council, that the necessary permits would be granted on the understanding that a representative of the Dominion was taken along, was submitted for the consideration of the Minister who had suggested that the draft be referred to Dr. O. D. Skelton for advice as to the best wording to be used in such cases. The External Affairs Department thought it would be better to say in each case that the Expedition would be required to take along "a representative of the Government", but as Dr. Skelton is out of town a reply had not yet been received. It was pointed out that the more general term would cover members of the Royal Canadian Mounted Police and General MacBrien agreed that it would be better to use the expression "representative of the Government".

(f) Northwest Game Regulations -

Alleged exploitation of Eskimo and Coppermine trade prices - 4567.

Dealt with under Item 2 a (1), while Mr. Parsons was present.

(g) Convention of Medical Officers - 7320.

Mr. Gibson stated that he had been in correspondence with Dr. McGill in connection with this matter as it was thought that it might be of more importance and in the interests of the Mackenzie District Medical Service to bring out Dr. Urquhart, as he had been on duty steadily for quite a number of years, rather than spend the available money on arranging the conference. He said that from the Indian Department standpoint it appeared that it might be preferable to postpone the Conference, also that the Indian Department might be able to arrange to send a Doctor to Aklavik to relieve Dr. Urquhart, temporarily. He would look into this and advise later.

Dr. McGill pointed out that if a Conference was held, as suggested, it would mean that the whole of the Mackenzie District would be without the services of doctors, except at the point of the Conference. He thought it would serve just as well to bring one of the medical officers out each year. The matter is to stand pending further investigation.

(h) Fort Smith - Fitzgerald Portage Road - 4711-2 - 215-2.

Mr. Gibson reported that the Minister of the Interior had received representations from mining companies and others that the Alberta Government was renewing this year, the contract with Ryan Brothers, and that additional features were being introduced into the contract this year which were undesirable. Mr. Gibson added that Premier Brownlee was here recently and told the Minister that no clauses were being included that would make it more difficult for the companies concerned to handle their own freight, but that a clause was being included to protect the public in the matter of service and charges. This clause placed the control of the Alberta end of the road under the Public Utilities Board.

Mr. Gibson said that the Minister expects to receive a letter from Premier Brownlee confirming this.

(i) Telephone connection at Fitzgerald - 7197.

Mr. Gibson said that Mr. J. A. Moric of Fitzgerald wishes to have his Post Office connected up with the Wood Buffalo Park tele-

phone service. He stated that this application was submitted to the Department a couple of years ago and that at that time the Department did not feel disposed to give favourable consideration to the application inasmuch as it would mean connecting up a trader with an open telephone line that was used to a considerable extent in connection with the administration of game laws. However Mr. Gibson pointed out that the Post Office Department had sufficient confidence in Moric to make him Postmaster and he said that while the District Agent did not recommend the application originally, he now saw no objection to it being granted, also that Mr. Cumming had recommended that Mr. Moric's application be given favourable consideration.

Mr. Cumming said that Mr. Moric was willing to have the telephone placed in a private room and not allow the general public access to it, also that the commercial airways had requested the installation of this telephone at Fitzgerald.

It was the opinion of Council that this seemed to meet the situation adequately.

(j) Mr. Rowatt's retirement -

It was moved by Dr. Camsell, seconded by General MacBrien, that the members of the Council of the Northwest Territories in Session assembled desire to place on record an expression of appreciation of the services rendered by their colleague, Hugh Howard Rowatt, C.M.G., Deputy Minister of the Interior, who has been a member of Council since the 16th June, 1921, and Commissioner of the Northwest Territories since the 31st March, 1931.

Council then adjourned.

THE MINISTER OF THE INTERIOR

CANADA

Ottawa, 16th May, 1934.

Dear Dr. Skelton:

I have before me your letter of the 8th instant, together with its enclosures, relating to the proposed scientific expedition to Ellesmere Island being organized by Mr. Edward Shackleton under the auspices of the Oxford University Exploration Club.

As you will recall, Mr. Shackleton came to Ottawa in September last and personally presented an application for scientific and exploratory permits, also financial support by way of assisting, and thus assuring the success of the Expedition.

Mr. Shackleton was advised that before the Expedition would be furnished with permits to carry out scientific investigations within the Northwest Territories, satisfactory evidence must be furnished under the following headings,-

- (1) That the Expedition had the backing of the Oxford University Exploration Club and the Royal Geographical Society;
- (2) That it was adequately equipped and financed;
- (3) That the Canadian Government would not be held responsible for the organization of a relief party should the Expedition meet with disaster.

Satisfactory evidence has already been received in reference to the bona fides of the individual members of the Expedition, while we have the assurance that the Expedition has the official backing of the aforementioned organizations and that the Oxford University Exploration Club will assume full responsibility should a relief party be necessary.

The information furnished by Sir Percy Cox, President of the Royal Geographical Society in his letter of the 25th ultimo, addressed to the High Commissioner, would indicate that the Expedition is sufficiently equipped and financed to cover their needs. This feature has been confirmed by Mr. Shackleton in a recent cablegram addressed to the Royal Canadian Mounted Police. I therefore propose to recommend inclusion in the Supplementary Estimates the sum of \$1,000.00 by way of assisting the Expedition; \$700.00 to go towards the expenses of a geologist, and \$300.00 to help cover the cost of assembling and publishing the Expedition's reports, plans, charts, sketches, photographs, etc., copies of which will be furnished this Department.

I should be pleased if you would discuss this matter with the Prime Minister and let me have a copy of the message sent to the High Commissioner's office.

As the Expedition is scheduled to leave England next month, I enclose for transmission to the High Commissioner in London, the under mentioned permits authorizing the Expedition to carry out their scientific investigations and exploration projects,-

O. D. Skelton, Esq., M.A., Ph.D.,  
Under Secretary of State for External Affairs,  
Ottawa.

- 2 -

Scientists and Explorers

No.184 - Dr. Noel Humphreys.  
No.185 - Edward Shackleton.  
No.186 - A. W. Moore.

Archaeologists and Ethnologists

No. 26 - A. W. Moore.

Scientific Permit

No.157 - A. W. Moore.

(This permit authorizes Mr. Moore to capture twenty specimens of each mammal and non-migratory bird, but does not authorize the taking of specimens of buffalo, musk-oxen or reindeer).

It should be made clear to Mr. Shackleton and members of his Expedition that no reliance should be placed on the Royal Canadian Mounted Police food caches at Fram Havn or Bache Peninsula. They contain very little in the way of food and what goods are there may be required for future Police patrols. It should also be pointed out to Mr. Shackleton that the Expedition cannot be authorized to take musk-oxen for any purpose. This policy is strictly adhered to in connection with all expeditions.

It is expected that the Shackleton Expedition will be accompanied by Corporal Stallworthy of the Royal Canadian Mounted Police, who is familiar with the Ellesmere Island country. The Expedition is to cover Corporal Stallworthy's travel and subsistence expenses.

Yours very truly,

GOVERNMENT REQUIREMENTS IN EASTERN ARCTIC, 1934.

(As disclosed by inter-departmental correspondence and Northwest Territories Council Minutes.)

1. Itinerary.

- (a) Practically same as previous years. Commences Montreal, Saturday, 7th July - ends Halifax, Sydney or Quebec - (Voyage terminated St. John's, Newfoundland, last year but contract covered all expenses to Truro, N.S.)
- (b) Chesterfield to be included for personnel and freight (reforwarding to Baker Lake if considered necessary).
- (c) Transportation required for Police Eskimo from Pond Inlet to Craig Harbour - (only if Greenland natives not available).

Collect personal belongings, equipment, etc., Robertson Bay - (transport Greenland natives to Craig Harbour, if necessary).

Return home Police Eskimo from Craig Harbour to Pond Inlet.

- (d) Government party to be provided with special transportation facilities at all ports of call - (similar provision was made in 1933 but owing failure motors arrangements proved inadequate).

2. Medical Officers.

(Two doctors sail from Montreal).

- 1. Dr. Livingstone to be ship's doctor - Montreal to Chesterfield.
- 2. Pangnirtung doctor, to examine Eskimo and Indians Ungava Bay district - Transportation and subsistence by small boat Port Burwell to Diana Bay and return - rejoins patrol as ship's doctor to Pangnirtung.
- 3. Dr. Bildfell to be ship's doctor for remainder of the voyage.

3. Government Party.

	<u>1934</u>	<u>1933</u>
<u>Department of Interior.</u>		
1. Officer in charge (McKeand)	1	
2. Astronomer - (Madill)	1	
<u>Department of Mines.</u>		
3. Ethnologist or Archaeologist	1	
<u>Post Office Department.</u>		
4. Inspector (& Secretary)	1	
<u>Ontario Research Foundation.</u>		
5. Dr. Seymour Hadwen (From Charlton island for remainder of voyage only.)	1	
<u>Royal Canadian Mounted Police.</u>		
6. Superintendent (Irvine)	1	
8 other ranks	8	
	14	12

<u>Under Consideration.</u>		<u>1934</u>	<u>1933</u>
7.	Ornithologist	1	
8.	Representative Tourist Publicity Campaign	1	
Total Government Party .....		16	12
		<hr/>	
4.	<u>Freight.</u>	<u>1934</u>	<u>1933</u>
<u>Department of Interior.</u>			
1.	Medical Officer, Pangnirtung	15 tons	15 tons
2.	Hospital, "	50	50
3.	" , Chesterfield	50	50
4.	Relief - Buffalo hides, etc.	25	25
		140	140
<u>Royal Canadian Mounted Police.</u>			
5.	Burwell, Craig and Baffin	60	50
6.	Chesterfield	33	
7.	Baker Lake	26	
8.	Port Nelson	31	
		290 tons	190 tons
<hr/>			
<u>Summary:-</u>		<u>1934</u>	<u>1933</u>
Tonnage from - Montreal		130 tons	120 tons
" " - Churchill		160	70
		290 tons	190 tons
<hr/>			

5. Accommodation.

1. Medical officer requires better accommodation and adequate facilities for examination and treatment of patients.
2. Improved postal facilities necessary.
3. Possibility of Police personnel boarding ship at Moosonee or Churchill instead of Montreal.

6. Comparative statement of fares - S.S. "Nascopie" -

	<u>1933</u>	<u>1934</u>	<u>Difference</u>
<u>Montreal to</u>			
Cartwright	\$75.00 to \$90.00	\$60.00	\$15.00 to \$30.00
Moosonee	\$350.00 to \$400.00	\$250.00	\$100.00 to \$150.00
Churchill	\$400.00 to \$450.00	\$300.00	\$100.00 to \$150.00

- 3 -

	<u>1933</u>	<u>1934</u>	<u>Difference</u>
<u>Moosonee to</u>			
Churchill	\$75.00 to \$90.00	\$60.00	\$15.00 to \$30.00
St. John's	\$550.00 to \$650.00	-	
Quebec	-	\$450.00	\$100.00 to \$200.00
<u>Churchill to</u>			
St. John's	\$500.00 to \$650.00	-	
Quebec	-	\$400.00	\$100.00 to \$200.00
<u>Round trip -</u>			
Montreal to St. John's -	\$850.00 to \$1,000.00	-	
Montreal to Quebec	-	\$650.00	\$200.00 to \$350.00



DEPARTMENT OF MARINE

OTTAWA

May 11, 1934.  
File 80-M 142.

Sir:

S.S. "MAN ISLE".

Referring to my letter of the 2nd instant in reply to yours of the 12th ultimo re the above ship. I am enclosing a copy of a letter of the 8th instant from the Senior Steamship Inspector at Halifax from which you will observe that the Inspector does not consider the ship suitable for the Arctic patrol.

I am, Sir,

Your obedient servant,

'sgd' E. Hawken,

Assistant Deputy Minister.

The Assistant Deputy Minister of the Interior,  
Ottawa, Canada.

Halifax, N.S.

8th May, 1934.

S.S. "MAN ISLE" for Arctic Patrol.

Sir,-

I beg to acknowledge receipt of your letter of the 2nd instant with attached copy of a letter from Mr. H. H. Rowatt, Deputy Minister of Interior, and chart setting out requirements and route of Arctic Patrol on which it is proposed to use the S.S. "MAN ISLE".

The S.S. "MAN ISLE", ex. "SAMBOO", ex "PELLEGRINI", ex "SKERNE", will be found in Bureau Veritas Register, from which it will be noted she has a gross tonnage of 892, underdeck tonnage 359 and deadweight 1,200 tons. She was built by Short Brothers, Sunderland, 1909, and her engines are triple expansion, with cylinders of 15", 25" and 41", and her indicated H.P. is shown as 565, with a speed of 8.5 knots.

The S.S. "MAN ISLE" is an ordinary freighter with accommodation for ten passengers.

This ship is not reinforced for ice conditions and has the usual frame spacing and no ice belt.

From an experience of 12 years as an engineer in the C.G.S. "STANLEY" with twelve winters spent in the Gulf under ice conditions, I am of the opinion that the S.S. "MAN ISLE" is not suitable for Arctic Patrol North of Hudson Straits.

In this opinion Inspector O'Brien concurs.

Please find chart enclosed.

I am, Sir,

Your obedient servant,

'sgd' Norman A. Currie,

Senior Steamship Inspector.

Frank McDonnell, Esq.,  
Chairman, Board Steamship Inspection,  
Ottawa.

COUNCIL OF THE NORTHWEST TERRITORIES

Minutes of the Fifty-second Session of the Northwest Territories Council, held on Friday, the 4th day of May, 1934, in the office of the Commissioner.

PRESENT -

Mr. R. A. Gibson (In the Chair)	- Acting Commissioner.
Dr. Charles Camsell	- Member of Council.
Mr. Austin L. Cumming	- " " "
Mr. K. R. Daly	- " " "
Major-General J. H. MacBrien	- " " "
Dr. Harold W. McGill	- " " "
Major D. L. McKeand	- Secretary.

IN ATTENDANCE -

Mr. J. Lorne Turner	- Acting Chairman, Dom. Lands Board.
Col. R. H. Mulock	- Asst. to President, Canadian Airways, Ltd., Montreal, Quebec.
Mr. W. E. Gilbert	- Pilot, Canadian Airways, Ltd.
Mr. Diamond Jenness	- Ethnologist, National Museum of Canada.
Mr. R. H. MacNabb	- Chief Superintendent, Railway Mail Service, Post Office Department.
Mr. A. M. Narraway	- Topographical Survey of Canada, Department of Interior.
Dr. E. L. Stone	- Director, Medical Services, Department of Indian Affairs.

Minutes -

Dr. McGill suggested that the Minutes of the Fifty-first Session, held on the 15th March, be amended as follows, -

(Page 2 - 2a-Troup Case - third para. second line) - change to read - "child of an Indian mother may be taken into the band."

(Page 5 - f (1) - Application for beds, Fort Smith Hospital - fifth para. last line) - change to read "hospital fees during the year."

Dr. McGill moved, seconded by Mr. Daly, that these changes be adopted. Carried.

NOTE -- To conserve the time of those in attendance, the order of the Agenda was not strictly followed.

(1) Transportation of destitutes from Northwest Territories - 7882  
6860

Mr. Gibson stated that Col. Mulock and Mr. Gilbert had been invited to attend because of two matters in which their Company was very much interested. The first of which related to transportation out of the Northwest Territories of destitutes, sick, injured and insane. Dr. McGill said that the responsibility of his Department was restricted to Indians within the meaning of the Indian Act. Dr. Stone remarked that a few years ago this matter became of some importance to them by reason of pilots picking up Indians, bringing

- 2 -

them to some settlement, and then forwarding bills to the Department of Indian Affairs for transportation. That Department therefore issued instructions that all flights had to be authorized from Ottawa. This resulted in wireless messages coming in from various points in the north saying that so and so was sick and asking for authority to bring the party out by plane. Sufficient information could not always be secured by wireless and consequently these instructions had to be changed. The instructions now in force in the Indian Department are that aeroplane transportation of sick and injured, etc., is to be considered on the same basis as other transportation, aeroplanes to be used more economical. If a pilot brings an Indian out on his own initiative, the transportation charges are only paid by the Department of Indian Affairs provided the party is an Indian within the meaning of the Indian Act and provided the medical officer concerned certifies that such action was necessary.

Mr. Gibson thought that the situation with regard to the transportation of sick and injured Indians was sufficiently clear but pointed out that the payment for the transportation of sick, injured or insane, destitute whites and halfbreeds was not quite so easy of solution. He remarked that there was no medical examination of those brought into the Territories by the mining companies and the Dominion should not be held responsible for the transportation and care of any such that had to be taken out of the Territories.

Col. Mulock said that their pilots simply had to bring out any serious cases and would have to continue to do so but it was hardly fair that his company should have to bear the cost. He mentioned that their base was at McMurray where there was not adequate facilities for the treatment of sick and injured and unless it so happened that there was ready connection with the train, they had to make a special trip to Edmonton. Col. Mulock said that there were no outstanding accounts at present but he would like to have an understanding as to just where they stood.

It was pretty well agreed that as far as cases of emergency where, on account of injury, sickness or insanity, it became necessary to move a white man or halfbreed who was without funds, an effort should be made to have the cost of transportation and treatment borne by a mining company when the disabled person had been employed by a mining company, or failing this by relatives undertaking responsibility. However Dr. Camsell moved, seconded by General MacBrien, that the situation be reviewed in a comprehensive memorandum and brought up for further consideration at the next meeting of Council.

## 2. Aircraft landing fields -

Col. Mulock said they would suggest that the Department of Interior take out licenses for and operate landing fields at three points in the Northwest Territories - Fort Smith, Fort Rae, and Aklavik. He stated that when a landing field was operated by a private corporation, that corporation was likely to be accused of operating primarily for their own welfare, further that when a license was taken out it was usually found that improvements had to be made. His company did not feel that they should be compelled to spend the company's money for this purpose even though they were the largest company operating in the Mackenzie District.

Col. Mulock said that at Fort Smith where the landing field was used only during the winter, a little clearing was necessary. He would like this undertaken during the present summer. He

pointed out that during the winter the flying hours are very short and that the nearest place to Smith where a plane can land on the ice is over two miles distant. Consequently it is important that the landing field should be located closer to the Settlement.

At Rae Col. Mulock thought some of the rocks should be blown out in addition to the buoying of the channel. Dr. Camsell asked whether some of the rock obstructions were not bed rock. Col. Mulock said there was one ledge. The difficulty of removing obstructions of this kind in shallow water was mentioned.

Col. Mulock said that they would like Aklavik made a customs airport and that the Customs Department would have no objection. General MacBrien said that his Detachment at Aklavik could look after the customs work.

Col. Mulock agreed to submit his representations in writing and he and Mr. Gilbert then retired.

2 (a) Northwest Territories Mining Regulations - 3094-4 TML.

(2) Thelon Game Sanctuary - Fairbairn application to prospect - 5169-3 - 6738 - 7483 - 9258 TML.

Mr. Gibson said that Mr. Narraway had been asked to attend because of a request from Mr. W. H. Fairbairn for permission to fly over the Thelon Sanctuary. Mr. Fairbairn had been told that no one was being allowed to visit this area, except under special permit, and that until the country had been sized up by the Mines Department, it was not considered advisable to amend the present sanctuary boundaries as it is necessary to protect this breeding ground of caribou and musk-ox.

Mr. Fairbairn had been told also that Mr. Narraway had been examining aerial photographs of the territory near the Sanctuary with a view to making a report to the Geological Survey. Mr. Fairbairn had conferred with Mr. Narraway and has indicated his desire to conduct reconnaissance from the air over Thelon Sanctuary.

Mr. Narraway said that practically the whole of the Sanctuary is covered by "drift" with the possible exception of the eastern end. He did not think it was necessary to alter the reservation but suggested for consideration the granting of permission to those interested to fly over that portion of the Sanctuary within fifteen miles of Artillery Lake which, he said, would adequately cover the interesting structure disclosed by the photographs in question. He expressed the opinion that it would be difficult to enforce the regulations prohibiting travel over this area if any real demand for permission for this developed.

After discussion it was moved by Mr. Cumming, seconded by Dr. McGill, that before permitting any one to fly over any portion of the Thelon Sanctuary, a letter be addressed to the Deputy Minister of Mines by the Acting Commissioner of the Northwest Territories, requesting an examination of the geological formation of the Sanctuary by a geological party.

Mr. Narraway then retired.

{p) Wood Buffalo Park -

Application of Harry Snyder Limited, Montreal, requesting permission take group Wood Buffalo for American Museum of Natural History, New York City - 7873.

The Secretary said that an application had been sub-

mitted to the Minister by Mr. H. Snyder of Montreal for permission to take a group of wood buffalo for the American Museum of Natural History.

The Secretary read the letter from Mr. Snyder in which a careful examination was promised of specimens obtained after which they were to be mounted in the new North American Mammal Hall. The offer was also made to mount and deliver one or more specimens for any Museum the Department might select, without cost to the Department.

Dr. Camsell remarked that if there was anything to the contention of certain biologists that the transfer of buffalo from Wainwright to Wood Buffalo Park would result in the wiping out of a distinct type, it was very desirable that specimens of the pure wood buffalo should be secured, examined and preserved.

Dr. Camsell moved, seconded by General MacBrien, that the application of Mr. Snyder be accepted provided a letter is received from the American Museum of Natural History to the effect that he is acting for the Museum and provided he agrees to deliver a similar group to the British Museum. General MacBrien said he could send a man from Fort Smith along with the Snyder Expedition to see that the Park regulations were complied with. The actual shooting must be conducted under the supervision of the Chief Warden.

(d) Eastern Arctic Patrol - 5031-9 - 7791.

1. Composition of Government Party.

- (a) Administrative officers (including representative of press;
- {b} Scientists;
- (c) Postal Services.

Dr. Camsell said that he had turned over to Dr. Collins the matter of scientific work in the Eastern Arctic for 1934, that a Committee had been formed and that Mr. Jenness was in attendance as representative of the Committee.

Mr. Jenness said that the long and short of their deliberations was that there was no known part<sup>of</sup> the Eastern Arctic particularly well suited to a comprehensive scientific examination during the summer, the only place that seemed to be of interest to even two men was Southampton Island. This area was of very little interest to a geologist. He thought an archaeologist might profitably accompany the Expedition and make inquiry at the various ports of call as to untouched Eskimo ruins which might be examined on some future occasion. Examinations of this kind would not be possible during the coming summer because the untouched sites would all be too far distant from the posts. He said, therefore, that from a Museum standpoint little could be expected from a combined party, further that the estimated cost of such a party was from \$5,000.00 to \$10,000.00.

Mr. Jenness continued his remarks by expressing the opinion that if the Northwest Territories Council wished to do something of extreme value over a period of years, he would suggest the undertaking of an adequate scheme of educating the Eskimo in that area. He mentioned not only simply academic subjects, but carpentry, mechanics, wireless, and similar training, which, he said, would place the Eskimos in a good position to help develop the district when further resources of commercial importance were disclosed. He said he had submitted representations along these lines some few years ago and agreed to bring his memorandum up to date.

- 5 -

Dr. Camsell thought that the responsibility of Council was greater in regard to the human resources of the Eastern Arctic than in regard to the material resources. He expressed the opinion that the welfare of the Eskimos was Council's primary responsibility.

The need for continued scientific investigation in the Arctic was stressed and Mr. Jenness expressed the opinion that this work could be carried out cheaply and well by encouraging expeditions such as those sent out by the Universities of Cambridge and Oxford, both of which had exploration societies.

It was mentioned that the Ontario Research Foundation might be willing that Dr. Hadwen accompany the Eastern Arctic Expedition from Churchill north and Dr. Camsell thought that he would probably be able to get a lot of information on board the boat, and by making inquiries at the ports of call.

After discussion it was moved that in addition to the representative of the Dominion Observatory, already recommended by Council, the scientific personnel for 1934 consist of Dr. Hadwen and a representative of the Department of Mines. This was agreed to.

Mr. McNabb, who had come in during the discussion, said that the Post Office Department had had under consideration the advisability of sending a representative north on the Eastern Arctic Expedition in order to ascertain existing conditions and plan future postal service. He remarked that last year there had been some mention of damage to the mail. Mr. Gibson asked whether the Post Office nominee could be a man qualified to act as secretary and historian, and Mr. McNabb expressed the opinion that this could probably be arranged. The inclusion of a representative of the Post Office Department in this year's party was favourably considered and it was agreed that the list of personnel should now be prepared and submitted to the Minister of the Interior for consideration.

Mr. Jenness and Mr. McNabb then retired.

(b) Report of Reindeer Committee - 4819 - 7305.

The Secretary directed attention to the Minutes of the Meeting of the Inter-departmental Reindeer Committee which accompanied the Agenda. It was thought that this matter should stand until the next meeting of Council.

(c) Public Aid to Hospitals -

1. Application for beds, etc., Fort Smith Hospital - 204-4.

The Secretary pointed out that there was some doubt as to whether the beds requested by the Fort Smith Hospital were wanted for an extension to the hospital or to replace worn out equipment and that Mr. Turner had therefore wired District Agent McDougal for information in this regard. He stated no reply had yet been received.

Dr. Stone said Father Lefebvre had definitely stated that the beds were required to replace worn out equipment and Mr. Cumming remarked that he did not think they were to equip a new wing otherwise more would have been heard about the extension.

It was moved by Mr. Cumming, seconded by Dr. McGill

that in as much as the beds could not be sent in until June, it would be better to await a reply from Mr. McDougal before arriving at any conclusion in regard to the application.

2. Application for beds Anglican Hospital at Aklavik - 5344.

The Secretary said that in a letter received from Nurse Bradford, she asked for ten beds required for an extension to the Anglican Hospital at Aklavik and further that Dr. Urquhart had certified that this equipment was needed.

Mr. Cumming said that he did not believe the beds were for replacement but rather for expansion. It was therefore moved by Dr. McGill, seconded by Mr. Cumming, that the beds be supplied in this case and further that the established policy of only assisting new hospitals or extensions in the matter of equipment, be continued but not broadened.

3. Hospital returns -

The Secretary suggested that the different doctors be required to submit annual reports as to conditions in the hospitals under their jurisdiction, the service provided during the year, and other matters likely to be of interest and service to Council. Dr. Stone agreed that this would be very useful and consented to draft a form of report to be used in this connection. Dr. Stone then retired.

