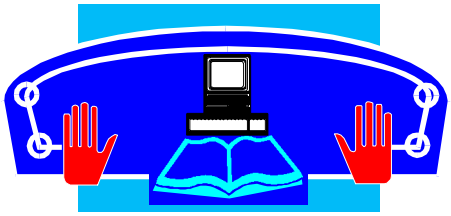

Roads To Rankin - Keewatin Highway Development

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"ROADS TO RANKIN"

KEEWATIN HIGHWAY DEVELOPMENT

A TOURISM AND PARKS PERSPECTIVE

by

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SUMMARY

"Roads to Rankin"
Keewatin Highway Development
A Tourism and Parks Perspective

This document was prepared as an initial tourism and parks perspective on the highway development proposed for the Keewatin region. The report describes the ecological and demographic features of the region; the existing tourism market and how it developed; and, the regions potential tourism resources. Within this frame work, the report goes on to discuss the proposed highway routes and impacts of highway development on tourism and parks.

At this stage in the highway planning process, when no route feasability studies have been completed or construction costs have been determined, it was not considered appropriate to draw any conclusions or make any recommendations concerning the route of choice.

Section II of this report describes the Keewatin region ecologically and demographically. From these descriptions we envisage a large region of rather uniform topography, supporting a transitional environment, which in turn provides prime seasonal and year round habitat for an abundance of unique wildlife. The tourism products, or tourism resources are presented in section III, and then goes on to discuss the potential for tourism resource development in the region.

Section IV discusses the development potential and major draw backs of the two proposed highway routes: the 540 route, originating near the Saskatchewan, Manitoba and NWT borders, traversing south-central Keewatin from southwest to northeast, ending in Rankin Inlet; and, the 330 route originating at the NWT/Manitoba border, and following the Hudson Bay coast northwards to Rankin Inlet. From Rankin Inlet two roads would be developed, to the communities of Chesterfield Inlet and Baker Lake.

The 540 inland route provides access to some of the most diverse natural attractions the Keewatin has to offer, making the potential for tourism and parks development enormous. The southwestern third of the route is situated both in boreal upland forest and the central tundra, providing an excellent opportunity for the development of an interpretive program describing the vegetative transition observed along the route. The remainder of the route to Rankin Inlet is located in the central tundra and will pass through prime wildlife habitat, of which the most visible and easily observed will be the caribou. Strategically placed observation and interpretive facilities could be located along the route for wildlife viewing.

The 330 route essentially follows the coast northwards from the NWT/Manitoba border to Rankin Inlet. The route is situated totally

in the central tundra and passes through the eastern fringe of barren ground caribou habitat, as well as prime waterfowl habitat, providing excellent opportunities for the development of observation and interpretation facilities. Sport and trophy hunting for wildlife and birds could also be developed.

Section IV then goes on to discuss the regional impacts of highway development on tourism and parks. Tourism will almost certainly benefit from the proposed highway development both directly and indirectly. The development of highway corridor parks, on the other hand, tends to occur on an opportunistic basis. In other words, if a high quality site with park development potential is located close to or along a highway corridor it will be developed. Of course, nature does not cooperate by providing quality potential park sites at nicely spaced intervals along a (proposed) highway corridor. Therefore, knowing that many unique opportunities for park developments exist along or close to both proposed highway routes, and in order to develop territorial parks of sufficiently high quality to attract tourists, then the Department of Economic Development and Tourism requires that the highway routing be flexible enough so that during construction, the route can be changed or redirected, as required, to take advantage of these opportunities.

I. INTRODUCTION

Rumours of highway construction always create a sense of excitement and anticipation amongst the people affected by the development. There is excitement because it is something new and it will likely make life easier and more efficient. There is anticipation because it means economic growth for the region - it creates short term jobs during construction and long term jobs with government, business and industry as the business potential of the new opportunities created by the project are realized. However, highway construction does not just happen, especially in the north. It takes years of planning and surveying to determine the best route, to locate sources of fill and, in some cases, to complete environmental impact assessments. It requires the co-operation, input, and co-ordination of services from various government departments, at all levels of government. It also requires community consultatiuon, input and cooperation.

This document was prepared as an initial tourism and parks perspective on the highway development proposed for the Keewatin region. The report describes the ecological and demographic features of the region; the existing tourism market and how it developed; and, the regions potential tourism resources. Within this frame work, the report goes

on to discuss the proposed highway routes and impacts of highway development on tourism and parks.

At this stage in the highway planning process, when no route feasability studies have been completed or construction costs have been determined, it was not considered appropriate to draw any conclusions or make any recommendations concerning the route of choice.

II. KEEWATIN REGION OVERVIEWS

A. Ecological Summary

The Keewatin Region is characterized by two distinct natural regions, the boreal uplands (17) and the central tundra (16), ***Figure 1.***[1] *The boreal uplands is delimited from the central tundra by the tree line, and is identified by "... a predominance of bedrock outcrops, smoothed and striated by glacial abrasion, and a vast number of lake filled ice-scoured*

[1]*National Parks System Planning Manual, National and Historic Parks Branch, Parks Canada, 1971.*

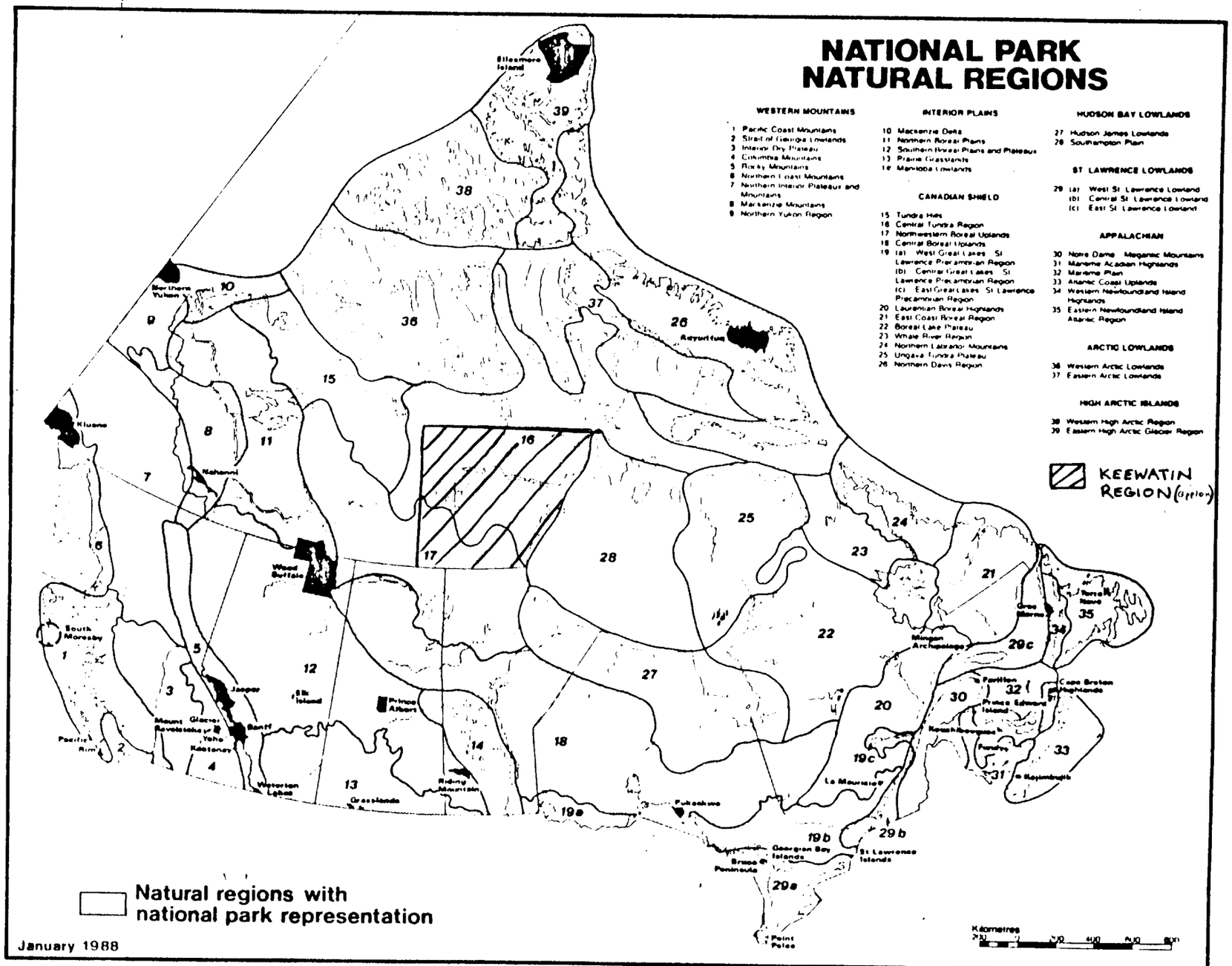

FIGURE 1 - NATIONAL PARK NATURAL REGIONS

rock basins."[2] The vegetation is typically an open lichen woodland, i.e. an association of widely spaced black spruce trees, a carpet of lichens and a sparse undergrowth of labrador tea and dwarf birch. Ridge tops and esker crests would support tundra vegetation, while a sphagnum-sedge association would predominate in moister areas.

The central tundra can be generally described as patterned ground (a distinctive periglacial landform type[3]) of continuous permafrost with a shallow depth of summer thaw, a largely continuous cover of tundra vegetation comprised of medium to low shrubs mixed with lichens and heath. Broadly sloping lowlands and plateaux consisting of massive rock, glacial drift, and marine sediments are interspersed with an abundance of small lakes and ponds often isolated or linked by poorly organized drainage systems, with some large river and lake complexes.[4]

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[2]Barr, W. & R. Begrand, 1980. Regional Analysis of the Northwest Boreal Uplands (Natural Region 17). Institute for Northern Studies, University of Saskatchewan, Saskatoon.

[3]Bodden, K. (ed.), 1980. Regional Analysis of Natural Area 16: Central Tundra. Prepared for Parks Canada by The Boreal Institute for Northern Studies, Edmonton, Alberta.

[4]Land Use Information Series, Lands Directorate, Environmental Management Service, Department of the Environment, Ottawa, 1979.

The greatest physical relief in the Keewatin region is found to the north, while the Hudson Bay coastal area is characterized by a shallow coastal zone rising gradually westward across the central tundra and boreal uplands. Inland relief is restricted to gently rolling terrain interrupted by rocky ridges or eskers, rivers and associated river valleys, and lakes.

The Keewatin supports a variety of wildlife species, the most significant being caribou, muskox, grizzly bear, waterfowl, raptors, and fish. The central tundra provides important year round range for grizzly bear, muskox, fox, and caribou. While the rivers and numerous lakes of the tundra and boreal uplands provide important habitat for waterfowl, particularly during spring and autumn migrations. Raptors tend to be migratory to the region as well, and will seasonally inhabit prefered nesting and feeding areas. Also, marine mammals, such as whales, seals, walrus and polar bears are abundant year round along the Hudson Bay coast.

Arctic char, arctic grayling, arctic cisco, lake trout, whitefish, northern pike, and suckers are the major fish species abundant throughout the region. Arctic char are found in coastal waters and tributaries draining into coastal waters, while the remaining species are found in abundance in the freshwater aquatic systems throughout the region.

B. *Demographic Summary*

*The Keewatin, meaning "north wind", surrounds the geographic centre of Canada and comprises an area of nearly three quarters of a million square kilometers. There are seven communities and approximately 5,000 inhabitants, representing close to 10% of the NWT population, in the region. Of these seven communities, five would be directly affected by the proposed highway development. Four of these five communities, Chesterfield Inlet, Rankin Inlet, Whale Cove and Arviat (Eskimo Point) are located on the western shore of Hudson Bay. The fifth, Baker Lake, is located some 300 km inland on Baker Lake at the western end of Chesterfield Inlet (**Figure 2**). Baker Lake has the distinction of being the only inland inuit community in the NWT.*

The region is rich in history, with evidence of the first aboriginal inhabitants dating back almost 4,000 years to 2000 B.C. Since that time and until the early part of the 20th century, the people were nomadic in nature, living off the resources of the land and the sea. European explorers started visiting the region in the early 1600's and by the 1700's the region began to open up with the advent of the fur and whaling trades expanding northwards. Permanent settlements appeared

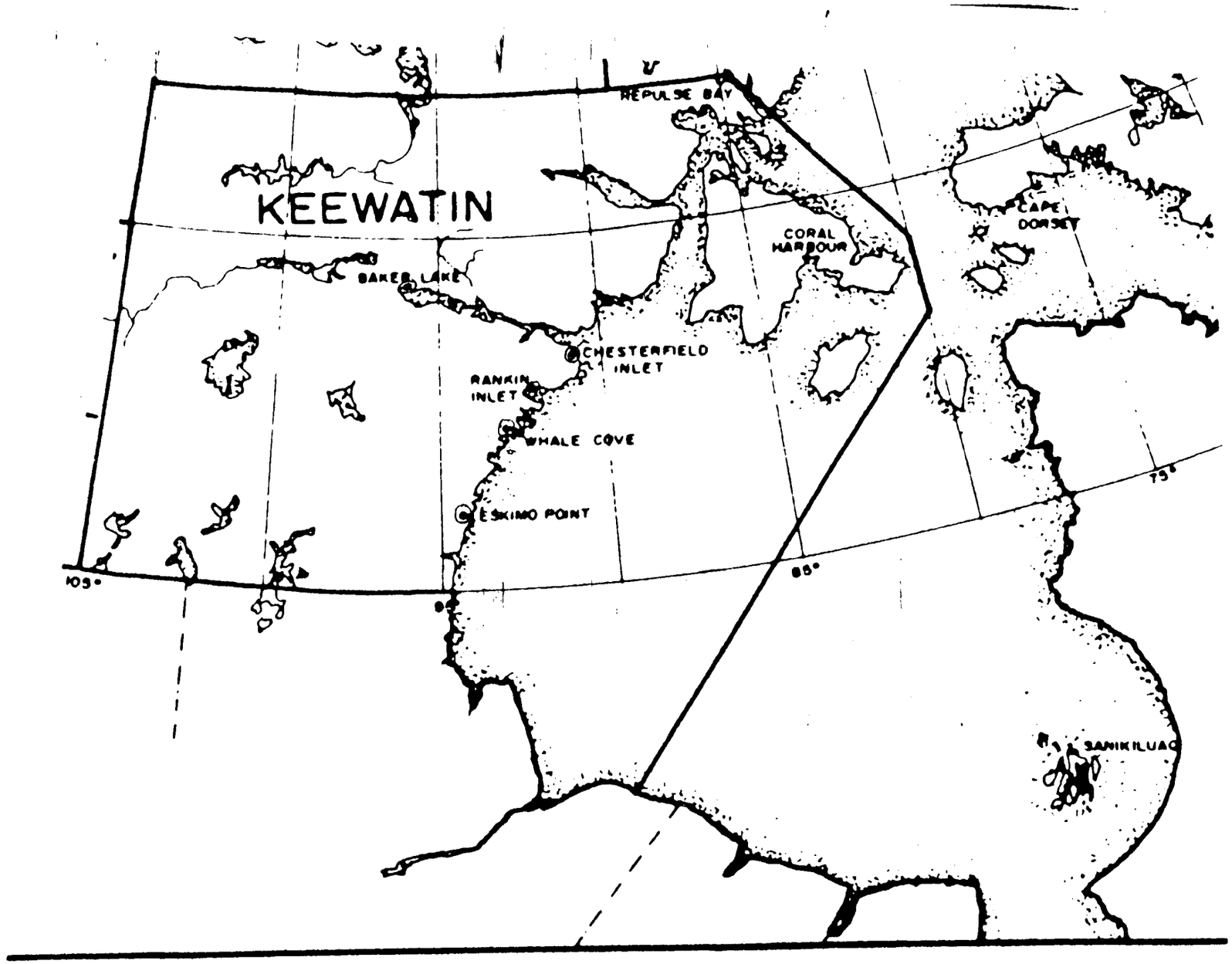

FIGURE 2 - KEEWATIN REGION

in the early 1900's, with the establishment of Hudson Bay Company and RCMP posts, and Catholic Church missions. In 1973 the Territorial government established regional offices in Rankin Inlet and other Keewatin communities, and tourism started to be promoted to the region in the early 1980's. Although, fishing lodges had been operating in the region prior to this time all were southern owned and operated, providing no economic gain to the region.

Today, due to the isolated nature and lack of road accessability to the communities within the region, tourism is promoted on a community specific basis, with some regional promotions occurring as well. Most visitors to communities use scheduled and charter air transport, while some arrive on cruise ships and others canoe in and fly out.

III EXISTING AND POTENTIAL TOURISM RESOURCES

A. Existing Tourism Resources

The community based tourism strategy implemented across the NWT emphasises the development and marketing of the tourism

industry and its travel products[5] *at the local level. The success of this strategy relies on a number of factors including the initiative of local tourism operators, and the existance of marketable natural and cultural attractions within reasonable travel distance of each community.* ***Table 1*** *summarizes the community specific tourism resources for each of the five communities affected by the proposed highway development in the Keewatin.*

In ***Table 1,*** *the land resources refer to visual/sightseeing and hunting/fishing attractions, while the people resources refer to cultural and historical attractions. The oneway travel times indicate the closest (minimum) attraction(s) and farthest (maximum) attraction(s) accessed. The last two columns in the table indicate the months that these attractions are accessed. This table does not include attractions found within community boundaries, such as museums.*

There are a number of trends which are apparent in ***Table 1,*** *including the following: a significant number of tourism resources are accessed from each community; excursions from the communities to access these resources range from trips of*

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[5]*Anonymous, 1983. Community Based Tourism: a strategy for the northwest territories tourism industry. Prepared for Department of Economic Development and Tourism, Yellowkinfe, NWT.*

TABLE 1

Summary of Community Based Tourism Resources* for Keewatin
Communities Affected by Proposed Highway Development

Attraction Resource	Number of Attractions	One Way Minimum Travel Time	One way Maximum Travel Time	Number of Months	Available Season
Baker Lake					
Land	20	5 minutes	12 hours	4	May-Aug
People	12	5 minutes	18 hours	4	May-Aug
Chesterfield Inlet					
Land	18	30 minutes	8 hours	4	May-Aug
People	14	5 minutes	8 hours	2	July-Aug
Rankin Inlet					
Land	8	30 minutes	4 hours	6	Apr-Sept
People	7	30 minutes	4 hours	4	Jun-Sept
Whale Cove					
Land	6	5 minutes	6 hours	3	Jun-Aug
People	9	15 minutes	6 hours	4	May-Aug
Arviat (Eskimo Point)					
Land	8	30 minutes	30 hours	4	Jun-Sept
People	7	15 minutes	12 hours	2	July-Aug
Totals	**109**	**175 minutes**	**108 hours**	**37**	
Average	**11**	**18 minutes**	**11 hours**	**4**	(May-June) **July-Aug** (Sept)

*Summarized from Anon (no date). Keewatin Destination Zone: Tourism Development Marketing Strategy prepared for Keewatin Chamber of Commerce, by Marshall, Macklin, Monaghan.

short duration (under 1 hour) to trips of more than one day (1 day = 12 hours); and, the most obvious trend being that on average these resources are accessed only over a four month period, May to August or June to September. This latter trend corresponds to the period of optimum weather conditions when there is the most daylight, there is open water (July & August), and temperatures are warmest.

On a regional basis, there are a number of attractions which draw tourists to the Keewatin. For example, ***Table 2*** *lists some of the more obvious tourism resources available in the region. However, these attractions are generally accessed from outside of the region and as a result there is little or no economic benefit for the communities. Some of the lodges do hire local inhabitants as staff, however this is seasonal work and may last 2 - 4 months. Some of these attractions are also under utilized, perhaps due to inadequate destination area development and low consumer response.*

B. Potential Tourism Resources

There are two distinct categories of tourism resource developments which could occur as a result of highway development in the Keewatin region. The first includes under utilized existing resources, and resources that have been

TABLE 2
Summary of Regional Tourism Resources

Identified Tourism Resource	Number	Activity*	Figure 3 Identification~	Tourist Facilities
Lodges	20	Fishing/naturalist	blue triangle	yes
Heritage Rivers	2	Naturalist (canoeing)	blue line	no
Wildlife/Bird Sanctuary	2	Naturalist	green outline	no

*Activity: Fishing = Trophy fishing
Naturalist = canoeing, hiking, sightseeing, photography
~Figure 3 refers to Figure 3 Keewatin Highway Development: Tourism and Parks map

identified as having a potential for development. The second category would be considered those facilities and resources that would be established as a result of highway development and any other spin-off developments.

1. *Identified Resources*

Under utilized resources refer to existing tourism destinations and services accessable from the Keewatin that have growth potential in terms of increased benefits to the region, for example those resources listed in ***Table 2.*** *From existing facilities, there are twenty tourist establishments identified in* ***Figure 3*** *(in* ***Appendix 1****) as operating in the Keewatin. The majority of these establishments are southern owned and operated. Tourists using the southern owned facilities are usually flown from the south to the facility then returned to the south, without visiting local communities. Access to northern owned facilities is usually through one of the Keewatin communities. The operating season for these establishments is short, usually not more than two months, when the temperatures are warmest, there are long hours of daylight, and there is open water. Outfitters, who offer some of the community specific tourism resource products and act as guides for these trips, may offer springtime (shoulder season) excursions when daytime temperatures are*

warm, and there is still sufficient ice and snow to travel on.

Attractions such as the McConnell River Bird Sanctuary and the Thelon Game Sanctuary are protected areas of bird and wildlife habitat which support unique populations of animals, yet these areas are not utilized as regional tour destinations. The recently nominated heritage rivers, the Thelon and Kazan Rivers, are also under utilized, especially in terms of accessing these rivers as tourism destinations from within the Keewatin region. It should be realized however, that an undeveloped wilderness area will itself be an attraction; and developing a wilderness area will also make it an attraction, but for a different tourist market.

***Appendix** 2 lists 13 potential sites that could be considered for territorial park status and 4 International Biological Programme (IBP) sites in the Keewatin region. The IBP sites have been identified as areas containing resources of sufficient significance to warrent some degree of protection. And, the potential park sites have generated enough interest to justify further investigation. Therefore, all 17 sites must have a tourism development potential which would benefit the Keewatin as a whole. All of these sites have been identified on **Figure** 3.*

2. *Unidentified Resoures*

These resources, as yet unknown, will develop as opportunities for their development arise and entrepreneurial initiatives dictate. These resources could develop, for example, as a result of the building of the proposed highway, or even the development of roads to nonrenewable resource developments (ie. mines). Given the location, favourable cost/benifit analysis, and the future potential of these unidentified sites, then it may be benificial to develop tourism facilities (such as parks) at or near them.