(a) Northwest Territories Mining Regulations - 3094-4 TML.

1. Protection of Investors.

Mr. Gibson said it was charged by some people that there was a certain amount of misrepresentation on the part of certain people promoting mining properties as to development work which it was claimed had been done in the Northwest Territories with the result that money was being improperly taken from people who could ill afford to lose it and that it was thought by the people making these charges that responsibility rested on the Government to see that reliable information was made public.

Mr. Daly expressed the opinion that if the Government furnished any information as to the merits of mining properties, it would place itself in the dangerous position of becoming responsible for the safety of investments made as a result of its reports.

Dr. Camsell thought that an annual report of the senior mining inspector for the district as to the progress of development would be as far as the Dominion Government could safely go. After consideration this appeared to be the general opinion of the members of Council.

(e) Northwest Game Regulations -

3. Musk-oxen for scientific purposes - 908.

Mr. Gibson said an application had been submitted on behalf of Mr. W. K. Du P. Carpenter of Wilmington, Delaware, who is sailing this year with Captain Bartlett on the "Morrissey", for permission to take musk-oxen for scientific purposes.

Dr. Camsell said that musk-oxen had been fairly well described scientifically, and moved, seconded by Mr. Daly, that the established practice of not granting permission to kill musk-oxen be continued.



## 1. Illegal shooting of caribou - 7856.

The Secretary read, for the information of Council, a report submitted by District Agent McDougal which in part, stated that representatives of mining interests passing through Fort Smith, intimated that they would secure their caribou meat from Indians and others entitled under the Northwest Game Regulations to hunt and trap. This was considered satisfactory by Council.

## 2. Petition from halfbreeds and non-treaty Indians of Alberta for permission to hunt and trap in Northwest Territories - 7854.

Dr. McGill said that while he was very sympathetically disposed towards the petitioners who quite often, through no fault of their own, had difficulty in maintaining themselves, nevertheless he thought it would be dangerous to open up the regulations and make an exception in their favour. It was pointed out that the place of residence of the petitioners was far distant from the Northwest Territories.

Dr. McGill recommended, seconded by Mr. Cumming, that the different petitioners be informed that their request cannot be met.

## (f) Wolf Bounties - 7244 - 2763-16.

Stand until further information available.

## (g) Scientific Expeditions -

## 1. Shackleton - 7022.

Stand until word received from Mr. Shackleton as to finances of Expedition.

## 2. Wordie - 7839.

It was reported for the information of Council that the permits applied for had been issued in this case.

## 3. Norcross-Bartlett - 5099.

In as much as the various Departments interested had accepted Captain Bartlett's explanation and as the necessary instructions had been complied with, it was moved by Mr. Daly, seconded by Dr. Camsell, that the incident be considered closed.

## 4. Bartlett-Carpenter - 5099-908.

The Secretary said that favourable reports had been submitted from all Departments interested and expressed the opinion that the required permits might be issued. General MacBrien suggested that in view of last year's experience that Captain Bartlett's permits be issued only upon Captain Bartlett agreeing to take along on his ship a member of the Royal Canadian Mounted Police. He could join the Expedition at New York or Saint John's. This was considered a good suggestion by the other members of Council and it was moved by Dr. Camsell, seconded by General MacBrien, that Captain Bartlett be informed that if he wishes to visit the Canadian Arctic for scientific work, it will be necessary for him to take on board a member of the Royal Canadian Mounted Police.

## 5. Donald B. MacMillan - 572-3.

Council was reminded that considerable difficulty was experienced with Commander MacMillan in past years. He had refused

for some time to acknowledge Canadian sovereignty over the Arctic archipelago and his application for permits this year was some satisfaction. While Commander MacMillan's scientific standing was appreciated by Council, it was thought that he should be required to take along a member of the Royal Canadian Mounted Police as well as Captain Bartlett.

It was moved by Dr. Camsell, seconded by Dr. McGill, that permits to Commander MacMillan be issued on the same conditions as those to Captain Bartlett.

It was further moved by Dr. Camsell, seconded by Dr. McGill, that all scientific expeditions to the Canadian Arctic, other than British, be required, in future, to take along with them a member of the Royal Canadian Mounted Police.

(h) Radio Communication - 7602.

The approval given verbally by the members of Council to the application of the Northwest Company Limited to operate a private wireless station at Norman Wells to connect with the Northwest Territories and Yukon Station at Norman, was confirmed.

(j) Appointing Issuers of Marriage Licenses - 28-2.

Moved by Mr. Daly, seconded by Mr. Cumming, that the appointment of the following Issuers of Marriage Licenses be confirmed, -

Rev. Howard R. Rockeby-Thomas,  
Cambridge Bay, Victoria Island,  
Northwest Territories.

Rev. Tom Greenwood, McPherson, N.W.T.

N. W. Champagne, Fort Smith, N.W.T.

(q) Halfbreed scrip -

Mr. Cumming said that he had been approached by several Indians with regard to the matter of scrip. Mr. Gibson pointed out that there was no legislation authorizing the granting of halfbreed scrip.

(m) Destitute rations - 4666.

The Secretary mentioned that the Committee suggested by Council sometime ago to look into the matter of Eskimo relief rations had never been convened. It was suggested that Mr. Turner draft letters to the Departments interested requesting them to name their representatives.

Council then adjourned.

COPY

Department of the Interior

Canada

Ottawa, 6th April, 1934.

The undersigned has the honour to report that under Section 6, Chapter 46, G. O. 1905, "Marriage Ordinance", the Commissioner in Council may name such and so many persons to be Issuers of Marriage Licenses as may be deemed necessary for that purpose.

The undersigned also reports that Gerald Dunlop Murphy, formerly of the Fort Smith Office Staff, who was appointed an Issuer of Marriage Licenses on the 2nd September, 1927, has severed his connection with the Federal Service and the District Agent has advised that a member of his Staff should be appointed to issue Marriage Licenses in the Settlement of Fort Smith.

Therefore the undersigned begs to recommend that under authority of the Ordinance respecting marriages, Nazaire Wilfred Champagne be appointed an Issuer of Marriage Licenses in and for the Northwest Territories. ✓

Sgd. J. Lorne Turner,  
Acting Chairman,  
Dominion Lands Board.

APPROVED -

R. A. Gibson,

Deputy Commissioner of the  
Northwest Territories.

Department of the Interior

Canada

Ottawa, 22nd March, 1934.

The undersigned has the honour to report that under Section 6, Chapter 46, G.O., 1905, "Marriage Ordinance", the Commissioner in Council may name such and so many persons to be Issuers of Marriage Licenses as may be deemed necessary for that purpose.

The undersigned also reports that under date of the 12th March, 1934, the Honorary Secretary, Diocese of the Arctic, requested that the under mentioned Missionary of the Church of England be appointed an Issuer of Marriage Licenses in the Northwest Territories,-

Rev. Howard R. Rokeby-Thomas,  
Cambridge Bay,  
Victoria Island, N.W.T.

The undersigned begs to recommend that the aforementioned Missionary be appointed an Issuer of Marriage Licenses in the Northwest Territories.

Sgd. J.Lorne Turner,

Acting Chairman,  
Dominion Lands Board.

APPROVED -

H.H.Rowatt

Commissioner of the  
Northwest Territories.

COPY

Department of the Interior

Canada

Ottawa, 28th April, 1934.

The undersigned has the honour to report that under Section 6, Chapter 46, G.O., 1905 "Marriage Ordinance", the Commissioner in Council may name such and so many persons to be Issuers of Marriage Licenses as may be deemed necessary for that purpose.

The undersigned also reports that under date of the 23rd March, 1934, the Honorary Secretary, Diocese of the Arctic, requested that the under mentioned Missionary of the Church of England be appointed an Issuer of Marriage Licenses in the Northwest Territories;-

Rev. Tom. Greenwood,  
McPherson,  
Northwest Territories.

The undersigned begs to recommend that the aforementioned Missionary be appointed an Issuer of Marriage Licenses in the Northwest Territories.

APPROVED -

R. A. Gibson,

Deputy Commissioner of  
the Northwest Territories.

Sgd. J. Lorne Turner,  
Acting Chairman,  
Dominion Lands Board.

When replying address  
Commissioner of Dominion Lands  
Ottawa

DIM/MGA



Please quote

File 483-3

# Department of the Interior

DOMINION LANDS ADMINISTRATION

2nd May, 1934.

Sir:-

I have the honour by direction to confirm the telephone conversation of today and to advise that the fifty-second session of the Northwest Territories Council will be held on Friday, the 4th May, 1934, in the office of the Commissioner at 2:30 o'clock in the afternoon.

Enclosed please find the following:-

1. Agenda for the fifty-second session.
2. Copy of the Minutes of the Inter-departmental Reindeer Committee - 26th April, 1934.

Since the agenda was prepared the Canadian Airways have expressed a desire to bring before Council a proposition with respect to the transportation of indigents from the Territories.

Your obedient servant,

D. L. McKeand,  
Secretary,  
Northwest Territories Council.

H. H. Rowatt, Esq., C.M.G.,  
Commissioner,  
Northwest Territories,  
OTTAWA.

COUNCIL OF THE NORTHWEST TERRITORIES

- AGENDA -

Friday - 4th May, 1934.

2:30 p.m.

1. Confirmation of Minutes.

Fifty-first Session - Thursday, 15th March, 1934.

2. Matters of Urgent Importance.

(a) Northwest Territories Mining Regulations.

3094-4  
TML.

1. Protection of Investors.

2. Thelon Game Sanctuary.

5169

(a) Fairbairn application to prospect.

(b) Report of Reindeer Committee.

4819  
7305

Minutes of meeting - 26th April, 1934.

(c) Public Aid to Hospitals.

1. Application for beds, etc., Fort  
Smith Hospital.

204-4

(Reading exchange of correspondence)

2. Application for beds, Anglican  
Hospital at Aklavik.

5344

(Reading exchange of correspondence)

(d) Eastern Arctic Patrol.

5031-9  
7791

1. Composition of Government party.

(a) Administration.

(b) Scientists.

(c) Postal services.

2. Itinerary.

3. Hudson's Bay Company offer.

4. Man Isle Transportation Company offer.

(e) Northwest Game Regulations.

1. Illegal shooting of caribou.

7856

(Reading letter from District  
Agent describing miner's attitude)

- |     |   |             |
|-----|---|-------------|
| 2.  | Petition from half-breeds and non treaty Indians of Alberta for permission to hunt and trap in Northwest Territories. | 7854        |
|     | (Further correspondence from L'Association des Metis d'Alberta et des Territoires du Nord-Ouest.)                     |             |
| 3.  | Musk-oxen for scientific purposes.  | 908<br>5099 |
|     | (Application of W. K. Du P. Carpenter.)   |             |
| (f) | Wolf Bounties.  | 7244        |
|     | (Reading correspondence from R.C.M. Police.)  |             |
| (g) | Scientific Expeditions.   |             |
|     | 1. Shackleton.  | 7022        |
|     | (Confidential memorandum of expedition's plans.)  |             |
|     | 2. Wordie.  | 7839        |
|     | (Report on issue of permits.)   |             |
|     | 3. Norcross-Bartlett.   |             |
|     | (a) Report expedition 1933.   |             |
|     | (b) Exchange of correspondence with Departments of Customs and Marine.  |             |
|     | 4. Bartlett-Carpenter.  | 5099<br>908 |
|     | (Application of Captain Bartlett for 1934. )  |             |
|     | 5. Donald B. MacMillan.   | 572-3       |
|     | (Application for permission explore Button and Baffin Islands, 23rd April, 1934. )                                    |             |
| (h) | <u>Radio Communication.</u>   | 7602        |
|     | 1. Application Northwest Company Ltd., to operate private station Norman Wells.                                       |             |
| (i) | <u>Winter landing field at Fort Smith.</u>  | 6372-2      |
|     | (Construction and maintenance of field, partly in N.W.T., and partly in Alberta. )                                    |             |



- (j) Appointing Issuers of Marriage Licenses. 28-2
1. Rev. Howard R. Rockeby-Thomas,  
Cambridge Bay, Victoria Island, N.W.T.
  2. Rev. Tom Greenwood, McPherson, N.W.T.
  3. N. W. Champagne, Fort Smith, N.W.T.
3. Items to be dealt with at later Session.
- (a) Workmen's Compensation 4795
  - (b) Maintenance of children who have one  
or more parents living. 4739-2
  - (c) Graduation age of destitute orphan  
children from residential schools. 2669
  - (d) Eskimo relief - Quebec. 7644  
7257
  - (e) Order of House of Commons for copies of  
all correspondence etc., relating to the  
last four expeditions to Bache Peninsula. 294
  - (f) Letter from W. F. Cooke, Fort Smith,  
suggesting certain amendments to the  
Northwest Game Regulations. 5738
  - (g) Policy regarding length of service for  
medical officers in Northwest Territories. 5917

INTER-DEPARTMENTAL REINDEER  
COMMITTEE

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- AGENDA -

Thursday, 26th of April, 1934.

1. Confirmation of Minutes.  
28th February, 1934.
2. Consideration of Dr. Urquhart's letter of the 24th March, 1934.
3. Confidential report of the 17th of April, 1934, from Canadian Legation at Washington on the Lomon Reindeer Corporation.
4. Suggestions from Mr. A. E. Porsild on the following subjects.
  - (a) Report on preparations for reception of reindeer herd.
  - (b) Report on Lomen Reindeer drive, number and condition of animals, age, distribution of sex, etc. Cause of failure to deliver herd spring of 1933 and again winter 1934. Probability for delivery during the fall of 1934.
  - (c) Possibility of transferring reindeer from Shingle Point to east side of Delta by open water in case of failure of Lomen Company to deliver herd.
  - (d) Reindeer Protection Ordinance. Permit to enter Reindeer Reserve; to have on reverse a synopsis printed in English of rules and regulations governing reserve, purpose of the reindeer experiment, etc.
  - (e) Boundaries of Reindeer Reserve.
  - (f) Reindeer policy. Range management. Disposal of surplus meat and hides, etc. Possible co-operation with Mission Residential schools.
  - (g) Report on Lapps. Renewal of their contracts, etc. Wages.
  - (h) Employment of Eskimo herders. Eskimo apprentices. Wages of Eskimo herders and apprentices.
  - (i) Trapping of fur bearing animals by Lapp and Eskimo herders.
  - (j) Wolf bounties.
  - (k) Authority of Reindeer Superintendent to deal with all routine matters in connection with maintenance of reindeer herd, range control.
  - (l) Appointment of Assistant Superintendent.

Minutes of a meeting of the Inter-departmental Reindeer Committee, held on Thursday, the 26th day of April, 1934, at 10.00 a.m., in the office of the Acting Chairman, Dominion Lands Board.

PRESENT:

Members -

Major D. L. McKeand (In the Chair)  
Mr. A. L. Cumming,  
Mr. Diamond Jenness,  
Superintendent V. A. M. Kemp,  
Mr. Hoyes Lloyd,  
Mr. J. F. Doyle, Acting Secretary.

In attendance -

Dr. Seymour Hadwen,  
Superintendent T. H. Irvine,  
Mr. A. E. Porsild,  
Mr. H. E. Hume,  
Mr. J. L. Turner.

BUSINESS:

1. Confirmation of Minutes.

The Minutes of a previous meeting held on the 28th February, 1934, were approved.

2. Correspondence read for benefit of Committee.

- (a) Letter from Dr. J. A. Urquhart, dated 24th March, 1934.
- (b) Confidential report of the 17th April, 1934, from Canadian Legation at Washington on the Lomen Reindeer Corporation.

3. Mr. A. E. Porsild, Superintendent of the Reindeer herd submitted an extended verbal report which appears as an appendix to the Minutes.

The following are additional notes on the discussion:-

(a) Report on preparations for reception of reindeer herd.

Back of the winter station there are 1000 sq. miles of winter range which will supply the requirements of the herd for at least five years. Everything possible has been done for the reception of the herd. There are some things to be done to meet further requirements but present requirements have been met.

The herd will be received at the summer station where the corral is. The herd is expected to complete the crossing of the delta at a point near the corrals.

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As conditions are ideal there is not much danger that the herd will attempt to return to the west side of the delta. There will be a guard night and day after the crossing has been completed. Dr. Hadwen concurred that if the herd is tended in this way the danger of a stampede should be removed.

(b) Report on Lomen Reindeer drive, etc.

Mr. Crowley wanted to go back and pick up reindeer on the north coast of Alaska - buying from natives. Mr. Porsild did not think that should be tolerated. These animals are not as good stock. If we wanted them we could do it as well as the Lomens could.

One of the Woods Brothers suggested to Mr. Crowley that they should pick up strays lost in the Colville delta where the herd split two years ago. Woods Brothers think they can pick them up and bring them along. These are part of the original stock. Woods Brothers would probably make better time than Bahr made.

Bahr advised Crowley a short time ago that they had most of the deer at Shingle Point rounded-up. The herd was in rather poor shape Bahr reported but that is not unusual as all reindeer are in poor shape at this time of year. Last year they estimated the increase of 500 fawns but they lost them, practically all - partly on account of wolves but the majority on account of poor management. The herd was kept too long at a point where the grazing would not support them.

The Lapps consider the Alaskan deer are equal to the Norway deer - somewhat larger and somewhat wilder. The drive would tend to make the Alaskan deer tamer. The Lapps do not think that the herd has been seriously affected by hardships. Any animals coming through would be none the worse.

The Lapps considered the range provided for the deer better than anything they had ever seen.

In answer to questions Mr. Porsild intimated that he did not think the cumulative effect of the long trip would leave any permanent mark on the herd. They have not travelled more than one or two days in succession. The fawns may not be as large.

This is the same stock as Mr. Porsild selected but not many of the original animals are left. There has been no intermixture with other herds. Some of the animals are getting past useful age but on the whole the herd is not too old. The proportion of males is unfavourable particularly in the one to three year class where there may be 40 males to each 60 females or even worse.

The drive should start next November. It did not start last year at the proper time. Mr. Crowley at that time was depending on Bahr and Bahr delayed. After Christmas the storms blow the snow from the ice and the days are darker, shorter and colder. Mr. Crowley is in charge now

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but is leaving all practical matters to Bahr. Mr. Crowley is a white man and former Field Superintendent of the Lomen Corporation. He rejoined Lomens for this special work.

- (c) Possibility of transferring reindeer from Shingle Point to east side of delta by open water, etc.

In view of information received regarding the present standing of the owners of the herd Mr. Porsild wished to mention the possibility of shipping the herd across the delta by boat. If the Government were compelled to take delivery on the west side this suggestion would be well worth considering but from the Lomen standpoint it would not be profitable. Two scow loads would carry the herd. One tug would be needed. The scow is housed in and could be partitioned off. There would be a certain loss of fawns by employing this method.

- (d) Reindeer Protection Ordinance, etc.

After considerable discussion the committee agreed that the permit system is advisable and that three years should be the maximum length for which a permit should run without renewal. Mr. Porsild detailed the number of natives at different points in the reindeer reserve. These people live in the reservation and trap there. Then there are a number of natives and white trappers in the delta that run trap lines across the reserve. There are also fishing camps on the west side of the reserve. Mr. Porsild agreed that a three year permit would be better than a one year permit.

- (e) Boundaries of reindeer reserve.

No additional remarks.

- (f) Reindeer policy, etc.

Superintendent Irvine, R.C.M. Police, suggested that permits might be issued to charitable institutions such as hospitals and schools, to cover their requirements for available surplus meat. All other persons should be required to pay a price sufficient to cover expenses. It was thought that general rules should be laid down for the disposal of meat and the Superintendent should have a certain amount of discretion as to the application of these rules, owing to the difficulty of submitting individual applications to Ottawa.

Mr. Porsild suggested that natives employed might be paid by slip which would entitle them, when surplus meat is available, to a prescribed quantity. By employing this system he thought that there would not be any surplus after supplying the requirements of the permanent staff, at least not for the first year.

- (g) Report on Lapps, etc.

Mr. Porsild considers that it is necessary to increase the wages of the Lapps to bring them up to what the Eskimos receive. The difference in pay has been the cause of

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trouble since the Lapps joined the Lomen drive. Mr. Porsild recommends a renewal of contract for a period of say two years. The prevailing rate is \$70.00 per month in the delta and that will have to be paid. He would like to have a sliding scale so as to encourage good work and thinks the maximum for the chief herder might be fixed at \$75.00 per month and sufficient rations (not to exceed \$200.00 worth). The maximum for an ordinary herder might be \$70.00, plus the same amount of rations. The bonus should be retained as at present.

(h) Employment of Eskimo herders, etc.

Every apprentice should receive food and clothing and a few dollars a month for pocket money. This is all that is necessary for the first year at least as they are receiving instruction. Apprenticeship should last a year or two and in the second year the amount of cash might be increased to say \$10.00 per month. The children of the Lapps are too young yet but in years to come will be eligible for employment if satisfactory.

(i) Trapping of fur bearing animals by Lapp and Eskimo herders.

Mr. Porsild favours allowing employees to do a limited amount of trapping which should not interfere with their regular duties. They should hold a license under the Northwest Game Act. It would be resented if this privilege were cut off.

(j) Wolf bounties.

Mr. Porsild strongly favours the payment of bounties not only in the reindeer reservation but throughout the N.W.T.

(k) Authority of Reindeer Superintendent, etc.

No additional remarks under this head.

(l) Appointment of Assistant Superintendent.

It is understood that this appointment is under way.

Miscellaneous.

In answer to enquiries Mr. Porsild stated that he thought the herd when moved to the east side of the delta would constitute a reasonable and satisfactory nucleus for the experiment.

The annual expense will be somewhat higher than up to the present as additional herders will be required. Night and day work will be required at first. The organization should consist of - Superintendent, Assistant Superintendent, six permanent herders and such apprentices as may be required. There are plenty of opportunities to obtain Eskimo apprentices.

Dr. Hadwen concurred in Mr. Porsild's conclusions as to the unnecessary delays which have taken place. A few hundred fawns

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would make a better showing and would help the Lomens out. He expressed, in a guarded way, the opinion that there was a possibility that the Lomens might give the project up. Dr. Hadwen expressed the opinion that the animals now composing the herd are getting pretty old and it would be a case of start all over again in sizing up the value of the herd. They might be a bit shop worn after travel and not worth as much as before the trip commenced.

The committee expressed its appreciation of Dr. Hadwen's coming to Ottawa and also of Mr. Porsild's work in connection with the reindeer experiment, particularly in connection with the winter sledge journey undertaken without previous preparation for the purpose of finding out where the herd was.

The meeting adjourned at 12.30 a.m.

APPENDIX -

Report of Mr. A. E. Porsild on the following subjects, made verbally to the Inter-departmental Reindeer Committee - 26th April, 1934.

(a) Preparations for reception of herd.Kittigazuit Station.

A 150 yd. diameter corral was built, including 3 small holding pens and a 50 ft. chute also a wire lead fence of about 1000 yds. A good deal of difficulty was experienced with the fence posts on account of the frozen ground and the tendency of the frost to lift the posts out of the ground. The fence of the main corral is made out of sections of lumber 6 x 12 ft. in such a way that the corral can be moved and set up in another locality if desired. When not in use the sections are taken down so as to avoid excessive accumulation of snow in the corral.

One frame building 18 x 24 and three log houses 14 x 40, 14 x 30 and 10 x 10 were also constructed 1930-1931. 12 miles east of the Kittigazuit station, on the coast an 8 x 12 frame shelter cabin was erected 1933 for the use of the herders during summer and fall, and a base for the Reindeer Station's fall fishing operations. The Kittigazuit station is situated on the summer range and will be occupied from May to October only. The buildings and the corral are about six miles west of the now abandoned H.B. Kittigazuit post.

Main Reindeer Station.

Locally known as the Government Reindeer Station - is located on the east branch of the Mackenzie, 60 miles above the Kittigazuit station, and approximately the same distance from Aklavik by water. The location of the Station was selected in the spring of 1932 when logs were cut for four cabins 14 x 19 ft. During the summer of 1932 the following buildings were constructed:-

- 1 frame house 1 $\frac{1}{2}$  storey, 22 x 31 ft., Sup't quarters.
- 1 " " 8 x 16 for tool and repair shop.
- 1 corrugated iron warehouse, 12 x 18 ft.
- 1 log cabin, 12 x 18 for warehouse.
- 3 " " 12 x 18 ea. for herder cabins.
- 1 " " 13 x 40 living quarters for Asst. Sup't.
- 1 90 ft. pier.

During the summer of 1933 one additional log cabin 1 $\frac{1}{2}$  storey, 13 x 19 ft. and one ice house 12 x 14 ft. were constructed.

From 1932-1934 a total of 300 cords of wood have been cut for the use of the Station. 100 cords of green, split wood is cut and available for the winter 1934-35.

No outside help has been employed for the construction of buildings at the Main Station or for cutting of fire wood. Local discoveries of lignite coal have been prospected and a two



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foot soam which can be easily mined is located directly back of the station.

Numerous journeys have been made over the range to the east and north of the Station in order to familiarize the reindeer herders and staff of the Station with the reindeer range. The information obtained on these trips will be of great value in the future and has fully confirmed the earlier reports on the suitability of the range for reindeer obtained during the preliminary surveys undertaken 1927-28.

On all visits to native camps a point has been made of instructing the natives in the purpose of the reindeer experiment.

(b) Report on the Lomen Reindeer drive, etc.

It is now over one year ago since the drive reached Canadian territory, and four years since the drive started from the Buckland range in Alaska. I am still of the opinion - as four years ago - that the drive was badly organized and that the Lapp in charge was not capable of directing such undertaking. I am firmly convinced that the many delays encountered since the drive started are not entirely due to difficulties on the route, but are to a great extent due to poor management and lack of discipline. In this connection it may be recalled that the drive of reindeer undertaken many years ago by the U.S. Government from Cape Prince of Wales to Point Barrow, almost half the distance from Buckland to Kittigazuit was completed in one winter with a loss of less than 10%. It is true that this drive was made with a much smaller number of animals, but the success and speed of the drive undoubtedly was due to the fact that a white man was in charge throughout the trip. Due to the four fawnings enroute the original proportion of sex in the herd is now much changed and it is expected that the ratio of males to females will be much higher than in the herd originally selected in Alaska in 1929.