IV. DISCUSSION

Tourism is a multi-million dollar industry in the Northwest Territories (NWT) and in some communities, represents one of the major sources of private sector income. Accordingly, the industry is influenced greatly by socio-economic trends and government policies and programs. The Keewatin region is no exception, and in fact, probably relies on tourism for economic benefits as much as or more so than most of the other six regions in the NWT.

Section II of this report describes the Keewatin region ecologically and demographically. From these descriptions we envisage a large region of rather uniform topography, supporting a transitional environment, which in turn provides prime seasonal and year round habitat for an abundance of unique wildlife. Population centres are few and located along the Hudson Bay coast, primarily for historical reasons and ease of transportation access by water. There are no highway corridors into the region or linking the communities, so inter and intra regional transportation is achieved predominately by air and some marine traffic during open water. This means that goods and services provided in the communities are expensive, by southern standards, due to transportation costs. As well, the initial cost for tourists to access the area is high; therefore, the tourism products offered must be of superior quality in order to initially attract tourists to the region and to develop a repeat tourist market.

The tourism products, or tourism resources are presented in section III. The community based tourism strategy implemented in the Keewatin is practicable in the sense that each community can control, develop and promote specific tourism resources in their area and, to a certain extent, ensure their quality. ***Table 1*** *illustrates this very well, with an average of eleven attractions per community and an average one way travel time of between 18 minutes and 11 hours, it would*

appear that a variety of destinations are being offered. However, this strategy could, in the long run, lead to economic disparity between the communities. For example:

- one community being the major transit point into and out of the region, as Rankin Inlet is for airline travel, tourists could decide to only go as far as the transit community;

- a community having access to a greater variety and better quality of naturally occurring resources that could be developed as tourism products thus attracting a greater number of tourists; and,

- something as simple yet uncontrolable as climate, where the more southerly situated communities will have on average better weather and a longer operating season (summer), during which most tourism products are promoted and accessed, than the more northerly situated communities, which rely more on shoulder season opportunities.

Providing road access to the communities and the region will tend to mitigate these disparities by enabling the communities to access a segment of the tourism market not previously available - the rubber-tire traveller tourism market. Also, highway development will provide opportunities for development of tourism and parks facilities along the highway corridor, which would benefit nearby communities.

Section III also discusses the potential for tourism resource

development in the region. ***Table 1*** *illustrates this very well also, by showing that on average the attractions are accessed for only four months and then only during the summer and open water season. An average 11 hour one way travel time means the maximum (average) distance travelled is 100-200 km (sphere of influence), which leaves a major portion of the Keewatin unaccessed from the communities.* ***Figure 3*** *shows locations of tourist establishments that are outside of these communities spheres of influence. However, a majority of these tourist establishments are owned and accessed from the south. This, apart from a few locally hired staff for some of the facilities, represents an economic loss for the region.*

It is apparent that the climate is one of the major limiting factors influencing Keewatin tourism. Transportation is predominately by air, so favourable (if not predictable) weather conditions must prevail. Promoted tourism resource attractions are primarily outdoor orientated so access to them is limited to the summer and open water season. An alternate means of access to the region, such as the proposed highway development, should improve the overall tourism potential of the Keewatin. This would be achieved by a reduced cost to access the region, extending the length of the access season, and increasing the number of promoted and developed attractions.

*There are two proposed highway routings (**Figure** 3): the 540 route, originating near the Saskatchewan, Manitoba and NWT borders, traversing south-central Keewatin from southwest to northeast, ending in Rankin Inlet; and, the 330 route originating at the NWT/Manitoba border, and following the Hudson Bay coast northwards to Rankin Inlet. From Rankin Inlet two roads would be developed, to the communities of Chesterfield Inlet and Baker Lake.*

A. ***Route 540***

*This inland route provides access to some of the most diverse natural attractions the Keewatin has to offer, making the potential for tourism and parks development enormous. (Please refer to **Figure** 3 throughout this discussion.) The southwestern third of the route is situated both in boreal upland forest and the central tundra, providing an excellent opportunity for the development of an interpretive program describing the vegetative transition observed along the route. The remainder of the route to Rankin Inlet is located in the central tundra and will pass through prime wildlife habitat, of which the most visible and easily observed will be the caribou. Strategically placed observation and interpretive facilities could be located along the route for wildlife viewing.*

The access provided for wilderness river canoeing is virtually unlimited. For example, of the major rivers in the southern Keewatin, the highway route would provide direct or nearly direct access to:

- Kazan River, recently nominated as a heritage river, it flows north-east into Baker Lake, nearest access would be through the Ennadai Lake area;

- Thlewiaza River, a 7/10 rating as a potential heritage river, it flows eastward into Hudson Bay crossing the tree line several times, accessable down the Red River and through Nueltin and Sealhole Lakes;

- Kognak and Tha-anne Rivers, flowing eastward into Hudson Bay and also crossing the treeline several times, accessable through Elliott Lake or North and South Henik Lakes;

- Maguse River, flowing eastward into Hudson Bay near Arviat, accessable down Kogtok River or through Maguse Lake.

These rivers could be developed as major tourism destinations, with access, guiding services, and facilities, such as parks, offered from the region, which would make them considerably cheaper to access than they are today. There are of course many smaller rivers that could be accessed from this route. Farther west and north there are (to name a few) the Thelon, Dubawnt, and Back Rivers which could be promoted as destinations from the Keewatin as well. Although, for all of

these areas, development of any sort (including a highway) will reduce their wilderness appeal.

There are a number of large lakes that can be accessed along the route, which would provide opportunities for trophy fishing of the major freshwater fish species found in the region. As the route nears the coast, there would also be access to arctic char fishing.

Finally, there are two potential sites that could be considered for territorial park status and one IBP site which this route passes close enough to for access (see ***Appendix 2*** *for a detailed description of all of these sites). The IBP site, having been identified as an area containing resources of sufficient significance to warrent some degree of protection, could be developed as a territorial park, or some other protected site where tourism facilities would be provided. And, the potential park sites could also be developed and provide tourism facilities.*

There are a number of major draw backs to this route which must also be considered. These include:
- Within the NWT there are no population centres this route passes through until Rankin inlet. This means facilities such as fuel stations and public service centres would have to be properly sited, serviced and built from scratch.

- There are no population centres or road systems this route would link up with in Northern Saskatchewan or Manitoba. The closest population centre with an established rail link and road access to the south is Lynn Lake, Manitoba, which is approximately 340 km south of the NWT border.

- Co-operation with and a commitment from the government of Manitoba and/or Saskatchewan to build a road link to the south would have to be established to ensure the viability of this project.

B. ***Route 330***

This route essentially follows the coast northwards from the NWT/Manitoba border to Rankin Inlet. (Please refer to ***Figure*** *3 throughout this discussion.) The route is situated totally in the central tundra and passes through the eastern fringe of barren ground caribou habitat, as well as prime waterfowl habitat, providing excellent opportunities for the development of observation and interpretation facilities. Sport and trophy hunting for wildlife and birds could also be developed.*

Access for downstream wilderness canoeing is limited because in most cases, there would only be a few kilometers of river between the highway corridor and the coast. Although, there are almost endless opportunities for upstream canoeing. This

route would however, be ideal for flying in and paddling out to the highway for pickup, which would substantially reduce the cost compared to trips requiring flying both ways. All of the major rivers refered to in the previous section (route 540) would be accessable for development in this way.

One of the greatest advantages this coastal route has for the Keewatin Region is that it would be the only arctic char fishing area in the NWT that would be accessable by road from the south, if access to a southern linked road system was established. The majority of rivers flowing into Hudson Bay that this route crosses, would provide excellent and affordable opportunities for arctic char fishing. As well, a number of lakes would also be accessable along this route providing opportunities for fishing freshwater species found in the region.

There are four potential sites that could be considered for territorial park status easily accessable from this route (see ***Appendix*** *2 for complete listing) which could be developed. The Mconnell River Bird Sanctuary is also accessable, providing excellent opportunities for the development of observation and interpretive facilities.*

From a socio-economic point of view, route 330 links Arviat, Whale Cove and Rankin Inlet along the same highway corridor.

This would enable fuel stations and public service centres to be developed in established population centres, and at a cheaper cost than for establishing them along route 540. As well, these population centres already have developed facilities, such as retail stores, accommodation, and other services for handling tourists. The location of these population centres along a single highway corridor reduces the possibility of any one community being bypassed by travellers in favour of other communities farther along the route. For example, along route 540 a T-junction would be created, just south of Whale Cove, with the southern portion stopping at Arviat and the northern portion continuing north to the other communities. A majority of travellers may decide to bypass Arviat because of the length of the side trip, and continue north.

Major draw backs of this route that must be considered, include:

- The possibility of reduced visual appeal compared to route 540. Route 330 is in the central tundra, so there would be few, if any, areas of transition vegetation. Located along the Hudson Bay lowlands, there would likely be few elevated view points to observe the surrounding landscape. Particularly along the southern portion of this route, the coastal waters are very shallow and would have large areas of sand/mud flats. There would also be few rugged and dramatic

coastlines to view, until farther north along the route. Although, this in itself may attract tourists to travel farther north.

- There are no road systems this route could link up with in northern Manitoba. The closest population centre is Churchill, some 200 km farther south. At the present time, Churchill only has a rail link to the south.

- Co-operation with and a commitment from the government of Manitoba to construct a road link from the NWT/Manitoba border to Churchill, and more importantly, from Churchill to Thompson, the next closest population centre with a road link to the south. These commitments are essential to ensure the viability of the project and to ensure that the NWT has access to the rubber-tire traveller tourism market. If this latter commitment is not ensured, then the best the NWT could hope for is a limited rubber-tire traveller tourism market generated locally within the region, and perhaps from Churchill if that highway corridor is developed by the Manitoba government.

C. Roads North From Rankin Inlet

Two highway corridors are planned north of Rankin Inlet, one linking the community of Chesterfield Inlet and the other the hamlet of Baker Lake. The highway to Chesterfield Inlet would

essentially track north-east along the coast. This route follows an old coastal trading route, which has been identified as a possible territorial park (or similar) attraction with development potential as a hiking trail. This coast route would also allow spectacular views and provide opportunities for the development of facilities for viewing marine mammals and birds common to the area.

The proposed route to Baker Lake is apparently situated in a prime caribou calving area, so a new route has to be decided upon. At time of writing, this new route had not been chosen.

D. Regional Impacts of Highway Development

1. Tourism

Highway development of any kind which links Keewatin communities will have positive effects on local and regional economies. Although, it may effect the appeal of wilderness attractions and reduce that segment of the market, but the economic losses would be minimal as this is not a large market. It would provide greater access to the land for social and cultural uses, it would generate new tourism opportunities and enhance existing tourism resources. Private sector developments would also occur to take advantage of

these new opportunities. Transportation costs between communities would likely stabilize or be reduced, and travel downtime (when travel between communities is halted due to weather conditions, the bane of air travellers in the north, particularily during the winter) would be minimized. The tourism season would likely be extended at both ends of the summer (ie. into the shoulder seasons), and may even generate off season (winter) activities.

A highway link with the south would even be more beneficial to the Keewatin, as it would provide a new accessable destination for that segment of the southern tourism market who had not previously considered the Keewatin as a destination. It would also give the Keewatin access to the rubber-tire traveller tourism market, a market not previously available to the region.

Murray[6] in his analysis of the NWT tourism industry, characterizes the Keewatin as a package tour destination providing trips of general interest, where independent touring is minimal as guiding is usually required. (**Appendix 3** gives examples of tourism brochures for the Keewatin, distributed upon request by TravelArctic.) He goes on to describe what

[6] Murray, Derek, 1987. A Product Development Plan For The Northwest Territories' Tourism Industry 1987. Prepared for the Tourism Industry Association of the NWT, and Economic Development and Tourism, GNWT.

I call "the promise, the potential, and the reality" of the rubber-tire traveller tourism market:

" General touring is the NWT's largest market. For the NWT there are two types of touring -- independent and packaged touring trips. Independent touring is more characteristic of the Yukon and southern markets. It is dominated by the rubber-tire traveller which accounts for over 75% of the touring market. This market accounts for almost half of the Yukons tourism expenditure. For the NWT it is the largest market for the Inuvik and Fort Smith pleasure travel industries. In the case of the Western Arctic, independent pleasure travel accounts for over 60% of all pleasure travel visitation. In the case of Fort Smith it accounts for 50% and is largely due to auto touring associated with the Mackenzie Highway. However, although the rubber-tire touring market accounts for a significant portion of travel volume, it is a "low-spend" market. For example, while independent touring travel accounts for over 60% of the Western Arctic's travel volume it accounts for only 20% of its total pleasure travel expenditure."[1]

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[1] Murray, Derek. 1987. A Product Development Plan For The Northwest Territories' Tourism Market 1987. Prepared for the Tourism Industry Association of the NWT, and Economic Development and Tourism. GNWT. p.36.

It seems reasonable therefore, that what the Keewatin tourism market should be striving for, which will be an advantage the Keewatin will have over the Western Arctic, is that by the time a highway is built, which may be as long as 10 years before even construction is started, the region should have a high quality, well developed and recognized package tour industry. In this way, the highway development will be an economic advantage and not a last ditch effort to improve the Keewatin tourism economy.

2. ***Parks***

This paper has already discussed tourism and parks development opportunities that could occur both locally and regionally as a result of highway construction. What remains is to discuss park developments along a highway corridor.

*At the present time, there are no criteria or guidelines the department follows for deciding what type of park facilities or how many should be developed along a given highway corridor. The Territorial Parks Act (**Appendix 4**) describes five different types of parks that can be developed in the NWT. And, the current policy of the government of the NWT states a commitment to promoting sustainable development in existing and new parks that will integrate wise environmental*

management and viable economic development to the benefit of all northerners and visitors to the territories. Therefore, it seems reasonable that park facilities will be built and maintained along the chosen highway route, knowing that many unique opportunities for parks development exist along or close to both proposed highway routes.

The development of highway corridor parks tends to occur on an opportunistic basis. In other words, if a high quality site with park development potential is located close to or along a highway corridor it will be developed. Of course, nature does not cooperate by providing quality potential park sites at nicely spaced intervals along a (proposed) highway corridor. Therefore, knowing that many unique opportunities for park developments exist along or close to both proposed highway routes, and in order to develop territorial parks of sufficiently high quality to attract tourists, then the Department of Economic Development and Tourism requires that the highway routing be flexible enough so that during construction, the route can be changed or redirected, as required, to take advantage of these opportunities.

APPENDIX 1

FIGURE 3 - Keewatin Highway Development: Tourism and Parks

APPENDIX 2

A. *International Biological Programme Sites*

B. *Inventory of Potential Territorial Parks in the Northwest Territories*

INTERNATIONAL BIOLOGICAL PROGRAMME SITES

NAME OF SITE: Kaminuriak Lake area.

LOCATION: West of Rankin Inlet, 63°N 95°30'W

AREA IN KM2: 20,880

VALUES OF THE SITE: Mammal, Caribou, Production
Botanical, Tundra, Representative

SPECIAL PROTECTION: By Regulation (cairbou protection)

COMMENTS: Critical Wildlife Area

NAME OF SITE: Ennadai Lake

LOCATION: North of NWT/Manitoba border, 80 KM

AREA IN KM2: 2620

VALUES OF THE SITE: Botanical, Transition, Unique
Mammal, Caribou, Migration
Cultural, Human, Research

SPECIAL PROTECTION: No

COMMENTS: Burned areas of forest regenerated to tundra

NAME OF SITE: Baralzon Lake

LOCATION: On NWT/Manitoba border, 60°N 98°W

AREA IN KM2: 725

VALUES OF THE SITE: Botanical, Transition, Representative
Mammal, Caribou, Migration

SPECIAL PROTECTION: No

COMMENTS: No

NAME OF SITE: Meliadine Esker

LOCATION: 5KM Northwest of Rankin Inlet

AREA IN KM2: 120

VALUES OF THE SITE: Geological, Geomorphic, Unique
Botanical, Tundra, Representative

SPECIAL PROTECTION: By Regulation

COMMENTS: Large continuous Esker
Territorial Park, Historic

Inventory of Potential Territorial Parks
In The Northwest Territories

REGION: Keewatin

RECORD: 65

NAME KNOWN BY: Maguse River Trading Post

NEAREST COMMUNITY: Eskimo Point

LATITUDE: 61'18
LONGTITUDE: 94'05

GEOGRAPHIC DESCRIPTION:
Mouth of Maguse River, approximately 25 km north of Eskimo Poi

POSSIBLE CLASSIFICATIONS: historic,

SIZE: small

SIGNIFICANCE:
- trading post operated here from 1938 to 1950. One building remains standing and the outlines of appoximately 8 other structures are visible.

HISTORY:
- Outfitters (Eskimo Point Tours, owned by Don Baker) will be going into here as of summer 1988. (Group of sports fishermen taken in [informally] Labour Day/87)

Inventory of Potential Territorial Parks
In The Northwest Territories

REGION: Keewatin

RECORD: 66

NAME KNOWN BY: Maguse River

NEAREST COMMUNITY: Eskimo Point

LATITUDE: 61'17 N
LONGTITUDE: 94'04 W

GEOGRAPHIC DESCRIPTION:
River draining into Hudson's Bay, about 25 km north of Eskimo Point

POSSIBLE CLASSIFICATIONS: other (river),

SIZE:

SIGNIFICANCE:
- Rating of 6/10 for heritage value
- flows into Maguse Lake (also called Padlei Lake), the ancestral home of Padleimiut, the people of Eskimo Point area
- near main calving area of Kaminuriak caribou herd
- still used for hunting and fishing by Eskimo Point people
- a great ride

HISTORY:

Inventory of Potential Territorial Parks
In The Northwest Territories

REGION: Keewatin RECORD: 67

NAME KNOWN BY: McConnell River Falls

NEAREST COMMUNITY: Eskimo Point LATITUDE: 61'08 N
LONGTITUDE: 95'35 W

GEOGRAPHIC DESCRIPTION:
Near the source of the McConnell River

POSSIBLE CLASSIFICATIONS: outdoor recreation, natural environmen

SIZE: 2 km x 2 km

SIGNIFICANCE:
- "High capability for outdoor recreation" :LUIS 55E
- falls, rapids and area of geological significance

HISTORY:
- There was an outfitter setting up, with plans to go into the McConnell River Bird Sanctuary, but plans was given up

Inventory of Potential Territorial Parks
In The Northwest Territories

REGION: Keewatin RECORD: 69

NAME KNOWN BY: Hudson Bay Coastal Hiking Trail

NEAREST COMMUNITY: Rankin /Chesterfld LATITUDE: 0' N
LONGTITUDE: 0' W

GEOGRAPHIC DESCRIPTION:
LATS AND LONGS:
Chesterfield Inlet: 63 21'N 90 42'W
Rankin Inlet: 62 49'N 92 05'W

From Rankin Inlet to Chesterfield Inlet, over the Baker Foreland

POSSIBLE CLASSIFICATIONS: other (trail),

SIZE:

SIGNIFICANCE:
- Parks Canada: best example of type of land along Hudson's Bay coast.

HISTORY:
- there was some talk about this project, but nothing has been done

Inventory of Potential Territorial Parks
In The Northwest Territories

REGION: Keewatin RECORD: 74

NAME KNOWN BY: Kazan Falls

NEAREST COMMUNITY: Baker Lake LATITUDE: 63'44 N
LONGTITUDE: 95'52 W

GEOGRAPHIC DESCRIPTION:
On the Kazan River, upstream of 30 Mile Lake

POSSIBLE CLASSIFICATIONS: outdoor recreation,

SIZE: medium

SIGNIFICANCE:
- The Kazan Falls provide one of the more scenic points along this challenging river. Falls are 15 to 23 metres in height.
- could be stop-over campground for canoeists or fly-in day use site

HISTORY:
- tent camp owned by Sigyamiut set up at falls

Inventory of Potential Territorial Parks
In The Northwest Territories

REGION: Keewatin RECORD: 76

NAME KNOWN BY: Thlewiaza River

NEAREST COMMUNITY: Eskimo Point LATITUDE: 60'29 N
LONGTITUDE: 94'40 W

GEOGRAPHIC DESCRIPTION:
Flowing eastwards from Nueltin Lake to Hudson's Bay

POSSIBLE CLASSIFICATIONS: other (river),

SIZE:

SIGNIFICANCE:
- Rating of 7/10 for heritage value

HISTORY:

Inventory of Potential Territorial Parks
In The Northwest Territories

REGION: Keewatin RECORD: 78

NAME KNOWN BY: Meliadine Esker

NEAREST COMMUNITY: Rankin Inlet LATITUDE: 62'53 N
LONGTITUDE: 92'11 W

GEOGRAPHIC DESCRIPTION:
Approximately 10 km northwest of community of Rankin Inlet.

POSSIBLE CLASSIFICATIONS: historic, outdoor recreation

SIZE: 11 km long

SIGNIFICANCE:
- numerous glacial and periglacial landforms such as drumlins, raised beaches, frost cracks and solifluction lobes. The esker represents one of the longest glacio - fluvial features of this type.
- esker was traversed regularly by caribou, as evidenced by deep trails, weathered antlers and bone, also Inuit caches
- IBP site
- contains Ijiraliq archeological site, mostly 1600 - 1800s

HISTORY:
- was in regulations as Territorial Park, but land was not officially given to the Commission.
- deleted from regulations, approximately 1985
- still under consideration as potential historic park, but community is not supportive at this time
- existing interpretive trail, cairn and outfitter buildings
- reports now completed, signs will be erected spring/summer 1988

Inventory of Potential Territorial Parks
In The Northwest Territories

REGION: Keewatin

RECORD: 79

NAME KNOWN BY: Marble Island

NEAREST COMMUNITY: Rankin Inlet

LATITUDE: 62'40 N
LONGTITUDE: 91'10 W

GEOGRAPHIC DESCRIPTION:
Approx. 40 km from Rankin Inlet

POSSIBLE CLASSIFICATIONS: historic,

SIZE: 15 km x 5 km

SIGNIFICANCE:
- Wintering harbour for American whalers
- Site where Captain James Knight and crew perished 1719 - 1721

HISTORY:
- Designated as Community Historic site. On-going discussions since approximately 1982 with Hamlet as possible Territorial Park.
- Report done by Avens Associates 1987 - 88 on tourism and park potential.

Inventory of Potential Territorial Parks
In The Northwest Territories

REGION: Keewatin RECORD: 80

NAME KNOWN BY: Carr Lake Falls

NEAREST COMMUNITY: Whale Cove LATITUDE: 62'19 N
LONGTITUDE: 95'50 W

GEOGRAPHIC DESCRIPTION:
On small river flowing into the north end of Carr Lake.

POSSIBLE CLASSIFICATIONS: outdoor recreation, natural environment

SIZE: 2 km x 2 km

SIGNIFICANCE:
- "High capability for outdoor recreation" (LUIS 55L)
- Rapids, falls, geological interest
- commercial fish quota for Carr Lake, area for domestic fishing

HISTORY:

Inventory of Potential Territorial Parks
In The Northwest Territories

REGION: Keewatin RECORD: 88

NAME KNOWN BY: Dawson Inlet

NEAREST COMMUNITY: Whale Cove LATITUDE: 61'50 N
LONGTITUDE: 93'25 W

GEOGRAPHIC DESCRIPTION:
On the west shore of Hudson Bay, between Eskimo Point and Whale Cove

POSSIBLE CLASSIFICATIONS: other (marine), natural environment

SIZE:

SIGNIFICANCE:
- coastlines, islands and bays created by large complex of volcanics and intrusives
- caribou, lemmings, Arctic fox, beluga whales

HISTORY:

Inventory of Potential Territorial Parks
In The Northwest Territories

REGION: Keewatin RECORD: 89

NAME KNOWN BY: Angikuni Lake Falls

NEAREST COMMUNITY: Eskimo Pt /Baker L LATITUDE: 62'15 N
LONGTITUDE: 98'44 W

GEOGRAPHIC DESCRIPTION:
On the Kazan River, between Angikuni and Yathkyed Lakes.

POSSIBLE CLASSIFICATIONS: wayside,

SIZE: unknown

SIGNIFICANCE:
- rated "very high capability for outdoor recreation"
- critical raptor nesting area
- this section of the Kazan River contains Arctic grayling, burbot, lake cisco, lake chub, lake trout, whitefish
- calving grounds of Kaminuriak caribou herd
- archeological site downstream of falls not researched yet

HISTORY:
- archeological project to be done summer 1988. This site investigated further.

Inventory of Potential Territorial Parks
In The Northwest Territories

REGION: Keewatin RECORD: 196

NAME KNOWN BY: Edehon Lake

NEAREST COMMUNITY: Eskimo Point LATITUDE: 60'20 N
LONGTITUDE: 97'15 W

GEOGRAPHIC DESCRIPTION:
North of Manitoba border, near treeline.

POSSIBLE CLASSIFICATIONS: historic, natural environment

SIZE: depends on classification

SIGNIFICANCE:
- numerous archeological sites
- beach with backshore
- important habitat for many species of waterfowl

HISTORY:

Inventory of Potential Territorial Parks
In The Northwest Territories

REGION: Keewatin RECORD: 197

NAME KNOWN BY: Padlei

NEAREST COMMUNITY: Eskimo Point LATITUDE: 61'54 N
LONGTITUDE: 96'40 W

GEOGRAPHIC DESCRIPTION:
On Kinga Lake.

POSSIBLE CLASSIFICATIONS: historic

SIZE: unknown

SIGNIFICANCE:
- HBC post from 1926 - 1960
- near main calving grounds for Kaminuriak caribou herd
- Kinga Lake is sportfished for arctic grayling
- numerous archeological sites all around the lake
- mission

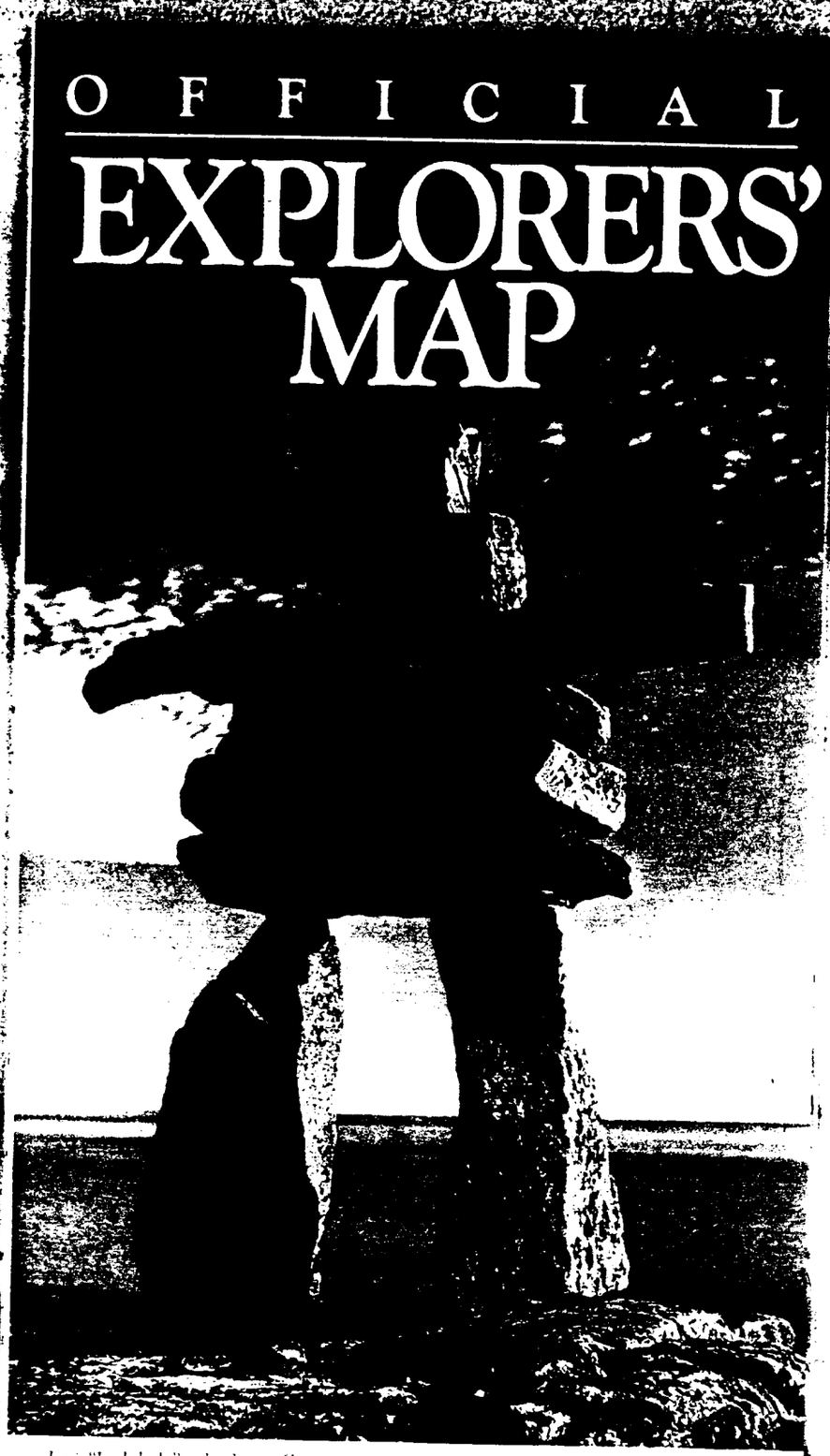
HISTORY:

APPENDIX 3

Examples of Tourism Brochures for the Keewatin.

O F F I C I A L

EXPLORERS' MAP

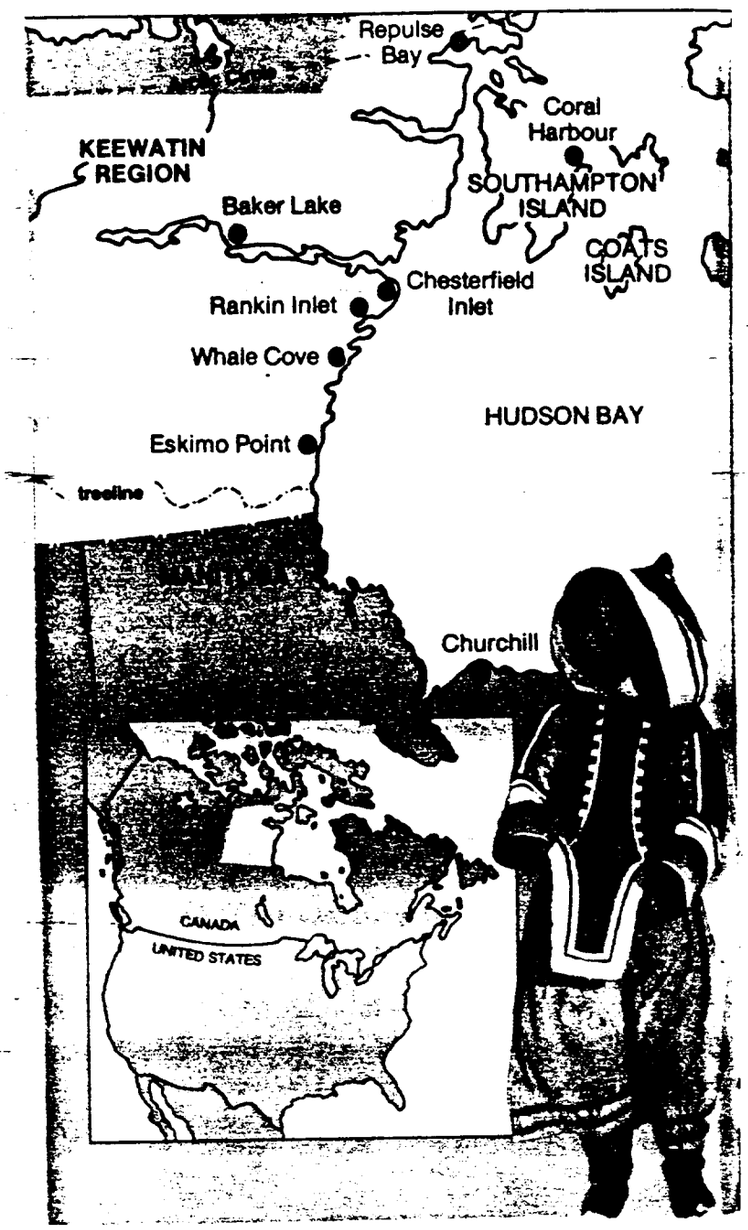


Inuit "Inukshuks" in the shape of humans, direct migrating herds of caribou to hunters and act as landmarks for travellers

CANADA'S NORTHWEST TERRITORIES

Keewatin Arctic Factbook

Table of Contents:



So you're planning to visit the Arctic. Congratulations! You're in for an experience like none other in the world! The Keewatin Arctic — a land of contrasts. A land untouched for thousands of years and yet, dotted with a handful of communities offering the amenities of modern day life. Often called the "Barrenlands", the Keewatin teems with wildlife. The Keewatin, a place where old meets new. Where south discovers north. As you are about to do.

WHERE WE ARE

The Keewatin Region is over a quarter of a million square miles with 4,800 inhabitants. It is bounded on the east by the Hudson Bay and on the west by the Thelon Game Sanctuary. It spreads from the 60th parallel in the south to the Arctic Circle in the north. The treeline, nature's north-south boundary, cuts across the southern third.

WHO WE ARE

Over 85% of the total population are Inuit (Eskimos). Southern technology is clearly evident but many of the age old cultural traditions remain. The ties of the family unit are still strong. Like the warmth and hospitality that has been practised since the first explorers set foot in this incredible world.

It has been said that those who live in the Arctic are "characters". We are proud of this unique part of the world and are anxious to share our experiences with you.

YOU MAY WISH TO READ UP ON THE AREA
BOOKS THAT WILL ENHANCE YOUR HOLIDAY ARE:

Narrative of a Voyage to Hudson Bay, Lt. Edward Chappell, R.N.,
Living Arctic, Fritz Muller;
Caribou, George Calef,
Arctic Wildlife, Monte Hummel,
A Vanishing Way of Life, Fred Bruemmer,
The Arctic, Fred Bruemmer,
Northern Traders, Archie Hunter,
Company of Adventurers, Peter C. Newman
Arctic Dreams, Barry Lopez, and
Arctic Imperative, John Hondenich

OUR LANGUAGE

The working language here is English. You will have very little difficulty in travelling through and learning about the Keewatin.

While much of the population speaks the language of the Inuit, called Inuktitut, most are bilingual.

Until the 20th century there was no written language of the Inuit people. Using a system of symbols called "syllabics", Inuktitut can now be written.

OUR LAND

Paleontologists tell us that thirteen million years ago, the Eastern Arctic was a temperate and fertile land.

The most recent ice age began two million years ago and completely covered the Keewatin. Beneath glaciers, rivers of fresh water flowed, depositing gravel and silt. As the glaciers melted, the land revealed raised river beds of deposited gravel, called "eskers", which are in abundance in the Keewatin.

Nature is still reshaping the land. Without the weight of the ice on it, the land is now rebounding, called "isostatic lift". Evidence of this is seen in the many raised beaches along the sea and rivers. These often look like steps rising from the shore.

All of the Keewatin rests on a layer of frozen earth, called "permafrost". Permafrost does not allow for easy drainage of snowmelt or rain water, thus the land is covered with countless lakes and rivers.

OUR CLIMATE

The climate of the Keewatin is that of a cold desert dominated by dark winters, fierce winds and little precipitation, creating inhospitable conditions. Thus the Keewatin got its name meaning "north wind". During the winter the region has often been called the coldest part of the Arctic due to its exteme wind chill factors. Caution must be taken in winter, as exposed flesh can freeze in a matter of seconds.

But it is not always so extreme. Spring slowly arrives in April with the lengthening of the day. May brings with it warm temperatures caused by the reflection of the sun on the snow and the longer hours of daylight. Finally June releases the land from the last remnants of winter.

During July and August, nature erupts in a mass of wildflowers, gathering hordes of birdlife and the re-emergence of wildlife. The weather is pleasantly warm with occasional rain. On the coast, fog can roll in suddenly due to the shock of the cold water of Hudson Bay meeting the warmth of the land heated by a twenty-hour sunlit day.

The profound climatic influence on the Inuit culture is illustrated in their conservation of all resources and the sharing attitude so necessary for survival.

OUR WILDLIFE

The Keewatin sustains an abundance of life. Animals from tiny lemmings to musk-oxen roam the tundra. An estimated one hundred species of birds have nesting grounds here.

For the Inuit, the flora and fauna of the tundra and the sea were fundamental to existence. Generations survived by living in harmony with nature, which provided food, clothing, shelter, tools and transportation.

Some of the animals that you may encounter during your visit to the Keewatin are:

barrenground caribou	barrenground grizzly
musk-ox	wolverine
polar bear	arctic ground squirrel
arctic wolf	walrus
arctic fox	beluga whale
ringed and bearded seal	narwhal

Over a hundred species of birds return to the Keewatin every spring. There are many bird sanctuaries in the Keewatin but most notable are the East Bay Sanctuary on Southampton Island and the McConnell River Sanctuary south of Eskimo Point.

The major species to be found in the Keewatin are:

snowy owl	rock ptarmigan
peregrine falcon	whistling swan
gyrfalcon	sandhill crane
arctic tern	murre
lapland longspur	golden plover
snow bunting	Canada goose
old squaw duck	snow goose

KEY DATES IN OUR HISTORY

5000 B.C.	Last "Great Ice Age" ends. First hunters from Asia appear. People known as "Arctic Small Tool Tradition", use small flint tools.
1000	Climate grows warmer. "Dorset" culture appears. Introduce snow houses (igloos).
1300 A.D.	Further warming period. "Thule" culture from Arctic coast either conquers or absorbs Dorsets. Dog sleds, kayaks, stone houses introduced. Large whaling villages.
1610	Henry Hudson sails into Hudson Bay.
1650	"Little Ice Age" begins. Thules abandon villages for smaller nomadic groups. Hunting shifts from whales to seals and caribou. "modern Inuit" evolve.
1668	French expatriots Radisson and Groseilliers sail into Hudson Bay on the English ship, "Nonsuch".
1670	"The Governor and Company of Adventurers Trading into Hudson's Bay", (later called Hudson's Bay Company) formed.
1719	James Knight marooned on Marble Island.
1771	Samuel Hearne crosses Keewatin interior to Arctic Coast.
1846	Dr. John Rae winters at North Pole River. First explorer to successfully use native methods of travel.
1860	First American whalers appear in Bay to hunt bowhead whales. Due to distance, whalers "over-winter" to hunt for two summers before returning.
1903	First Eastern Arctic RCMP Post located at Cape Fullerton to establish Arctic sovereignty.
1912	First Roman Catholic Mission established at Chesterfield Inlet.
1930's	Market for fox furs depressed. Creates economic hardship for Inuit.
1950's	Caribou migration/population patterns change drastically, Inland Inuit experience famine. Canadian government moves Inuit to communities to provide education and social assistance services.
1957	North Rankin Nickel Mine established. First wage-based economy.
1962	Rankin Inlet's mine closes.
1973	Territorial Government Regional administration moves from Churchill, Manitoba to Rankin Inlet.
1983	Start of tourism in the Keewatin Region.

OUR COMMUNITIES

Baker Lake – Population 1,009
The community of Baker Lake is the only inland Inuit community in the Arctic. Baker Lake, the geographic center of Canada, is famous for its superb fishing. Home to the Sanavik Co-op which produces the world-famous Baker Lake Prints.

Chesterfield Inlet – Population 294
Located at the mouth of Chesterfield Inlet, the community was once the Regional Center for the Keewatin. Established first by Roman Catholic missionaries, Chesterfield still contains many of the buildings that depict the development of the north. Just outside the community is one of the better Thule sites with many sod houses.

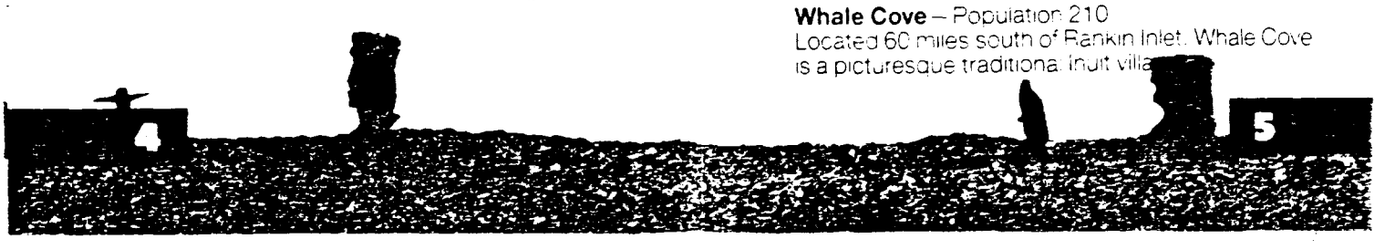
Coral Harbour – Population 477
Coral Harbour is situated on the southern coast of Southampton Island. The home of the Saldarmiut Inuit who tragically died off from disease in the early 1900's. Coral Harbour was once the site of a major airforce base. Close by is Kirchoffer Falls, the "Niagara of the North". Coral is also the "Wildlife" center of the region.

Eskimo Point – Population 1,189
Eskimo Point is home to the Inuit Cultural Institute. Close by is the McConnell River Bird Sanctuary, summer home to hundreds of thousands of nesting geese. Around the community are four major historic sites depicting the early history of the Inuit.

Rankin Inlet – Population 1,374
Rankin is the administrative center and gateway to the Keewatin. Established in the mid-1950's by the North Rankin Nickel Mine. It is situated close to Marble Island, a historic over-wintering site for whalers, and the Meliadine River, site of a large pre-contact Inuit village.

Repulse Bay – Population 420
Right on the Arctic Circle, Repulse is steeped in the region's history. Outside the community is the Naujat Thule Site. Nearby are the Harbour Islands, a large whalers' over-wintering site and at the North Pole River, a stone house built by Dr. John Rae in 1846. The abundance of arts and crafts in the community has made it a favorite amongst visitors.

Whale Cove – Population 210
Located 60 miles south of Rankin Inlet, Whale Cove is a picturesque traditional Inuit villa



GOVERNMENT REGULATIONS

Historic Sites There are many historic sites in the Keewatin. Due to the weather and the isolation of most sites, they are well preserved. To ensure that these sites will be saved from damage, it is an offense under the Government of the Northwest Territories' (GNWT) Archeological Ordinances to disturb or remove artifacts from the sites.

Outfitters and Guides Outfitters are licensed under the Travel and Tourism Act of the Government of the Northwest Territories and screened to ensure that they have the necessary knowledge and ability to safely provide outfitting services. Most guides in the Keewatin have been trained under a government training program. All graduates of this program proudly display their guide badge.

Hotels and Lodges All hotels and lodges in the Keewatin fall under the Tourism Establishment Regulations of the Government of Northwest Territories.

Import Restrictions Some items that you will find for sale in the Keewatin are not allowed to be taken into several countries. Please check with your country's import regulations to avoid any difficulties.

Items from animals that have not been processed or manufactured such as caribou antlers require export permits before leaving the Northwest Territories. These permits are obtainable from the Department of Renewable Resources in nearly every community in the Keewatin.

Liquor Restrictions The sale and the possession of liquor is severely restricted. There is no purchase of alcohol in the Keewatin. Eskimo Point and Coral Harbour do not allow the possession of alcoholic beverages within the communities. Liquor may be consumed but not purchased in Baker Lake, Chesterfield Inlet, Rankin Inlet, Repulse Bay and Whale Cove.

A cocktail lounge in the Rankin Inlet Lodge is available to registered guests.

IMPROVING YOUR TRIP

Clothes The following items are suggestions for a trip to the Arctic in the summer. Layering clothes is the best strategy for an enjoyable holiday. A general rule of thumb is to dress as if it were a late October day in southern Canada or the northern United States.

You should bring:
- waterproof down or fibre filled jacket with hood;
- two-piece rain suit;
- down filled vest;
- wool sweater, socks, gloves, and hat;
- long underwear, silk or polypropylene works best;
- warm, waterproof boots;
- sturdy hiking boots; and
- layered clothing, with extra changes as required.

This is a basic list. Extra clothing may be required. Prior to leaving home you should check with your tour company or outfitter.