Since the movements of the herd have been under more or less close observation, i.e., since it arrived on Canadian territory it has been very noticeable to myself as well as to our men that have actually for  $1\frac{1}{2}$  years been connected with the drive that much time was lost due to the inability of the Lapp in charge to decide when and how to move.

It is also possible that the unfavourable ratio of males to females may have influenced the Lomen Corporation or their agents to take their time trying to build up the herd. Andrew Bahr has repeatedly, in conversation, pointed out that "it would not pay to deliver the herd before he had 3000 head or over". The Lomen representative, Mr. Crowley, when he, in February, advised me that a second attempt to deliver the herd this winter had been abandoned, gave as one of his reasons that so many animals had been lost that the Company needed this year's increase in order to "break even". This information also was verbal. The following quotation is from a wire to Lomen Corporation - February 28th, 1934, from their field man Mr.

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Crowley - "Andrew excellent in charge, but lacks ability to plan and organize. Failure this year due entirely these causes". Later - "Too much confidence in Andrew".

- (c) Possibility of transferring reindeer from Shingle Point to east side of delta by open water, etc.

In case the Lomen Corporation, for some reason, should fail to deliver the reindeer next fall, the possibility still remains to deliver by open water. The Hudson's Bay Company's 300 ton barge could probably handle as many as 1000 animals in one trip. Deer should be loaded near Shingle Point, when boat can get in, about July 15. A lead fence and a small corral would be required.

- (d) Reindeer Protection Ordinance.

Permit to enter reserve should be issued free to anyone making application and should be valid until cancelled by the Reindeer Superintendent. Due to the large territory involved and because to achieve its purpose permits should be issued by the Reindeer Superintendent only, the necessity for obtaining a permit each year should be avoided.

It would be of great value to have, on the reverse of permit, a brief synopsis of the regulations governing the Reindeer Reserve, printed in such English that the natives would understand. A short explanation of the purpose and intention of the reindeer experiment would also be indicated.

- (e) Boundaries of Reindeer Reserve.

A sketch map which was prepared by the Department and sent to the R.C.M. Police at Aklavik, showing the boundaries of the Reserve, shows the southern shore of the Eskimos lakes and Setidgi and Campbell lakes as being the southern boundary. This would not seem to be logical or practical since the lakes and the rivers connecting them are actually the natural boundaries that normally will keep the reindeer within the reserve. It is believed that the boundary line should either go through the centre of the lakes or follow the north and west shore of the lakes.

- (f) Reindeer Policy, etc.

The general policy should, at least for the first few years, be to retain the reindeer herd as a Government herd, until such time as apprentices have been trained and pronounced capable of properly looking after a herd of their own. This will take a couple of years at least. The herd should not at first be permitted to roam at will but should be under constant supervision - the so-called "close herding" which is the only system used by the Lapps in their own country. This system tends to overgrazing the winter range, but as long as the herd is fairly small it can be prevented from destroying the range by a simple system of rotation cropping. The winter range available is so extensive this will involve but little difficulty.

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1. Branding or marking of stock.

If possible the animals taken over should all be marked. Aluminum tags or buttons used in some Alaska herds have not been a success because a large percentage were rubbed off the ear lobe. A better type of tag may now be available. Besides this tag or button, which should be placed in the left ear lobe, a simple notch should be cut in the right ear lobe. While the buttons may be put on in cold weather it is not advisable to mark the ears by cutting in sub-zero weather due to the danger of serious hemorrhage which is often caused due to the freezing of the blood clots.

2. Castration of surplus males should be undertaken as soon as possible, but as with the cutting of the ears, cannot be undertaken safely in cold weather. 8 to 10% males is sufficient for breeding purposes. In selecting the males for breeding purposes the most desirable animals should of course be selected.

3. Elimination of surplus steers.

Following the castration of surplus males all full-grown steers, not required for traction should be butchered.

4. Surplus meat not required at the reindeer station should be disposed of at Aklavik to the various Government institutions, Mission Schools, etc. As no butchering can be done until after freeze-up the meat would be hauled to Aklavik by dog team by the parties desiring the meat. If large quantities were to be moved aeroplane transportation would be much cheaper than dog team. A plane could make a round trip to the Reindeer Station from Aklavik in one hour and a half. This allows half an hour for the loading. Thus four trips could be made in one day.

(g) Report on Lapps, etc.

The three Lapp families brought from Lapland in 1931 have now been acclimatized. They find the climate of the Mackenzie more severe than that of their own country. Due to the radical change in diet they all suffered from scurvy the first winter when but little fresh meat could be secured. Since the Station was established in the timbered area on the east branch it has been possible to secure sufficient rabbits and ptarmigan besides a quantity of caribou meat which was procured from Indian hunters at Aklavik. The following two winters no cases of scurvy have occurred.

The Lapp herders, since November 1932 have been loaned to the Lomen Reindeer Corporation and have since then been continuously engaged in herding. As anticipated some difficulty was at first experienced between the Lapps and the Eskimo herders, in my opinion largely due to insufficient authority and discipline in the Lomen organization. All such difficulties have now been overcome.

The Lapps have shown themselves capable and good herders. It must however, at all times, be remembered that

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the Lapps are primitive people, in mentality by no means above the Eskimo and it will always be necessary to have a white man familiar with the work and the psychology of these people to be in charge in order to obtain satisfactory results. Much time has been given to instructing the Lapps in English in which endeavour a fair amount of progress has been made.

Wages:-

The Lapps were employed on a three year contract at \$40.00 per month plus rations to a value of \$200.00 per annum at wholesale prices. A bonus of 50% for each fawn which had survived and been marked, to be pooled and divided equally among the permanent herders, has not, due to the non-arrival of the herd, been payable so far.

The standard of living of the Lapps is very low and while it is believed that the \$40.00 per month is quite adequate it will be necessary to increase the wages because of the much higher prevailing rates paid in the country. It is very desirable to establish a sliding scale for this type of work since it is believed that the efficiency of the men would be higher if wages were governed by this.

It is suggested that the Reindeer Superintendent within certain limits be allowed to scale the salaries, up or down according to his judgement.

(h) Employment of Eskimo herders, etc.

A staff of six permanent, experienced herders are required for looking after the herd. It may be possible to retain three young Eskimo herders now with the herd. These boys have now for two years worked with our Lapps. It is recommended that in the future the Reindeer Superintendent be authorized to employ young Eskimo boys as apprentices in the herd. These boys should be recruited from the Mission schools and from wherever available. These boys should be supplied board and clothing and perhaps a few dollars a month for pocket money. When not with the herd a certain amount of instruction in writing and reading, carpentering etc., etc., might be arranged.

(i) Trapping of fur bearing animals by Lapp and Eskimo herders.

Any Eskimo working in the reindeer herd would very greatly resent being deprived of his trapping rights, but would understand that if paid for his work he should not expect to get much time off for regular trapping. The Reindeer Superintendent would have little difficulty in restricting such trapping if he felt it interfered with the work. Under certain conditions foxes can be shot on the range by the herder looking after the herd. Because circumstances would not permit extensive trapping or hunting it is believed that no herder would get more than a few pelts a year. It is desirable that the Lapps should be given the same rights and privileges as the Eskimo, and while the economical importance of the matter is very slight, it is believed that much dissatisfaction would be avoided if these recommendations were followed.

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A further reason is that in any event reindeer herders would never pass up an opportunity for shooting a fox. None would ever know about it and the pelt could easily be disposed of by a second party.

(j) Wolf bounties.

The importance of keeping down wolves cannot be over stressed. There are at the present very few wolves in the area set aside for the reindeer, but it would be short-sighted not to expect that the mere presence of deer would not bring in the wolves. In Greenland wolves have been known to have travelled 130 miles in one day. Even when the bounty was paid wolves were but rarely hunted, although most trappers have a few wolf traps in operation. It is believed that even when a bounty was paid the real good pelts were never surrendered since the value of a good pelt, amongst the Eskimo at least, is much greater than the bounty value. It is also believed that when the bounty was paid a number of wolf pups were destroyed because it would be worth while to make a trip to locate a den. It is recommended that the bounty becomes effective again and that a sum of \$5.00 or \$10.00 be paid for each pelt without requiring the pelt to be surrendered. The pelt might be punched or marked in some way.

The alleged danger in allowing full time herders to be paid such bounty has been overrated in importance. The wolf is a very hard animal to trap or shoot. Even if wolves were plentiful in the Reindeer reserve it is doubtful if more than a few would be taken annually by the herders.

Wolf bounties should be paid in the entire N.W.T.

(k) Authority of Reindeer Superintendent, etc.

In this connection the following may be cited from report of the Governor of Alaska to the Secretary of the Interior, June 30th, 1933, - "I believe that the general Superintendent of reindeer should be given all of the authority to carry out his recommendations in the field. He is in charge of the actual work. He devotes his entire time to that position, and he should be backed to the limit. It looks to me as if the control of the reindeer should be practically all vested in one man, and the proper official to have that authority is the man in charge on the ground".

(l) Appointment of Assistant Superintendent.

Previous training and practical experience in animal husbandry would be valuable assets to the man appointed to this work. It is not likely that anyone can be found in Canada who has had any experience with reindeer. In the past years a number of persons have applied for positions in the reindeer herd claiming to be experienced reindeer men. In all cases that came under my observation the letters of application have indicated an educational standpoint of the applicant as being very low.

A man with some northern experience is preferred, but

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this is not essential, as a practical man used to the out-of-doors will soon acquire "northern experience". The man should be young, preferably unmarried or without children as there are no schools suitable for white children. His health should be good.

COUNCIL OF THE NORTHWEST TERRITORIES

- AGENDA -

Thursday, 15th March, 1934.

2:30 p.m.

1. Confirmation of Minutes.

Fiftieth Session - Tuesday, 13th February, 1934.

2. Matters of urgent Importance.

(a) Administration of Justice.

1. Appointment of Justice of the Peace, Great Bear Lake. 7302

(Mr. Mackay Meikle, Mining Recorder, to act jointly with Mr. J. D. Nicholson if necessary). *and Mr. Richardson*

*Carried*

(b) Native Welfare.

1. Consumption of denatured alcohol, ✓  
canned heat, etc., and issue of liquor permits. 238  
563  
5769

(Reading of circular letter to trading companies)

2. Improper relations between white men and native women. 5102

- (a) Troup case, Pond Inlet. ✓ 7494

(Report of R.C.M. Police)

- (b) General question relating to Eskimo raised by Bishop Fleming. 7257

(Procedure adopted by Department of Indian Affairs with respect to Indians)

(c) Relief to destitute whites and half-breeds.

1. Graduation age of destitute orphan ✓  
children from residential schools. 2669

(Opportunities of employment on graduation)

2. Maintenance of children who have ✓  
one or ~~two~~ <sup>other</sup> parents living. 4739-2

(Consideration of Olivier children at Resolution).

(d) Education.

1. Retroactive grant to Anglican day ✓  
school at Fort Smith. 5256

2. Application for equipment and supplies for Anglican day school at Simpson. 87
- (e) Public aid to Hospitals.
1. Application for beds, Fort Smith Hospital. 204
- (Procedure adopted by Department of Indian Affairs relative to Indian Hospitals).
- (f) Eastern Arctic Patrol.
1. Report of committee on further co-operation with Department of Marine. 5031-9  
7791
2. Composition of Government Party. ✓
3. Itinerary, etc. ✓
4. Hudson's Bay Company offer. ✓
5. Man Isle Transportation Company. ✓
- (g) Northwest Game Regulations.
1. Definition of the term "in dire need" (Read Departmental Solicitor's interpretation). 7856
2. Rights of half-breeds under game regulations. 737-7
3. Application of Revillon Freres to establish trading post on Belcher Islands. 5676  
7257
- (h) Wolf Bounties.
1. Statement of warrants outstanding. 7244
- (i) Reindeer Industry.
1. Reading Lomen reports on failure to make delivery. 4819
2. Research work by Dr. Hadwen on behalf Ontario Research Foundation. 2506
- (j) Exportation of unworked walrus tusks. 4783
1. Suggested amendment to Section "D" Order in Council, 3rd July, 1931, P.C. 1543.
- (k) Maintenance of Insane Persons. 7788
1. Application of Edgar Gibson of Dapp, Alberta, for return transportation to Cameron Bay, N.W.T., and draft reply.

(R) Mackenzie River freight

✓ H.A.C. OK



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3. Items to be dealt with at later Session.

(a) Workmen's Compensation.	4795
(b) Scientific expeditions.	
1. Shackleton.	7022
2. Polunin.	7625
3. Wordie.	7839
(c) Eskimo relief - Quebec.	7644 7257
(d) Order of House of Commons for copies of all correspondence, etc., relating to the last four expeditions to Bache Peninsula.	294
(e) Letter from W. F. Cooke, Fort Smith, suggesting certain amendments to the Northwest Game Regulations.	5738
(f) Policy regarding length of service for medical officers in Northwest Territories.	5917

COUNCIL OF THE NORTHWEST TERRITORIES

Minutes of the Fifty-first Session of the Northwest Territories Council held on Thursday, the 15th day of March, 1934, in the office of the Commissioner, Mr. H. H. Rowatt, C.M.G.

PRESENT -

Mr. H. H. Rowatt (In the Chair)	- Commissioner.
Mr. R. A. Gibson	- Deputy Commissioner.
Dr. Charles Camsell	- Member of Council.
Mr. Austin L. Cumming	- " " "
Mr. K. R. Daly	- " " "
Major-General J. H. MacBrien	- " " "
Dr. Harold W. McGill	- " " "
Major D. L. McKeand	- Secretary.

IN ATTENDANCE -

Mr. J. Lorne Turner	- Acting Chairman, Dom. Lands Board.
Mr. G. C. Parker	- Inspector, Indian Agencies, Dept. Indian Affairs.
Dr. E. L. Stone	- Director, Medical Services, Dept. Indian Affairs.

Confirmation of Minutes -

It was moved by Mr. Daly, seconded by Dr. McGill, that the Minutes of the Fiftieth Session of the Northwest Territories Council, held on the 13th day of February, 1934, be confirmed.

2. Matters of Urgent Importance -

(a) Administration of Justice -

- (1) Appointment of additional Justice of the Peace, Cameron Bay, Great Bear Lake. 7302.

General MacBrien said it was important from the Police standpoint that a Justice of the Peace be stationed permanently at Cameron Bay. He said Mr. Nicholson was located about 30-35 miles away. Mr. Meikle, J.P., will be there shortly and Sergt. Baker is also a J.P., but the Police have instructions to not act as Justice of the Peace in any case unless there is no one else available. Mr. Cumming said that Dr. Byrnes is a sound sensible man and moved that Dr. Byrnes be appointed a Justice of the Peace. This was seconded by General MacBrien and concurred in by Council.

(b) Native Welfare -

- (1) Consumption of denatured alcohol, canned heat, etc., and issue of liquor permits. 238-563-5769.

The Secretary read a draft letter to traders in the Northwest Territories warning them that indiscriminate distribution of articles containing alcohol which resulted in the demoralization of the native population, would render their trading licenses subject to cancellation. It was

moved by Dr. Camsell, seconded by Dr. McGill, that the circular be sent out as drafted. (Copy of circular attached).

(2) Improper relations between white men and native women. 5102.

(a) Troup case, Pond Inlet. 7494.

The Secretary reported that Mr. Troup was an employee of the Hudson's Bay Company at Pond Inlet. He had improper associations with an Eskimo girl and the Anglican Missionary at that point had forced him to marry her. Troup was transferred to another post and the Company agreed to look after the girl. Mr. Gibson expressed the opinion that Council's interest was principally whether the women in cases of this kind became a charge as destitute or diseased, for at present Eskimo are not wards but have status as white people.

The Secretary read the Police report in the Troup case and during the ensuing discussion the opinion was expressed that the only action necessary for the time being was to request the Police to keep the Administration posted, in connection with each case coming to their attention especially. It was suggested that the Officer in charge of the 1934 Eastern Arctic Expedition make enquiry as to how Troup's Eskimo wife was being looked after, also he should get a letter from Mr. Watson, Eastern Manager of the Hudson's Bay Company confirming the Company's promise to look after this woman.

In answer to an enquiry, Dr. McGill said that an illegitimate child of an Indian mother is taken into the band. When an Indian woman marries a white man, she becomes a white woman and her children are classed as white. Mr. Gibson asked whether the Department of Indian Affairs had any legal control over a white man who might have had improper associations with an Indian girl. Dr. McGill said that where a band was located on a reserve, the white man could be put off the reserve. Mr. Parker mentioned, that the Criminal Code (Section 5) provides heavy penalties under certain conditions but no special provision was made for cases where the girl is of Indian or Eskimo blood.

(b) General questions raised by Bishop Fleming. 7257.

Mr. Gibson said that Bishop Fleming had written commenting on the motion picture film "Eskimo" and asking for a statement respecting policy on matters affecting the moral welfare of the Eskimos. He said it was proposed to write Bishop Fleming telling him of the reference shortly to be made to the Supreme Court with a view to determining the responsibility for the care of the Eskimo in the Province of Quebec and that pending a decision being given, it is difficult to answer most of his questions.

General MacBrien said two of his officers had viewed the picture in New York and they reported that it depicted conditions existing before the advent of the Royal Canadian Mounted Police and the improvement made by the Police. Major McKeand said that Mr. Tubman, Manager of the Regent Theatre, told him the picture portrayed the advance of Eskimo morality by reason of Government administration. The picture was photographed in California and Alaska.

Following a general discussion, it was moved by Mr. Gibson, seconded by Dr. Camsell that a short reply be made to Bishop Fleming telling him that the picture "Eskimo" had been inspected by two senior officers of the Royal Canadian Mounted Police who reported to the Commissioner of the Police that there was nothing objectionable in it when it was kept in mind that the early scenes depicted conditions as they were at the time portrayed and the later scenes showed the improvement that had been made under Police supervision.

(c) Relief to destitute whites and half-breeds -

- (1) Graduation age of destitute orphan children from residential schools. 2669.

The Secretary said that the Mission authorities had asked that the graduation age of girls maintained in residential schools by the Department of the Interior be raised to eighteen years, the same as the Department of Indian Affairs. Dr. McGill said the truancy age of Indian Children was from seven to sixteen years and Dr. Stone pointed out that while the graduation age of Indian girls was sixteen, the Indian Department actually encouraged these girls to remain in residential schools until they were eighteen years of age.

Mr. Gibson expressed the opinion that an effort should be made to have the Mission authorities bring destitute white girls out of the Territories on graduation as their opportunities would be much better in the Provinces. Mr. Gibson moved, seconded by Mr. Cumming, that the matter be taken up with the Missions.

- (2) Maintenance of children who have one or more parents living (Olivier). 4739-2.

This matter arose through applications submitted on behalf of two children by the name of Olivier for admission to the residential school at Resolution. This item had been placed on the Agenda because the proposed action was somewhat unusual.

The Secretary read a Departmental memorandum which set out the facts of the case and which seemed to indicate that the father of the Olivier children could pay at least part of the cost of maintaining the children in school. The recommendation in the memorandum was that the application for admission be turned down but that it be intimated to the Mission authorities that if the father would bear a portion of the cost of maintaining the children in school, the Department might make up the difference.

Mr. Daly expressed the opinion that a hard and fast rule could not be laid down for the guidance of the Administration.

Mr. Gibson said that the amount involved was not great but if the Department paid for the maintenance of children whose parents could afford to take care of the expenses themselves, it might encourage parents of that type to simply shift their reasonable responsibility on to the

Department. Dr. McGill said the Department of Indian Affairs tried to get Indian orphans and children whose home life was not happy, into residential schools or homes where they would have a better chance.

Further investigation is to be made.

(d) Pooling of Government freight-Mackenzie District-33.

Mr. Gibson said that the purchasing agent of the Interior Department had been in touch with the purchasing agents of other Departments and there was general agreement:- that all the Government freight should be pooled; that as the rates submitted by those tendering were practically identical, and as the Hudson's Bay Company gave good service last year and was in a position to render adequate service next season, that the business should be given to the Hudson's Bay Company. It was moved by General MacBrien, seconded by Mr. Cumming, that the offer of the Hudson's Bay Company be recommended to the various Government Departments.

(e) Education -

(1) Grant to Anglican day school at Fort Smith-5256.

Mr. Gibson moved, seconded by Dr. McGill, that the grant of \$500.00 from the Department of Interior to the Anglican school at Fort Smith be made effective from the 1st October, 1933, and that the reduction in the Roman Catholic School grant, agreed upon, date from 1st April, 1934.

(2) St. David's Day School, Simpson - Application for supplies, desks, etc.

The Secretary reported that Rev. Franklin Clarke and others, had applied to the Department for twelve desks, a teacher's desk, and other equipment and supplies, the cost of which was estimated at \$169.00, exclusive of freight. The returns from the School disclosed an average attendance of less than the minimum required to entitle the School to the usual grant of \$200.00 per annum.

Mr. Gibson pointed out that the Department had supplied school books for the use of pupils who are unable to attend school and asked whether it would not be sufficient to simply supply the books in this case. Dr. McGill said that they had refused to supply desks at northern points because it was felt the people interested should be able to manufacture desks out of material available locally. Mr. Gibson moved, seconded by Mr. Daly, that in this case a reasonable supply of books, etc., be sent, but no desks be furnished.

(f) Public aid to Hospitals -

(1) Application for beds, Fort Smith Hospital-204.

The Secretary read a letter from Dr. McGill covering the application of Father Lefebvre for new beds and mattresses to replace worn out equipment at Fort Smith Hospital. He also read a statement of surplus equipment obtained from the Department of Soldier Civil Re-establishment that was transferred some years ago to hospitals of the North-

west Territories, and an extract from the Minutes of a Meeting of the Northwest Territories Council held on the 22nd October, 1929, at which time Dr. Scott stated it was the practice of the Indian Department to provide equipment when an Indian hospital was first established and thereafter make such grants as would provide for the maintenance of the hospital.

Dr. Stone said he was inclined to think that the information furnished by Dr. Scott at that time was not accurate as he did not believe the Indian Department had ever furnished equipment to hospitals, although "Drugs" was interpreted to mean expendible equipment. It was remarked that a few years ago almost identical requisitions for drugs were submitted to the Departments of Interior and Indian Affairs and that since then it has been the practice of the two Departments to consult one another whenever there is a possibility of duplication in orders for drugs.

It was stated that at the time of Father Lefebvre's application for cots and mattresses, the hospital was overcrowded but that Dr. Morrow, on reporting on the matter, said that the situation had been relieved by reduction in the number of sick. Attention was directed to a clipping from a Calgary paper intimating that Bishop Breynat intended extending the Fort Smith hospital, but there did not appear to be any official verification of this newspaper report.

Mr. Gibson expressed the opinion that Bishop Breynat would probably consider it necessary to build a hospital at Cameron Bay at an early date and he would probably be asking for a grant to assist in construction.

Dr. Stone remarked that Bishop Breynat intimated he would not be looking, this year, for a guaranteed revenue from the Dominion Government, instead he considered that the hospital would earn at least \$8,000.00 in grants during the year.

Dr. Stone reported that some time ago it had been suggested to the Indian Department that instead of providing drugs, the daily grant be increased by twenty-five (25) cents. On checking up on the matter he found that it cost much less than twenty-five (25) cents per day per patient to furnish the drugs that had been supplied in the past.

Mr. Gibson expressed the opinion that since Council had favoured the practice of assisting in construction of hospitals and paying the usual grants at the rate of 50¢ and \$1.50 per day, that for the time being Father Lefebvre's application be dealt with by enquiring as to whether the equipment applied for was required for an extension of the Fort Smith Hospital. This was agreed to.

Mr. Parker and Dr. Stone then retired.

(g) Eastern Arctic Patrol -

(1) Report of committee on further co-operation with Department of Marine. 5031-9 - 7791.

Dr. Camsell reported that Dr. Collins, Commander Edwards, Captain Dickson, and Major McKeand, met and dis-

cussed the question of transporting a scientific party to and from Southampton Island. He said no difficulty arose in getting the party to Southampton Island, and the return trip could be made by the "Nascopie", "N.B. McLean", "Ocean Eagle", or Bishop Turquetil's boat, each of which return trips would be expensive or unreliable, consequently it would be necessary to give up the Southampton Island idea for this year.

Dr. Camsell said that his Department had only \$48,000.00 in place of \$200,000.00 for the field work.

Mr. Gibson remarked on the publicity being given in newspapers to the extensive program of Arctic exploration and investigation being conducted by the Russian Government, and expressed the opinion that it might be desirable to recommend to the Dominion Government that a scientific party be sent to the Canadian Arctic for a full year.

Dr. Camsell thought the policy being followed in the Northwest Territories should be defended but he expressed hearty approval of Mr. Gibson's idea provided funds could be obtained in the Supplementary Estimates. It was decided to leave the matter open for the time being in order that Dr. Camsell might submit a definite plan for submission to the Government.

- (2) Composition of Government Party.
- (3) Itinerary, etc.
- (4) Hudson's Bay Company offer.

Stand till Dr. Camsell reports.

(h) Northwest Game Regulations -

- (1) Definition of the term "in dire need" - 7856.

The Secretary read a letter just received from General MacBrien in connection with the interpretation of the term "in dire need".

Mr. Gibson referred to a recent conversation which the Commissioner had had with a former secretary of the Northwest Territories Prospectors Association who had expressed the opinion that the present way of enforcing the Game Regulations with respect to caribou was working out reasonably satisfactory and that there was no need for any change in policy but that it might be well to have a pretty definite understanding as to who could take caribou for food, that the feeling of the local Committee was that restaurateurs and the larger mining companies who have adequate commissariat arrangements would have no excuse for sending out employees to take caribou, that if they needed fresh meat it could be purchased by them from the Indians.

Reference had been made in this conversation to an incident where Indians had brought meat thirty miles by dog team and had to accept 10¢ per pound, because they had been informed by the restaurateurs and mining companies that if they did not take it, employees would be sent out to get caribou.

In the general discussion which followed, it became apparent that there was a general feeling,-

- (1) that it was no hardship to ask restaurateurs and larger mining companies to pay for fresh meat which they can secure readily from the Indians at a reasonable figure. (25 to 30¢ per lb. is the price mentioned by the representatives of certain mining companies who have discussed the situation here).
- (2) that this business means a great deal to the Indians for it keeps them supplied with cash which is of greater value at the trading stores, and provides them with an incentive to work.

It was moved by General MacBrien, seconded by Dr. McGill, that the following interpretation of "in dire need" be accepted -

"Shortage of food stuffs making it essential to kill such game for fresh meat (food) in order to sustain life or prevent starvation."

- (2) Rights of half-breeds under game regulations. 737-7.

The Secretary read a draft reply to General MacBrien in connection with the right of half-breeds to hunt and trap in the Northwest Territories without licenses. This was approved by Council. The questions raised by General MacBrien and the answers proposed in the draft letter, are as follows, -

Question 1. Is it necessary that a half-breed born in the Northwest Territory and in regular employment with a trading company obtain a resident hunting and trapping license?

Answer. This half-breed would be required to take out a license under Section 3 of the Game Regulations.

Question 2. Is it necessary that a half-breed Indian born in the Northwest Territories who is not actively employed with a trading company or on his own who is in receipt of a small pension which is not sufficient to support either himself or his family, obtain a resident hunting and trapping license?

Answer. As this native is not steadily employed by the trading company he would not be required to take out a license.

Question 3. Would an Indian woman born in the Northwest Territories who is married to a white man take his status or may she hunt and trap without a license.

Answer. This woman is now deemed to be a white person, therefore she would be required to take out a license.



- (3) Application of Revillon Freres to establish trading post on Belcher Islands. 5676-7257.

The Secretary read a letter received from Revillon Freres Trading Company asking whether the Department would permit them to open up a trading post on Belcher Islands. Revillon Freres Company claimed that with the opening of a permanent trading post on the Islands by the Hudson's Bay Company, some of their hunters who formerly crossed over to the mainland to trade, now traded with the Hudson's Bay Company.

After a brief discussion General MacBrien moved, seconded by Dr. Camsell, that the application of Revillon Freres Trading Company to open up a permanent trading post on Belcher Islands be approved.

(i) Wolf Bounties -

- (1) Statement of warrants outstanding - 7244.

It was reported that some of the trading companies had since the 1st August last, requested the issue of wolf bounty warrants claiming that certain of their posts could not be advised of the cancellation of wolf bounty prior to the date set for the expiry of the bounty.

Mr. Gibson stated that it was not known how many pelts the companies might be holding, but it might be that all but worthless pelts from a sale standpoint had been disposed of.

Mr. Gibson mentioned that when the Northwest Territories Estimates were under discussion in the House of Commons recently, the Minister of the Interior stated it was unnecessary to pay bounty because a better price could be obtained for the pelts at fur auction sales than would be obtained if the pelts were surrendered for bounty.

Mr. Turner expressed the opinion that it might be advisable to authorize the issue of bounty warrants for those pelts in the hands of the Mounted Police as in such instances the owners would not have had an opportunity of disposing of the pelts by sale and in addition no opportunity would have occurred since the 1st August of switching good pelts for worthless ones.

Mr. Cumming moved, seconded by Mr. Daly, that authority be requested for the issue of payment of bounty in connection with those bona fide cases under discussion in which the pelts had been surrendered to the Royal Canadian Mounted Police.

(j) Reindeer Industry -

- (1) Reading Lomen reports on failure to make delivery - 4819.

It was reported that the attempt to drive the reindeer herd across the Mackenzie Delta had proven abortive and it was agreed that copies of the recent communications received by the Department in connection with the attempted drive should be sent to the various members of Council along with these Minutes. (Copies attached).

- (2) Research work by Dr. Hadwen on behalf Ontario Research Foundation - 2506.

Stand.

- (k) Exportation of unworked walrus tusks - 4783.

The Secretary reported that Inspector Sandys-Wunsch of the Royal Canadian Mounted Police, the Department of Fisheries, and he himself, were in agreement that an amendment should be made to the Walrus Regulations. He recommended that the words "for scientific purposes" in Section (d) of the Regulations be deleted, thus enabling the Minister of Fisheries to issue permits for the exportation of walrus tusks and walrus hides.

It was moved by General MacBrien, seconded by Dr. McGill, that Major McKeand's recommendation be taken up with the Department of Fisheries.

- (1) Edgar Gibson, Insane -

General MacBrien said that he had had a long talk with Mr. D. M. Kennedy, M.P., and Mr. Kennedy seemed to be quite satisfied that everything possible had been done for Mr. Gibson.

Mr. Kennedy promised to use his influence with this man and his family to try and dissuade him from his announced intention of returning to Great Bear Lake.

General MacBrien said he had had a second communication from Mr. Gibson asking him to arrange for the sale of his tools at Great Bear Lake. Mr. Kennedy had agreed that it might be better to hold off the sale of the tools until work opened up as a better price might then be obtained, and General MacBrien said he had written Mr. Gibson in this regard.

General MacBrien handed to the Secretary for the information of Council, a comprehensive memorandum on this subject which read as follows,-

"Memorandum Re Edgar Gibson

"The above named, who is a farmer of 45 years of age and a returned soldier, having served in South Africa and France, rented his farm at Pibroch, Alberta in the spring of 1933, and purchased a year's supply of provisions with the intention of proceeding North. He left his wife and family of three children at Pibroch, Alberta, and left for Cameron Bay, N.W.T. He arrived at Cameron Bay on 12th September, 1933, with Mr. Wm. MacDonald of Westlock, Alberta, in a power boat, after a very hard trip. He secured work with the Murphy Services at that point, unloading freight, etc., with a promise of three months work. Shortly after his employment he was noticed to be acting in a peculiar manner and his conversation was erratic.

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"On October 12, 1933, an employee of the Murphy Services named Peter Racine complained to Dr. T. O. Byrnes, Medical Health Officer, that Gibson was eating very little, and hardly slept at all, also that his conduct was peculiar. Dr. Byrnes met Gibson at the Radio Station of the Canadian Airways where he was endeavouring to persuade the operator to despatch a wire to his wife which started in a rational way and became foolish and incoherent at the end. Gibson's actions on this occasion indicated that he was far from normal. Dr. Byrnes spent two hours in conversation with Gibson and concluded that Gibson presented all the signs and symptoms of a clear cut case of maniac depressive insanity in the maniac phase.

"Information was laid by Peter Racine before Sergeant E. G. Baker in his capacity as Justice of the Peace at Cameron Bay on the 14th October, 1933, and after hearing the evidence of Dr. T. O. Byrnes, Peter Racine, W. J. Wylie, and W. D. Ferris, the said Edgar Gibson was adjudged insane and committed to the R.C.M.P. Guard Room at Edmonton, Alta., pending the decision of the Commissioner of the North West Territories. During his detention at Cameron Bay, N.W.T., he at no time displayed any violent symptoms and sedatives were administered by Dr. T.O. Byrnes from time to time to enable him to obtain much needed sleep.

"On account of there being no proper accommodation at Cameron Bay, arrangements were made to transport Gibson to Edmonton, Alta., by plane and he left Cameron Bay on the 15th October, 1933, by plane, in custody of Const. J. R. MacBrien, and arrived in Edmonton on 17th October, 1933, where Gibson was placed in the R.C.M. Police Guardroom. Some delay was experienced in receiving the evidence in the case at Edmonton due to the S.S. Mabel being ice-bound near Fort McMurray, and same arrived on 13th November, 1933. Meanwhile Gibson was examined by Dr. Barrager, Commissioner of Mental Institutions, Province of Alberta, and on 12th November, 1933, pronounced not insane and suitable to be at large. On instructions from Ottawa Gibson was released on 18th November, 1933, and taken in a car to the Murphy Services offices in Edmonton, where arrangements had been made for his transportation to his home in Pibroch, Alta. He made no complaint at the time of his release, nor any request for return to the N.W.T.

"A letter (copy attached) from the Commissioner of the North West Territories dated 16th November, 1933, stated that in view of Edgar Gibson having been pronounced not insane there appears to be no alternative but to release him at once, and if he so requests, return him to Cameron Bay at the cost of the Crown. In a later letter it was indicated that should Gibson express a wish to return North, an effort should be made to dissuade as he is evidently unsuited temperamentally for residence in the North.

"A letter dated at Dapp, Alberta, 12th December, 1933, was received from Edgar Gibson, in which he complained of his treatment whilst in custody at Edmonton, and explained the cause of his breakdown,

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also indicated that he would wish to return to Cameron Bay in the Spring of 1934. A further letter, dated 2nd January, 1934, requested that all his supplies and tools at Cameron Bay be sold by Public Auction and the proceeds sent to him at Dapp, Alta. The necessary instructions were issued.

"On 14th February, 1934, a letter was received from Mr. D. M. Kennedy, M.P., for Peace River, requesting an interview in the case of Gibson and same was arranged for 20th February, with the Commissioner, and on that date telegraphic instructions were sent cancelling previous orders regarding sale of Gibson's supplies, etc. A definite request for return to Cameron Bay, N.W.T., with fare and expenses was received from Gibson under date of 21st February, 1934, and on 3rd March a further letter from him requested the immediate sale of his supplies etc., at Cameron Bay, as he was in urgent need of the money. No action has been taken in this latter request pending a reply to a letter to him indicating that a better price would likely be obtained later in the season.

"Regarding complaint of Edgar Gibson to the Commissioner of North West Territories, dated 3rd March, 1934 (copy attached), the reply is as follows:-

- "Para. 1. - Correct.
- "Para. 2. - No exaggeration was necessary on part of witnesses as committal was based on medical grounds. No suggestion was made of him being sent to Fort Smith, an idea no doubt due to mental condition at that time.
- "Para. 3. - The Officer Commanding did not need to question Gibson after taking him over from the escort. The delay in receiving evidence was due to ice conditions near Fort McMurray.
- "Para. 4. - A report of A/Cpl. W. Reay, dated at Edmonton, Alta., 8th December, 1933, states as follows:- 'During this man's (Gibson) stay in the Guard Room, he received medical attention from Dr. Smith, when he was released he thanked me for the kind way he had been treated and never asked for any compensation or mentioned anything about damages'.
- "Para. 5. - The case quoted of an Indian named Louis no doubt refers to LOUIS PAUL, now an inmate of Poncha Mental Institute, who was held in the Guardroom at Edmonton for some time pending a decision of the Deputy Attorney General of Alberta regarding responsibility for maintenance.
- "Para. 6. - The case of J. Leyland was a purely Provincial matter - copy of crime report attached."

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The Secretary read a letter which had been written to General MacBrien by Mr. Rowatt advising that it was proposed to write Mr. Gibson stating that the Northwest Territories Council has been endeavouring, through the Royal Canadian Mounted Police, to dissuade from proceeding to remote areas of the Territories, those who are unsuited or insufficiently equipped to withstand the rigors for isolation of life under conditions which might be expected to exist; that inadequate equipment or inability to withstand hardship and isolation might easily result in disaster, and that those now established at Great Bear Lake are not organized to look after anyone unable to take care of themselves.

Dr. Camsell moved, seconded by Mr. Daly, that the letters from Mr. Gibson and his wife, now before the Department, be answered along the above lines.

Council then adjourned.

NORTHWESTERN LIVESTOCK CORPORATION

Colman Building,  
Seattle, Washington.

March 2, 1934.

Hon. H. H. Rowatt,  
Deputy Minister of the Interior,  
Ottawa, Canada.

Dear Sir:-

We are in receipt of rather distressing news from our Mr. D. E. Crowley, and exchange of telegrams is as follows:

"AKLAVIK NWT FEB 27 1934  
"ARRIVED AKLAVIK TODAY FROM SHINGLE POINT ANDREW AGREES IMPOSSIBLE CROSS THIS SPRING VISITED FORSILT ENROUTE HE DISAPPOINTED BUT NOT UNFRIENDLY CROSSING MUCH MORE DIFFICULT AND COMPLICATED THAN I ANTICIPATED ANDREW EXCELLENT IN CHARGE OF HERD BUT LACKS ABILITY TO PLAN AND ORGANIZE FAILURE THIS YEAR DUE ENTIRELY THESE CAUSES STOP ACCOUNT MY UNFAMILIARITY CLIMATIC PHYSICAL AND OTHER CONDITIONS IMPOSSIBLE TO ACCURATELY SIZE UP SITUATION AND FORESEE DIFFICULTIES TOO MUCH CONFIDENCE IN ANDREW STOP NECESSARY SPEND ONE MONTH AMONG ISLAND THIS SPRING TO EXAMINE CONDITIONS AND SURVEY ROUTE FOR CROSSING NOVEMBER SHOULD BE SPENT ESTABLISHING CAMPS AND STAKING ROUTE TO BE FOLLOWED STOP WITH EXPERIENCE AND INFORMATION GAINED THIS WINTER CAN HANDLE SITUATION INTELLIGENTLY CONFIDENT SUCCESSFUL CROSSING CAN BE MADE ABOUT DECEMBER FIRST WILL REMAIN IF YOU DESIRE.

"D. E. CROWLEY".

"SEATTLE WASH FEB 28 1934  
"REGRET MANY DIFFICULTIES AND DELAY STOP HOW MANY ESTIMATED IN HERD AND PROBABLE INCREASE IF DELIVERY DELAYED AS SUGGESTED STOP WHAT ARE POSSIBILITIES OF ROUNDING UP STRAYS BETWEEN NOW AND FAWNING SEASON AND RETURNING TO MAIN HERD.

"RALPH LOMEN"

"AKLAVIK NWT MARCH 2 1934  
"ROUNDING UP PRACTICALLY COMPLETED ESTIMATE HERD NOW NUMBERS SLIGHTLY LESS THAN TWO THOUSAND SHOULD HAVE INCREASE ABOUT EIGHT HUNDRED FAWN STOP DEER GREATLY WEAKENED BY TRIP AND VERY POOR FEED CONDITIONS WEST SIDE SECOND ATTEMPT TO CROSS SURELY ATTENDED CONSIDERABLE LOSS CONSIDERING SOLELY YOUR BEST INTERESTS

"D. E. CROWLEY"

I have communicated this information to our New York office with the recommendation that we instruct our Mr. Crowley to remain north to carry out plans as suggested by him.

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Copy of letters from Mr. Crowley and Andrew Bahr dated January 27th and January 29th are enclosed herewith.

Very truly yours,

(sgd) Ralph Lomen

Vice-President,

NORTHWESTERN LIVESTOCK CORPORATION.

Kendall Island,  
Jan. 27, 1934.

Dear Ralph:

Well, Ralph, by this date I thought surely I would be able to report the completion of the drive and be on my way to Aklavik to take the plane for the outside, but the fates willed otherwise.

As I wired you, we were somewhat delayed by a spell of very bad stormy weather. We planned on moving from the Koagruk River to Shingle Point, Dec. 8. On the 7th it started to storm and we finally got to Shingle Point the day before Christmas. From the 7th to the 25th it was one continuous spell of extremely bad weather. The worst storms I ever saw. Even the Eskimos said they never saw anything worse. During this period, we had a day or part of a day occasionally during which time we rounded up the herd and did our best to try to keep them from straying too far. The weather cleared the day after Christmas and we had all the boys out rounding up. This took 4 days. On the 5th we lassoed sled deer and got away at 6.30 that evening for "Manixas", arriving there on the 31st. The next two days were spent getting ready for the big drive out across the islands. The Delta route was impossible on account too much glare ice. These terrific winds had simply swept the lakes and channels clear of snow.

I discussed with Andrew the advisability of my accompanying the drive across the ice. He advised against it, for the reason that I would be of very little use on this trip, that it would mean just that much extra baggage to haul, that my clothing was not nearly adequate for this strenuous trip. I had only that little light parka which I got in Seattle, also that one pair of Mukluks, no fur pants and no fur cap. He recommended that I go across the delta to Porsild's place on the east channel of the Mackenzie River. This is called the new reindeer station and is 60 miles (2 days travel) from the station at Kittigazuit, get Mr. Porsild and go to Kittigazuit and make ready to count and receive the reindeer, that this would save several days time and would be much better all around. This I proceeded to do. Had some difficulty securing a dog team, but finally got one who agreed to take me part way, and after changing drivers twice more arrived at Porsild's place Friday evening Jan. 12. The next two days Porsild spent getting ready to make the trip. Sunday the 13, it was 55 below; I was glad we were not on the trail. We left Monday morning arriving at Kittigazuit on the 16. Spent two days hauling wood and hauled the panels out to the corral. Still no sign of Andrew, and I was beginning to worry.

On the 22 two trappers arrived from Kendall Island and told us that Andrew had got about half way to the Island when the herd had stampeded and gone back to the mainland, that Andrew and the natives had followed shortly afterwards. The three Lapps with the sled deer had gone to Kendall Island, and were there now awaiting Andrew's return.



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After discussing the situation with Mr. Porsild we decided the best thing to do was to go to Kendall Island and see the Lapps and find out just how matters stood. Accordingly we hired one of these trappers as a guide and started for Kendall Island where we arrived after a very hard trip yesterday evening Jan. 26. The Lapps are here, one suffering from a rather badly frozen hand and one was thrown across a sled by the deer and as a consequence has a very badly sprained back. He is not able to do any work.

It seems the native herders went back the second day after the deer stampeded but that Andrew came here to Kendall Island where he stayed a couple of days. He got a little grub, hired an extra dog team and went back to Shingle Point. Said he would hire two more dog teams there and drive the herd here to Kendall Island. He said he expected to get started back by the 26th, that was yesterday. Also said he would not try to use sled deer this time, that it would be quicker and easier to hire dog teams. Also three of his experienced men are here. Of course it was impossible for the sled deer to be taken back across the ice.

After arriving here and sizing up the situation I was undecided whether it would be better to wait for Andrew here or go to Shingle Point, so made inquiries about hiring a dog team to go to Shingle Point and although there are two teams here neither one will make the trip. So will wait for Andrew here.

Mr. Porsild is returning to the reindeer station today. The Lapps and myself will stay here until Andrew comes.

I was just sick when I heard the reindeer had stamped back to the mainland. Everything had been working so nicely I thought we were going to get through in fine shape, then to have this happen rakes all the joy out of life.

But I will tell you one thing, Ralph, this is sure a tough country in which to try and work outdoors during December and January. The weather has just been hellish. I have had my face quite badly frost-bitten several times, and every trip is just painful, the weather has been so severe, have lost fifteen pounds also. The trapper where we are now staying has not been out over his trap line for over a month the weather has been so bad.

Received Carl's nice letter on New Year's day and was very glad to hear from him. If he had come north he might possibly have done better than I, but I am doing my darndest.

Will keep you advised of the situation as well as I can. That is every time I can I will send messages to Aklavik advising you of the status of the drive.

Hope I will have a better report to make next time. With best wishes to you all.

Sincerely,

Dan.

Shingle Point,  
Jan. 29, 1934.

Dear Mr. Ralph Lomen,  
Seattle, Washington.

Our crossing with herd was delayed on account of the continuous storms in Dec. January 3rd we were on the way crossing the Mackenzie Bay and the travelling was very bad and almost clear ice.

On the 4th day of Jan. late in the evening was more than half way to the feeding grounds, getting dark and no real place to stop and hold the herd and the boys getting very tired, all in, so we were stuck trying to hold the herd but they run away from us. The clear ice and the snow spots make them scattered we were lots of boys after, but it start snowing drift impossible to find them any more. Some boys came back after 22 hours very hardship. Our guide, Oliver, told that there are people at Kendall Island and takes only 3 or 4 hours run there, so I ask him to go there and the dog team but he did not like go there alone so I went with him. After few minutes were on our way but our dogs was very slow, tired been working too hard behind the herd.

After 24 hours travelling without any stop reached Kendall Island. We was very tired both ourselves and dogs. It was head wind, snowing drifting and dark on the 6th day of Jan. I shiver, one could hear my teeth 100 ft. from me, was glad to find the house in such good condition. Four rooms with big cooking range and bed heater, lots of fir wood in house and grub for both man and dogs, ready kindling wood. First we lit the lamp and built fire to heater and soon the big cooking range had fire too, after few minutes the house was very warm. Strip off our ice and wet clothes turn all our dogs loose, fed them good on fish, hung up all our clothes to dry and afterward got to bed.

Next morning Jan. 7 get up, find it was blowing hard, stay in all day. Jan. 8 got little better and the owners of this house came, 2 families, Mr. Denis Anaktok and Joe Illisiak. They been Aklavik for Christmas. Jan. 9 blow hard, stay in. Jan. 10 got better and I hired Joe Illisiak with his team and brought some little necessaries and was on the way with two teams, travelling until late at night, dark, cloudy, snowing had to stop. Early next morning Jan. 11 was on the way reached to camp place where boys was left, but they were gone. We found cache that boys left there. We stay over night in the morning Jan. 12 was early on the way. Got dark, camped on ice. We saw bunch of reindeer about one hundred or so on one little island but we didn't have no chance to bother with them. We were fighting for our life.

Jan. 13 reached Shingle Pt. All the people run there to meet us. Amongst them was minister, Mr. Webster, and our boys Edwin, Terence, Mark and young Thomas who was our extra help. Terence had froze both of his feet toes but not serious and of course their cheeks too. They had awful hard time too, walking 60 miles against snow storm.

- 2 -

The 3 Lapp boys they go with the sled deer towards Richard Island that is all I know about them. They got 13 sled deer all starving to last point. Our native boys was left with them and they told me. We been here now 16 days bunching up the herd again. We got most of the herd but lots of them off yet. It been steady snowing and storming since we came here, lots of wolves bother very bad feeding condition. People natives from here got hard times, starvation, dogs nearly all died by starving. We got hard times too. Mission here they been trying to help us with grub but they run short themselves too. I sent 2 dog teams to Herschel Island for grub, but they came back empty. I hear that Hudson Bay Co. at Aklavik is short of flour, r.oats, rice and cornmeal. I am sending order for grub with Mr. Webster to Aklavik or H.B.Co.

I don't know if Canada Govt. do not accept the deer this side, then we can try to cross the Mackenzie in last part of March or first day of April. By that time herd will be in better condition and snow will settle more on the ice. I am sure we can make it. Long days eats will help and hold the herd until after fawning at Co. name. You all know this, but I mention it. I got very hard time here to keep the boys going on acct. of the shortage of grub and the clothes.

Remember me to all the Lomens, wishing you all a Merry Christmas and a very Happy New Year.

Sincerely yours,

Andrew Bahr.

DEPARTMENT OF THE INTERIOR

North West Territories and Yukon

Government Reindeer  
Station,  
February 4, 1934.

Dear Sir:-

I beg to report that upon the arrival of Mr. D. E. Crowley, representative of the Lomen Reindeer Corporation, on January 12, at the Reindeer Station, I learned that the drive of the reindeer herd across the Mackenzie Delta, had started on January 3rd. Mr. Crowley also informed me that Andrew Bahr, in charge of the drive had expected to have the herd at the corralls near Kittigazuit on or about January 17th.

Upon receipt of this information I at once prepared to proceed to Kittigazuit and arrived at the corralls on January 16th., accompanied by Mr. Crowley and one of our men.

The following days were spent clearing the corral for snow and in getting the camp which had not been occupied for some time, ready for the arrival of the herders.

On January 22nd word was received by two Eskimo trappers who happened to pass the camp, that the reindeer herd had stampeded when half way across the Mackenzie Bay and had returned to the west side of the delta. These men had also heard from other Eskimo with whom they had been in contact recently on their trap lines that Andrew Bahr with some of the men had gone back to Shingle Pt. while three men had remained at Kendall Island with fifteen sled deer and part of the equipment.

Following this information I at once started out for Kendall Island crossing Richards Island arriving at Kendall Island on the 26th where I found our three Laplanders camped with a native trapper.

The Lapps reported as follows:-

"The party consisting of Andrew Bahr and seven Lap and Eskimo herders had started from Shoalwater Bay on the west side of the delta on January 3rd. A Mackenzie Delta native accompanied the drive acting as guide. The herd at the time of the start was in very fair shape and in their estimation numbered in the vicinity of 2,000 head. Bahr had not expected to find proper pasturage for the deer until reaching the west coast of Richards Island and therefore had intended to keep moving, day and night, until reaching this objective.

"In crossing the Bay it was soon found that due to continuous storms during the month of December the snow in many places had been blown off the ice. Since reindeer cannot travel on glare ice it was necessary to make frequent detours.

"After fifteen hours of travelling a small island was reached. Here the men rested for two hours while the herd was permitted to feed on the dead grass and low willows which covered the island.

- 2 -

"During the next stage of the march the Lapps claim that the guide, who is an old man, completely lost his way and for this reason eight hours were lost making a detour around extensive willow flats through which it was impossible to travel with the herd.

"Following thirty hours of continuous travelling on foot, with the thermometer at 48 degrees below zero, the men were very tired. The herd also was getting hungry and very unmanageable. When a second grass-covered island was reached it was therefore decided to let the herd feed for a couple of hours while the men cooked a meal and rested.

"A temporary tent was set up, and as the deer had been observed to feed peacefully it was not considered necessary to leave a man with the herd. While thus the men were all in the tent the herd suddenly commenced to stampede and started to backtrack towards Shingle Pt.

"Four men started out at once, in the dark, hoping to overtake the herd but returned twelve hours later without having been able to catch up with the deer. During the stampede a small band of approximately one hundred head of deer had become separated from the main herd and were now feeding on a nearby island.

"Andrew Bahr with four Eskimo herders and the guide returned to Shingle Pt. while the Lapps were instructed to proceed towards Richards Island with the remaining one hundred deer. The train of fifteen sled deer were also left with the Lapps.

"Following the departure of Bahr and his men a two day snowstorm scattered the remaining small herd.