Personal Items While most items of a personal nature are available in the communities, selection can be greatly reduced.

You should be prepared to bring along the following:
- binoculars;
- camera, carry with you on the plane;
- film and batteries, as selection is limited;
- fishing tackle, good fishing is never far away;
- sun screen and lip balm, remember our days are long;
- sun glasses, the glare can become intense;
- cigarettes of your choice, selection is limited; and
- liquor, restricted to 40 oz. of liquor or 24 cans of beer, not allowed in Eskimo Point and Coral Harbour.

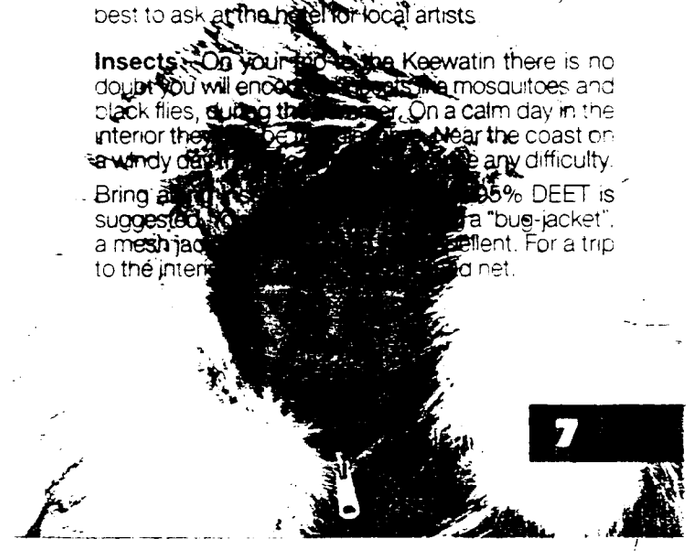
It is best to carry Canadian dollars as American funds are not available. Credit cards are generally accepted, but not always. There is only one bank, a Canadian Imperial Bank of Commerce in Rankin Inlet. Open Monday to Friday from 10:00 a.m. to 3:00 p.m.

Arts and Crafts Native arts and crafts are generally available in each community. Most popular are soapstone, ivory and whalebone carvings. The region's wallhangings and blankets are always well received.

If there is no local craft shop in the community, it is best to ask at the hotel for local artists.

Insects On your trip to the Keewatin there is no doubt you will encounter insects like mosquitoes and black flies, during the summer. On a calm day in the interior they [illegible] Near the coast on a windy day [illegible] any difficulty.

Bring a [illegible] 95% DEET is suggested [illegible] a "bug-jacket", a mesh jac[illegible]ellent. For a trip to the inter[illegible]d net.



WHAT TO EXPECT

Weather The watchword for the weather is that it changes very rapidly due to the openess of the land and water.

During the summer it is quite pleasant. However, it does rain occasionally and you should carry a waterproof jacket. The period of May and June have proven to be the most dangerous as it can get quite warm and provide a false sense of security. It can be warm one minute and blowing snow and sleet the next.

Expect the worst and you will never be caught unprepared.

During the winter, it can be bitterly cold due to the wind chill factor. Down filled parkas and wind pants are required.

Airlines All of the aircraft that service the Keewatin are reliable, propeller driven planes that maintain a remarkable safety record.

While Calm Air and Northwest Territorial Airways have a very good on-time performance record, there are times that it is not possible to maintain the schedule as listed. This is usually due to weather conditions. Please remember that the decision to fly or not fly is made with your safety in mind. The old cliche of "it's better to be on the ground wishing you were in the air than to be in the air wishing you were on the ground" is tailor-made for the north. Leave time for schedule changes.

It is best to use hard-sided luggage with strong handles as all luggage is handled by hand.

Hotels/Facilities Because of the lack of local building materials, the cost of construction in the north is extremely high. This is reflected in the size of bedrooms, the rates charged and the rustic appearance of the facilities. What the facilities may lack in amenities is often more than made up for in the warmth of the hospitality.

Some hotels do not yet have flush toilets and use what are called "honey buckets". These are definitely one of the Arctic's little adventures.

During the summer the hotels are usually full to capacity with tourists, construction crews and government workers. While it can cause difficulties, such as having to share a room, more often than not you will meet fascinating people from all over the world. Conversation comes easily when in the north.

Meals are usually served cafeteria style. All are hearty, home-cooked meals which provide far more than the basic nutrition. Meals are normally served at set times, so don't be late!

Quality of Services It should be stressed that the Keewatin is still a developing area that has seen very little tourism. As a result many of the services are in the infancy stage.

The pace of life in the Arctic is slower as time has less meaning in such a vast land. It may take a few days to adapt to this slower pace but once you do, you'll be happy to have left the "rat race" behind.

Safety and Comfort All of the tours have been set up to reflect high safety standards. At all times, you must adhere to the advice of your guide. Your safety and well being are foremost.

Because of the presence of polar bears and barren-ground grizzlies, it is unadvisable for you to go wandering away from your guides. The guides will always try to avoid a bear/person conflict. Please do not do anything that will result in a bear having to be destroyed.

When in a boat it is imperative that you wear a life preserver. The waters of the Keewatin are extremely cold and any chance for survival without one is minimal.

Medical Services Each community has a "nursing station". These facilities are set up to cope with minor medical problems. There are normally no doctors present but the nurses have been specially selected and trained to provide basic health care. If there is a need for further medical treatment, you will likely be sent to the nearest hospital in Churchill. It is wise to purchase additional medical coverage before leaving home for unexpected medical expenses.

You should carry an adequate supply of any prescription drugs or medication you may need. Many types of drugs are not readily available and the nursing stations only stock the most basic of medicines.

Local Customs While there is no doubt that the Arctic is a very unique place populated with a unique people, many of the rules of courtesy are the very same as those of your own home.

Nearly all of our residents do[illegible] mind having their picture taken at all but it is co[illegible]on courtesy to ask first. Rewards are not expe[illegible]d other than a warm smile and a thank you.

GETTING AROUND

Airlines There are no roads in the Keewatin. Each community can be reached by scheduled aircraft. The regional carrier is Calm Air, a Canadian Airlines International partner. Reservations can be made by contacting any Canadian Airlines reservation line.

Also serving the Keewatin is Northwest Territorial Airways which can be reached by contacting any Air Canada reservations system.

Charters can be arranged, provided enough prior notice is given, through Calm Air in Thompson, Manitoba or through Keewatin Air in Rankin Inlet.

Ground Transportation Each airport in the Keewatin is serviced by taxis with the exception of Repulse Bay as its airport is located nearly within the community.

Rankin Inlet, Eskimo Point and Baker Lake have bus transportation available for groups over 12 persons.

In some communities, 3 and 4-wheeled-all-terrain vehicles are available for rent. Cautious use by the novice is advised.

Tour Companies Major tour companies that feature the Keewatin as a tourism destination are: VIA Rail Tours, Fiesta Wayfarer Holidays in Canada and Brennan Tours in the United States. Other specialty tour companies are available through your travel agent.

Should you wish to contact us directly, call or write:

Travel Keewatin
272 Park Avenue
Thunder Bay, Ontario
Canada P7B 1C5
Phone (807) 343-9472

or

Travel Keewatin
Box 190
Rankin Inlet, N.W.T.
Canada X0C 0G0
(819) 645-2618

Travel KEEWATIN
in Canada's Northwest Territories

Northwest Territories

PRINTED IN CANADA

ENJOY YOUR TRIP!

This brochure is intended to provide information that you should know about the Arctic. We sincerely hope that it has been helpful.

The Arctic is a very different kind of place and in some cases, different rules need to be applied. It is definitely one of the very last places on earth that has not seen substantial development and in many ways it is no different than it was thousands of years ago.

If you have any difficulties please let us know by writing to either of the above addresses.

We wish you a pleasant trip!

CANOE
The Keewatin Wilderness

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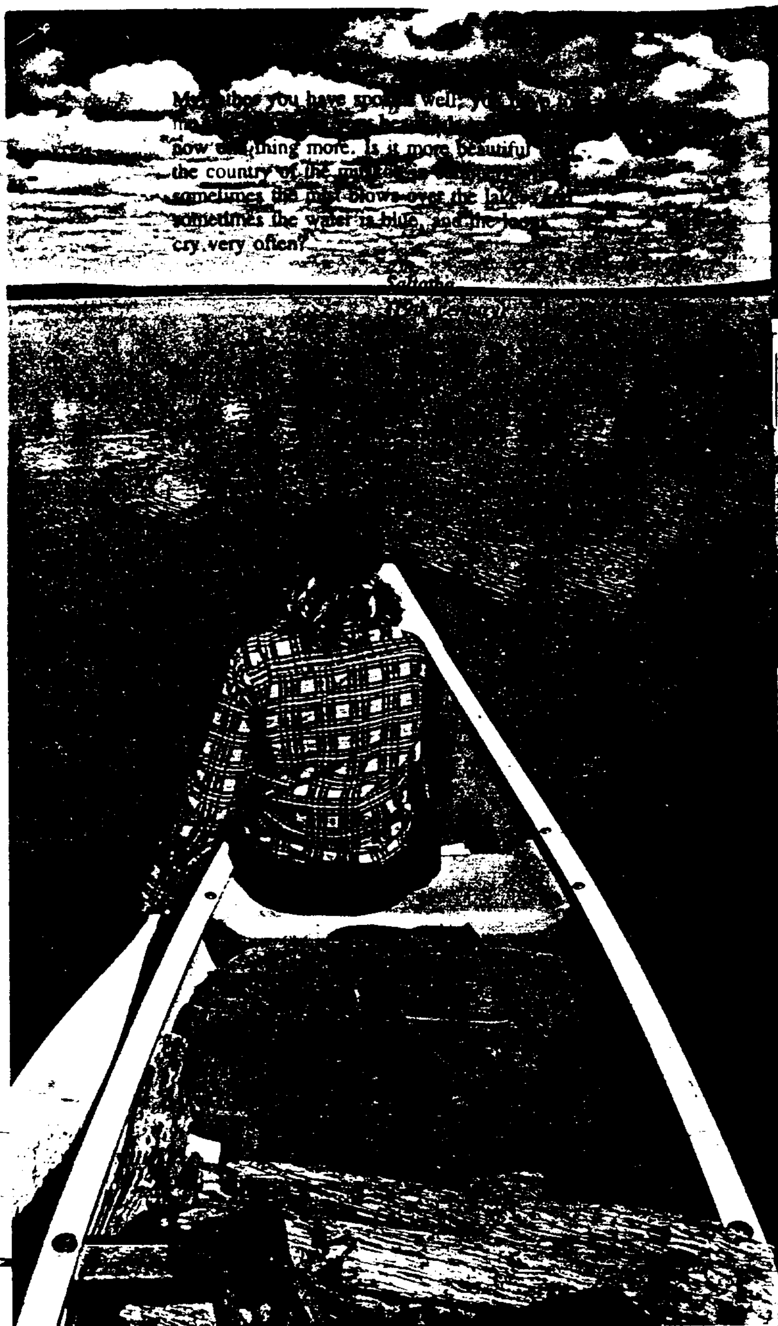
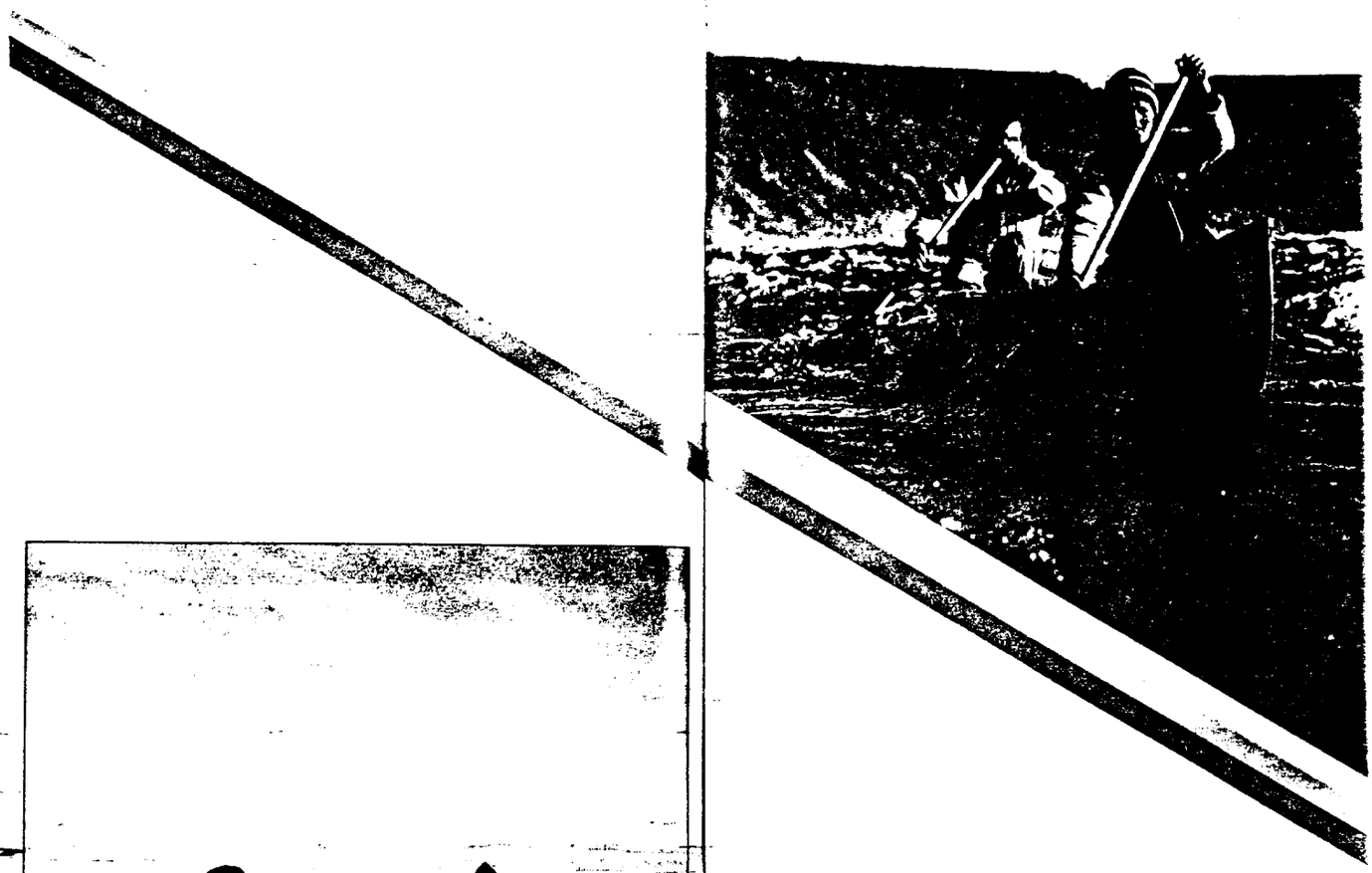


A canoe trip in the Keewatin is an adventure unmatched in Canada. Most of the Keewatin is tundra, north of the tree-line. Thousands of square miles, as yet unmarred by Man, lie waiting to provide your wilderness experience. Come to the Keewatin for the ultimate canoeing challenge.



Oskar v. Dungern

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James Raffan

Oskar v. Dungern

The Keewatin barren lands sustain an abundance of life. Animals from tiny lemmings to huge musk-oxen roam the tundra. About a hundred species of birds have nesting grounds here. Over 300 varieties of flowers bloom each year.

On the tundra the sub-soil is frozen; life is delicately balanced in an eco-system which offers ample reward to the visitor but demands a special care if it is to be preserved. The very things which make canoeing in the Keewatin unique could be seriously compromised by careless paddlers. Treat animals, birds, and the land with utmost respect.

Oskar v. Dungern

Michael Peake

Until the 1950s, much of the Keewatin barren lands was home to the Inuit, who lived in and travelled between camps dotted across the tundra. Frequently today the barren lands canoeist finds the way marked by a pile of rocks—*inukshuk*, meaning "likeness of man"—left behind by the people who knew this land so well.

Inuksuit marked not only the waterways, but the land routes, the caribou migratory paths and river-crossings, campsites, lookouts, fishing spots, and meat caches. For the dwellers of the barren lands, almost every vital aspect of life was tied in some way to the *inukshuk*.

Nor are *inuksuit* the only remnants to be found. With tent rings, fox traps, kayak stands, traditional graves, and hunting blinds, this civilization left its mark—for one important reason. Rocks, a dominant element of the tundra environment, were used to build everything that remains yet today.

A canoe trip in the Keewatin is an archaeological experience. Inuit tradition suggests you should not touch traditional graves. Common sense dictates that all archaeological remains must be left undisturbed.

George Luste

The N.W.T. Archaeological Site Regulations forbid the removal of artifacts and the destruction or disturbance of archaeological sites. But you can be constructive, by reporting sites you observe to the Director of the Prince of Wales Northern Heritage Centre in Yellowknife.

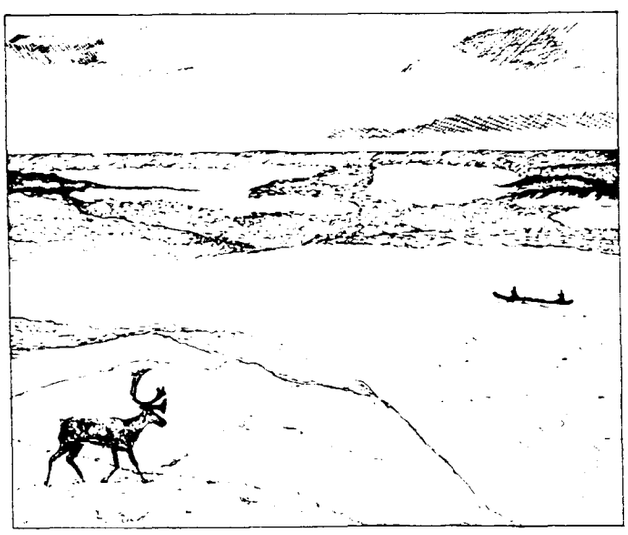
In December 1770 Samuel Hearne set out on foot from Churchill to walk across the unknown interior. By mid-July 1771 he was the first European to visit the arctic coast west of Hudson Bay, at the mouth of the Coppermine River. Nearly a year later he completed the return journey, a total of 18 months and 23 days on the trail. His own account is a fine introduction to the history of European exploration in the barren lands: *A Journey from Prince of Wales Fort to the Northern Ocean.*

In 1834 George Back became the first white man to descend a river across the barren lands. His *Narrative of the Arctic Land Expedition to the Mouth of the Great Fish River*, is another classic.

The major river systems to the south, the Dubawnt, Thelon, and Kazan, were explored by two brothers, J.B. and J.W. Tyrrell. *Across the Sub-Arctics of Canada* recounts the first northern trip to use canoes essentially as we know them today.

It was not until the 1960s that recreational canoeing reached the Keewatin wilderness. In the vanguard of that movement was Eric Morse, the dean of contemporary Canadian canoeists, who paddled down the Hanbury/Thelon in 1962.

Since then barren lands canoeing has grown in popularity. Now, in a typical summer, there are several trips on each of the major routes, though not enough to effect your wilderness experience. It is not uncommon to complete a four-week trip in the Keewatin without seeing another person.



There are two moving places I've visited more than once where life and death come tantalizingly close together: Highway 401 and the barren lands. One brings nightmares, the other fantastical daydreams.

James Duffan

For those who seek it, the Barrens—so vast and isolated—offer a unique spiritual sanctuary.

George Luste

The barren lands are North America's last great wilderness. This is the real Canada—the Canada everyone with an adventurous bone in their body dreams about.

Alex Hall

For anyone wanting a *different* holiday the barren lands beckon: rugged scenery, unbelievable colour, tremendous sweep, wildlife, fabulous fishing—all spiced with just enough risk to border on adventure.

Eric Morse

Repulse Bay

ARCTIC CIRCLE

ARCTIC CIRCLE

Wager Bay

Coral Harbour

Back

THE KEEWATIN

Baker Lake

Thelon

Hanbury

Dubawnt

Kazan

Chesterfield Inlet

Rankin Inlet

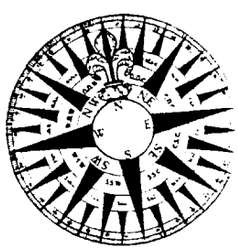
Whale Cove

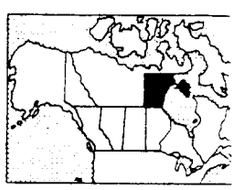
Maguse

TREE LINE

Eskimo Point

HUDSON BAY

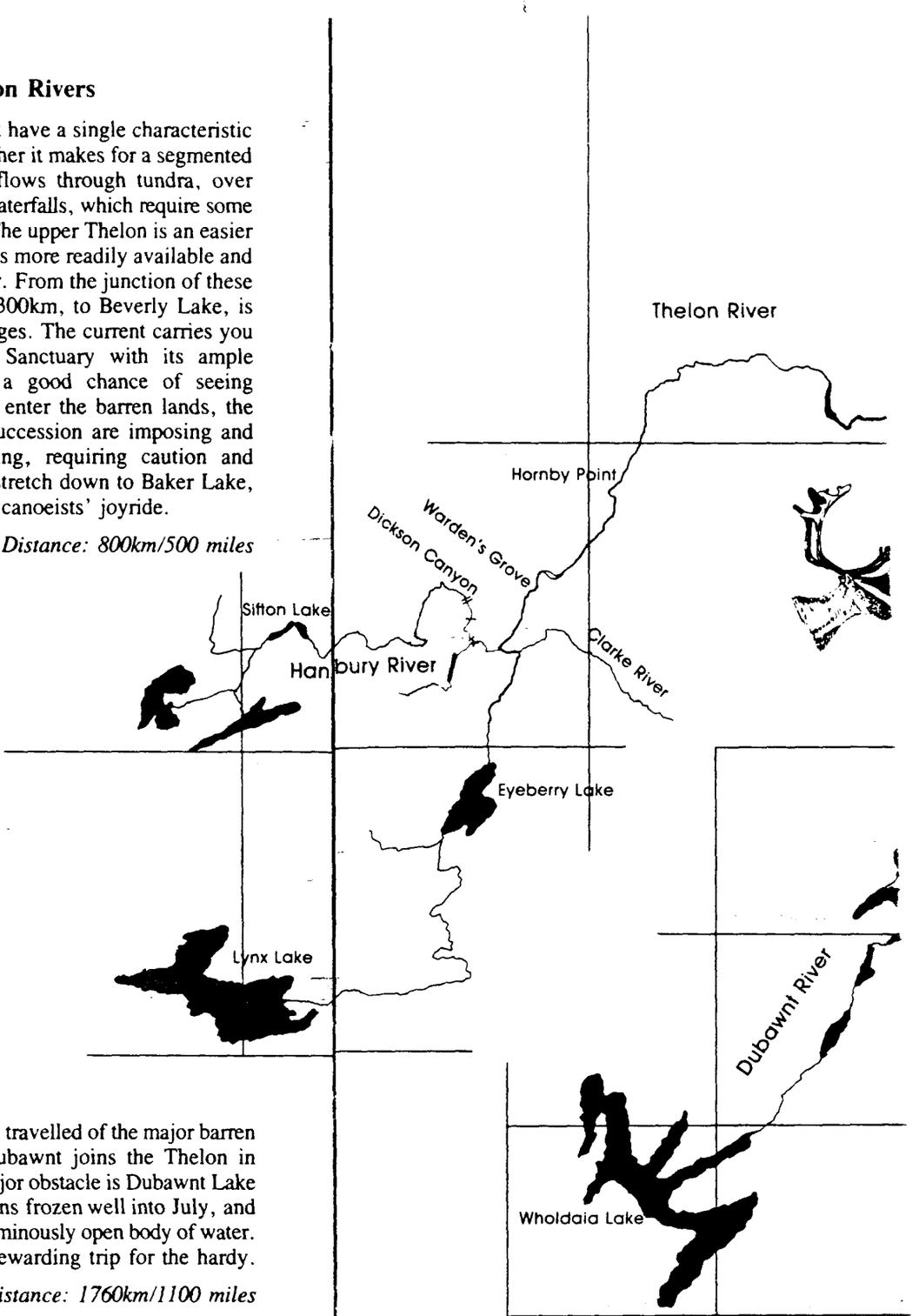




Hanbury & Thelon Rivers

This system does not have a single characteristic which defines it. Rather it makes for a segmented trip. The Hanbury flows through tundra, over several spectacular waterfalls, which require some arduous portaging. The upper Thelon is an easier approach: firewood is more readily available and the route is smoother. From the junction of these two rivers the next 300km, to Beverly Lake, is usually free of portages. The current carries you through the Game Sanctuary with its ample wildlife, including a good chance of seeing musk-oxen. As you enter the barren lands, the three big lakes in succession are imposing and potentially threatening, requiring caution and patience. The final stretch down to Baker Lake, with care, can be a canoeists' joyride.