"Andrew Bahr before leaving had said that he expected to find the herd east of Blow River and that he hoped to be ready for a second attempt by next full moon, i.e., the latter part of January. He intended to start direct from Shingle Pt. to Garry or Kendall Island, since by doing so he would avoid the willow flats and the glare ice of the foot of the Bay. By using dog teams instead of sled deer for transporting his gear he expected to make better time."

A further reason why Bahr had decided not to take the three Lapps back with him to assist in a second attempt presumably is, that two were physically unfit for such trip. One was suffering from a severe cold when the drive had left Shingle Pt. but had refused to be left behind. At the time of my visit to Kendall Island he looked feverish and complained of pains in his chest and back. The other Lapp had frozen both hands seriously because he had been unable to secure suitable mittens and for more than ten days had been unable to use his right hand. An examination showed the sores to be extensive but superficial, and it is believed that no permanent injury will result.

Bahr probably will be well advised to attempt a crossing direct from Shingle Pt. in preference to the southern route. Garry and Kendall Island, as well as a number of other unnamed islands to the west of Richards Island belong geologically to the same formation as the latter. These islands are all fairly high and unlike the low alluvial islands of the delta, carry a fair cover of lichens suitable for reindeer grazing.

- 3 -

The dead grass and low willows available on the low alluvial islands in the foot of the bay is of little or no food value for reindeer. In an emergency however, reindeer, when in good shape, will subsist for several days on such feed.

Mr. Crowley who accompanied me to Kendall Island decided to remain here with the three Lapps until February 6th. If Bahr had not crossed by that date he considered it unlikely that a crossing would be attempted until next moon.

I returned to the Station on January 30th.

Yours truly,

'sgd' A. E. Porsild.

H. E. Hume, Esq.,  
Chairman, Dominion Lands Board,  
Department of Interior,  
Ottawa, Ont.

When replying address  
Commissioner of Dominion Lands  
Ottawa



DLM/VGB

Please quote

File 483-3 NWT

# Department of the Interior

DOMINION LANDS ADMINISTRATION

14th March, 1934.

Sir,-

I have the honour by direction to advise that the Fifty-first Session of the Northwest Territories Council will be held on Thursday, the 15th March, 1934, in the office of the Commissioner, at 2:30 o'clock in the afternoon.

Enclosed please find the following,-

1. Minutes of the 50th Session of the Northwest Territories Council, held on the 13th February, 1934.
2. Agenda for the 51st Session.

Your obedient servant,

A handwritten signature in cursive script, reading 'D. L. McKeand'.

D. L. McKeand,  
Secretary,  
Northwest Territories Council.

H. H. Rowatt, Esq., C.M.G.,  
Commissioner,  
Northwest Territories,  
O t t a w a.

COUNCIL OF THE NORTHWEST TERRITORIES

- AGENDA -

Tuesday, 13th February, 1934.

2:30 p.m.

1. Confirmation of Minutes.

Forty-ninth Session - Wednesday, 17th January, 1934.

Special Session - Tuesday, 23rd January, 1934.

2. Matters of Urgent Importance.

(a) Workmen's Compensation 4795

(Mr. Daly to report progress on draft Ordinance). ✓

(b) Scientific Expeditions.

- A Council*
1. Shackleton - 7022  
(Correspondence from Under-Secretary of State for External Affairs). ✓
  2. Polunin - 7625  
(Honorary employment as Botanist). ✓
  3. Wordie - 7839  
(Information supplied High Commissioner's Office). ✓

(c) Northwest Game Regulations.

1. Illegal shooting of caribou ✓ 7856

(Further report from Police on proceedings at trial Cameron Bay).

2. White foxes. 4679

(Application for extension of season from March 31st to April 15th on foxes north of the timber line). ✓

3. *Alberta Hefner* ✓ 7854

(d) Reindeer Industry. 4819

1. Reading of telegrams from ✓

- (a) Dr. Urquhart.
- (b) A. E. Porsild.

(Lomen's attempt and failure at Richards Island).

(e) Radio Communication.

*Refer*

1. Northwest Territories and Yukon Radio System. 320-5

(Reading exchange of correspondence with Department of National Defence).

(Brief report on inter-departmental meeting 2nd February, 1934).



2.	"Northern Messenger".	7691 5193-2
	(Suggestions for broadening scope of Departmental messages by "Northern Messenger").	
(f)	Eastern Arctic.	5031-9
	1. Government party including scientific personnel. Also further co-operation with Department of Marine for transportation Hudson Strait area.	
	2. Itinerary, freight, etc., etc. Tentative estimate of total Government requirements as compared with those of 1933.	<i>Hold</i>
(g)	Maintenance of Insane Persons.	9 6360
	(Provision for maintenance in Provincial Institutions).	
(h)	Appointment of Mining Recorders.	29
	(a) Police personnel as Sub-recorders.	
	(b) Permanent sub-recorder - Cameron Bay.	
(i)	Station for magnetic observations Chesterfield Inlet	6735
	(Exchange of correspondence with Under-Secretary of State for External Affairs).	
(j)	Consumption of denatured alcohol and canned heat by natives of Northwest Territories, and general question involving the issue of liquor permits.	238 563 5769
	(Exchange of correspondence with Department of National Health).	
(k)	<i>Traps case - Inquiries re relations</i>	<i>7494</i>
(l)	<i>Hospital equipment</i>	<i>504</i>
3.	<u>Items to be dealt with at later Session.</u>	
(a)	Exportation of unworked walrus tusks.	4783
(b)	Eskimo Relief.	7644 7257
(c)	Order of House of Commons for copies of all correspondence, etc., relating to the last four expeditions to Bache Peninsula.	294
(d)	Letter from W. F. Cooke, Fort Smith, suggesting certain amendments to the Northwest Game Regulations.	7816
(e)	Policy regarding length of service for medical officers in Northwest Territories.	5917
(f)	Graduation of destitute orphan children from residential schools.	2669

COUNCIL OF THE NORTHWEST TERRITORIES

Minutes of the Fiftieth Session of the Northwest Territories Council, held on Tuesday, the 13th day of February, 1934, in the office of the Commissioner, Mr. H. H. Rowatt, C.M.G.

PRESENT -

Mr. H. H. Rowatt (In the Chair)	- Commissioner.
Mr. R. A. Gibson	- Deputy Commissioner.
Dr. Charles Camsell	- Member of Council.
Mr. Austin L. Cumming	- " " "
Mr. K. R. Daly	- " " "
Major General J. H. MacBrien	- " " "
Dr. Harold W. McGill	- " " "
Major D. L. McKeand	- Secretary.

IN ATTENDANCE -

Mr. J. Lorne Turner	- Acting Chairman, Dominion Lands Board.
Dr. R. M. Stewart	- Director, Dominion Observatory, Dept. of Interior.

2. (1) Station for magnetic observations - Chesterfield Inlet -

Mr. Gibson suggested that the above item be dealt with first in order that Dr. Stewart's time might be conserved. He explained that the Department was considering the advisability of having a member of the Observatory staff accompany the Eastern Arctic Expedition this year and it was desired to have the views of the Northwest Territories Council in order that Dr. Camsell, who is making a report on personnel for scientific investigation, might take this into account.

The representations recently received urging that the magnetic station at Chesterfield, operated by the Department of Marine in connection with the Second Polar Year, be continued, were mentioned, and Dr. Stewart expressed the opinion that this was largely a matter for the consideration of the Department of Marine. He observed that the work was important due to the close proximity of Chesterfield to the magnetic pole. While the time available at each port of call, approximately forty-eight hours, did not allow much time, he thought it would be possible for the officer he had in mind, Mr. Madill, to secure useful magnetic data and also to fix astronomically, with reasonable accuracy, a number of points some of which were believed to be shown out of place on current maps.

Dr. Camsell said Dr. Collins had suggested that a party of scientists be dropped off at a location such as Southampton Island to conduct their respective studies and picked up later in the season by the "Nascopie" or the "McLean". Major McKeand said it might not be possible for the "Nascopie" to get to Southampton Island on the way into the Bay, but the Island would be reached on the way out. He thought it would be possible to arrange for transportation back from Southampton Island on Bishop Turquetil's boat which would be returning to Chesterfield, but Dr. Camsell thought this might add too much to the

cost. Dr. Stewart said that Mr. Madill's time would be better occupied if he remained with the ship rather than stay in the one locality with the other scientists.

It was moved by Dr. Camsell, seconded by Dr. McGill, that Major McKeand, Dr. Collins, and a representative of the Department of Marine get together and see whether the transportation problems could be worked out.

It was moved by Mr. Gibson, seconded by Mr. Daly, that an officer of the Dominion Observatory accompany the Expedition this year to carry out magnetic observations and fix astronomically the location of as many points as possible enroute. Dr. Stewart then retired.

#### Confirmation of Minutes -

It was moved by Dr. Camsell, seconded by Mr. Daly, that the Minutes of the Forty-ninth Session of the Northwest Territories Council, held on the 17th day of January, 1934, and the Special Session held on the 23rd day of January, 1934, be confirmed.

#### 2. Matters of Urgent Importance -

##### (a) Workmen's Compensation -

Mr. Daly said he had been so busy with the Saskatchewan Resources Commission work that he had been unable to do anything on this matter since the last Session of Council. Mr. Gibson mentioned that some of the mining men had been in the office and were asked what their reactions would be should the Dominion Government require them to safeguard their men. They said they were protecting their men now and even went so far as to intimate that if the Workmen's Compensation Ordinance was not made effective immediately, it would place no hardship upon employers of labour to require them to take out insurance that would protect the interests of the men they are employing with respect to accident and sickness. It is claimed by the companies that they look after their men and not permit any to become a charge on the community.

##### (b) Scientific Expeditions -

###### (1) Shackleton -

The Secretary read a memorandum as follows,-

#### "Proposed Shackleton Expedition to Ellesmere Island.

"On the 18th September, 1933, Mr. Edward Shackleton, organizer of an expedition to Ellesmere Island, appeared before the Northwest Territories Council and gave a brief outline of the projected programme. The plans of the Expedition did not appear to have advanced sufficiently to enable a clear concise statement being submitted but Mr. Shackleton asked that the Federal Government assist the Expedition by issuing the necessary permits and also by the following,-

- (a) By attaching a Geologist or paying approximately \$700.00 in lieu thereof;
- (b) Permitting use of Police buildings at Bache, also Police and Interior supplies at Bache and Fram Havn;

- 3 -

(c) A member of the R.C.M.P. accompany the Expedition as guide.

"Mr. Shackleton was advised that provided he furnished information on a number of stipulated points including the Expedition's financial backing, responsibility for a relief party, if necessary, equipment, etc., Council would recommend a grant of \$1,000.00 to assist the Expedition; \$700.00 to go toward the expenses of a Geologist and \$300.00 to cover partial cost of assembling and publishing the reports.

"Following his appearance before Council, Mr. Shackleton forwarded satisfactory evidence to show the Expedition has the approval of the Oxford University Club, also the Royal Geographical Society. The Oxford University Exploration Club will assume full responsibility for a relief party if it becomes necessary. The Federal Government is guaranteed copies of all reports, maps, charts, sketches, etc., and photographs, where necessary.

"Two points have not yet been reported upon, viz. - that the Expedition is adequately financed and properly equipped.

"The High Commissioner has reported that financial arrangements are not yet completed. £4,000 are considered necessary while only £1,500 are assured, but the sponsors confidently expect to raise the balance shortly.

"Transportation arrangements were to have been made with the late Dr. Knud Rasmussen also the matter of securing Greenland natives and dogs, but owing to the Doctor's demise nothing is known of the arrangements made.

"Before issuing the necessary permits, it should be definitely known if the Federal Government would be obliged to assume any responsibility in the event of the Expedition meeting with disaster provided an official of the Federal Service accompanies the party."

The Secretary also read a letter received from Dr. O. D. Skelton advising that the High Commissioner in London had requested that Shackleton's application for a grant of \$1,000.00 be placed before the Prime Minister; and a later exchange of cablegrams which Dr. Skelton had with the High Commissioner's office as to the progress which Shackleton had made in the matter of finances. A reply which had been received from London read as follows -

"No.44. Your telegram No.37, February 10th. Have discussed matter with Shackleton. He states that he has only recently returned from Denmark and financial arrangements not yet completed. This is partly due to the fact that they have decided to increase amount required to £4,000 in order to guarantee safety of expedition. At the moment he has about £1,500 assured and confidently expects to raise the rest very shortly."

After discussion it was moved by Mr. Gibson, seconded by Dr. Camsell that General MacBrien and Mr. Daly collaborate in the preparation of a report on Shackleton's application, giving all information available to date and saying that this Council recommends -

1. The issue of the permits applied for;
2. That financial assistance not exceeding \$1,000.00 be guaranteed for the purposes mentioned in the memorandum.

- 4 -

The foregoing on the distinct understanding that Shackleton will submit satisfactory evidence before the supplementary estimates are brought down, that his financial arrangements have been completed.

## (2) Poulnin -

Dr. Camsell said he had nothing to report. He thought it might be possible to offer Poulnin a place on the scientific party to Southampton Island as a botanist in an honorary capacity if the proposed plans materialized.

## (3) Wordie -

The Secretary reported that Mr. Wordie had cabled on the 23rd January that he had an option on the ship and was desirous of being advised immediately whether permits would be issued in his favour, and read a cablegram sent out by Dr. Skelton that the Northwest Territories Council was prepared to recommend the issue of the permits provided the usual information and guarantees were furnished.

Mr. Gibson suggested that extra copies of the Ordinances be forwarded to the High Commissioner's Office so that they would be available there when required.

## (c) Northwest Game Regulations -

## 1. Illegal shooting of caribou -

Mr. Gibson stated it was proposed to write Mr. LaBine, Col. C. D. H. MacAlpine, and Mr. H. G. Beresford, telling them that in the case of Oscar Burnstad, who was fined by a Justice of the Peace, a complaint had been lodged by Indians that caribou were being killed in violation of the game regulations and that on being charged with killing eight caribou, Mr. Burnstad had pleaded guilty, and that the Justice of the Peace had not levied the maximum penalty; Burnstad could have been fined \$400.00, and a year imprisonment, instead of \$150.00. Mr. Gibson added that Col. MacAlpine and Mr. LaBine had been here and were informed that information had reached the Department that Mr. Burnstad had left two of the animals behind on the ice; that they agreed that if such were the case there was no reasonable ground for complaint. General MacBrien stated that their records did not indicate that Burnstad had not picked up all the animals that he killed, but this might be due to the fact that the accused pleaded guilty, and therefore the reports were very brief. He stated it would simplify the work of his men if the term "in dire need" could be more definitely described. Dr. McGill thought that this term could only properly be interpreted as meaning starving condition or where there was actual suffering due to deficiency of diet. He added that scurvy did not develop overnight and it was reasonable to expect those working in the north to see that they had an adequate supply of proper provisions. It was also pointed out that caribou meat could be purchased from the Indians at Great Bear Lake. The opinion was expressed that this might have been an attempt on the part of those at the mining area to see just how far they could go without being checked up.

While the difficulty of adequately interpreting the term "in dire need" for the guidance of the Police was appreciated, it was moved by Dr. McGill, seconded by General MacBrien,

- 5 -

that Mr. Daly endeavour to draft such a definition and submit it to Council for further consideration.

2. White foxes -

It was pointed out that the consensus of opinion seemed to be that the present open season for white foxes was about right. Mr. Parsons had urged that two weeks be added in the spring. It was pointed out that pelts would probably be brought into the trading posts for a week or two after the end of the open season and it was thought that an extension would not be advisable.

3. Petition from halfbreeds and non-treaty Indians of Alberta for permission to hunt and trap in the Northwest Territories -

The Secretary read a petition received from an association calling itself "L'Association des Metis d'Alberta et des Territoires du Nord-ouest". Dr. McGill said he had not previously heard of this Association. There was a small band of non-treaty Indians in northern Alberta who could obtain treaty if they wanted it but he did not think the petitioners had authority to speak for this band of Indians. Mr. Gibson mentioned that in the House of Commons the question of relief of needy halfbreeds had been brought up and stated the answer given by the Government was to the effect that the care of these people was a responsibility of the Province concerned. It was moved by Mr. Daly, seconded by Dr. Camsell, that this discussion be looked up and the petition answered along the same lines.

(d) Reindeer Industry -

The Secretary read for the information of Council wireless messages received from Dr. Urquhart, Mr. A. E. Porsild, Mr. Crowley, the representative of the Lomen Company, re the reindeer herd, and an exchange of wires which Mr. Lomen had with Dr. Urquhart, all dealing with the present situation with respect to the reindeer herd. (Copies attached).

(e) Radio Communication -

1. Northwest Territories and Yukon Radio System -

It was reported that the Interior Department was represented at a meeting called by the Department of National Defence to consider means of cutting down expenditures on wireless stations in the Northwest Territories during the fiscal year 1934-35 to come within their estimate. The Interior Department's representatives endeavoured to have the situation met by a reduction in the cost of personnel rather than a reduction in the number of stations operated, but this would not be agreed to by the Signals Service. That Service took the stand that they required all the men they had at each station as the relay method of handling the business just about trebled the amount of work. Mr. Gibson said the National Defence Department intended asking for a supplementary appropriation and wanted the support of the Northwest Territories Council. It was moved by Mr. Daly, seconded by General MacBrien, that Council again go on record as being of the opinion that the service now being provided by the Northwest Territories wireless system was all necessary.

2. "Northern Messenger" -

- 6 -

The Secretary reported that the Commissioner had drawn to the attention of the Chairman of the Canadian Radio Commission the fact that the announcement given over the radio as to those whom the "Northern Messenger" was intended to serve, did not seem to be sufficiently comprehensive, as a result the announcement has been changed to read -

"This Northern Messenger programme is intended primarily to serve the following -

1. District agents, medical officers, nurses and other Government officials stationed in northern Canada.
2. R. C. M. Police detachments in the Canadian mainland and Arctic archipelago.
3. Traders, trappers, settlers, miners and missionaries throughout the Canadian Arctic and Sub-Arctic regions of Canada.
4. British Naval Detachment from 'H.M.S. Challenger' at Nain, Labrador."

Mr. Gibson suggested that the facilities of the "Northern Messenger" be utilized to make known changes in the Northwest Territories Regulations. It was agreed that this would be desirable but the opinion was expressed that the "Northern Messenger", which was more or less a personal service, be not overcrowded with Government business that was not urgent.

(f) Eastern Arctic -

1. Government party including scientific personnel. Also further co-operation with Department of Marine for transportation Hudson Strait Area.

Disposed of for the time being by the opening discussion - "2. (1) Station for magnetic observations - Chesterfield Inlet".

2. Itinerary, freight, etc., etc. Tentative estimate of total Government requirements as compared with those of 1933.

To be dealt with at a later meeting when the matter has been gone into more thoroughly.

(g) Maintenance of Insane Persons -

Mr. Daly said the Department of Justice had expressed the opinion that there was no legislative authority for the Order in Council passed in 1922 authorizing the Commissioner of the Northwest Territories to commit insane persons to certain Provincial institutions. He thought the Department had a good case in connection with Louis Paul and it might be worthwhile going to Court so that the Department would be on a good footing to open up negotiations with the Province of Alberta for the handling of future cases. Mr. Gibson considered that the mining companies should be held responsible for the care of any of their employees who might become insane in the Northwest Territories, and pointed out that it would now be necessary for a person to live four years in the Territories before he would be entitled to a hunting and trapping permit. Further that in most of these cases it will be found

that the person affected was a citizen of one of the Provinces and that under existing conditions the best way out of the difficulty might be to send the person back to the Province in which he was domiciled, only paying the expenses of transportation where the person is destitute and the responsibility did not rest with some employer of labour, finally that the Commissioner should only commit to Provincial insane asylums permanent residents of the Northwest Territories who might become insane and that in these cases of course the Dominion would accept responsibility for maintenance.

After discussion it was moved by Mr. Daly, seconded by Mr. Gibson, that the outstanding accounts submitted by or through the Royal Canadian Mounted Police be paid and the care of Paul be left with the Province.

(h) Appointment of Mining Recorders -

(a) Police personnel as Sub-recorders -

Mr. Gibson said that the duties of sub-mining recorders in many cases could be carried out in an excellent manner by members of the Royal Canadian Mounted Police, but that General MacBrien had stated recently that the assumption of these duties required that members of the Force remain permanently at detachments with the result that necessary patrols could not be undertaken. General MacBrien mentioned that the appointment of one of their men as sub-mining recorder in southern Yukon Territory had cost them \$1,500.00. He had to be flown in and so far as the Police was concerned, there was no need to have a man in that district. He said that his information was that if there was a rush to the Nahanni river district it would be by way of Fort Nelson in northern British Columbia. Mr. Cumming expressed the opinion that the sub-mining recorder's office should be located at Simpson rather than Liard. He seemed to think that the rush would be by way of Simpson, but in any event thought that most of those going in would have their permits and when they were going out to record their claims, they would not care to go up river to Liard. After discussion General MacBrien said that he would have men at Liard and Simpson next year and expressed a willingness to have his Simpson detachment look after the mining recording business.

(b) Permanent sub-recorder - Cameron Bay -

Mr. Gibson said the Department of Interior was pretty well of the opinion that the time had arrived when the mining office for the Great Bear Lake District should be located at Cameron Bay. The moratorium was about to expire which may mean that people with smaller means will desire to stake and they will want definite information right away as to the availability of the mining rights in which they are interested. In addition cancellations will be taking place. Mr. Rowatt said the books at Fort Smith could be separated without difficulty and Mr. Cumming pointed out that most of the mining work in the Territories would be conducted at the Cameron Bay office and it would therefore be necessary to transfer an efficient staff. The advisability of making the proposed change was agreed to.

(j) Consumption of denatured alcohol and canned heat by natives of the Northwest Territories, and general question involving the issue of liquor permits.

The Secretary read extracts from a letter received from Mr. H. M. Lancaster, Chief Dominion Analyst, Department of



Pensions and National Health, advising of the difficulties of adding ingredients to alcohol which in themselves are poisonous. Mr. Gibson thought that the situation might be met by advising the trading companies of the complaints that had been received and warning them that if the situation was not looked after by the companies their post permits would be subject to cancellation. After a brief discussion it was moved by Dr. Camsell, seconded by Dr. McGill, that the trading companies be informed that if further complaints are received regarding the consumption by natives of articles containing alcohol, the Department will have to consider the cancellation of permits for posts where the post managers dispose of denatured alcohol and canned heat for beverage purposes. (Copies attached).

(k) South Nahanni River aerial reconnaissance -

Mr. Gibson asked Dr. Camsell whether further aerial photographs can be taken of this area next season. Dr. Camsell said that at a recent meeting of the Committee on Aerial Surveys and Base Maps, Wing Commander Johnson pointed out that they had certain duties, such as Police work, which must be carried on, and that if these fixed expenditures were looked after there would only be left about \$32,000.00 for other work. The Air Force had asked for an additional \$80,000.00 in the supplementary estimates but did not know whether it would be secured. It was agreed that a letter should be addressed to Dr. Camsell, as Chairman of the Inter-departmental Committee on Aerial Surveys and Base Maps, asking whether a revision of the programme agreed upon could be made to enable the Nahanni River photography to be taken care of.

(l) Hospital, Great Bear Lake District -

The Secretary read a letter received from the Consolidated Mining and Smelting Company urging that some co-operative arrangement be entered into to provide hospital facilities at the mining area, also a reply which it was proposed to send to Mr. A. L. Johanson, the Assistant Solicitor of the Company, pointing out that the Dominion Government does not build or operate any hospitals in the Northwest Territories; that the existing hospitals which are for the treatment of the natives and the destitutes, are operated by the Missions, assisted by grants from the Dominion Government, based on the number of patients treated for which the Dominion has a responsibility; that the Church authorities are keeping an eye on the situation at Great Bear Lake; that Dr. Byrnes was appointed medical health officer for the district and in addition receives a small amount for the care of the local Police detachment; and that the mining companies are expected to look after the treatment of their own employees. Also that if the mining companies put up a hospital for the treatment of their employees, the matter of payment for service rendered the native population, and any destitute white people who are not a responsibility of the mining community, will receive consideration. A reply along these lines was approved. (Copy of letter received and draft answer attached).

(m) Application for beds - Fort Smith Hospital -

It was reported that a letter had been received from Dr. McGill regarding the application made by Father Lefebvre for beds for the Fort Smith hospital. Mr. Gibson directed attention to the \$8,000.00 guarantee given by the Minister, as head of the two Departments, and to the fact that this amount

had not been earned in service at the regular rates although of course the Department was satisfied that it was the most economical arrangement under the circumstances. Dr. McGill said the Department of Indian Affairs received many requests of this kind and it became a matter which in the aggregate amounted to a very considerable sum, and that Council should consider such requests very carefully in the light of the precedent that would be created. The matter is to be considered further at the next meeting of Council and Dr. McGill said that he would have Dr. Stone on hand.

(n) Eskimo women - white men -

Mr. Gibson said an increasing problem was the occasional case of white men temporarily stationed in the north, who live with Eskimo women. When they leave, their families were abandoned and had to be looked after by the Department or one of the trading companies. The situation from a financial standpoint is not serious at present, but he thought the Department of Indian Affairs might have had considerable experience in handling such matters. The discussion is to be renewed at an early meeting of Council. Dr. McGill said he would bring along Inspector Parker who is perhaps the officer of his Department most familiar with the handling of cases of this kind.

Council then adjourned.

CONSOLIDATED MINING AND SMELTING COMPANY OF  
CANADA LIMITED

Trail, B.C.  
January 13, 1934.

Commissioner of the North West Territories,  
Department of the Interior,  
Ottawa, Ont.

Dear Sir: -

This Company has certain mining property at or near Cameron Bay on Great Bear Lake in the North West Territories which it is engaged in developing. Medical and hospital services are either inadequate or nonexistent at this place.

The suggestion has been made that essential medical and hospital services might be provided under some scheme to be entered into between the operating companies in the area, and the government, such services to be available to all inhabitants as well as to the employees of the companies.

Before the suggestion can be advanced, it is necessary to know to what extent the government of the territories will assist under the following headings -

- (a) The construction and equipment of a suitable hospital;
- (b) The operation and maintenance of such hospital;
- (c) The salaries of physicians, nurses and staff.

I shall be glad if you will either write to me on the subject, or refer this letter to the official who may deal with the subject matter.

Yours faithfully,

'sgd' A. L. Johannson,

Assistant Solicitor.

Office of  
THE DEPUTY MINISTER OF THE INTERIOR  
Ottawa, Canada

26th January, 1934.

Dear Dr. Heagerty:

On a number of occasions the Northwest Territories Council has been called upon to consider the problem of the consumption by Eskimos and Indians in the Northwest Territories of canned heat and denatured alcohol. An Ordinance is being drafted for the consideration of Council to control the sale of alcohol of this type, but before submission to Council we would appreciate your advice as to the effectiveness in the case of Eskimos and Indians of the addition of some substance such as ipacacuanha, which would act as an emetic or would make the product exceedingly distasteful.

Yours very truly,

'sgd' H. H. Rowatt,

Deputy Minister.

J. J. Heagerty, Esq., M.D., D.P.H.,  
Chief Executive Assistant,  
Health Division,  
Department of Pensions and National Health,  
O t t a w a.

Office of  
THE DEPUTY MINISTER OF THE INTERIOR  
Ottawa, Canada

13th February, 1934.

Dear Sir:

Replying to your letter of the 13th ultimo, urging that more adequate medical and hospital services be provided for the Great Bear Lake mining area I may say that the Dominion Government does not build hospitals in the Northwest Territories. Instead assistance is given to the mission hospitals which have been established primarily for the treatment of the native population. The usual grant is 50¢ per patient per day - \$2.00 per day in the case of the destitute. In addition Government doctors are usually stationed at the hospitals. On one occasion a cash grant was made to assist in re-establishing a hospital that had been burned. The Department has no funds available to assist in the establishment of hospitals this year and only sufficient funds have been included in the estimates to cover the treatment of natives and the destitute.

It has been expected that as the Cameron Bay District developed either the Roman Catholic or Church of England missions would open a hospital at that point. We understand that the Church authorities are keeping an eye on the situation to see if a hospital is needed. When Dr. T. O. Byrnes went to Cameron Bay he was retained as Medical Health Officer for the District and in addition is paid a small amount for looking after the Police. He is also furnished with medical supplies to help out in the treatment of Indians and any destitute. The Department expects the mining companies to look after their employees.

If the mining companies decide to put up a hospital for the treatment of their employees at Great Bear Lake the matter of payment for services rendered the native population and any destitute white people who are not the responsibility of the mining community will receive consideration.

Yours very truly,

'sgd' H. H. Rowatt,

Deputy Minister.

A. L. Johannson, Esq.,  
Assistant Solicitor,  
Consolidated Mining and Smelting Company  
of Canada, Ltd.,  
Trail, B.C.

DEPARTMENT OF PENSIONS AND NATIONAL HEALTH

OTTAWA

February 8th, 1934.

Mr. H. H. Rowatt,  
Deputy Minister,  
Department of the Interior,  
Ottawa.

Dear Sir,-

I have been instructed to reply to your letter of enquiry respecting the introduction of suitable modifications in the composition of canned heat and denatured alcohol for the Northwest Territories. This is an extraordinarily complicated problem. The circumstances in which the Eskimos and Indians of that region are placed combined with what is generally believed to be their natural sensitiveness to alcohol and many other drugs, accentuate the difficulties of denaturing alcohol so that it is non-potable. As you know, this is a matter which has received the attention of the Department of National Revenue for many years. The excise regulations now make provision for several types and kinds of denatured alcohol and yet it has been deemed necessary to limit and restrict sales, the denaturants not being absolutely effective in preventing misuse for beverage purposes.

It is an exceedingly hazardous business to add to the alcohol, substances which are highly poisonous or which might cause the death of an individual using the mixture as a beverage. If such an accident should occur, although it might be argued that death was brought about by the careless or deliberate action of the deceased, there would still be the inevitable criticism of permitting poisons to be distributed in this way. In these circumstances there is naturally considerable hesitancy in making specific recommendations other than for your further consideration.

Canned heat is used legitimately as fuel and there is naturally more leeway in denaturing than there is in the denatured alcohol itself to be sold as such. Canned heat might be made, not with methylated spirits, but with one of the other forms of denatured alcohol permitted by the Excise Division of the Department of National Revenue. This would not likely be one hundred per cent effective, but there might be less trouble than with the methylated spirit used at present.

Before recommending the use of ipecacuanha as a denaturant, it would be highly important to make certain that the presence of the drug would not interfere with the legitimate purposes of the denatured alcohol. Certain medicated wines sold in the Province of Ontario contain this drug in quantities sufficient to produce emesis in an individual taking such wines in quantities sufficient to produce intoxication. There is no record here of these medicated wines being misused in Ontario. Information regarding the proportion of ipecacuanha employed in the manufacture of these products you may be able to procure from Dr. W. J. Bell, Deputy Minister of Health, Parliament Buildings, Toronto, or if you so desire, I will collect the details for you.

Yours truly,

'sgd' H. M. Lancaster,

Chief Dominion Analyst.

DEPARTMENT OF NATIONAL DEFENCE  
Radiotelegraph Service

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7 VEL MX 49 NBW

Aklavik NWT Feb 1st

Chairman Dom Lands Board  
Ottawa Ont.

Reindeer herd started across delta on January third arrived Richards Island thirty hours later STOP Deer instead of feeding stampeded back to Shingle Point where they now are STOP Porsild giving all possible assistance STOP Will wire immediately upon receipt of definite information as to future plans or movements

Dr. Urquhart.

1245P/NJ/2ND

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DEPARTMENT OF NATIONAL DEFENCE  
Radiotelegraph Service

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17 VEL VER

ET

RL

NFT

64 NBW.

Aklavik NWT Feb 7th 1934

Chairman Dom Lands Board, Ottawa.

Returned January thirtieth from sixteen day journey Kittigazuit and Kendall island where learned attempted drive reindeer herd across Mackenzie Bay started January third failed when herd stampeded in dark of night half way across bay returning mainland west delta STOP Before returning with herders Bahr in charge said he hoped be ready new start full moon end January STOP Detailed report follows first mail

A. E. Porsild.

1105p/RL/7th.

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WESTERN UNION

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Via Edmonton  
Kendall Island NWT Jan 28 via Aklavik NWT  
Feb 7 1934

Ralph Lomen Seattle Wash

Andrew with herd left mainland for Richard Island January third I crossed delta get Porsild and go Kittigazuit arrange for reception reindeer STOP Information received Kittigazuit Quote after being out thirty hours deer stampeded returned mainland Andrew with herders following shortly Unquote I arrived Kendall Island twenty sixth Andrew left here for Shingle Point tenth said he would start back twenty sixth will await Andrew here Advise Lucile

D E Crowley

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WESTERN UNION

---

Via Edmonton  
Aklavik NWT Feb 7 1934

Ralph Lomen  
Seattle Wash

Deer drive started across delta January fifth and bolted back from Kendall Island STOP Crowley at Kendall Island and out of touch Bahr at Shingle Point STOP Reverend Webster arrived from Shingle Point today and states he has loaned more rations than he can afford to Bahr and both Mission School and Bahr urgently in need supplies at once alone STOP Impossible get dog teams haul supplies from here and price prohibitive if they were available STOP Canadian Airways plane due in here today seems only solution STOP Rush authorization charter this plane to take load Shingle Point cost approximately three hundred dollars STOP Plane will only remain here twenty four hours

J A Urquhart

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WESTERN UNION

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Seattle Wash Feb 7 1934

J A Urquhart  
Aklavik NWT  
via Edmonton

Authorization granted charter plane purchase supplies according  
your judgment thanks

Northwestern Livestock Corp  
Ralph Lomen

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When replying address  
Commissioner of Dominion Lands  
Ottawa

DLM/MGA



Please quote

File 483-3

## Department of the Interior

DOMINION LANDS ADMINISTRATION



12th February, 1934.

Sir:-

I have the honour by direction to advise that the fiftieth session of the Northwest Territories Council will be held on Tuesday, the 13th February, 1934, in the office of the Commissioner, at 2:30 o'clock in the afternoon.

Enclosed please find the following:-

1. Agenda - 13th February, 1934.
2. Copy of the letter dealing with the Fort Smith-Fitzgerald road, referred to in the Minutes of the Special Session held on the 23rd January, 1934.

Your obedient servant,

*D. L. McKeand*

D. L. McKeand,  
Secretary,  
Northwest Territories Council.

H. H. Rowatt, Esq., C.M.G.,  
Commissioner,  
Northwest Territories,  
OTTAWA.

COUNCIL OF THE NORTHWEST TERRITORIES

- AGENDA -

Tuesday, 13th February, 1934.

2:30 p.m.

1. Confirmation of Minutes.

Forty-ninth Session - Wednesday, 17th January, 1934.

Special Session - Tuesday, 23rd January, 1934.

2. Matters of Urgent Importance.

(a) Workmen's Compensation 4795

(Mr. Daly to report progress on draft Ordinance).

(b) Scientific Expeditions.

1. Shackleton - 7022

(Correspondence from Under-Secretary of State for External Affairs).

2. Polunin - 7625

(Honorary employment as Botanist).

3. Wordie - 7839

(Information supplied High Commissioner's Office).

(c) Northwest Game Regulations.

1. Illegal shooting of caribou 7856

(Further report from Police on proceedings at trial Cameron Bay).

2. White foxes. 4679

(Application for extension of season from March 31st to April 15th on foxes north of the timber line).

(d) Reindeer Industry. 4819

1. Reading of telegrams from -

(a) Dr. Urquhart.

(b) A. E. Porsild.

(Lomen's attempt and failure at Richards Island).

(e) Radio Communication.

1. Northwest Territories and Yukon Radio System. 320-5

(Reading exchange of correspondence with Department of National Defence).

(Brief report on inter-departmental meeting 2nd February, 1934).

2.	"Northern Messenger".	7691 5193-2
	(Suggestions for broadening scope of Departmental messages by "Northern Messenger").	
(f)	Eastern Arctic.	5031-9
	1. Government party including scientific personnel. Also further co-operation with Department of Marine for transportation Hudson Strait area.	
	2. Itinerary, freight, etc., etc. Tentative estimate of total Government requirements as compared with those of 1933.	
(g)	Maintenance of Insane Persons.	9 6360
	(Provision for maintenance in Provincial Institutions).	
(h)	Appointment of Mining Recorders.	29
	(a) Police personnel as Sub-recorders.	
	(b) Permanent sub-recorder - Cameron Bay.	
(i)	Station for magnetic observations Chesterfield Inlet	6735
	(Exchange of correspondence with Under-Secretary of State for External Affairs).	
(j)	Consumption of denatured alcohol and canned heat by natives of Northwest Territories, and general question involving the issue of liquor permits.	238 563 5769
	(Exchange of correspondence with Department of National Health).	
	(k) Eskimo women	
3.	<u>Items to be dealt with at later Session.</u>	
(a)	Exportation of unworked walrus tusks.	4783
(b)	Eskimo Relief.	7644 7257
(c)	Order of House of Commons for copies of all correspondence, etc., relating to the last four expeditions to Bache Peninsula.	294
(d)	Letter from W. F. Cooke, Fort Smith, suggesting certain amendments to the Northwest Game Regulations.	7816
(e)	Policy regarding length of service for medical officers in Northwest Territories.	5917
(f)	Graduation of destitute orphan children from residential schools.	2669

Ottawa, January 24, 1934.

Dear Mr. McPherson:-

Your Deputy Minister, Mr. Homer Keith, when in the city recently discussed with the Commissioner of the Northwest Territories the problems arising from the maintenance of the Fitzgerald-Fort Smith Portage Road. We have given some thought to the situation and I think it well to mention to you certain features, as follows:-

- (1) The part of this highway that is in the Province of Alberta is a Provincial responsibility.
- (2) The Dominion made a contribution of \$5,000. one year to enable this highway to be put in first-class shape. Obviously, this was more than the Dominion's share but this larger share was borne in recognition of the fact that it was the responsibility of the Province to continue the maintenance of that part of the highway which is in the Province of Alberta.
- (3) The foregoing is borne out by a letter which my predecessor wrote Premier Brownlee at the time the \$5,000. grant above mentioned was promised. For convenience of reference I enclose a copy of this letter, dated the 18th December, 1929.
- (4) I think you will readily admit that Alberta, and particularly Northern Alberta, benefits a great deal more than any other part of the Dominion from business arising from the Mackenzie District; that a considerable portion of supplies and equipment going into the Mackenzie District is purchased in your Province; that furs and other produce of the Mackenzie District are handled in Alberta; that a great many of the men hired for activities in the Mackenzie District come from the Province of Alberta.

The improvement of communication to points in the Mackenzie District is laying a heavy annual burden on the Federal Treasury. I need only mention the maintenance of air mail and wireless. This year, we will be spending a substantial amount of money in aerial reconnaissance to see what can be done to improve the route of travel and, further, the Department of Public Works has included in its Estimates an item of \$12,000. in order that the Portage Road at St. Charles Rapids may be completed. Other improvements on the river may be necessary.

The present arrangement of granting exclusive freighting franchise to those who are maintaining that part of the road which is in the Province of Alberta is an unsatisfactory one,- (a) it adds a cent a pound to the cost of all freight, which seems a pretty high charge; (b) it is alleged that those who have the concession give precedence to the freight of certain interests by whom they are backed.

In view of the foregoing, I would urge upon the Province of Alberta, the desirability of maintaining that part of the Fitzgerald-Fort Smith Portage Road which lies in the Province of Alberta as a free highway in order that the development of the important resources of the Mackenzie District may be facilitated. From this development the Province of Alberta will benefit. The Dominion will continue to maintain in first-class shape that portion of the road which is in the Northwest Territories.

The Honourable O. L. McPherson,  
Minister of Public Works,  
Edmonton,  
Alberta.

Yours very truly,

(Sgd.) T. G. Murphy.

COPY

Ottawa, Ontario,  
18th December, 1929.

Dear Premier Brownlee:-

In our conversation the other day the matter of expenditures on the Fort Smith-Fitzgerald Portage, most of which is in the Province of Alberta, was discussed. It is not the practice of the Federal Government to make expenditures on roads within the Provinces but in this case, since this portage is the main highway between the Province of Alberta and the North West Territories, I am prepared to recommend that the Federal Government join the Province of Alberta in placing this portage road in good repair, contributing on a fifty-fifty basis, but limiting our share to \$5,000. It will be understood, of course, and you already agreed to this, that we would not be expected to contribute to subsequent maintenance of that portion of the highway within the Province of Alberta. You pointed out that the people who used the road would do this, using the equipment supplied by the Provincial Government.

Yours faithfully,

(Sgd.) Charles Stewart.

The Honourable J. E. Brownlee,  
Premier,  
Edmonton,  
Alberta.

When replying address  
Commissioner of Dominion Lands  
Ottawa

DLM/MGA



Please quote

File 483-3

# Department of the Interior

DOMINION LANDS ADMINISTRATION



2nd February, 1934.

Sir:-

I have the honour by direction to  
enclose copies of the following:-

1. Minutes of the 49th Session of the  
Northwest Territories Council, held  
on the 17th January, 1934.
2. Minutes of a Special Session of the  
Northwest Territories Council, held  
on the 23rd January, 1934.

Your obedient servant,

A handwritten signature in cursive script that reads 'D. L. McKeeand'.

D. L. McKeeand,  
Secretary,  
Northwest Territories Council.

H. H. Rowatt, Esq., C.M.G.,  
Commissioner,  
Northwest Territories,  
OTTAWA.

COUNCIL OF THE NORTHWEST TERRITORIES

Wednesday, 17th January, 1934.

3:00 p.m.

1. Confirmation of Minutes.

Forty-eighth Session - Tuesday, 9th January, 1934.

2. Matters of Urgent Importance -

(a) Mackenzie River improvements by Public Works Department

(i) Bear River

- (a) St. Charles Rapids improvement.
- (b) Portage road.
- (c) Alternative routes.

(These matters dealt with at last session of Council and by joint committee of inter-departmental officers, Hudson's Bay Company and mining interests. Minutes of the 11th January, 1934 sent to members of Council).

(ii) Fort Smith waterfront.

(Discussed at last session of Council. Officer of the Department of Interior at Fort Smith instructed to make necessary survey and submit plans to enable Public Works Department to estimate cost of new roadway and landing on Crown lands).

(iii) Breakwater - Resolution.

(Public Works Department recommended \$1,000.00 for maintenance).

(iv) Road improvement - Fort Simpson.

(Public Works Department recommends \$500.00 for necessary work).

(v) Reconstruction of bridges at Fort Rae.

(Police report that one bridge completed and foundation for second bridge in place. All work so far very satisfactory and completion of second bridge assured in 1934).

(vi) New Wharf at Providence.

(Public Works estimated cost at \$5,300.00. No development at this point within last few years and it would seem there is no urgency for wharf at present time).

(vii) Fort Smith-Fitzgerald Portage road.

(Report from Mr. Cumming and interview with the Alberta Provincial authorities).

- 2 -

(b) Workmen's Compensation and Employers Liability.

- (i) Protection of workers employed in mining pitchblende ores. ✓

(Awaiting report from Dr. Camsell).

- (ii) Workmen's Compensation Ordinance and Employers Liability. ✓

(Mr. Daly to report on case of workman killed in boiler explosion at Great Bear lake).

(c) Proposed Shackleton Expedition to Ellesmere Island. ✓

(General MacBrien has promised to lead discussion).

(d) Proposed Polunin Expedition to Coats Island. ✓

(Application of Nicholas Polunin, former member of Oxford University Explorers Expedition to Akpatok Island. Suggests leading small expedition this summer from Yale).

(e) Proposed Expedition to Melville Island and Jones Sound. ✓

(Letter from Department of External Affairs).

(f) Permits to carry arms - Section 118 - Criminal Code. ✓

(Draft notice to residents of the Northwest Territories).

(g) Consumption of denatured alcohol and canned heat by natives of Northwest Territories, and general question involving the issue of liquor permits. ✓

(Report of representations made by Ralph Parsons, Fur Trade Commissioner, Hudson's Bay Company, and Captain C. T. Pedersen, Canalaska Trading Company).

(h) Exportation unworked walrus tusks. *Held*

(Representative of Department of Fisheries to lead discussion).

(i) Eskimo relief.

- (a) Northwest Territories. ✓

(Hudson's Bay Company to designate responsibility one trading post at each settlement and alternative suggestion of closer co-operation of post managers for approved lists and joint certification of accounts).



- 3 -

(b) Province of Quebec.

(Draft Order-in-Council authorizing payment of \$8,767.18 - with an added amount of \$7,422.76 - under Relief Act prepared. This amount totals \$16,189.94 and covers all the accounts submitted by trading concerns, etc., up to the present).

(j) Northwest Game Regulations.

(i) Illegal shooting of caribou - Great Bear Lake Area.

(Further reports from Police and Departmental officers). *Hold*

3. Special Meeting - Tuesday, 23rd January, 1934.

(a) Expedition of Captain Bartlett in "E.M.Morrissey" to Canadian Arctic Territory.

(Setting the hour for meeting and the showing of Captain Bartlett's motion pictures. Under-Secretary of State for External Affairs invited to attend).

4. Items to be dealt with at later Session -

(a) Reindeer Industry

1. (Awaiting word from Dr. Urquhart on present whereabouts of herd) ✓
2. (Appointment Assistant Superintendent of reindeer).

(b) Order of House of Commons for copies of all correspondence, etc., relating to the last four expeditions to Bache Peninsula.

(No reply received from Secretary of State Department.

(c) Letter from W. F. Cooke, Fort Smith, suggesting certain amendments to the Northwest Game Regulations.

(Under consideration.

(d) Policy regarding length of service for medical officers in Northwest Territories.

(Considered in Council and Dr. McGill named a committee of one to report).

(e) Graduation of destitute orphan children from residential schools.

(Under consideration by Departmental officers).

COUNCIL OF THE NORTHWEST TERRITORIES

Minutes of the Forty-ninth Session of the Northwest Territories Council, held on Wednesday, the 17th day of January, 1934, in the office of the Commissioner, Mr. H. H. Rowatt, C.M.G.

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PRESENT -

Mr. H. H. Rowatt (In the Chair)	- Commissioner
Mr. R. A. Gibson	- Deputy Commissioner
Dr. Charles Camsell	- Member of Council
Mr. Austin L. Cumming	- " " "
Mr. K. R. Daly	- " " "
Major General J. H. MacBrien	- " " "
Dr. Harold W. McGill	- " " "
Major D. L. McKeand	- Secretary

IN ATTENDANCE -

Mr. J. Lorne Turner	- Acting Chairman of Dominion Lands Board.
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Confirmation of Minutes -

It was moved by Dr. McGill, seconded by Mr. Daly that the Minutes of the Forty-eighth session of the Northwest Territories Council, held on the 9th day of January, 1934, be confirmed.

2. Matters of Urgent Importance -

(a) Mackenzie River improvements by Public Works Department

(i) Bear River

- (a) St. Charles Rapids improvement
- (b) Portage road -
- (c) Alternative routes -

Mr. Gibson explained that copies of the Minutes of the meeting of Council held on Tuesday, the 9th instant, and of the notes taken during the interview with Mr. Ralph Parsons, Fur Trade Commissioner, Hudson's Bay Company, Mr. George Watson, District Manager for the St. Lawrence and Ungava District and Mr. R. H. G. Bonnycastle, Western Manager, Hudson's Bay Company had been sent to all members of Council and also to Mr. K. M. Cameron, Chief Engineer of the Department of Public Works, who was present with Mr. F. G. Goodspeed, District Engineer of that Department, at both meetings; that a letter had been received from the Deputy Minister of Public Works expressing concurrence in the conclusion which the Commissioner had reached following these interviews to the effect that unless the Dominion Government is prepared to spend a large amount of money in the purchase of equipment it would be impossible to make any worthwhile improvement on the river channel. (A sum of \$37,000.00 for equipment alone was the estimate of the Engineers of the Public Works Department).

Further -

(a) That any comprehensive attempt to improve the river channel would hold up traffic while the improvement was going on, particularly if the portage road were not built in the meantime to provide an alternative route;

- 2 -

(b) That the Hudson's Bay Company and other transportation companies have handled everything that has been offered in the way of freight up to the present time and are quite confident of being able to handle anything that will be offered for some time to come;

(c) That the portage road should be completed as an alternative route, as a safety factor and for the use of those who wish to use it;

(d) That the Road be put in such shape that all those who wish to use it can use it;

(e) That there is no necessity for the Dominion Government providing a tractor or other transportation facilities on the portage for the convenience of the public.

It was further explained that the Department of Public Works was expecting word from the mining companies who are said to favour the early completion of the portage road.

Mr. Gibson reported that the Commissioner had written to the Department of Marine urging that arrangements be made for the placing of buoys along the channel through the Rapids; also that the Commissioner had written to Dr. Camsell, Chairman of the Committee on Aerial Surveys and Base Maps, suggesting the possibility of an aerial reconnaissance to determine as nearly as possible whether there are alternative routes into Great Bear Lake that should be considered for future business.

It was moved by Mr. Gibson, seconded by Dr. Camsell that the Minister of the Interior be requested to support an item of \$12,000.00 for the completion of the portage road around St. Charles Rapids, which the Minister of Public Works has included in his estimates now before Treasury Board.

(ii) Fort Smith Waterfront -

It was briefly stated that it had been decided to have Mr. Mackay Meikle, Mining Inspector, Fort Smith, locate and survey a new road from Lot 45 across Lots 49, 50, 51, 52, and 53. Lots 52 and 53 belong to the National Defence Department and the proposal is to use the frontage of these lots as a public landing place. At present the landing is largely in front of privately owned lands. Mr. Cumming pointed out on the blue print map of the settlement the approximate route of the proposed road and the location of the proposed new landing.

When Mr. Meikle's survey has been completed Mr. Goodspeed is to prepare an estimate of the cost of constructing a new road and landing and the matter is to be considered further by Council.

(iii) Breakwater - Resolution -

It was stated that the Department of Public Works had included in their estimates an item of \$1,000.00 to provide for certain necessary maintenance work. This included replanking of the wharf and repairs where necessary. Mr. Cumming said that timber could be secured locally from the Mission, thus saving freight charges. The extension of the wharf is too expensive for the present.

(iv) Road improvement - Fort Simpson -

It was stated that the sum of \$500.00 had been included in the estimates of the Department of Public Works to cover the improvements to the road necessary to facilitate passenger and freight traffic to and from the landing shelf. Due to ice conditions the construction of a wharf is not recommended by the Public Works Department engineers.

- 3 -

## (v) Reconstruction of bridges at Fort Rae -

The Secretary reported that a letter had been received from General MacBrien intimating that one of the bridges between the islands and the mainland had been constructed and foundation for the other put in so that the work might be completed in the spring. General MacBrien said that the work done last season was apparently quite satisfactory.

Mr. Cumming reported that railings had been placed on both bridges and that they were safe to cross.

## (vi) New Wharf at Providence -

The Public Works Department estimated the cost of constructing a wharf at \$5,300.00. Mr. Cumming reported that there is very little tonnage handled at this point and the Hudson's Bay Company last year did not use the wharf at all, instead they landed their freight on the shore without difficulty.

## (vii) Fort Smith-Fitzgerald Portage road -

Mr. Cumming reported that he interviewed the Honourable O. L. McPherson, Minister of Public Works, Edmonton, Alberta, on December 19th, on his arrival in Edmonton. Mr. McPherson stated he had not been talking to any official in Ottawa the week previous on this subject but had sent Homer Keith, his Acting Deputy, up to interview the Commissioner of the Northwest Territories and to this date he had not received any report from Mr. Keith. He stated as far as the franchise on the Fitzgerald-Fort Smith road is concerned he had always considered that a strictly provincial matter. He also stated that during his term of office his Department had not requested the Dominion Government to take over the road from the Provincial Government. This suggestion had been made by many residents of Fort Smith to his Acting Deputy, Mr. Keith. He also remarked that to date, the question of renewal of the franchise had not come up for consideration and if any independent traders or freighters wished to file their views and make suggestions to his Government, they were at liberty to do so and he said this also applied to the Dominion Government. He intimated that if the Dominion Government wished to take over the road and maintain it that he did not think they would meet with much opposition from his Department.