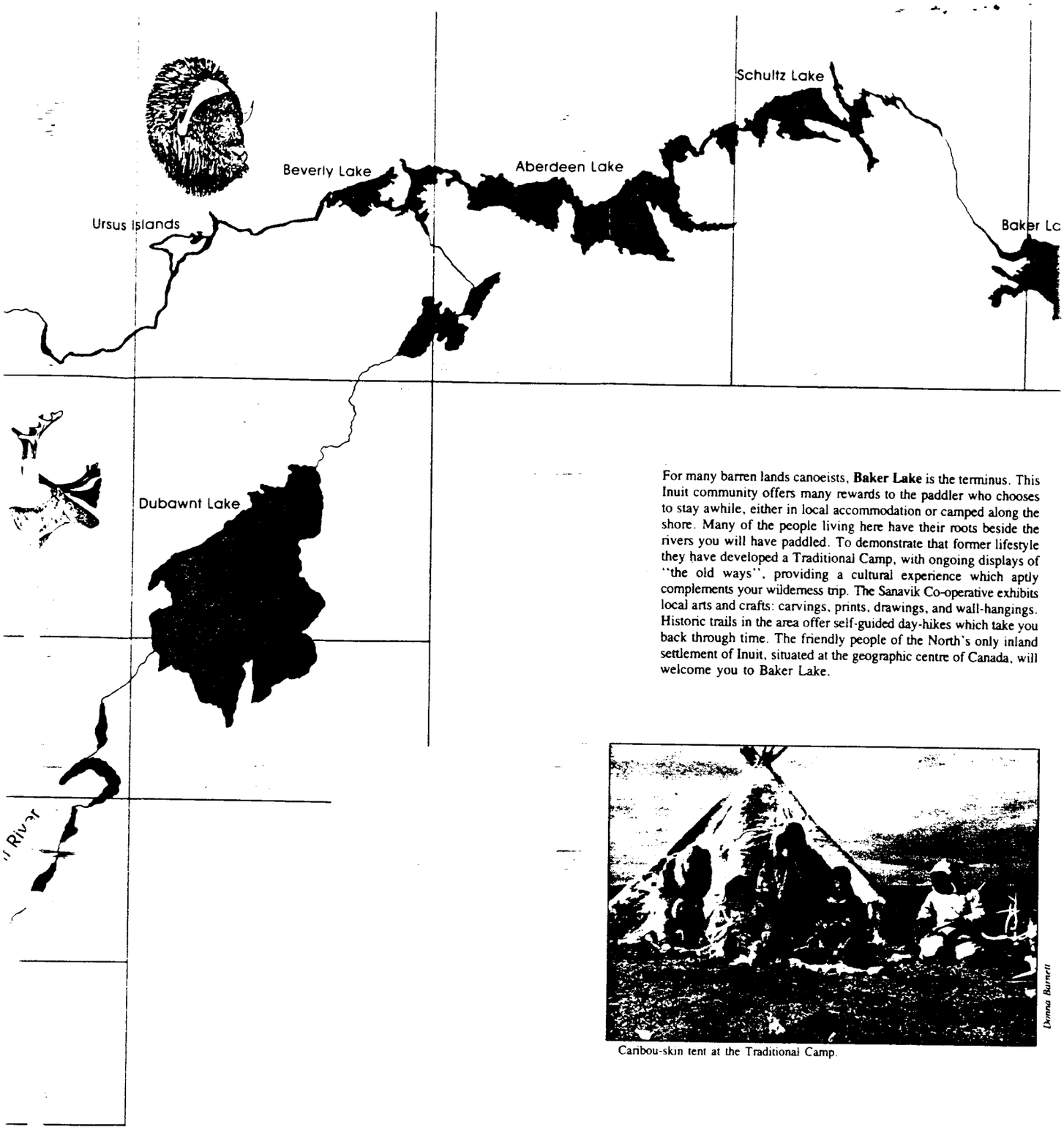
Distance: 800km/500 miles



Dubawnt River

The longest and least travelled of the major barren lands rivers, the Dubawnt joins the Thelon in Beverly Lake. Its major obstacle is Dubawnt Lake which usually remains frozen well into July, and when ice-free is an ominously open body of water. The Dubawnt is a rewarding trip for the hardy.

Distance: 1760km/1100 miles



For many barren lands canoeists, **Baker Lake** is the terminus. This Inuit community offers many rewards to the paddler who chooses to stay awhile, either in local accommodation or camped along the shore. Many of the people living here have their roots beside the rivers you will have paddled. To demonstrate that former lifestyle they have developed a Traditional Camp, with ongoing displays of "the old ways", providing a cultural experience which aptly complements your wilderness trip. The Sanavik Co-operative exhibits local arts and crafts: carvings, prints, drawings, and wall-hangings. Historic trails in the area offer self-guided day-hikes which take you back through time. The friendly people of the North's only inland settlement of Inuit, situated at the geographic centre of Canada, will welcome you to Baker Lake.

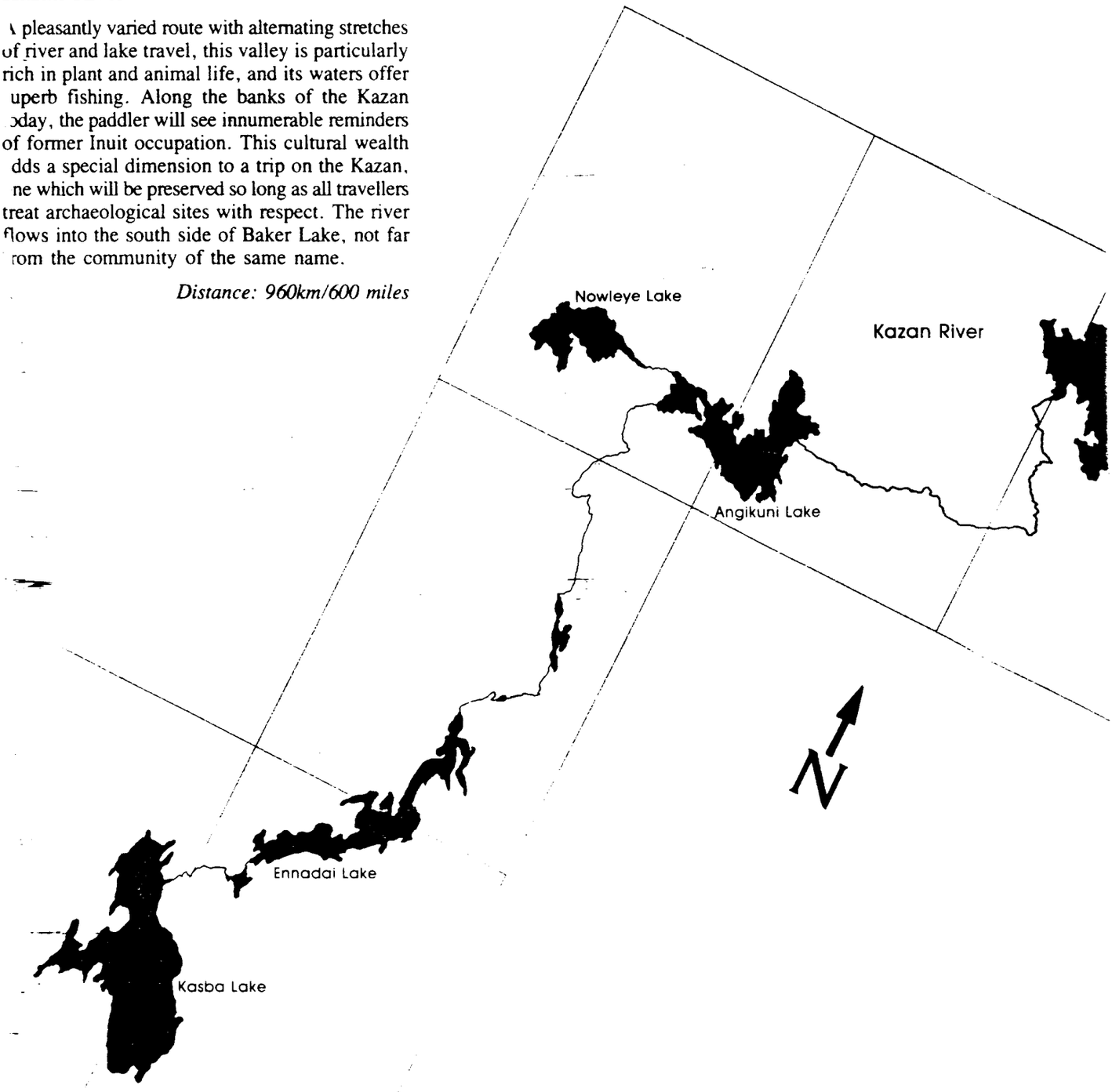
Donna Burnett

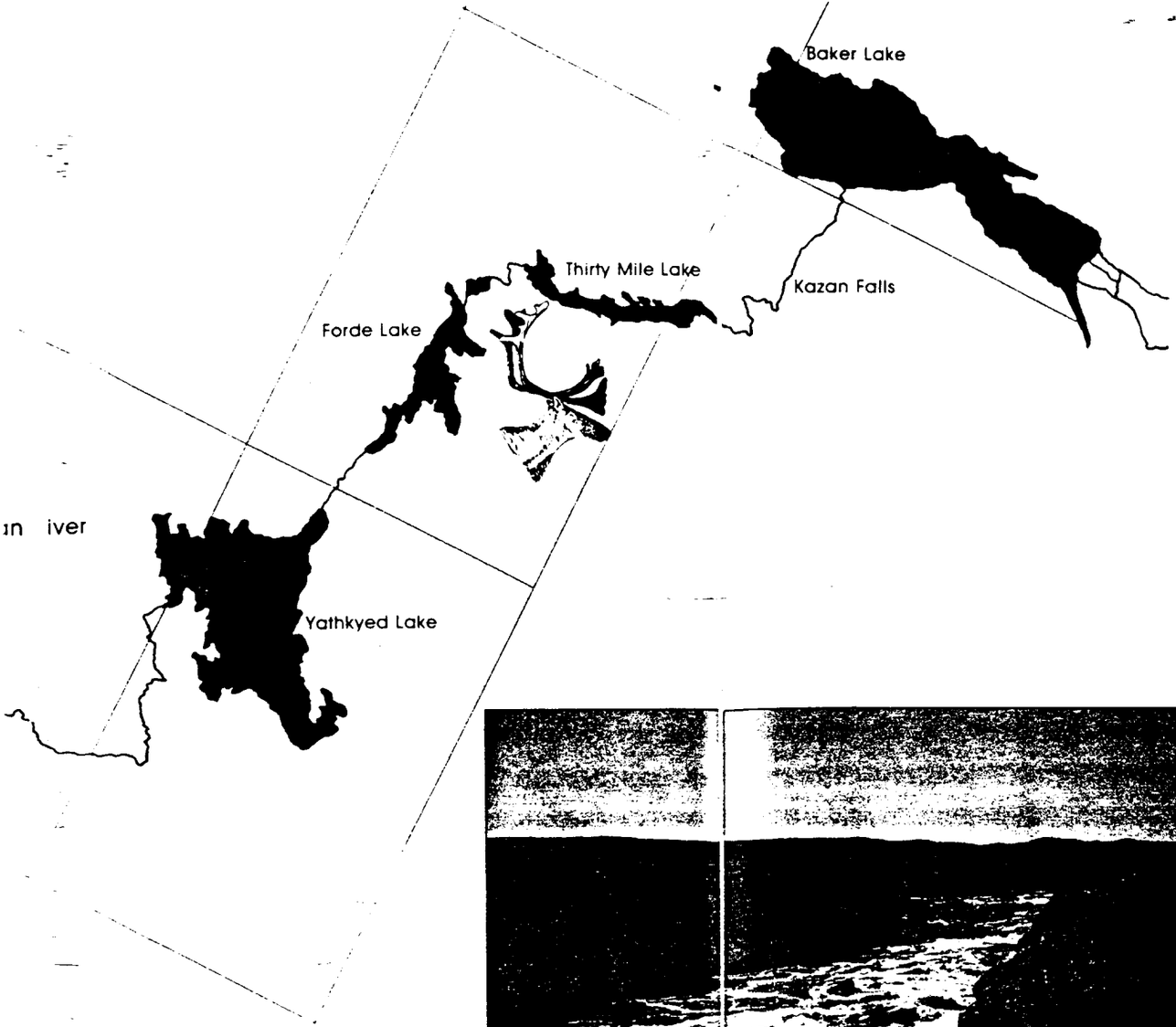
Caribou-skin tent at the Traditional Camp.

Kazan River

A pleasantly varied route with alternating stretches of river and lake travel, this valley is particularly rich in plant and animal life, and its waters offer superb fishing. Along the banks of the Kazan today, the paddler will see innumerable reminders of former Inuit occupation. This cultural wealth adds a special dimension to a trip on the Kazan, one which will be preserved so long as all travellers treat archaeological sites with respect. The river flows into the south side of Baker Lake, not far from the community of the same name.

Distance: 960km/600 miles




Baker Lake
Thirty Mile Lake
Kazan Falls
Forde Lake
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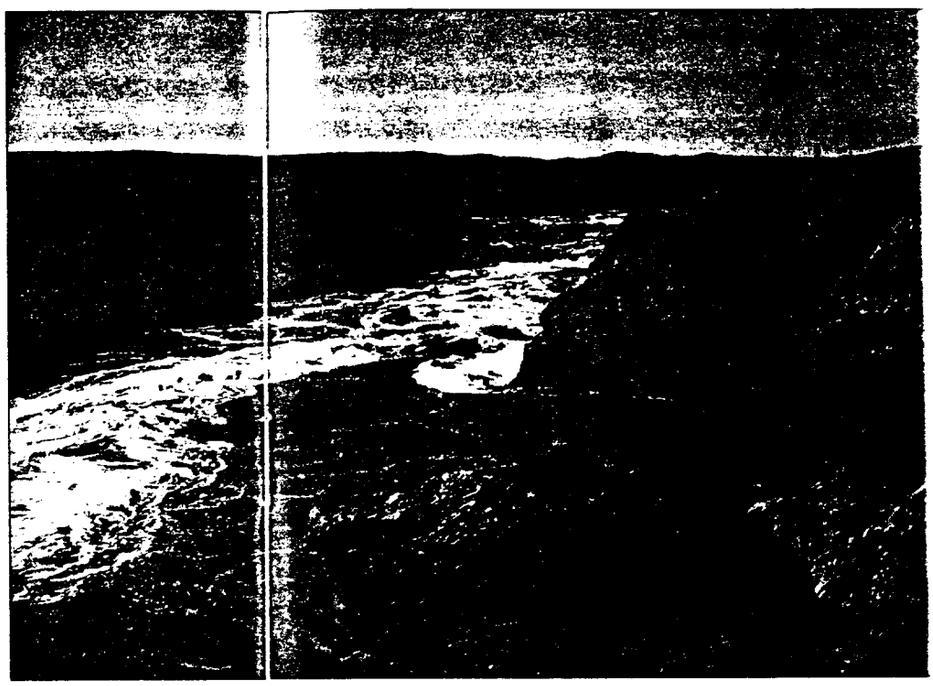


Kazan Falls.

Planning Your Trip

It would be folly to attempt a comprehensive guide to barren lands canoeing in these pages. The following are tips collected from seasoned northern trippers.

- The season is short. Arctic summer begins in mid-June, though often the bigger lakes do not break up until mid-July. Aim to finish your trip by mid-August.
- Pace yourself carefully. Allow for a daily average of between 18 and 30 km, depending on how hard you want to work. Planning on more than that is asking for trouble.
- Consider taking courses in whitewater paddling, campcraft, and wilderness first aid. These skills are essential.
- Choose companions who share (or at least respect) each other's reasons for going and philsosophy of wilderness travel.
- Discuss the decision-making process before you get there.

Oskar v. Dungern

- Know the strengths and weaknesses of your group and its members.
- Research with care what equipment is required, and make your selections knowledgeably.
- Three canoes and six people are suggested minima; even if one canoe is lost, six people can paddle out in two canoes.
- All routes require seaworthy canoes; a length of 17 feet or more is recommended.
- In choosing a route, consider such factors as length, location, accessibility, cost, number and length of portages, amount of whitewater, wildlife, and history.
- Especially if you are new to barren lands canoeing, consider using one of the guiding/outfitting services available in the Keewatin.
- Studying biological, archaeological, historical, cultural, and geographical aspects of the route in advance will enhance the trip experience.
- An organized approach to the trip's routine chores avoids wasting time, which permits more enjoyment of the land, your fellow trippers, hiking, the solitude and delights of the Barrens.
- Barren lands winds have torn tents to shreds; sturdy expedition tents are essential. Dome designs tend to stand up better in strong winds.
- Choose clothing with days of wind-driven rain and freezing temperatures in mind.
- Carry a second set of maps; they are as important to you as matches.
- Before you are tempted to take a chance on an open-water crossing, try to go for a swim, to give yourself some appreciation of what a dumping might mean.
- The threat of insects is real. Carry good repellent and bug-proof clothing.
- Take more food than required for a planned trip. Fish are abundant—you *must* have a license—but don't count on them. Other game is not recommended, and may be illegal.
- Vary your menu; it becomes a focal concern.
- Carry a small stove; don't rely on always finding firewood.
- Read all you can beforehand, including a good guide to expedition planning (for example *Canoeing Wild Rivers* by Cliff Jacobson), and some accounts of contemporary trips. A suggested reading list is available from Travel Arctic, Yellowknife, N.W.T.

Oskar v. Dungern

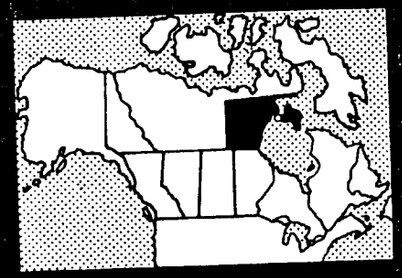
A Precautionary Note

A safe canoeing experience in the remote and unforgiving barren lands stems from the right blend of people, equipment, route, and knowledge. Above all, an *attitude of preventative awareness*—learning to recognize and prevent problems before they occur—will help ensure safe travel. Your skills, fitness level, and know-how must be able to cope with the demands of your chosen route.

The R.C.M.P. provides a voluntary check-in service for wilderness paddlers in the N.W.T. Register your trip, destination, and anticipated arrival with an R.C.M.P. detachment before flying in. Be sure to check out upon completion.

Barren lands risks are no greater than they are on any other canoe route; the isolated location makes the potential costs of mishap just that much higher.

Travel in harmony with the environment, bending to its whims, not with a mind to overcoming the wilderness. The barren lands can be inhospitable—respect this and you will enjoy your trip. This unpredictability, though it demands a cautious approach, is the very factor which makes canoeing in the Keewatin a unique challenge.



For more information about the Keewatin, contact:
Executive Director
Keewatin Chamber of Commerce
Rankin Inlet, N.W.T.
X0C 0G0

Front Cover: *Caribou on the Tundra* - Wm Noah/I. Aydalaaqiaq, 1985. Print reproduced by permission of the Sanavik Co-operative, Baker Lake, Northwest Territories.