Mr. Cumming further stated that Mr. Keith spent three days during the month of September, at Fort Smith. He crossed from Fitzgerald to Smith three times examining this portage road. He also interviewed practically every resident of Fort Smith obtaining their views for and against the franchise. He did not approach either the District Agent or Mr. Cumming however, or ask them to express any opinion. Mr. Keith adopted the attitude that any reports from either Mr. Cumming or the District Agent would of course be sent to Ottawa, not given to the Provincial Government.

Mr. Keith's visit resulted in three propositions

1. That the Dominion Government be asked to take over the road and maintain it as a public highway.
2. That the Government charge a toll on all freight handled on this road - so much per ton - the said money to be spent in maintaining the road.
3. That the Provincial Government maintain their own thirteen miles of highway, cancel the franchise and permit the public to use it without any restrictions.

- 4 -

Mr. Gibson reported that Mr. Keith was in Ottawa a short time back and he thought it was fair to say that Mr. Keith's opinion was that the Dominion benefited from this road and should make some contribution towards its maintenance, also that if the Dominion would not maintain the road the Province would deal with it as they thought best, and assume full responsibility. Mr. Keith thought that if the Dominion would care to help with the road which was the entrance to the Mackenzie District that the Dominion's contribution might be the sum of \$3,500.00 annually, approximately half the cost of maintaining the whole road.

Mr. Gibson said that he got the impression that if Ryan Brothers reduced their charges there would not be much complaint. General MacBrien said that the complaint that reached him was that Ryan Bros. gave preference to the Hudson's Bay Company freight. Mr. Gibson said that he reminded Mr. Keith that the Province benefited by the business going into the Territories.

Dr. Camsell thought that a very good case could be made for the Dominion only paying its pro rata share of the cost of maintaining the whole road and moved that the Northwest Territories Council be authorized to open up negotiations with the Province on the basis of -

1. Urging cancellation of the present franchise;
2. Maintenance as a public highway by the Dominion of that portion of the road in the Northwest Territories and by the Province of that portion of the road in the Province.

He suggested that it be pointed out to the Province that they benefit to a much greater extent than any other portion of the Dominion from the development of the mining area at Great Bear Lake, a considerable portion of the supplies going into the Territories being secured at Edmonton, and other points in northern Alberta. The motion was seconded by Dr. McGill, and approved.

It was further agreed that mention should be made in a communication addressed to the Province of expenditure made by the Dominion and to be made next year for the improvement of the transportation route at various points farther north, particularly St. Charles Rapids.

(b) Workmen's Compensation and Employers Liability

- (i) Protection of workers employed in mining pitchblende ores
- (ii) Workmen's Compensation Ordinance and Employers Liability -

Mr. Gibson thought that some regulation should be formulated that would force employers in the Territories to carry sufficient insurance to cover their liability to employees. Mr. Daly reported that he had spoken to Mr. Gerald Brown of the Department of Labour and that Mr. Brown did not think insurance would be very satisfactory. He said there were about fifteen defences available for employers so that the workman is almost helpless. Mr. Brown thought, however, that Workmen's Compensation could be put into effect by Ordinance of the Northwest Territories and he is going to send over some material to Mr. Daly. Mr. Daly said that this would cover any accidents of any type and would involve very little expense.

Dr. Camsell said his impression was that any legislation designed to protect miners and workers in radio-active ores would be very expensive. He thought the Ontario Government was finding it costly to afford protection against silicosis and radium burns. Miners had to undergo a thorough examination, including examination by X-ray, before they commenced work and had to be examined every six months. Wet drilling was only partially effective.

- 5 -

Mr. Gibson was anxious that some regulation should be put into effect that would place responsibility directly on the shoulders of the companies concerned, and thought that the matter of insurance might be taken up with the Department of Insurance.

It was agreed that Mr. Daly should go into the matter carefully and report back to Council at the next session. Mr. Daly thought that he might be able to submit a draft Ordinance that would be acceptable.

(c) Proposed Shackleton Expedition to Ellesmere Island -

General MacBrien said he had received two or three letters from Shackleton asking for the use of the Police building at Bache Peninsula as a base, the use of whatever supplies may be there or at Fram Haven in case of an emergency, and the assistance of one or two members of the Force. General MacBrien told Shackleton that provided the expenditure was authorized by the Dominion Government he would make a recommendation to his Minister that the concessions requested be granted. So far no move had been made in Council by his Minister, who is awaiting word from the Minister of the Interior.

Mr. Gibson said Shackleton evidently announced in Copenhagen that he would have the assistance of the Royal Canadian Mounted Police.

General MacBrien remarked that Shackleton has been in conference with Stallworthy on more than one occasion and evidently went to Denmark to arrange for transportation and the hire of natives. Mr. Gibson enquired whether in view of the fact that Shackleton wanted so much assistance it would not be desirable to run the expedition as a Police Patrol.

Mr. Cumming expressed the opinion that a permit could hardly be denied Shackleton who had complied with all requirements, although if it was thought advisable the assistance of the Police could be denied.

General MacBrien said Stallworthy had expressed himself as desirous of accompanying Shackleton, but since then had been married and might have changed his mind.

Mr. Gibson queried the advisability of providing guides for expeditions of this sort and mentioned the fact that there were before the Department two other applications for Scientists and Explorers Permits.

General MacBrien said he understood that it was the feeling of Council that all departments should help Shackleton as much as possible, and that it was on this understanding that he had been acting, although no definite promises had as yet been made.

Dr. McGill said that he thought explorations and investigations by geological societies and other similar institutions should be encouraged, and Dr. Carsell said that a great portion of Arctic exploration had been carried out by private enterprise. General MacBrien mentioned that it was the practice in the Old Country to grant military assistance to approved scientific expeditions.

(d) Proposed Polunin Expedition to Coats Island -

The Secretary reported that one of the other applications before the Department, referred to by Mr. Gibson, was from Nicholas Polunin of Yale University, who wished to lead an expedition to Coats Island in Northeastern Hudson Bay. Polunin referred to the fact that he had applied for a place on the 1933 Expedition as botanist but that this position had been filled by Dr. Malte. He requested two or three surveyors from the Department of the Interior and said that he proposed

arranging with one of the grain carriers going into Churchill to drop the party off at Coats Island.

Major McKeand said that he did not think this would be feasible and pointed out that navigation to Churchill did not open until about the middle of August.

(e) Proposed Expedition to Melville Island and Jones Sound -

Another application was received from Mr. J. M. Wordie, M.A., of St. John's College, Cambridge, who proposed taking what appeared to be a well organized expedition into Jones Sound along the south coast of Ellesmere Island, and into Melville Island by way of Lancaster Sound and waters to the west. Mr. Wordie claimed to have the full support and approval of the Royal Geographical Society, by Council Minute of the 4th December, 1933.

Dr. Camsell remarked that the Wordie Expedition seemed to be rather ambitious and said that the Royal Geographical Society was rather careful about backing such expeditions. He suggested for consideration the advisability of requesting Polunin to obtain the backing of the American Geographical Society. Mr. Gibson said that he understood no one had been appointed in the Department of Mines to succeed Dr. Malte and it might be worthwhile to negotiate with Polunin and see if arrangements might be made whereby in return for his transportation to Coats Island he would undertake botanical investigations and furnish a full report to the Dominion Government. Dr. Camsell said that it was almost impossible to find anyone to replace Dr. Malte.

Mr. Gibson asked what would likely be done in the case of Captain Bartlett who might apply for a permit next year. He thought it would hardly do to give Captain Bartlett more favourable treatment should he apply for a permit to carry out explorations in the Northwest Territories than would be accorded applications from British scientists, and was inclined to agree with Dr. Camsell that all applicants should be required to secure the backing of their national geographical societies, or other equally acceptable organizations.

It was agreed -

1. That until the further information which Dr. Charles Elton had intimated would be forthcoming respecting Shackleton, that no further action was necessary for the moment;

2. That Polunin should be asked whether he would be open for honorary employment as a botanist should it be possible to find transportation for him to Coats Island, it being understood that he would arrange for whatever additional expenditures were necessary and would turn over complete copy of his notes and any report he might prepare, and

3. That Mr. Wordie should be furnished with the additional information requested in his letter of 23rd December last to Colonel Vanier. Council was inclined to favour the issue of a permit in this case.

(f) Permits to carry arms - Section 118 - Criminal Code -

The Secretary read for final approval of Council a draft Notice to residents of the Northwest Territories respecting the possession and carrying of pistols, revolvers and automatic weapons in the Northwest Territories and the fact that it will now be necessary for an alien to secure a permit to have in his possession firearms or ammunition.

It was agreed that this Notice was adequate and was a wise measure. Copy attached.

- (g) Consumption of denatured alcohol and canned heat by natives of Northwest Territories, and general question involving the issue of liquor permits.

The Secretary reported that when Messrs. Parsons and Bonnycastle were in Ottawa they brought up the question of the consumption of canned heat and denatured alcohol by natives in the Mackenzie District. Mr. Bonnycastle reported that the practice of eating canned heat was spreading and that he was in favour of barring the sale of these goods in the Territories. Captain Pederson, who was here a few days later, repeated what Mr. Bonnycastle had said and intimated that he was prepared to prohibit the sale of alcohol in his posts and to bring out what stock still remained.

The Secretary further reported that just before Council convened a letter was received from Dr. Urquhart in reply to a general query sent to Government Agents, in which he advised that he had given the matter considerable attention during the past few years. Dr. Urquhart reported that no doubt there was a small amount of drinking in the Delta, but the situation was not serious, although he understood along the coast where Primus Stoves were used to a greater extent that the consumption of alcohol by the Eskimos was more common.

It was stated that gasoline was just as good for heating Primus Stoves, although its use was somewhat more inconvenient.

Mr. Gibson suggested that the trading companies be told what is contemplated so that they will not stock up with goods of alcoholic content and further that they will exercise discretion in the selling of canned heat or similar merchandise.

Mr. Daly expressed agreement with what Mr. Gibson said and promised to draft for the consideration of Council an Ordinance designed to prohibit or control the sale of commercial alcohol in the Territories.

- (h) Exportation unworked walrus tusks -

The Secretary reported that Messrs. Casey and Whitmore of the Department of Fisheries were out of town and it was therefore impossible to deal with this item.

- (i) Eskimo relief -  
 (a) Northwest Territories  
 (b) Province of Quebec -

Mr. Gibson said that no difficulty arose with respect to the handling of relief where there were Government representatives present. Where the matter was left entirely to the trading companies apparently the Eskimos went from one post to another and secured relief at each. He thought the trading companies might be required to submit approved lists of those receiving relief and said that some means would probably have to be provided for the identification of the natives. Dr. McGill said that they had to meet the same problem in the Indian Affairs Department.

It was stated that Mr. Ralph Parsons intended submitting suggestions in writing, but it was agreed that draft letters might be prepared in the Dominion Lands Administration for consideration at the next meeting of Council.

- (j) Northwest Game Regulations -

- (i) Illegal shooting of caribou - Great Bear Lake Area -

Mr. Cumming said he had heard, although no proof was submitted, that the party who was convicted had shot a total of eight caribou but did not bother bringing two of them in. General MacBrien said



that the Police report had not yet been received, although he expected it any time.

(k) Appointment of Assistant Superintendent of Reindeer -

Mr. Gibson stated that Mr. Porsild had applied for permission to come out next summer and remain out during the winter. It will therefore be necessary to appoint someone to go in at opening of navigation.

The Secretary mentioned that an application had been received from a Mr. P. H. Ashby, a graduate of Macdonald College who has had extensive experience in breeding, who is also a returned soldier and who claimed to have had a lot to do with the formation of the "Khaki College".

Mr. Rowatt said that another application was being submitted by a party who was also an animal husbandman.

Mr. Gibson suggested that Council might agree on the qualifications required for the position. The Secretary read a draft classification prepared by the Reindeer Committee - Copy attached.

After brief discussion it was moved by Dr. Camsell, seconded by Dr. McGill that the proposed qualifications be agreed to. Dr. McGill, however expressed some doubt as to whether a man of the qualifications set up would be willing to take on the job. He was satisfied, however, with the qualifications.

(l) Captain Bartlett -

Before Council adjourned it was mentioned that the next meeting would be held at 2.30 p.m. on the 23rd instant, for the purpose of hearing Captain Bartlett, after which Council would adjourn and proceed to the Motion Picture Bureau to view Captain Bartlett's pictures. General MacBrien said that he could provide two cars to take the members of Council to the Motion Picture Bureau.

Council then adjourned.

Classification of Assistant Superintendent of Reindeer.

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To assist the Superintendent and during his absence to be responsible for all matters which come under his jurisdiction; to have control of all field matters including animal husbandry; to encourage and train Eskimo to be herders; to supervise and maintain discipline over the field staff; to enforce the reindeer Protection Ordinance and regulations thereunder; to requisition for supplies and have charge of all equipment; to keep accounts, records and daily progress reports; to handle correspondence and perform other related work as required.

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Qualifications:-

Education - Equivalent to University graduation with knowledge of animal husbandry, and Veterinary Science.

Experience in Office practice, tact and good judgment, administrative ability.

Salary Range - \$2,400.00 to \$2,880.00 plus full maintenance while in the field.

N O T I C E

- To all residents of the Northwest Territories -

The Minister of the Interior draws attention to the fact that Section 118 of the Criminal Code, as amended by Chapter 25 of the 1933 Statutes, provides for a prison term of not less than five years for anyone who not having a permit, has upon his person or is carrying in any vehicle under his control or of which he is an occupant, a pistol, revolver or other firearm capable of being concealed upon the person, also that Section 119 of the Criminal Code provides for a fine and imprisonment for any alien who has in his possession, without a permit, a shot gun, rifle, or other such firearm or ammunition.

The Minister likewise wishes it to be known that the proclamation issued under date of the 31st August, 1927, suspending, in the Northwest Territories, the operation of those sections of the Criminal Code which forbade an alien to have in his possession, without a permit, a shot gun, rifle, or other such firearm or ammunition, is no longer in effect.

Permits to carry the aforementioned arms or ammunition may be obtained upon application from members of the Royal Canadian Mounted Police.

Attention is also drawn to the provisions of Section 37 of the N. W. Game Act which provides that no weapon loaded by recoil or so called auto-loading or automatic can be used by or be in the possession of any person in the N.W.T. except members of the Royal Canadian Mounted Police.

When replying address  
Commissioner of Dominion Lands  
Ottawa



DLM/VGB

Please quote

File 483-3-NWT

## Department of the Interior

DOMINION LANDS ADMINISTRATION



22nd January, 1934.

Sir,-

I have the honour, by direction, to advise that a Special Session of the Northwest Territories Council will be held in the office of the Commissioner on Tuesday, the 23rd day of January, 1934, at 2.30 o'clock in the afternoon.

The Session is being called for the purpose of affording Captain Robert A. Bartlett an opportunity to explain the operations of the Norcross-Bartlett Expedition on board the "Effie M. Morrissey" in Canadian territory during the past summer. Following the adjournment of Council, General MacBrien has kindly arranged for the screening of the expedition pictures in the Motion Picture Bureau at 3.30 p.m. onwards.

Your obedient servant,

A handwritten signature in cursive script that reads 'D. L. McKeand'.

D. L. McKeand,  
Secretary,  
Northwest Territories Council.

H. H. Rowatt, Esq., C.M.G.,  
Commissioner,  
Northwest Territories,  
O t t a w a.

COUNCIL OF THE NORTHWEST TERRITORIES

Minutes of a Special Session of the Northwest Territories Council, held on Tuesday, the 23rd day of January, 1934, in the office of the Commissioner, Mr. H. H. Rowatt, C.M.G.

PRESENT -

Mr. H. H. Rowatt (In the Chair)	-	Commissioner
Mr. R. A. Gibson	-	Deputy Commissioner
Dr. Charles Camsell	-	Member of Council
Mr. Austin L. Cumming	-	" "
Mr. K. R. Daly	-	" "
Major General J. H. MacBrien	-	" "
Dr. Harold W. McGill	-	" "
Major D. L. McKeand	-	Secretary.

IN ATTENDANCE -

Mr. J. Lorne Turner	-	Acting Chairman, Dominion Lands Board.
Captain Robert Bartlett	-	Commander of the "Effie M. Morrissey"
Dr. R. M. Anderson	-	Chief Biological Division, Department of Mines.
Mr. L. B. Pearson	-	First Secretary, Department of External Affairs.

1. Fort Smith-Fitzgerald Road.

At the request of the Commissioner the Secretary read a draft letter to the Honourable L. O. McPherson, Minister of Public Works, Edmonton, Alberta, respecting the future maintenance of the Fort Smith-Fitzgerald Portage Road. The members of Council expressed satisfaction of the draft.

2. Captain Bartlett.

In order that Captain Bartlett might be made aware of his apparent contraventions last summer of Canadian laws and Regulations the Commissioner read a memorandum prepared by the Solicitor of the Department of Interior as follows -

"The following in brief is an outline of the apparent infractions of laws and regulations in force in the Northwest Territories by Captain R. A. Bartlett in connection with last year's expedition of the "Effie M. Morrissey". -

1. Scientists and Explorers Ordinance. Apparent violation of Section 4 which provides in short that any expedition is for scientific and exploratory purposes only; licensee strictly to observe provisions of North West Game Act and Regulations, etc.

2. Marine laws and regulations. Possible infraction of Marine laws.

3. Eskimo Ruins Ordinance. Violation of Section 1. No Eskimo ruins shall be excavated or investigated nor shall any object of archaeological or ethnological importance or interest be exported or taken from the Territory save by permission of and in accordance with regulations made by the Commissioner of the Northwest Territories.

4. Northwest Game Act and Regulations. Violation of Sections 34 and 35. No application for the necessary permits.

5. Migratory Birds Convention Act and Regulations. Violation of Section 4, Subsection 2, in that no permits were obtained as provided.

6. Customs. Violation of Section 183, Chapter 42, R.S. 1927, which provides that if any vessel enters any place other than a port of entry unless through stress of weather, etc., dutiable goods on board shall be seized and the vessel may also be seized."

Captain Bartlett stated:-

(1) That he is the owner of the "Effie M. Morrissey", a wooden vessel schooner rigged, 38 years old, of 83-183 tons, 101 feet long with 23 foot beam. The "Morrissey" was given to him by Commander J. P. Ford, and before he took the George Putnam party to Greenland Mr. Putnam had a diesel motor installed. He recently had the vessel sheathed with greenheart to protect the oak from the action of the ice.

(2) The "Morrissey" was of British registry last summer and flew the British flag. He was not bothered by the Customs authorities but was urged to take out American registry, and did so last fall.

(3) That he is now an American citizen.

(4) That he had taken a young man named Norcross when he erected the Perry monument at Cape York, Greenland in 1932 and had him north on one other occasion. Norcross became somewhat enamoured of the Arctic and suggested that they go up in the "Morrissey" again last summer - Norcross to finance the expedition.

(5) That when they left Brigus, Newfoundland, they had no definite plans. They thought of going up to Cape York to see how the monument had stood the winter; they considered going into Foxe basin from the north, calling at Pond Inlet en route; and they thought of spending the summer on the Labrador. When they got to Hudson strait ice conditions were such that they decided to go in that way.

(6) That he thought of calling at Lake Harbour but did not do so, and instead continued on to Coral Harbour, Southampton Island. That Mr. Ford the post manager here told him the police inspector and party were expected from Chesterfield, but he considered everything was all right and continued on up Roes Welcome.

(7) That he did not trade with the eskimos of whom he thought a great deal. (Captain Bartlett's evidence was somewhat contradictory in this connection).

(8) That he did not kill any big game, although he saw bear and plenty of walrus. That they heard there was caribou inland about half way up Melville peninsula.

(9) That they took some live specimens of birds, bird skins, and bird eggs.

(10) That they dug up some eskimo ruins, and took back a quantity of archaeological material.

(11) That he did not think that he was violating any Canadian laws, but realized that fully now, and was very sorry for what had taken place.

(12) That their wireless equipment was out of order, and they did not receive any messages from the Canadian authorities, nor did they see the "Nascopie", i.e., to recognize her.

(13) That when he received the letter from the Officer in charge of the Eastern Arctic Patrol (Copy attached) he thought of going to Washington and placing the whole matter before Honourable Mr. Herridge, but was persuaded to write General MacBrien instead.

(14) That he had very little funds. His expeditions were usually fitted out by friends. He had nothing in view for this year, but it was important from a financial standpoint that he find something to do.

(15) That he intended going to Hamilton in the evening to give an address, for which he was not being paid.

There was a general discussion during which the following points were made -

(i) It was pointed out that Captain Bartlett had broken the Customs Laws and that this would have to be settled by the Customs Department. At the present time Captain Bartlett was liable to a heavy fine, and his vessel liable to seizure should she visit a Canadian port.

(ii) It was pointed out that Canada entered into a treaty with the United States for the protection of migratory birds, and it would be quite within the rights of the United States authorities to ask whether he, Captain Bartlett, had been authorized to take migratory birds in Canadian territory. The reply could only have been no, and this might appear to indicate lack of enforcement by Canada.

(iii) It was mentioned that Council had wished to give Captain Bartlett an opportunity of making a statement, and to explain to him that the regulations respecting exploratory and scientific operations in the Northwest Territories were necessary. It was suggested that Captain Bartlett apply for permits to cover last year's operations, and that when the Commissioner was replying the opportunity be taken of informing Captain Bartlett of the procedure that should be followed in future; that if Captain Bartlett applied for and was granted permits under the regulations for which the Northwest Territories Council had a responsibility, there might be some justification for the Commissioner taking the matter up with the other Departments concerned.

Captain Bartlett submitted an application for permits as suggested above, and this was read by the Secretary (Copy attached).

After a general discussion it was moved by General MacBrien, seconded by Dr. Camsell that -

- (a) Captain Bartlett's explanation be accepted.
- (b) The necessary permits be issued by the Department of Interior.
- (c) The Commissioner write the Department of National Revenue, and the Department of Marine if necessary, sending a copy of Captain Bartlett's explanation and of these minutes,
- (d) That in transmitting the permits to Captain Bartlett the Commissioner stress the importance of securing the backing of the American Geographical Society or some other organization of equal standing in the United States, should he desire to enter the Northwest Territories in the future.

- 4 -

Mr. Pearson mentioned that this matter had never been taken up officially with the United States authorities. He did not think it necessary to do so now.

After inviting Captain Bartlett to report any matters which he thought might be of interest to the Northwest Territories Council, which he might come upon at any time in Canadian territory, Council adjourned.



C O P Y

23rd January, 1934.

Dear Sir:-

During the past summer I commanded the "Effie M. Morrissey" carrying the Norcross-Bartlett Expedition from New York as outlined in my letter of the 6th November, 1933, addressed to Major General J. H. MacBrien, C.B., C.M.G., D.S.O., Commissioner of the Royal Canadian Mounted Police. I fully realize now that application for permission to enter Canadian territory and conduct scientific exploration should have been secured before the "Effie M. Morrissey" entered Canadian waters.

Following the explanation which I have made to the Northwest Territories Council this afternoon I herewith beg to apply for the permission under the following Acts, Ordinances and Regulations -

1. Permission to conduct scientific exploration under the provisions of the Scientists and Explorers Ordinance;
2. Permission to examine and export archaeological specimens under the provisions of the Eskimo Ruins Ordinance;
3. (a) Permission to trade under the North West Game Regulations, a limited quantity of supplies of clothing, food, etc., with the Eskimos in exchange for carved walrus ivory and similar Eskimo handicraft;  
  
(b) Permission to enter the Arctic Islands Preserve, under the North West Game Regulations;
4. Permission to hunt and take a few specimens of migratory game and non-game birds, eggs, etc., under the provisions of the Migratory Birds Convention Act and Regulations.

If you will grant the necessary permission to cover last year's Expedition I will undertake to furnish a full report of the activities of the Norcross-Bartlett Expedition and the number and quantity of scientific specimens taken under the provisions of the regulations above mentioned.

Yours very truly,

(Sgd.) R. A. Bartlett.

H. H. Rowett, Esq., C.M.G.,  
Commissioner of the Northwest Territories,  
OTTAWA.

C O P Y

DEPARTMENT OF THE INTERIOR  
Dominion Lands Administration

---

S. S. "Nascopie",

26th September, 1933.

Captain Robert Bartlett,  
Master,  
M/S Effie Morrissey,  
Hudson Strait,  
Eastern Arctic.

Dear Sir:-

I have been requested by the Commissioner, Royal Canadian Mounted Police, to deliver the following message, either by radio or hand, as opportunity occurs, to you as Master of the "Effie Morrissey".

"Understand your vessel Effie Morrissey has entered Canadian territorial waters stop Please advise where necessary permit under provisions of Scientists and Explorers Ordinance was procured stop Also advise where usual Customs formalities were complied with".

All efforts to communicate with you by radio, both from the "Nascopie" and through the C. G. S. "N.B. McLean" having failed, I am taking advantage of the only opportunity to deliver the message before returning to Ottawa.

Yours faithfully,

(Sgd.) D. L. McKeand,

Officer-in-charge,  
Eastern Arctic Expedition.

C O P Y

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---

28th September, 1933.

Captain Robert Bartlett,  
Master, M/S Effic Morrissey,  
Brigus, Newfoundland.

Endeavoured reach you by radio from Nascope and  
N.B. McLean without success stop Major General  
J. H. MacBrien Comaissioner Royal Canadian Mounted  
Police requests me deliver message from him stop  
Am sending message by registered post your address  
Brigus today.

(Sgd.) D. L. McKand.

Officer-in-charge

Eastern Arctic Expedition.

When replying address  
Commissioner of Dominion Lands  
Ottawa

DIM/MGA

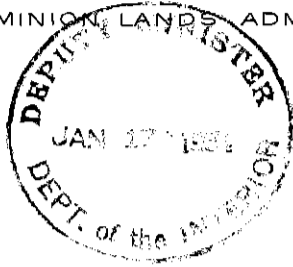


Please quote

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# Department of the Interior

DOMINION LANDS ADMINISTRATION



16th January, 1934.

Sir:-

I have the honour by direction to advise that the 49th Session of the Northwest Territories Council will be held in the office of the Commissioner on Wednesday the 17th of January, 1934, at 3.00 o'clock in the afternoon. Enclosed please find the following:-

1. Copy of the Minutes of the 48th Session, held January 9th, 1934.
2. Minutes of a meeting of inter-departmental officials and Hudson's Bay Company representatives in the Commissioner's office on the 11th January, 1934.
3. Copy of a letter from Charles Elton, Oxford University Explorers Club, 12th December, 1933.

In addition to the items on the Agenda for the 48th Session of Council (Copy attached to Minutes) it is expected that the itinerary for the Eastern Arctic Patrol will be taken up, together with any matters that may arise meanwhile.

Your obedient servant,

D. L. McKeand,  
Secretary,  
Northwest Territories Council.

H. H. Rowatt, Esq., C.M.G.,  
Commissioner,  
Northwest Territories,  
OTTAWA.

COUNCIL OF THE NORTHWEST TERRITORIES

AGENDA

Tuesday, 9th January, 1934.

3:00 p.m.

1. Confirmation of Minutes -

Forty-seventh Session - Monday, 18th December, 1933.

2. Matters of Urgent Importance -

- (a) Mackenzie River improvements by Public Works Department File 7811
- (i) Fort Smith-Fitzgerald Portage Road. 215-2
  - (ii) Fort Smith waterfront 7209
  - (iii) Breakwater - Resolution 3946
  - (iv) Reconstruction of bridges at Fort Rae 7529
  - (v) New Wharf at Providence 7538
  - (vi) Road improvement - Fort Simpson 7349
  - (vii) Bear River 6905
    - (1) St. Charles Rapids improvement.
    - (2) Portage road.
    - (3) Alternative routes.
- (b) Proposed Shackleton Expedition to Ellesmere Island 7022
- (c) Necessity for Workmen's Compensation 4795

3. Items to be dealt with at later Session -

- (a) Expedition of Captain Bartlett in "E.M.Morrissey" to Canadian Arctic Territory.
- (b) Permits to carry arms - Section 118 - Criminal Code. 45
- (c) Reindeer Industry.
- (d) Order of House of Commons for copies of all correspondence, etc., relating to the last four expeditions to Bache Peninsula.
- (e) Consumption of denatured alcohol and canned heat by natives of Northwest Territories, and general question involving the issue of liquor permits.
- (f) Letter from W. F. Cooke, Fort Smith, suggesting certain amendments to the Northwest Game Regulations.

- (g) Protection of workers employed in mining pitchblende ores.
- (h) Policy regarding length of service for medical officers in Northwest Territories.
- (i) Eskimo relief.
- (j) Graduation of destitute orphan children from residential schools.
- (k) Exportation unworked walrus tusks.

COUNCIL OF THE NORTHWEST TERRITORIES.

Minutes of the Forty-eighth Session of the Northwest Territories Council, held on Tuesday, the 9th day of January, 1934, in the office of the Commissioner,  
Mr. H. H. Rowatt, C.M.G.

PRESENT -

Mr. H. H. Rowatt (In the Chair)	- Commissioner
Mr. R. A. Gibson	- Deputy Commissioner
Dr. Harold W. McGill	- Member of Council
Mr. Austin L. Cumming	- " "
Mr. K. R. Daly	- " "
Major D. L. McKeand	- Secretary.

IN ATTENDANCE -

Mr. J. Lorne Turner	- Acting Chairman of Dominion Lands Board
Mr. A. M. Narraway	- Associate Director Topographical and Air Survey Bureau, and Chief Aerial Surveys Engineer.
Mr. K. M. Cameron	- Chief Engineer, Public Works Department.
Mr. F. G. Goodspeed	- District Engineer, P.W.D.
Colonel C. D. H. MacAlpine	- President, Dominion Explorers Limited.

Confirmation of Minutes -

It was moved by Mr. Gibson, seconded by Mr. Daly that the Minutes of the Forty-seventh Session of the Northwest Territories Council, held on the 18th day of December, 1933, be confirmed.

2. Matters of Urgent Importance -

(a) Mackenzie River improvements by Public Works Department -

Bear River -

- (i) St. Charles Rapids Improvement.
- (ii) Portage Road.
- (iii) Alternative routes.

Mr. Rowatt said that the St. Charles Rapids road matter had been gone over briefly with Mr. Goodspeed during the morning and Mr. Gibson summed up the situation as follows -

The Northwest Territories Council had received a great deal of conflicting testimony from various parties interested in transportation along the Great Bear River. The transportation companies seem to be of the opinion that the portage road is unnecessary. The Hudson's Bay Company reported that everything offered had been handled and the Company was prepared to handle anything that would offer. On the other hand mining companies which had heavy freight to be handled doubted whether it could be taken over the Rapids and had urged

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the completion of the portage road. The Deputy Minister of Public Works had been asked if he would bring Mr. Goodspeed here so that Council might have the benefit of his personal knowledge of the situation and be in a position to place before the Minister of the Interior the fullest possible information in the matter in order that the Minister might make a recommendation to the Minister of Public Works and be prepared for discussion in Treasury Board at Estimate time.

Mr. Goodspeed said there was little he could add to what had been said in his report. \$11,000. had been spent on the road; it had been cleared the whole distance and the larger portion placed in very good condition. Slightly over a mile from the upper end they had run into muskeg. The muskeg section had been ditched and many culverts put in and the carrying away of the water would not be a difficult proposition. The road still needed to be completed across the muskeg and a landing provided at the river shore at the upper end where the beach was narrow and the bank between 80 and 90 feet high. He said that they had not had much experience in road construction over frozen muskeg, but he had in mind leaving the moss as an insulation from frozen ground and possibly add to it when placing road material on top. The estimate submitted to his Department this year would not include the grading of the muskeg portion of the road. To do so it would be necessary to have a tractor to handle road material which was available locally.

As for the river route Mr. Goodspeed said that from the transfer point of the Hudson's Bay Company at the lower end of the Rapids for a distance of three or three and a half miles there is a continuous boulder bottom. They found a control depth of about 2'3", in some places there was a depth of 4'. At a point three or three and a half miles above St. Charles Creek a reef or ledge exists which can be passed at its north end. About 2000 feet farther up another reef or ledge extends clear across the river. This reef is about 200 yards wide with a control depth of 2'2".

Mr. Goodspeed showed and explained to the members of Council a number of pictures he had taken to illustrate the situation. He also mentioned the fact that before proceeding with the portage road the Department of Public Works would like to know who was going to use it and if anyone would be putting a tractor on the road to handle freight.

Colonel MacAlpine of White Eagle Silver Mines Limited, Camsell River, arrived at this point and Mr. Gibson explained briefly what discussion had taken place. Colonel MacAlpine said that his Company had 500 to 1000 tons of freight to go into Great Bear Lake this year, some ten ton pieces and three fifteen ton pieces, and that they would use the portage road themselves this year. He could not say definitely that they would in future as they did not care



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to go into the transportation business and would prefer to leave it to some other company if satisfactory arrangements could be made. He thought any new mining company going into the district would certainly use the road and expressed the opinion that the Hudson's Bay Company did not appreciate what was involved in handling mining company's freight. Most of the freight had been carried upstream and had been of package variety. His Company does not propose allowing their concentrates to be carried over the Rapids in scows, as a load would probably be worth about \$250,000, and there was too much risk of loss. He said the transportation season was very short and if it could be lengthened by a month it would be well worth while. Later there would be some different method of transportation from the Mackenzie to the Lake. The Mackenzie being open about a month before Great Bear Lake will result in a piling up of freight at Norman. The Mackenzie opens not later than the 1st July and Great Bear Lake about the 1st August.

Mr. Gibson enquired whether in the event of the road being gone ahead with next summer it would be fair to leave it to all concerned to make their own arrangements for the handling of their freight. Colonel MacAlpine agreed that freighting might be left to private enterprise. Mr. Goodspeed said that there would be a great deal of criticism if the road were completed and not used. Colonel MacAlpine, on the other hand, said that there would be a lot more criticism if the road were not completed and because of that development were held up. He assured Council again that the road would be used this year if ready. His Company proposed taking in a good sized tug this year in three sections. To do so they had to have about twelve scows which they would use for freighting this year. For the future it would depend on how matters worked out as they might use the Hudson's Bay Company.

Colonel MacAlpine thought the Government should investigate this year the possibility of providing a means of transportation direct from the Mackenzie River to Great Bear Lake and expressed the opinion that there was more justification for going ahead with the construction of a railroad there than there was initially for the construction of the T. and N. O. Railway. If such a line could be constructed cheaply it should be considered now. If not the bigger scheme involving transportation from Slave Lake to Bear Lake could be investigated.

The fact that the road would be available as an alternative in case low water in the river precluded the use of boats in the Rapids' section was mentioned.

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As for the use of tractors in winter, while they were excellent in wooded country up there in the lakes with strong winds and snow packed hard new trails would have to be broken each trip which, in Colonel MacAlpine's opinion, made the proposal hopeless.

Mr. Gibson said there were three proposals to be considered-

1. The completion of the road;
2. The possibility of improving navigation on the river;
3. Investigation of alternative routes.

Mr. Goodspeed thought the first had been gone into fairly well.

As for the improvement of the river, the work that could be done depended entirely on the amount of money that was made available. They could blast out a channel in the river or could simply remove some of the boulders, but he could not say that the channel would remain clear or the level of the water maintained. He had asked a captain and one of the pilots after a particularly hard trip what could be done to improve matters and they answered - not a thing. He had watched the ice bumping over the boulders and was satisfied that they were moved by the ice. Colonel Reid had pointed out to him that Nature had provided a channel but the channel would not remain constant from year to year. Mr. Goodspeed thought that the only work his Department could properly do would be to remove some of the larger boulders. The opinion was expressed that the blasting out of the channel would probably result in a greater accumulation of boulders in the channel due to the rougher bottom and Mr. Goodspeed agreed. To provide such a channel would be very costly, the minimum equipment alone would necessitate an investment of some \$37,000. and no one was pressing for the work.

Mr. Rowatt said he understood from Mr. Parsons and Colonel Reid of the Hudson's Bay Company, who were here a short time ago, that they were content to handle freight by the river without a portage road but that afterwards it appeared that the Company desired improvements in the river. Mr. Cameron said that the Department of Public Works had received a letter from Colonel Reid in the past month demanding that something be done to improve navigation on the Rapids. Mr. Goodspeed did not appear to understand Colonel Reid's attitude.

Mr. Cumming said he had had a talk with Colonel Reid and explained the heavy expenditure that would be involved in making a worth while attempt at improvement of the river channel. Colonel Reid wanted to know what Mr. Goodspeed could do with \$10,000. or \$15,000., and asked that buoys be placed along the channel. Mr. Cumming said he took up seven or eight loads in different sized canoes and if he could have gone over the road he would certainly have done so as there was constant danger of damaging boats. He would like to see the Public Works Department include enough in their estimates to grade the last mile and a half and purchase a tractor. In addition he thought the Public Works Department should remove some of the larger boulders from the river channel.

As for the investigation of a more adequate transportation system, Mr. Cumming thought the Royal Canadian Air Force could secure a lot of valuable information.

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Mr. Goodspeed said that if they were going to grade the road that they would certainly have to have a tractor.

Colonel MacAlpine said that his Company could probably take over equipment such as the tractor, scows, and outboard engines, when they had served the purposes of the Public Works Department, but he thought it would be just as well for the Public Works Department to provide in its estimates for the purchase of the tractor.

Mr. Goodspeed mentioned that the transportation of freight down stream involved a great deal more danger than taking it up the Rapids.

Dr. McGill asked what was the possibility of the river being choked with traffic during the short navigation season. Mr. Goodspeed thought the number of boats could be increased tenfold. There is no trouble passing, the only congestion might occur at both ends. With the three boats there last season they could handle 18 or 19 tons a day.

Mr. Gibson asked whether in the event of wharves being built they would assist those using the Rapids. Mr. Goodspeed said that as a matter of fact the Hudson's Bay Company had built a very cheap structure this year at the upper end. A landing at the lower end could not be satisfactorily built. If a Government wharf was built it would be available to the Hudson's Bay Company for their boats.

Colonel MacAlpine said that Eldorado had a 50 ton mill which started operating in December, and with 8 to 1, or even 5 to 1, concentrates, they would have at least 3,000 tons go down the river each year. His own Company should have its mill in operation next December and would have from 1,500 to 2,500 tons to move out the following season. Mr. Goodspeed mentioned that some other means would have to be provided for handling that quantity of freight on the Mackenzie.

Colonel MacAlpine said that they had a problem on their own hands at present which they could not delegate to anyone. They require a tug on the lake which should be used to keep their boilers supplied with local coal. Otherwise they would probably contract with the Hudson's Bay Company for their transportation requirements. Having the tug on the lake they might as well use it, but it would be available to the Hudson's Bay Company for traffic on the lake, although of course their own requirements would have priority.

Mr. Cameron said that it would probably take all season to complete the road but Colonel MacAlpine thought they could have a tractor there by the middle of May if it was brought out by Fort St. John where a good type of men could be employed and scows could be built. By using the Liard River route, men and equipment could be at Norman by the 15th June to work on the road. Mr. Goodspeed was not so sure but said he could secure information as to the normal time of break-up by wireless from Norman. In answer to a query, Colonel MacAlpine said that they would certainly have a tractor on the road next year if no one else had.

Mr. Cameron said their difficulty was that the road was first urged by the mining interests and that the Department of Public Works went ahead with the work. The Hudson's Bay Company was opposed to the proposal and now the mining companies appeared to have lost interest. Colonel MacAlpine asked what was wanted. He said if it was backing that was required he could secure it. He thought all the mining companies were interested and the Northern Miner, which probably represents the interests of the miners, was behind the scheme. He thought the Hudson's Bay Company's opposition was due to lack of understanding of what was involved in handling mining freight, and thought this would be straightened out after he had explained to the Company the requirements of the mining companies. He intends asking the Hudson's Bay Company if they will put a good sized tug on the lake. If not, his company will, although it would probably not pay for each company to have such a large boat in that district.

It was mentioned that the Public Works Department had \$12,000. in their estimates for work on the road this year. Mr. Goodspeed thought that the placing of buoys might be looked after by the Hudson's Bay Company after the first few trips. The buoys being supplied by the Department of Marine. Mr. Cameron said that they could hardly justify the inclusion of an item to improve the navigation of the Rapids until they were convinced that some good result would follow.

Mr. Gibson thought that if the investigation of the more elaborate suggestions could be carried out from the air, provision should perhaps be made by the committee on aerial operations. If they had to be made on the ground, funds should be provided by the Department of Public Works. He suggested that the matter be first considered by the Aerial Committee.

Summed up the opinion of Council was -

1. That the Portage Road should be completed, support being given to the inclusion of the \$12,000. in the Public Works Estimates.
2. That the Department of Marine should be asked to arrange with the Hudson's Bay Company about the buoys of the channel.
3. The investigation of the more comprehensive transportation routes should be considered by the Aerial Committee.

Colonel MacAlpine is to see the other mining companies which he states are prepared to express their support of the completion of the road, and to advise the Department as to the result of his discussions in Winnipeg with the Hudson's Bay Company.

Colonel MacAlpine then retired.

(ii) Fort Smith Waterfront -

Mr. Cameron said that the first objection of his Department to the expenditure of the large amount involved in the pro-

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tection of the water front is that most of the money would be spent in the protection of private property, which as a matter of public policy was the responsibility of the private interests concerned.

Mr. Goodspeed said that the conditions existing at Fort Smith were very much the same as at Waterways. There was only a limited area at the foot of a hill and last year which was a bad one a large portion of the Hudson's Bay frontage was washed out.

Mr. Gibson asked whether there was any alternative that would avoid this difficulty and Mr. Cumming pointed out on the plan of the settlement, a suggestion that had been made to provide a road and possible landing farther down stream where the cutting away of the river bank would not entail any serious problem. Mr. Goodspeed said he had not investigated this proposal and was not sufficiently familiar with the proposed site to express a definite opinion.

It was agreed that the officer of the Department of the Interior at Fort Smith should be instructed to make the necessary survey and submit plans showing the contour of the land on which Mr. Goodspeed might prepare an estimate of the cost of carrying through the alternative suggestion.

Council then adjourned.

Minutes of a Meeting held at 3 p.m. on the 11th day of January, 1934, in the office of Mr. H. H. Rowatt, C.M.G., Commissioner of the Northwest Territories.

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## PRESENT -

Mr. H. H. Rowatt	- Commissioner, Northwest Territories.
Mr. R. A. Gibson	- Deputy Commissioner, Northwest Territories.
Mr. Ralph Parsons	- Fur Trade Commissioner, Hudson's Bay Company.
Mr. George Watson	- Eastern Manager, Hudson's Bay Company.
Mr. R.H.G. Bonnycastle	- Western Manager, Hudson's Bay Company.
Mr. K. M. Cameron	- Chief Engineer, Public Works Department.
Mr. F. G. Goodspeed	- District Engineer, Public Works Department.
Mr. J. Lorne Turner	- Acting Chairman, Dominion Lands Board, Department of Interior.
Mr. Austin L. Cumming	- Chief Mining Inspector, Department of Interior.
Major D. L. McKeand	- Dominion Lands Administration, Department of the Interior.

Mr. Gibson explained that the Northwest Territories Council has to make recommendations respecting Dominion Government expenditures in the Northwest Territories, not only in connection with the Interior Department, but other departments as well. He said there was a confliction of testimony respecting the necessity for completing the portage road as between the mining companies and the transportation companies and that when Mr. Parsons and Colonel Reid were in Ottawa a short time ago they said that the Hudson's Bay Company had handled everything that had been offered and were prepared to do so in future. Mr. Parsons said this was quite correct. At that time the representatives of the Hudson's Bay Company did not say anything about river improvements, but later on Colonel Reid asked that something be done. Mr. Gibson asked what improvements the Hudson's Bay Company had in mind as work of that nature would involve a heavy expenditure.

Mr. Parsons said that Colonel Reid and Mr. Goodspeed had not come to an agreement as to what could be done in the way of river improvements, but that he (Mr. Parsons) and Colonel Reid thought that if the amount of money spent on the road had been spent on the improvement of the river channel something worthwhile might have been accomplished. Mr. Parsons said he had not been to the Rapids and could not say what work might be accomplished, but he understood from Colonel Reid that some of the boulders could be removed.

Mr. Parsons said that they could not use the road as it would make the handling of the freight too costly. He added that the Hudson's Bay Company proposed building a boat for use at Great Bear Lake which would cost about \$60,000. They were also going to have sea-going scows constructed and altogether

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would probably be spending about \$100,000 on transportation equipment. He said that their marine architect considered that they could not reduce the draught of this tug beyond 4'6" loaded if it was to be sea-worthy, but the Company was asking that an effort be made to design one with a draught of 3'6" loaded.

Mr. Parsons said that his Company had taken very heavy individual pieces of freight up the Rapids and he did not anticipate that they would have any difficulty handling whatever would be presented. By means of loading lightly scows of large capacity he thought that they would not need more water than was available last year. He said that with the equipment at present on the river they can handle about 2000 tons in a season.

Mr. Rowatt mentioned that the mining companies expected that they would have very valuable freight to be handled down stream and were apparently not prepared to run the risk of having it lost in the Rapids. Mr. Parsons said that the river, other than the Rapids stretch, was quite safe and he thought that the concentrates could be brought down stream in smaller boats without any great risk. The run down stream being made in quick time.

In answer to an enquiry Mr. Cumming said that he would prefer going over the portage if he had his choice of the road or Rapids. Mr. Parsons said that this would probably be so in the case of small loads, but it is a different proposition when 1000 tons or more of freight has to be handled. He said that the success or failure of their enterprise depended entirely on the cost of handling the freight.

Mr. Goodspeed said that the road was about nine miles long and there were no steep grades. It was somewhat rough at present, graded to some extent, and some ~~trees~~ <sup>stumps</sup> and boulders still have to be taken out.

Mr. Cumming remarked that if Mr. Goodspeed had been convinced that the channel could be improved at a reasonable expense the road would not have been thought of.

Mr. Goodspeed said that to blast away the ledge would necessitate an expenditure of about \$37,000 on equipment. The ledge could be blasted away but the material would have to be removed. He had submitted estimates on a channel 50' wide, cleared to depths of 4', 3½' and 3'. He does not see how the work could be done without impeding navigation as their boats would have to be well anchored. With freight scows passing some twenty-four times a day as they did last season it would be impossible for them to get any work done as they would have to take in or drop their anchor lines each time.

Mr. Parsons agreed that with the short season available navigation could not be held up. On further thought he said that if a road were available and later it turned out that some improvements in the channel would have to be made, then the road could be used while the channel was being cleared or deepened.

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Mr. Goodspeed said that they could hardly get all the work done in a whole season, and to work until October would necessitate their keeping their men on pay long after work was no longer possible until they could be brought out by plane, possibly in December.

Mr. Goodspeed said that while a water gauge was installed when they commenced work, earlier records as to rise and fall on the river or Great Bear Lake were not available.

Mr. Cameron said that they appreciated the fact that the transportation of freight by water was much cheaper than other systems. The Public Works men went in there in 1932 and after study came to the conclusion that the channel could not be improved at a reasonable cost, and went ahead with the road. The river consists of a boulder bottom and a ledge bottom. The ledge is quite flat and to provide deeper water would necessitate blasting out about a mile of channel. Mr. Parsons asked whether the boulder section could not be improved, leaving only about a mile and a half of ledge bottom which would reduce their trouble to a considerable extent. Mr. Goodspeed said that the boulders were moved by the ice and there was no guarantee that if the boulder section was improved one year conditions would not be as bad as ever the following year.

Mr. Cumming said Colonel Reid told him that he could not suggest anything for the improvement of the channel but would like to have Mr. Goodspeed see what he could do. Colonel Reid had said he was not an engineer and did not think he should be asked what could be done with a definite amount of money.

Mr. Parsons said that they could handle twice as much freight as they handled last year and it hardly seemed necessary to consider the matter further now.

Mr. Gibson remarked that it was quite possible that the channel might be worse next year or in future than it was at the present and unless some alternative were provided transportation would be held up and the development of the district retarded. Although it would be easier to simply say that the Hudson's Bay Company are prepared to handle all the freight presented, the North-west Territories Council did not wish such a crisis to occur.

Mr. Parsons thought that under the circumstances the road should be proceeded with, particularly as the amount involved was only \$12,000. to put <sup>it</sup> in reasonably good shape.

Mr. Parsons remarked here that Colonel Reid was a water transportation man and naturally would press as strongly as possible for the improvement of the water route. He said that as soon as Colonel Reid realized that no improvements on the water route could be made then he would support the road 100%.



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Mr. Cameron remarked that the season of navigation was very short; that the clearing out of the channel would take at least a full season, probably more; that transportation along the Rapids would be held up during this period; that there was no assurance that the channel would not fill in during the long season of closed navigation and that the same procedure would have to be gone through the years following with the resultant tying up of freight. He said he understood the Hudson's Bay Company's viewpoint was that if the channel could be improved, they would like the improvements made. If not, they favoured the completion of the road. Mr. Parsons agreed.

Mr. Goodspeed said that the road was being built for caterpillar tractors, not trucks, and the \$12,000. estimate was prepared on this basis. Mr. Cumming thought it would be better not to finish the road in such a way that it would only be of use to those in possession of caterpillar tractors. On the other hand Mr. Goodspeed expressed the opinion that it would be better to provide a road that could be used by tractors than spend the larger amount when it was not known definitely that it would even be used for the handling of freight by tractor.

Mr. Parsons was inclined to agree with Mr. Cumming but did not think that conditions would ever arise when the portage road would have to be used.

Mr. Gibson also concurred in Mr. Cumming's opinion that the portage, to be useful to everyone, would have to be made fit at least for teams and wagons and trucks. Mr. Cameron and Mr. Goodspeed seemed to think that this would be feasible.

Mr. Goodspeed remarked again that there were no records available with respect to the level of the lake or river for a period of years. Their gauge mark did show a considerable change at times but this seemed to be due to ice conditions. One of the Hudson's Bay Company men remarked to him that at the end of the season the water in the Rapids got a bit "thin".

Mr. Cameron said that he thought they had secured about all the information they could expect and the meeting then adjourned.

University Museum,  
Oxford.  
12th December, 1933.

The Deputy Minister of the Interior,  
Ottawa, Canada.

Dear Sir,-

I refer to your letter of September 19th addressed to Mr. Shackelton with regard to the Oxford University Expedition to Ellesmere Land in 1934. This Expedition has now received the official approval of Oxford University which has voted it a grant of £ 100. It has also the approval of the Royal Geographical Society, from whom a grant is promised.

I am writing to say that the Canadian Government will not be expected to assume any responsibility in the event of any disaster occurring. This responsibility will be definitely assumed by the Oxford University Exploration Club which will arrange to have a special home agent to act in emergency in consultation with members of the Club and of the Royal Geographical Society. At a later date, Mr. Shackelton will submit to you full detailed plans and any evidence that you may require of the proper equipment and financing of the Expedition.

Meanwhile, I enclose a copy of the rules which govern our Expeditions, also reports of our last two Expeditions, one of which was to the Canadian Arctic. In these reports, you will notice that there is a full statement of accounts. I also enclose a copy of the paper published about our last expedition to the tropics which includes a preliminary notice by Mr. Shackelton on his survey work in Borneo. We definitely guarantee that reports and copies of maps, charts, sketches, etc., and photographs where required, will be supplied to your Department as soon as they are available after the Expedition's return.

I trust that this statement of our intentions will be sufficient to meet the conditions laid down in your letter and that you will be willing to issue the required permits, and to give the Expedition all the support that is in your power. We hope that the Canadian Government may see its way at a later date to give some grant towards the expenses of the Expedition, which desires to work in full co-operation with your Department.

Yours faithfully,

(sgd) Charles Elton,

Treasurer, O.U. Exploration Club.

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