Back Cover: Photo by Mark Bradley/GNWT Renewable Resources

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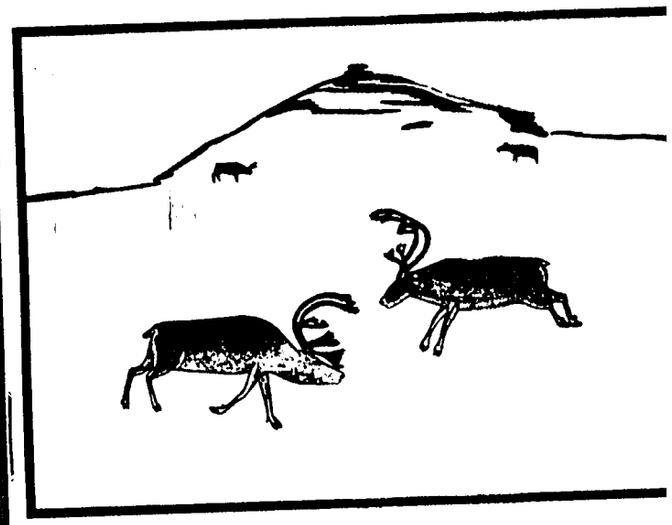
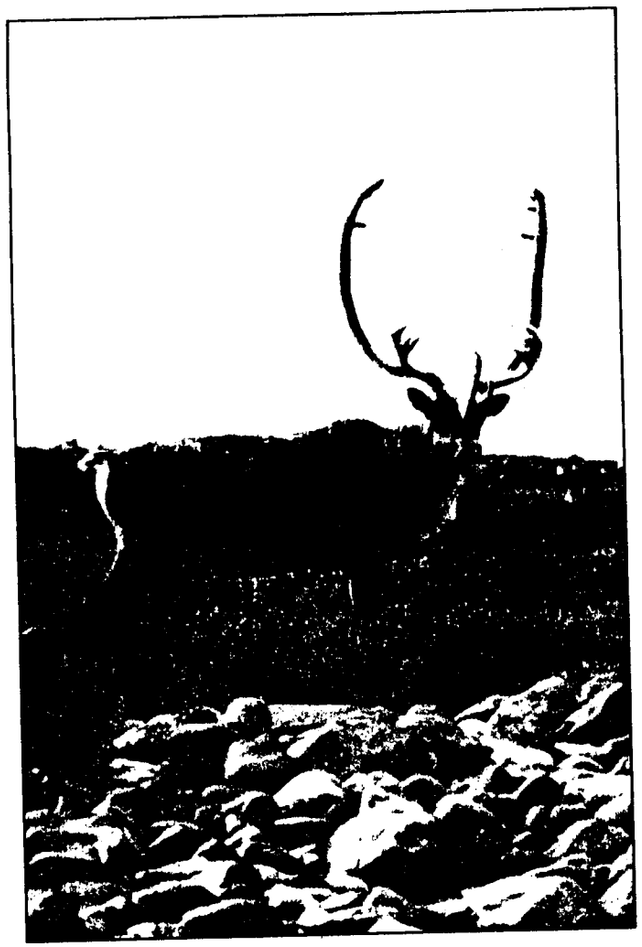


The Keewatin barren lands sustain an abundance of life. Animals from tiny lemmings to musk-oxen roam the tundra. About a hundred species of birds have nesting grounds here. Over 300 varieties of flowers bloom each year.

Most of this region is tundra, north of the tree-line, where the sub-soil is frozen and life delicately balanced. Care is required in order not to damage the fragile life structure. Construction crews, resource developers, hikers and campers all share this responsibility to respect one of Canada's few remaining pure wilderness areas. Just removing, or even compressing, the insulating vegetation over the permafrost can cause permanent changes to the eco-system.

For the Inuit, the original inhabitants of this region, the animals, birds, and plants of the tundra and the sea were fundamental to existence. Through their resourcefulness, generations of Inuit survived by living in harmony with Nature, which provided food, clothing, shelter, tools, and transportation. The close relationship persists today, although the residents of the North are no longer entirely dependent on their wildlife for survival. The importance continues, enhanced today by the pleasure you will derive from observing the plants, birds, and animals of the Keewatin.

Dwarf Fireweed on the banks of the Kazan River.



Oskar v. Dungern

Caribou of the barren ground are a symbol of the North. They live in motion. In winter their constant pursuit for food takes most south, near the tree-line. In spring, led by the females, the migration moves northward, stopping first at traditional calving grounds specific to each geographically bounded population of caribou. As summer proceeds they wander in search of food and escape from flies.

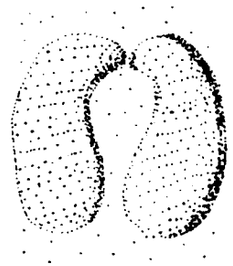
Much of their food is accessed by digging through the winter's snow with their sharp hoofs, an action which gives us the name caribou, derived from a Micmac Indian word meaning "the one who paws." Those same broad, cloven hoofs splay apart to provide good support in soft terrain and to act as paddles when swimming.

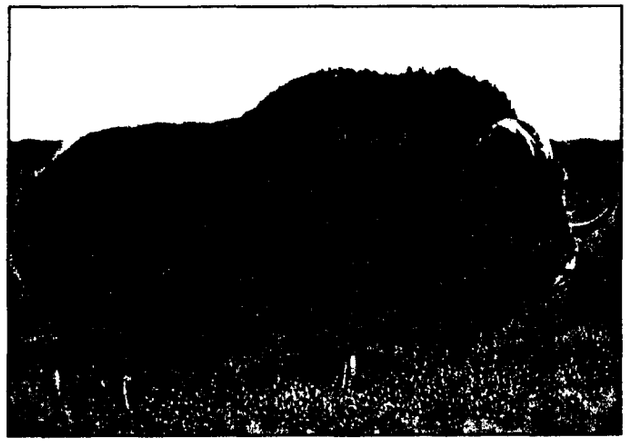
Caribou are the only member of the deer family where both males and females carry antlers. All caribou annually drop their antlers and grow new ones as the summer proceeds. Colouring also changes as the seasons pass.

To the Inuit dwellers of the Barrens, the caribou or *tuktu* was life. The meat fed them. The hides were scraped and sewn with sinew to make tents, kayaks, and clothing. Tools were fashioned of bone and antler. The caribou is still an important source of meat for the Inuit of the region.

Average Adult Weights:
Male—130kg/300lb
Female—90kg/200lb

Average Size: Length—2m
Shoulder Height—1.1m





Brian Pelly

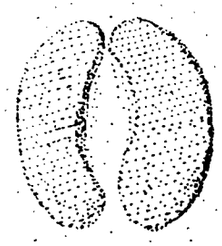
Musk-ox ancestors, it is suggested by scientists, crossed the Bering land bridge from Siberia about 90,000 years ago. A relic of the last ice age, their appearance has changed little centuries later. Today musk-oxen range freely in only Greenland and Canada, most of them in the archipelago. In the central Barrens, to the west and north of Baker Lake, there are probably a few thousand musk-oxen.

Its coat of long outer hair over thick inner wool provides the protection necessary to face Arctic blizzards on the Barrens. Males and females can be differentiated, apart from size, by the horns which are larger and apparently connected in the centre on the bull, whereas a patch of fur between the horns marks the female

For the Inuit *umingmak*, "the bearded one," is the source of much mythology, as well as meat and warm sleeping robes. When threatened they bunch together in a tight ring, facing outwards.

Average Adult Weights:
Male—300kg/650lb
Female—200kg/450lb

Average Size: Length—2.1m
Shoulder Height—1.3m



Polar Bear are marine mammals, amongst the world's largest and most powerful carnivores. They are well adapted to their Arctic environment: thick coats, a heavy layer of insulating fat under the skin, and effective camouflage. They are good swimmers. In the water they use only their front paws to paddle, the hind legs acting as rudders. Solitary bears have been seen swimming in Hudson Bay hundreds of miles from land.

Although their main food source is seal for ten months of the year, in the absence of sea ice they also feed on lemmings, dead fish, nesting waterfowl, mushrooms and berries. Their movements are tied to the cycle of the search for food: out onto the Hudson Bay ice in March, ashore along the coast for the summer, and inland to the denning areas in autumn, in time for birthing in December.

The Polar Bear is the symbol of the Northwest Territories, known by the Inuit as *nanuq*.

Average Adult Weights: Male—550kg/1200lb
Female—230kg/500lb
Average Size: Length—2m Shoulder Height—1m

Gord Stenhouse/GNWT Renewable Resources

Brian Pelly

The Arctic Ground Squirrel is one of the few mammals in the Keewatin which hibernates. Their reappearance in May is an early sign of spring. After seven months of sleep during the winter, the ground squirrel becomes one of the most active inhabitants of the Barrens, eating voraciously in order to double its weight before the next winter.

The ground squirrel's distinctive cry can be heard throughout the Keewatin, a sound which gives us the local name for this curious little animal, the *siksik*.

The Arctic Hare is one of the Arctic animals which you are likely to see nearby the Keewatin communities. Grey in summer, white in winter, the adult grows to a remarkably large size, such that his only natural predator is the wolf. When alarmed the arctic hare bounds on hind legs across the tundra at speeds up to 50km/hr (30mph). The Inuit know it as *ukaliq*.

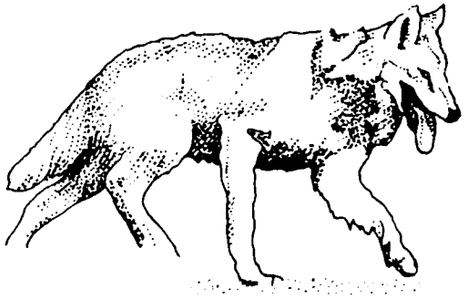
Average Adult Weight: 4.5kg/10lb
Average Length: .65m/25in.

Oskar v. Dungern

The Arctic Wolf is smaller and lighter in colour than its southern cousins. In small packs or singly, it ranges over most of the Barrens in search of food, following the seasonal movements of the caribou. The main prey is the caribou—the older and weaker animals in winter, the newborn in summer. A curious animal, the wolf will occasionally approach, but has never been known to attack humans. To the Inuit the wolf is *amarook*.

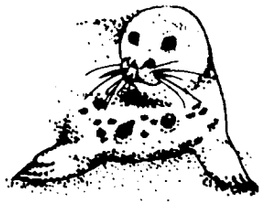
Average Adult Weights:
Male—45kg/100lb
Female—35kg/75lb

Average Length: 1.5m to 2m



The Arctic Fox is best known for its thick white coat. This product contributed significantly to the early 20th century development in the North, as white traders encouraged Inuit hunters to harvest the valuable fur of the *tiriganiaq*. In the summer the coat turns to brown. Lemmings are the primary food source. The fox rarely takes shelter in dens from the harsh Arctic winter. An adult weighs up to 9kg/20lb, and is between 75 and 115cm (30-40in.) long, a third of which is the busy tail.

Photothèque/Roy Plant



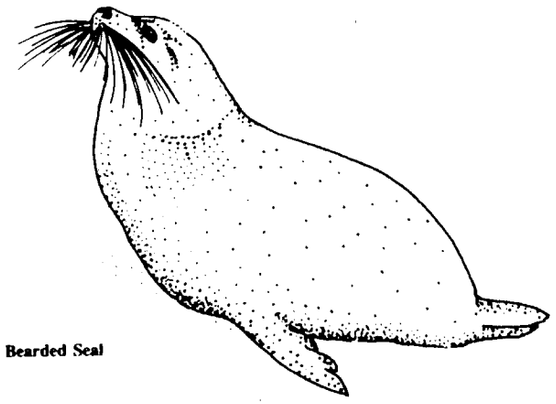
Ringed Seal

Ringed and Bearded Seals, unlike most seals, do not migrate south for the winter. They remain below the Arctic ice, establishing long, cone-shaped breathing holes for air. It is chiefly through these holes, and along the floe edge, that their predators—man and polar bear—hunt the seals.

The meat from *natsiq* remains important to the coastal Inuit, who consider the vitamin-rich liver a delicacy. *Kamiks* (soft boots), thongs, and clothing are made from seal skin. The blubber, rendered into oil, was once used as fuel. Historically and still today, the smaller ringed seal (*najanga*) and the bearded seal (*agjuk*) represent important links in the Arctic survival chain.

Average Adult Weights: Ringed Seal—90kg/200lb
Bearded Seal—350kg/770lb

Average Lengths: Ringed Seal—135cm/4ft
Bearded Seal—235cm/7.5ft



Bearded Seal

The Walrus inhabits the edge of the Arctic pack ice, in the Keewatin predominantly in the area of Southampton Island. This marine mammal is most at home in the water where it is quite quick and graceful, belying its appearance on land. It feeds on moluscs dug from the sea bottom using its tusks. The coastal Inuit used the tough hide for boat coverings, thongs, and dog traces. Today *aiviq* is hunted chiefly for the ivory tusks and meat. The walrus is the symbol of the Keewatin.

Average Adult Weights: Male—750kg/1650lb
Female—570kg/1250lb

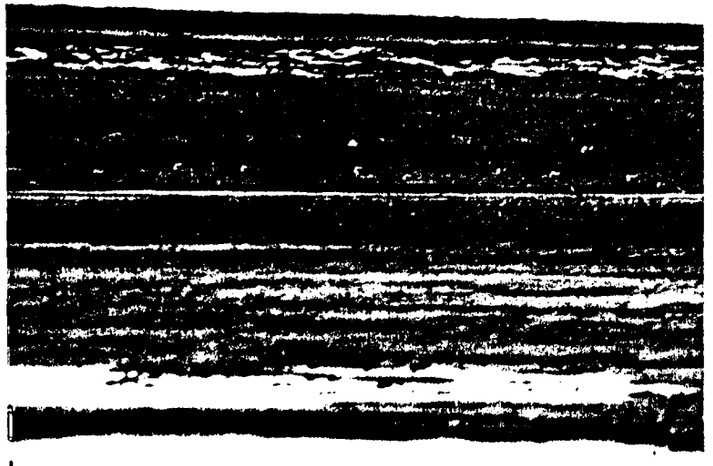
GNWT/Steve Maslowski

Gord Stenhouse/GNWT Renewable Resources

Beluga Whales are the smallest of the whale family, averaging about 4m in length. Adults are white, the young are grey, and newborn beluga are brown. They normally travel in pods of 2 to 10, although you might see a group of several hundred, most likely near the rivermouths along Keewatin's Hudson Bay coast. *Muktuk*, the skin and adjacent layer of blubber from the *qinalugaq*, is still a favourite food of the coastal Inuit.

Average Adult Weight: 600kg/1325lb

Over a hundred species of birds return to the Keewatin every spring. Some nest in the small shrubbery, some hidden amongst the scrubby ground vegetation, some on the cliff ledges high above the rivers, and others hidden in rocky crevices.



Canada Geese in flight over the Back River.

Brian Pelly

Photothèque/Tim Fitzharris

Snowy Owls often spend the entire winter near their tundra nesting grounds, migrating to southern Canada only every few years, perhaps in concert with the fluctuating lemming population. A large owl, 60-70cm tall, with a wing span of 1.5 m, it is well camouflaged and insulated for the Arctic winter. Its pure white feathers, with dark tips on the female, stand out in sharp contrast to the tundra colours in the summer. The Inuktitut name is well-known: *ukpik*.

Rock Ptarmigan are members of the grouse family, particularly adapted for the Arctic environment with their plumage turning to white in winter and mottled brown in summer. Somewhat smaller than the Willow Ptarmigan, the *akitgiq* as it is known by the Inuit, is more commonly found on the exposed tundra of the Keewatin.

Brian Pelly

Peregrine Falcons are amongst the endangered species still seen regularly in the Arctic. Renowned for its speed (over 300km/hr in an attack dive), grace and beauty, the sub-species *Tundras* nests on the precipitous cliffs or more remote riverbanks of the Keewatin. In winter the peregrine heads south to tropical latitudes.

Similar in habit, but slightly larger in size, the **Gyrfalcon** is on the list of threatened species and is also sighted regularly in the Keewatin.

GNWT Renewable Resources/Gordon Court

Gyrfalcon/*kaayuuk*

Peregrine Falcon/*kitgavik*

GNWT Renewable Resources/Gordon Court

Whistling Swan/*qukjuk*

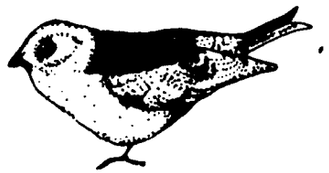
Oskar v. Dungern

Sandhill Crane
length: 1m.
wingspan: 2m.

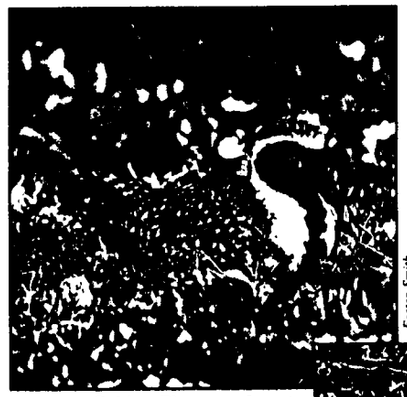
James Raffan

Arctic Tern/*imitqutailaq*
Migrates annually between the Arctic and Antarctica.

Lapland Longspur

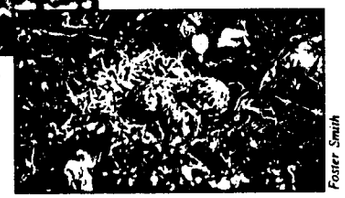


Snow Bunting/*amauligaq*



Foster Smith

Golden Plover and nest.



Foster Smith

Some Other Birds Common To The Keewatin

Arctic Loon
Common Loon
Common Raven
Ducks
Herring Gull
Horned Lark
Long-tailed Jaeger
Parasitic Jaeger
Rough-legged Hawk
Sandpipers
Sparrows

The first blooms on the Barrens appear in mid-June, when much of the land is still snow-covered and the lakes frozen. These flowers grow in the most adverse conditions of plants anywhere. Though dwarfed in size, approximately 300 species found in the Keewatin attest to the flowers' hardy character.

A tundra meadow of cotton grass, beyond a solitary willow shrub.

Cheryl Kabloona

Arctic Heather

Foster Smith

Mountain Avens
5—15cm tall.
8 petals.
Floral emblem of the Northwest Territories.

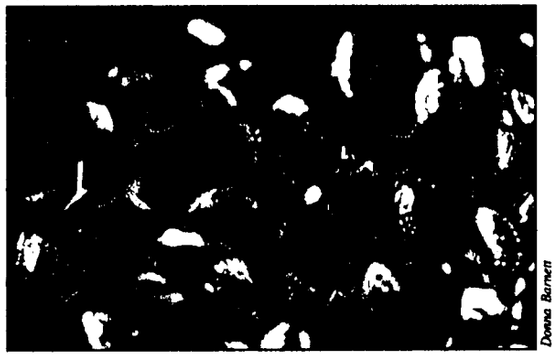
Foster Smith

Arctic Poppy

Dept. of Regional Industrial Expansion

Alpine Bear Berry
Leaves: wrinkled, finely toothed, turn to deep red in autumn.
Flowers: small, yellowish to white to pink, urn-shaped, in terminal clusters.
Berries: edible but insipid and mealy, black and shiny.

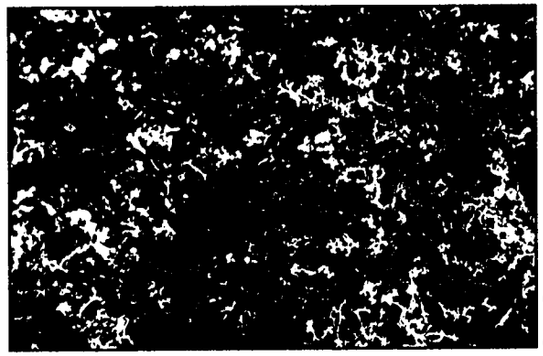
Alpine Bear Berry in autumn.



Donna Barnett

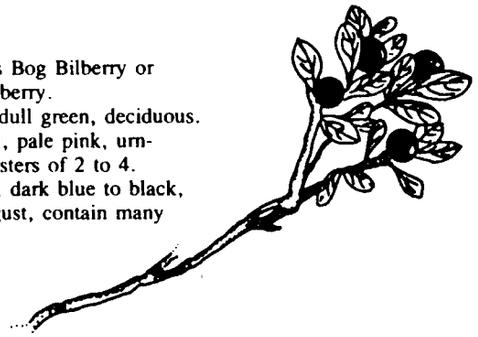
Mountain Cranberry
Leaves: lustrous, leathery, dark green, oval, evergreen.
Flowers: narrow, four-part, white or pink, bell-shaped, in small terminal clusters.
Berries: shiny, dark red, slightly acid but edible, flavour improves over winter.

Mountain Cranberry and Crowberry in late summer.

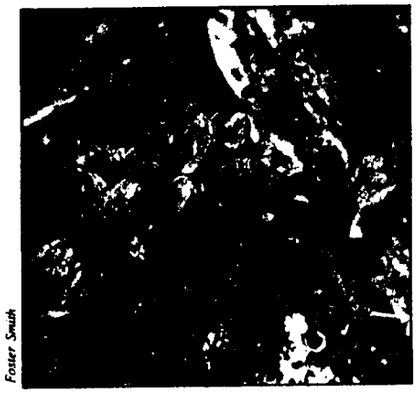


Donna Barnett

Bilberry
Also known as Bog Bilberry or Arctic Blueberry.
Leaves: oval, dull green, deciduous.
Flowers: small, pale pink, urn-shaped, clusters of 2 to 4.
Berries: sweet, dark blue to black, ripe in August, contain many tiny seeds.



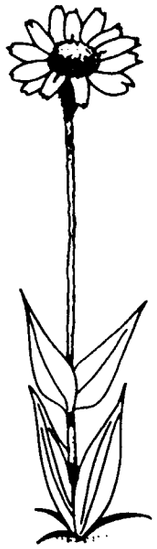
Crowberry
Leaves: linear, needle-like, evergreen.
Flowers: solitary, tiny, pink to purple.
Berries: shiny, purplish-black, very juicy and sweet, contain large seeds, well-preserved over winter.



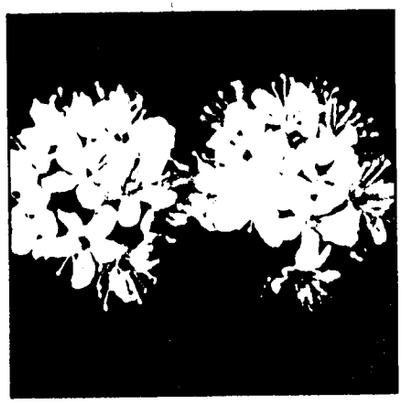
Foster Smith

Purple Saxifrage
Petals 6-9mm long.

Broad-Leaved Willow Herb
also Dwarf Fireweed or River Beauty.
15—40cm tall.
Abundant throughout the Keewatin in sandy or gravelly soil.



Alpine Arnica
10—30cm tall.
One or two pairs of leaves.
Normally one large, yellow flower.

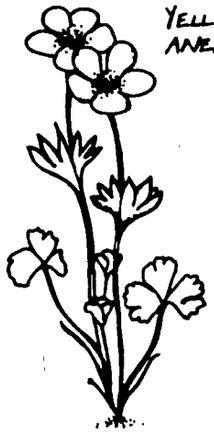


Oskar v. Dungern

Labrador Tea

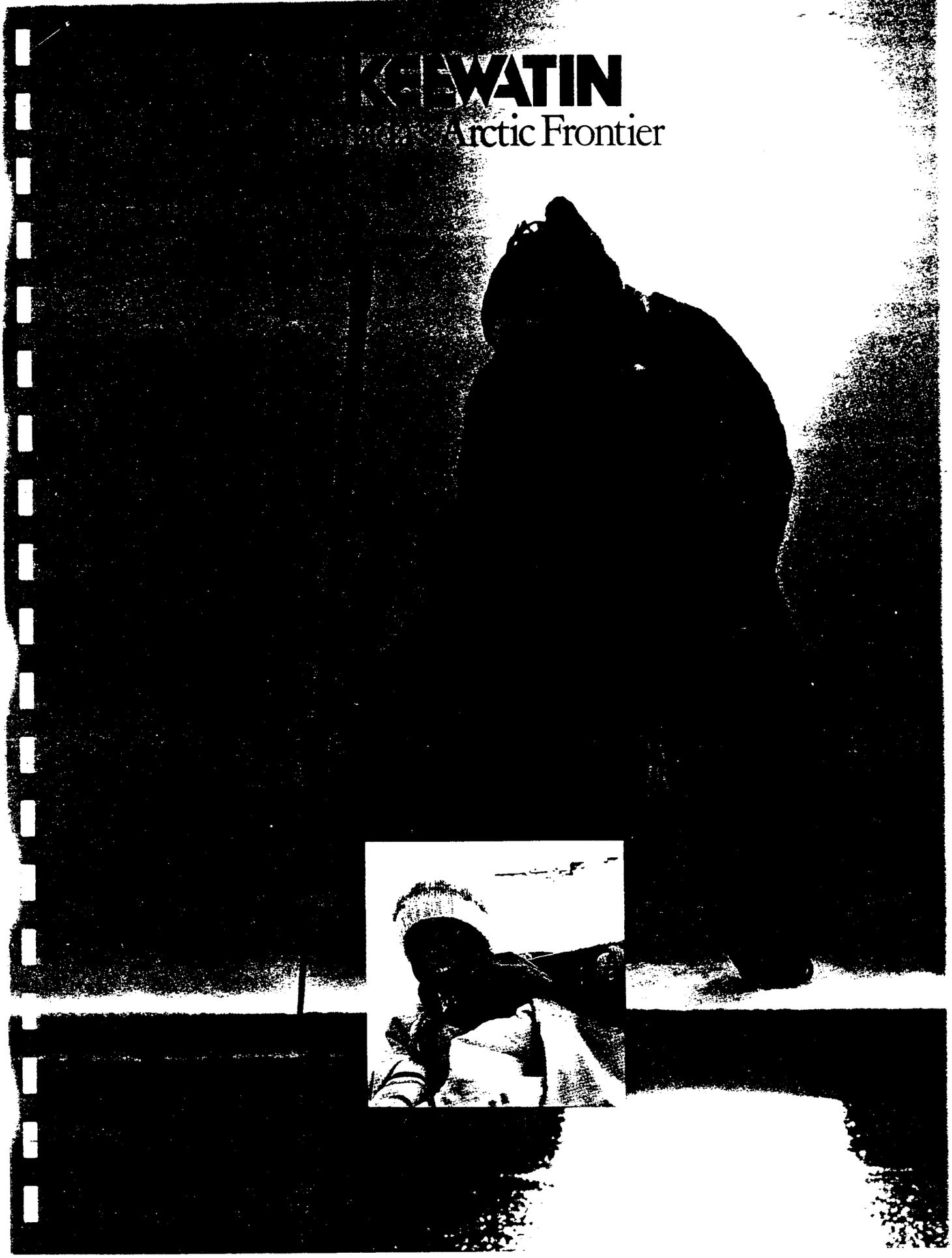
Some Other Flowers Common To The Keewatin

Alpine Azalea
Arctic Fleabane
Bog Rosemary
Cinquefoil
Diapensia
Lousewort
Lupine
Milk Vetch
Moss Campion
Northern Anemone
Oxytrope
Prickly Saxifrage
Purple Laurel
Rhododendron
Spotted Saxifrage
Yellow Anemone

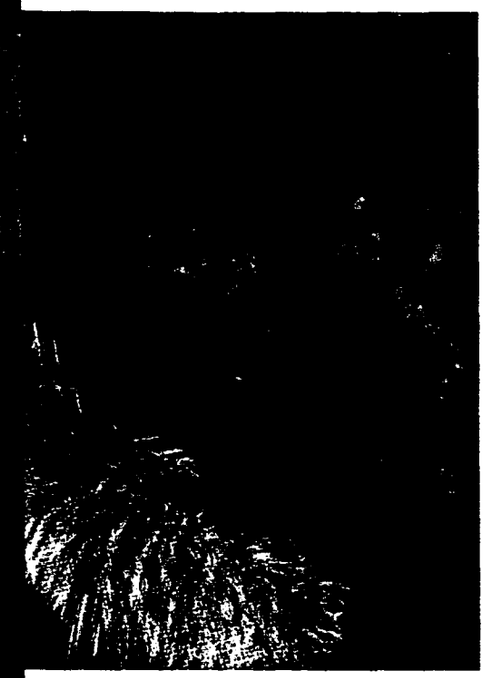


KEEWATIN

Arctic Frontier



Welcome to the Arctic!

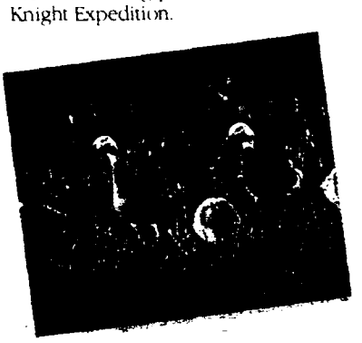


I think it is a good idea to have visitors come here to the Arctic. It gives us a chance to learn a bit more about you and you more about us.

You can enter this new world of ours by visiting one of our seven communities. You'll feel the warmth and energy of the people up here as we build our dreams for an exciting future in Canada's Arctic Frontier!

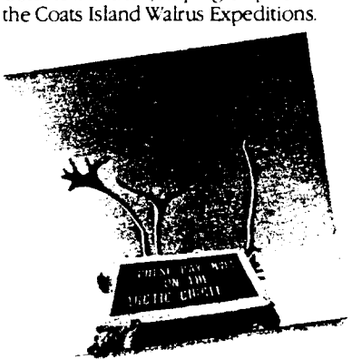
BAKER LAKE Discover Baker Lake, located at the geographic center of Canada. This is the only inland Inuit community in the Arctic. A community of 1,009 people, it is famous for its superb waterways and spectacular fishing. From the Traditional Inuit Camp to historic trails of the past, Baker Lake serves up an unparallelled experience.

RANKIN INLET Poplulation 1,374. Rankin Inlet is the administration and distribution center of the Keewatin. It is close to the Meliadine River, where you'll encounter over 133 historical sites within just a third of a mile! Then, take a boat ride out to Marble Island, the final resting place of the ill-fated Knight Expedition.

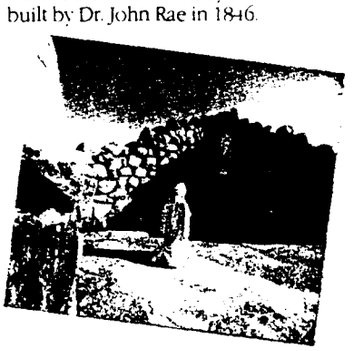


ESKIMO POINT Journey to Eskimo Point, the southernmost community. Tour this community of 1,189, you'll want to explore the Inuit Cultural Institute. South is the McConnell River Bird Sanctuary where hundreds of thousands of geese arrive every spring.

CORAL HARBOUR Touch down in Coral Harbour, situated on the south coast of Southampton Island. This was once the ancestral home of the Sadlarmiut Inuit. With a population of 477, Coral is the ideal jumping-off place for the Coats Island Walrus Expeditions.



REPULSE BAY Right on the Arctic Circle you'll find Repulse Bay, a smaller community of 420. Outside the community is the Naujat Thule Site. A few miles away are the Harbour Islands, shrouded in rock carvings etched by American whalers. On nearby North Pole River, a sturdy stone house built by Dr. John Rae in 1846.



CHESTERFIELD INLET Step back in time. Welcome to historical Chesterfield Inlet, established first by Roman Catholic missionaries. As you stroll around the community you can easily relive the Arctic frontier of the early 1900's.

WHALE COVE Your visit to Whale Cove is a visit to a charming traditional community of just 210 souls. Here the bond to the land is still strong. This may be your last chance to see yesterday's disappearing Arctic.

Keewatin

ATTRACTIONS

"Southerners commonly think the immense circumpolar world is remote, empty, cold, hostile and lethal. It sometimes is, but so are huge southern cities. Although it can be a forbidding moonscape, the Arctic is also varied, majestic, serene, memorably beautiful and occasionally gentle. The far North is not only a prowling polar bear, a battering storm and vicious cold, but also a fat bumblebee buzzing among delicately yellow Arctic poppies."

— Fred Bruemmer, noted author of "The Arctic World"

Rarely has this paradox of the Arctic been better illustrated. The Arctic is perhaps the least understood of all places on earth. Here is a land of vast, empty spaces. Yet look again and you find a land of overpowering beauty, a vast wildlife resource, a people of rich, varied heritage. Here, fascinating historical sites dot the map, where the early explorers and fur traders of the Hudson's Bay Company, the American Whalers, and the early missionaries carved their mark on Arctic history.

So, take a trip with us, back through time to the world of the Inuit (Eskimos), and beyond into our future. Come see for yourself, the paradox of the Arctic.

Wager Bay, summer home of the polar bear

QUEEN MAUD GULF BIRD SANCTUARY▲

Fabulous fishing awaits you

THELON GAME SANCTUARY▲

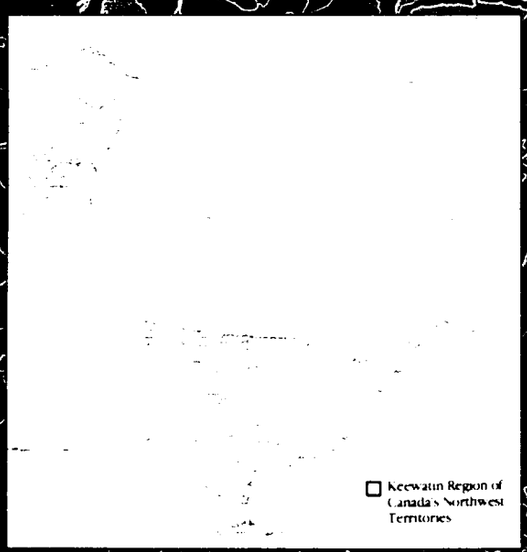
One of the last great herds of musk-ox roam the Thelon Game Sanctuary

Canoein

The Keewatin is famous the world over for Barrenlands canoeing

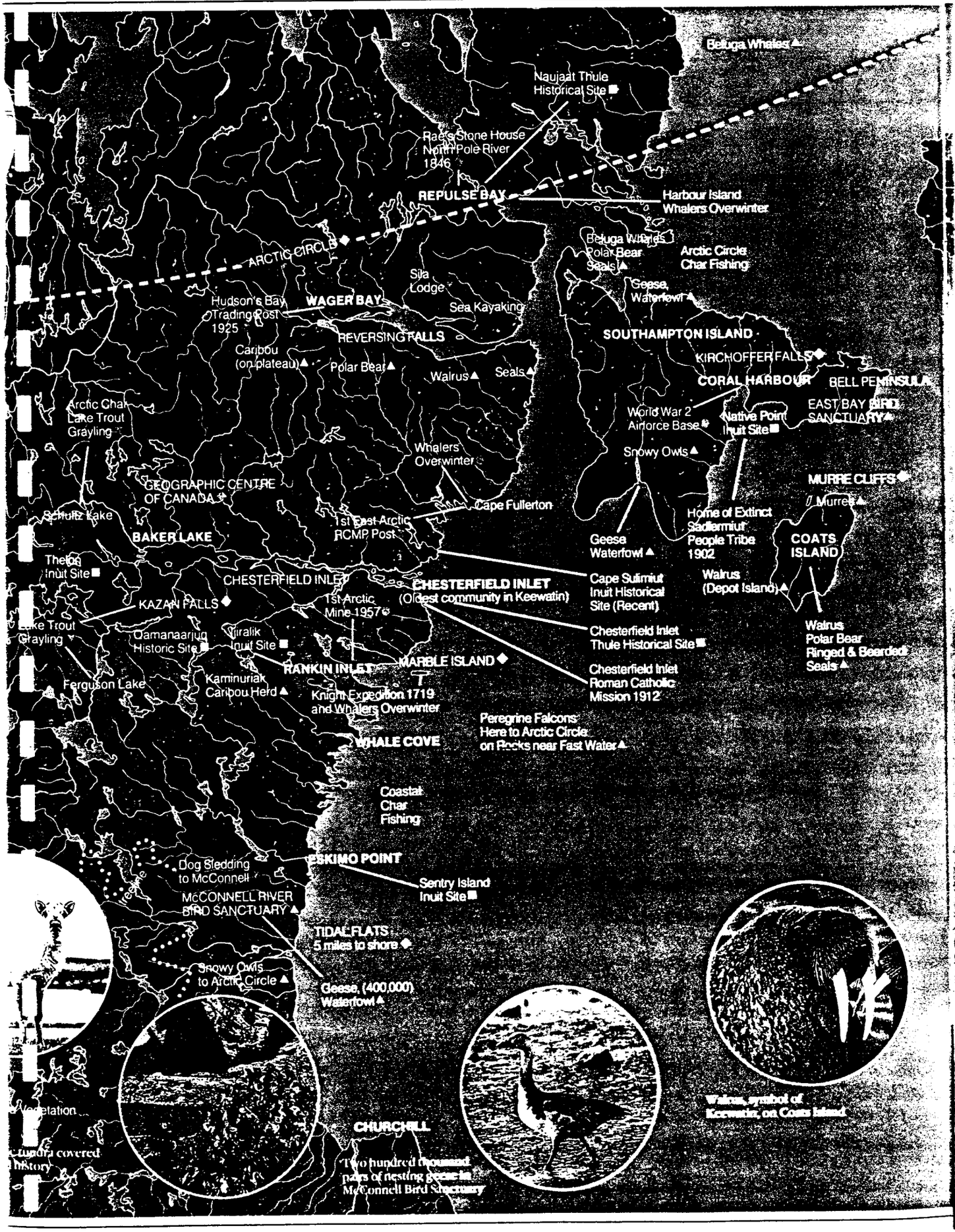
Lake Trout Grayling Lodges

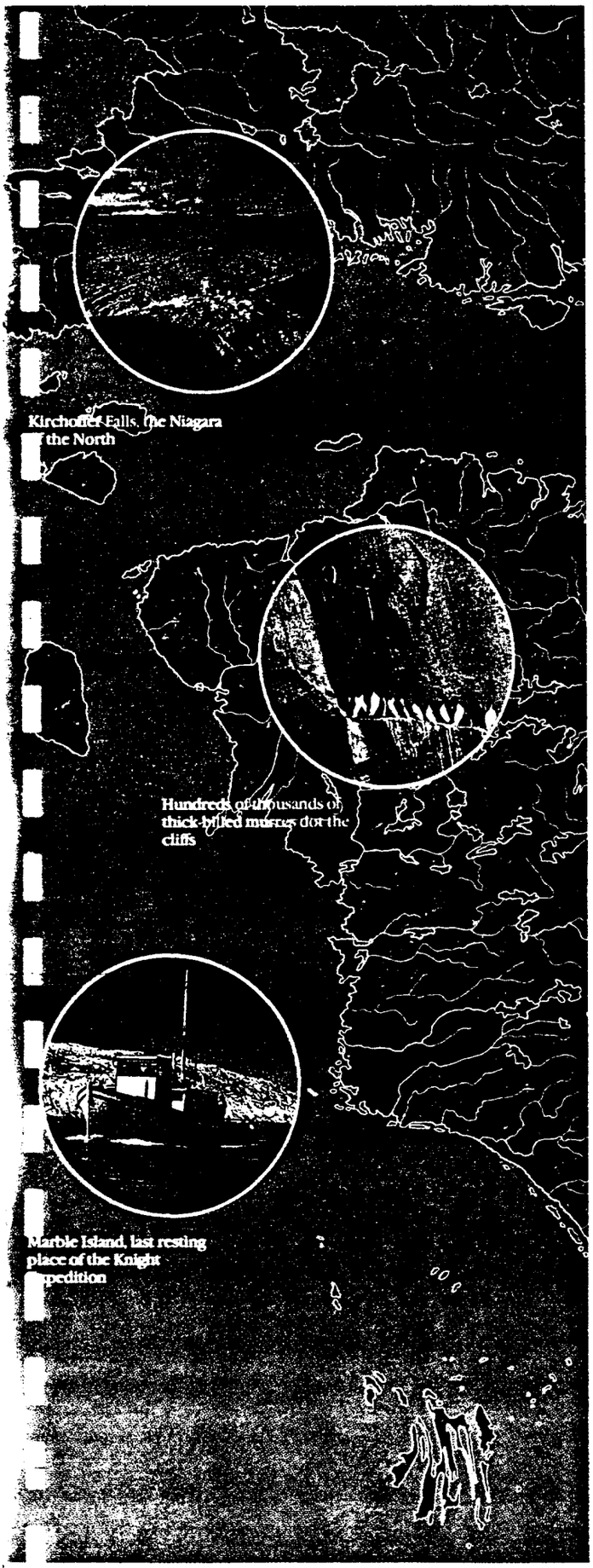
The Keewatin tundra is home to thousands of Barrenlands Caribou



□ Keewatin Region of Canada's Northwest Territories

ADVENTURES
▲ WILDLIFE
■ POST CONTACT HISTORIC
PRE CONTACT HISTORIC
◆ GEOGRAPHIC FEATURES

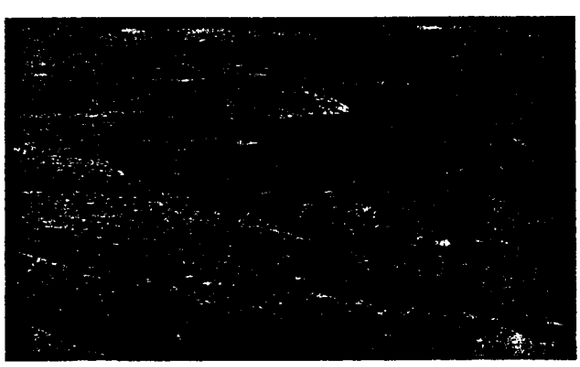

Beluga Whales
Naujaat Thule Historical Site
Rae's Stone House North Pole River 1846
REPULSE BAY
Harbour Island Whalers Overwinter
ARCTIC CIRCLE
Beluga Whales Polar Bear Seals
Arctic Circle Char Fishing
Sila Lodge
Sea Kayaking
Hudson's Bay Trading Post 1925
WAGER BAY
Geese, Waterfowl
REVERSING FALLS
SOUTHAMPTON ISLAND
Caribou (on plateau)
Polar Bear
Walrus
Seals
KIRCHOFFER FALLS
CORAL HARBOUR
BELL PENINSULA
Arctic Char Lake Trout Grayling
World War 2 Airforce Base
Native Point Inuit Site
EAST BAY BIRD SANCTUARY
Whalers Overwinter
Snowy Owls
MURRE CLIFFS
Murres
GEOGRAPHIC CENTRE OF CANADA
Schultz Lake
Cape Fullerton
1st East Arctic RCMP Post
Home of Extinct Sadlermiut People Tribe 1902
BAKER LAKE
Geese Waterfowl
COATS ISLAND
Thelon Inuit Site
CHESTERFIELD INLET
CHESTERFIELD INLET (Oldest community in Keewatin)
Cape Sulimiut Inuit Historical Site (Recent)
Walrus (Depot Island)
KAZAN FALLS
1st Arctic Mine 1957
Lake Trout Grayling
Qamanaarjuq Historic Site
Qiraliik Inuit Site
Chesterfield Inlet Thule Historical Site
Walrus Polar Bear Ringed & Bearded Seals
RANKIN INLET
MARBLE ISLAND
Ferguson Lake
Kaminuriak Caribou Herd
Chesterfield Inlet Roman Catholic Mission 1912
Knight Expedition 1719 and Whalers Overwinter
Peregrine Falcons Here to Arctic Circle on Rocks near Fast Water
WHALE COVE
Coastal Char Fishing
ESKIMO POINT
Dog Sledding to McConnell
Sentry Island Inuit Site
McCONNELL RIVER BIRD SANCTUARY
TIDAL FLATS 5 miles to shore
Snowy Owls to Arctic Circle
Geese, (400,000) Waterfowl
CHURCHILL
Two hundred thousand pairs of nesting geese in McConnell Bird Sanctuary
Walrus, symbol of Keewatin, on Coats Island

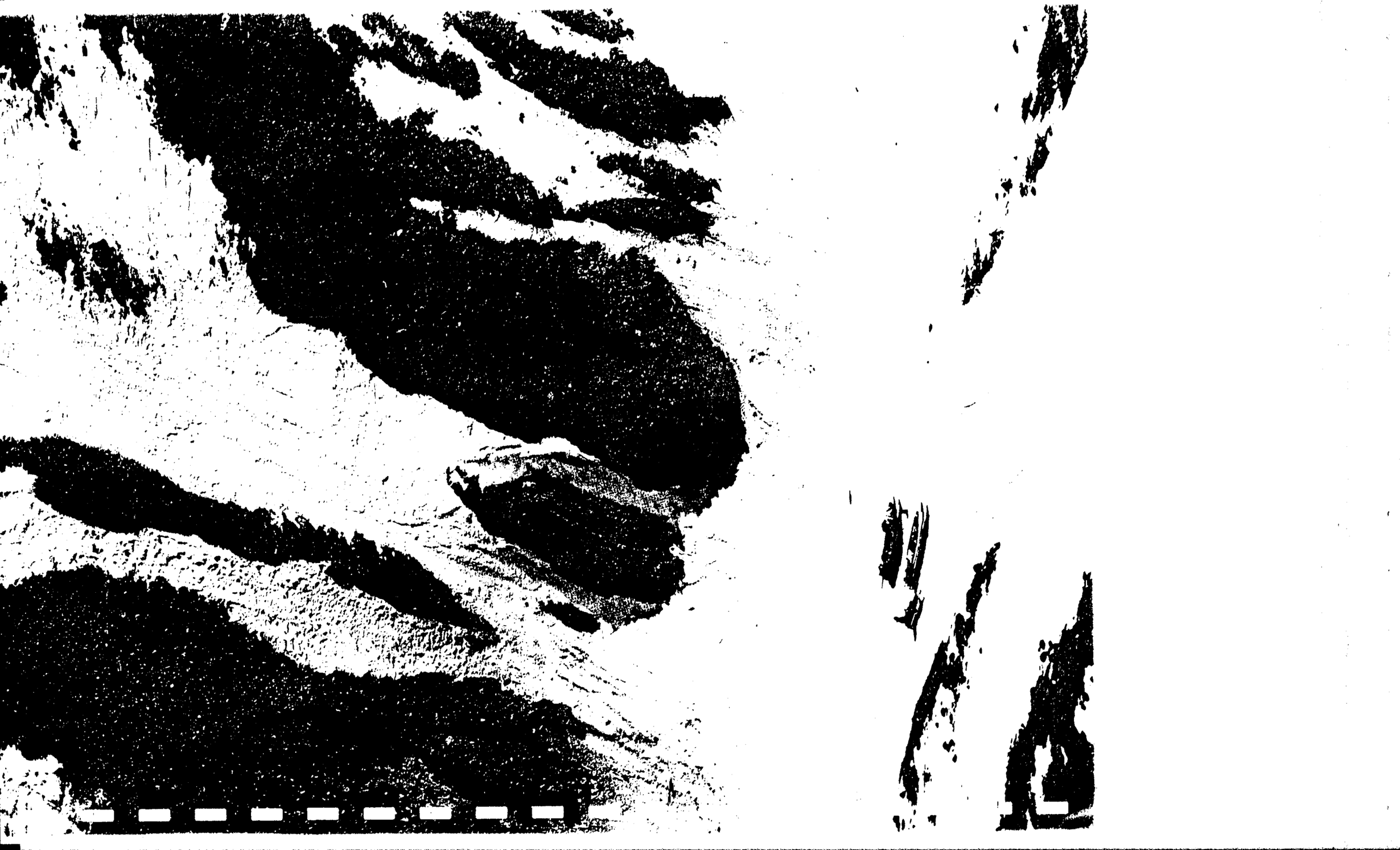


Keewatin Arcticfacts

Here are a few interesting facts to introduce you to the Keewatin.

- "Keewatin" means "north wind" in the language of the Chippewyan hunters who ventured onto the tundra.
- The land was covered in glaciers, miles thick, during the last Great Ice Age two million years ago. When the great weight of the ice was removed, the land began to rise. This "isostatic lift" continues.
- The Keewatin is on top of a permanently frozen layer of soil, "permafrost", that prevents rain water and snow melt from seeping into the ground.
- The Keewatin is bounded on the east by the Hudson Bay and on the west by the Thelon Game Sanctuary. It is primarily tundra bejewelled with thousands of rivers and lakes. Stretching from the 60th parallel in the south to the Arctic Circle in the north, here is an area teeming with wildlife and rich Arctic history.
- The treeline, nature's north south boundary, cuts across the southern third of the region. As a result, the majority of the Keewatin is treeless since the environment is too harsh for tree growth.
- The Keewatin is one of five regions in the Northwest Territories (NWT). It is over two hundred and fifty thousand square miles.
- The NWT is a territory of Canada with representative self-government. The NWT is over 1.3 million square miles and has 50,000 residents. Inuit, the indigenous people, use their own name meaning "the people".
- The Keewatin has 4,800 inhabitants of whom 86% are Inuit. The major language of the area is Inuktitut, meaning "language of the people". Inuktitut is written with a series of symbols called "syllabics". Although Inuktitut is still widely spoken, English is the principal working language.
- The main sources of employment in the area are: government, tourism, Arctic Char fishing, service businesses and the creation of arts and crafts. Many of these industries are still in their infancy stage and show much future promise.
- Inexpensive transportation and communications still remain as the greatest hurdle to establishing a viable, self-sufficient economy.
- Practising their age-old traditions, a number of Inuit still hunt for their primary food source.





Arctic Origins

"Perhaps nowhere else in the world, except far out to sea, does man feel so exposed ... it is as if the ceiling of the world no longer exists and no walls remain to close it in."

— Farley Mowat, famous Canadian author on the North.

We are the Inuit. Our first ancestors, the Dorset people, arrived in northern Keewatin about 3,000 years ago; life was hard in those days but they endured by inventing igloos and sleds with ivory runners.

As the climate warmed after the last "Great Ice Age", our most recent ancestors, the Thule people, arrived from Alaska. The Thules loved gadgets and greated nearly all the northern technology for us. They trained dogs to pull sleds, built large whaling villages, invented kayaks for hunting and left us the many tools that made life in the Arctic easier.

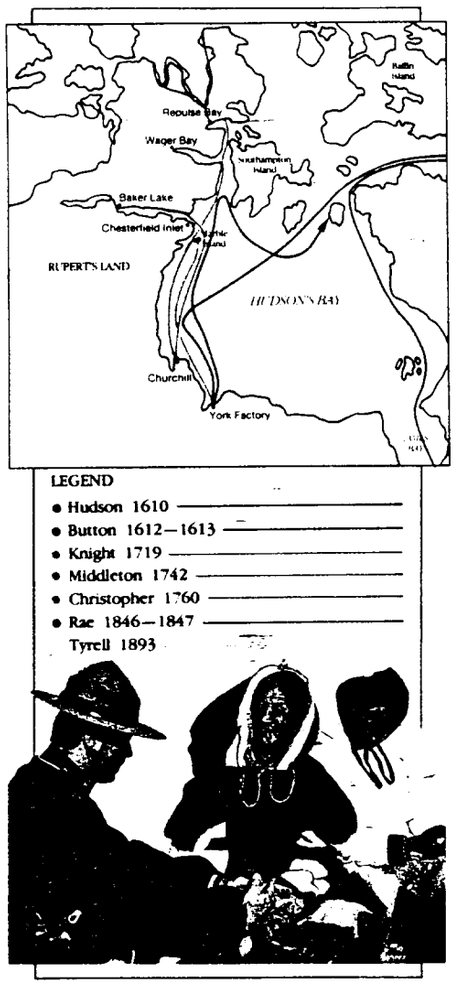
But, to show us that Mother Nature is always in charge, a "Little Ice Age" began in 1650 and lasted for two hundred years. As it got colder, the whales left, so our people had to leave their villages and roam together in small nomadic hunting groups to search for seals and caribou.

Then the whiteman came here; first Henry Hudson in 1610 and then the Hudson's Bay Company in 1670. It changed our lives forever. Now we traded our furs for iron tools, wool blankets, and tobacco.

Our ancestors retold the story of one of the first traders they saw. This was James Knight who set out along the west coast of Hudson Bay in 1719. Sadly, his ships were wrecked at Marble Island and he and his crew were marooned. Our people saw the last of the men, two of them, sitting high up on a hill on the island, with their eyes cast to the south, hoping for rescue, but none came.

"We wanted to help them but they were afraid of us and wouldn't let us. We could see them crying in despair as first one died and then the other."

Our first everyday contact was with American whalers in the 1860's. These men came in great sailing ships from New England to hunt for bowhead whales. They stayed over the winter at Marble Island



and Cape Fullerton and the Harbour Islands.

"When I was a young girl, we used to live at the whalers' camp on the Harbour Islands. My parents used to work for the whalers providing the food and clothing for them. One morning, a man on the top of the hill yelled "Thar she blows!". The whalers all jumped into their small whaleboats and rowed as fast as they could to try to catch the whale. After a time, the whalers came rowing back with a large bowhead whale. I will always remember them singing at the top of their voices, 'What do you do with a drunken sailor'. I'm almost ninety years old and I can still sing that song today."

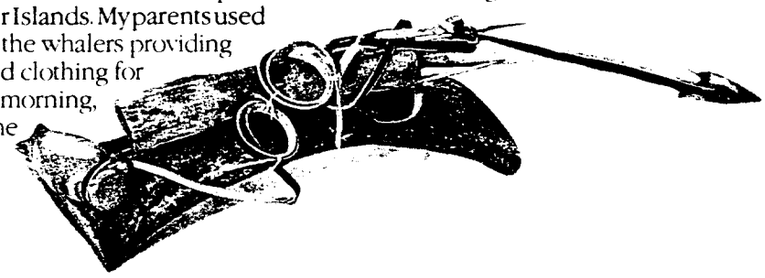
The old people saw the RCMP come and build their first post in the Eastern Arctic to watch the whalers. This was in 1903 at Cape Fullerton. When the whalers found less bowhead whales to catch, they stopped coming to the Keewatin. So this was how the RCMP began the first type of government we had here.

For the next forty years, we lived much as we had for hundreds and hundreds of years, only we were able to use bigger boats, rifles, and metal tools of the whiteman.

Because we were a hunting people, we relied on the caribou to feed us on the land. When the caribou did not come by our camps in the 1940's and 50's some of our people were starving and some of them had to leave.

"... we travelled by dog team in 1957 over 100 miles from Duke of York Bay to Coral Harbour. All thirty of us came from our camp on the land because the government had told our parents that they had to move to Coral Harbour so that we kids could go to school."

We will never forget that our ties are with the land that has always provided for us. Today we live in communities but yet we still harvest the richness that nature gives us every year. Some years are good, some are not. We still go on.



Arctic Wildlife

"The Arctic is lifeless: except for millions of caribou and foxes, tens of thousands of wolves and muskoxen, thousands of polar bears, millions of birds, and billions of insects."
— Vilhjalmur Stephansson, last of the great Arctic explorers.

This is about life. We Inuit share our land with so many of our animal neighbours. Some people who come here are surprised at the amount of life that is here in the Arctic. We smile. It pleases us to see the caribou flowing over

the land. And the giant herds of walrus in the sea. Our Arctic home provides the necessities of life for all of us, humans and animals, large and small; all in a delicate balance.

Nanuq, the animal known as the polar bear, is the lord of the Arctic. Nanuq is so smart that when he hunts for seal at their breathing holes, he covers his face with one of his paws so that the blackness of his nose and eyes do not show up against the whiteness of the snow. In the Keewatin there are many places you can see Nanuq. People from the south tell us this area has one of the largest populations of polar bear in the world. We only know that Nanuq is always here.

Aivilik, or as you say walrus, gather on the rocks of small islands around Hudson Bay. He doesn look very agile, but he can move very fast on the land to escape his enemy, Nanuq.

The caribou, or tuktu, is the "giver of life". Caribou is the most important animal here because they provided clothing for winter, skin tents for summer, bone for tools, sinew for sewing. Nothing ever went to waste from a caribou.

"I remember when we would go to the Back River area. We would wait for the caribou to come. And when they did, how our people

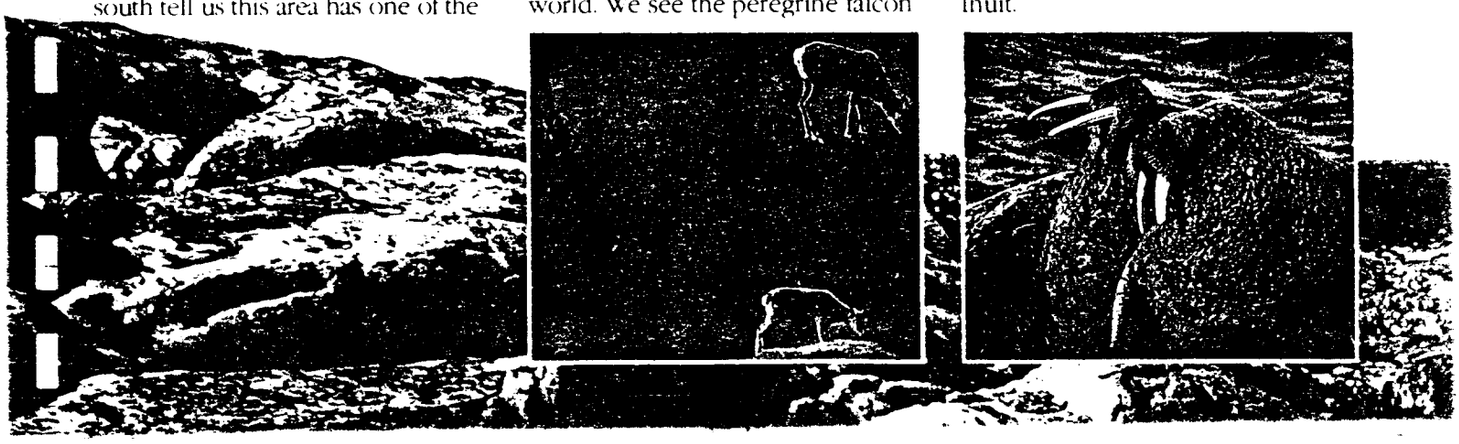
would celebrate — this would be a good winter. I remember one time when they didn't come, I don't remember a winter that bad in all my fifty years."

When we talk to people from elsewhere we learn we are so lucky to still have many of the animals left that are so rare in the rest of the world. We see the peregrine falcon regularly, but we are told it is not found very often anywhere else. So, it is our wish to protect this bird.

Birds were our first visitors from the south. Each year we are visited by hundreds of thousands of geese, sometimes the sky is black with birds. We are always happy to see them as it means that spring has come.

When we walk on the tundra in the summer, it is like walking on a big, thick carpet. The spongy land is covered in colorful wildflowers and berry plants. Our women and children pick the blueberries to make a delicious jam. You should try it!

All of us in the Arctic have adapted to the climate. The thick layer of blubber on water animals, the hollow insulating hairs of caribou, the dense ground hugging growth of plants. The animals, birds, and the plants of the Arctic live in harmony with nature and we, the Inuit.



Arctic Warmth

He ... *"found in the Eskimo a humanity so golden that he carried it ever afterward as a touchstone of judgement."*

— Robert J. Flaherty, famed Arctic photographer and writer.

We Inuit love life. There is a good feeling of being out on the land with the big sky, the open tundra, and with all the animals; a feeling like no other. And there is a good feeling in coming home too. Life in our communities is exciting; we look forward to the busy time of summer, community feasts and getting together for Northern games.

We are the Inuit. Enter our world; come enjoy life with us.

Summer, here, is like trying to fit 52 weeks of work and living into 12. Life picks up a hectic pace with the arrival of warm weather. Our community buzzes along 24 hours a day.

Construction workers go to work at 8:00 p.m. to put in an extra four hours. Picnics spring up just outside the community at 2:00 a.m. Our kids play baseball at 11:00 p.m. The streets are as alive at midnight as they are at noon.

When we get time, we can see the rest of the world pass by on television. It's easy to stay in touch with the rest of the world. We have our own satellite telephone system. We can even call our friends on vacation in Hawaii during the winter.

Finally in the winter, it is a time of slower pace; days filled with easy conversations and long nights with sleep; so we can get ready for the busy days of summer.

All winter, we use our snowmobiles to travel over the sea ice and tundra to hunt and visit with friends in other communities sometimes hundreds of miles away.

We use ATV's to get around in the summer. These strong three and four-wheeled machines are welcome newcomers to the North. They help us to go out of the community for many miles to hunt and fish.

"What I like about the old times was when we travelled over the land, the celebration of good hunting, the happy families; but I like it here now with my children and grandchildren around me as I am getting too old to build my own igloo.

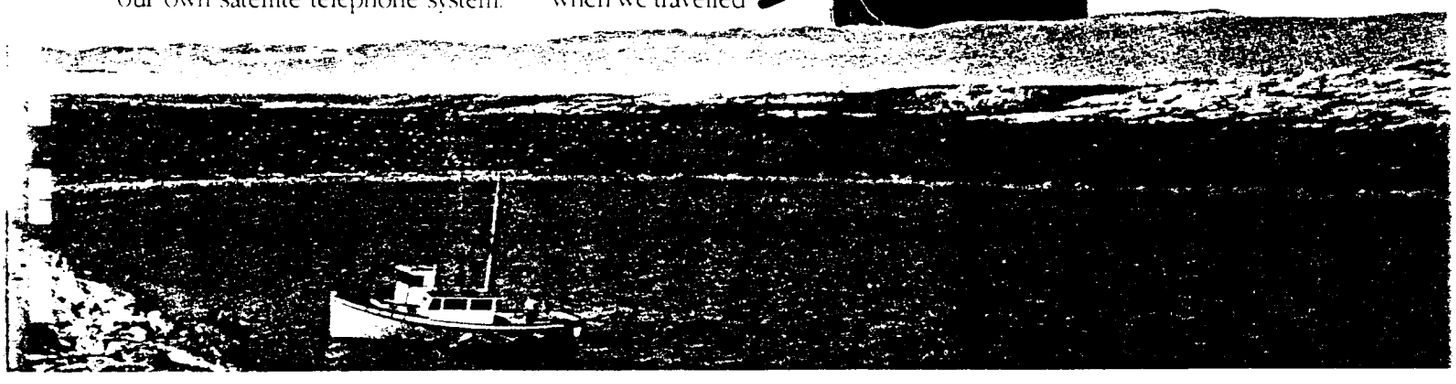
Much of what our parents taught us about life is still true today. Just as when we were on the land, we must always work together in our communities to get things done. And now, we are learning new skills of survival. Rather than hunting for caribou, we are learning the southern hunting skill of making wages.

Some of us have jobs with the government, some own small businesses, some work for private companies and some still hunt for a living.

It is a good life in the Arctic; always busy, always enjoying what nature has given us.

People from the south say this is a big frontier. All we know is, we must work to help ourselves and make a better life for our children. This is a land where dreams come easy; but making them happen becomes our whole life.

We are the Inuit. We are the Arctic. Come up and see us. We look forward to sharing our home with you.



You may want to read a few books about us before you come:

Arctic Dreams, Barry Lopez;
The Company of Adventurers,
Peter C. Newman; and,
Arctic Imperative,
John Honderich

Who to Talk to

Planning your trip to the Arctic is as easy as calling your travel agent. Fiesta Holidays in Canada and Brennan Tours in the United States offer a wide range of Arctic experiences. Flights can be arranged through either Air Canada, Canadian Airlines International, Northwest Territorial Airways or Calm Air.

Specialized booklets about canoeing, wildlife, historic sites, package tours and holiday hints are available through the offices of Travel Keewatin at the following addresses:

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APPENDIX 4

Territorial Parks Act.

AN ACT RESPECTING PARKS IN THE NORTHWEST TERRITORIES

(OFFICE CONSOLIDATION)

June 1987

SHORT TITLE

Short Title

1. This Act may be cited as the Territorial Parks Act.

INTERPRETATION

Definitions

2. In this Act

"Community Park"

(a) "Community Park" means a park referred to in paragraph 4(1)(c);

"Natural Environment Recreation Park"

(b) "Natural Environment Recreation Park" means a park referred to in paragraph 4(1)(a);

"Outdoor Recreation Park"

(c) "Outdoor Recreation Park" means a park referred to in paragraph 4(1)(b);

"Park officer"

(d) "park officer" means a person appointed pursuant to subsection 8(2);

"Park use permit"

(e) "park use permit" means a permit issued pursuant to subsection 9(1);

"Regulations"

(f) "regulations" means regulations made by the Commissioner acting by and with the advice and consent of the Legislative Assembly pursuant to this Act;

"Superintendent"

(g) "Superintendent" means the Superintendent of Parks appointed pursuant to subsection 8(1);

"Territorial Park"

(h) "Territorial Park" means an area in the Territories established as a park pursuant to section 6; and

"Wayside Park"

(i) "Wayside Park" means a park referred to in paragraph 4(1)(d).

APPLICATION

Application of Act

3. Nothing in this Act restricts or prohibits within a Territorial Park

(a) an Indian or Eskimo from hunting or fishing for food; or

(b) the holder of a general hunting licence issued under the Wildlife Act from exercising his rights thereunder.

CLASSIFICATION AND USE

Parks may be established

4. (1) Territorial parks established pursuant to section 6 shall be classified as follows:

(a) Natural Environment Recreation Parks to preserve the natural environment within those parks for the benefit, education and enjoyment of the public;

(b) Outdoor Recreation Parks to provide opportunities of outdoor recreational activities to the public;

(c) Community Parks to provide outdoor recreational activities for the benefit of particular communities;

(d) Wayside Parks to provide for the enjoyment, convenience and comfort of the travelling public; and

(e) Historic Parks to provide for the designation and commemoration of historic and archaeological sites and their lands for the education and enjoyment of the public.

Development of Natural Environment Recreation Parks

(2) The Development of a Natural Environment Recreation Park shall be directed and limited to that necessary for the preservation, for public enjoyment, of the natural environment within the park.

Development of Outdoor Recreation Parks

(3) The development of an outdoor Recreation Park shall be directed and limited to the provision of the facilities required for those outdoor recreational activities that are suitable to the park.

Development of Community Parks

(4) The development of a Community Park shall be directed towards the provision of recreational opportunities for the benefit of a community.

Development of Wayside Parks

(5) The development of Wayside Parks shall be directed towards the provision of facilities for the enjoyment, convenience and comfort of the travelling public.

Development of Historic Parks

(6) The development of Historic Parks shall be directed and limited to those measures required to designate, commemorate and explain historic and archaeological sites and their lands while ensuring their protection.

Consultation

5. (1) Where the establishment of a new park is proposed, the Minister shall consult with representatives of those persons or groups:

(a) who reside in or near the location of the proposed park; or

(b) who may be affected by the establishment of the proposed park.

Parks Consultative Committee

(2) Where the Minister considers it necessary, the Minister may:

(a) establish, by order, one or more Parks Consultative Committees; and

(b) consult with Parks Consultative Committees on matters of public interest pertaining to Territorial Parks, including matters pertaining to the establishment, operation, or management of Territorial Parks.

Designate

(3) The Minister may designate a person to act for and in the name of the Minister, for the purposes of subsection (1), and paragraph 2(b).

Appointment

(4) The Minister may appoint the members of a Parks Consultative Committee.

Number of Members

(5) Each Parks Consultative Committee shall consist of no more than five members.

Establishment of Natural Environment Recreation Park or Oudoor Recreation Park

6. (1) The Minister may, upon the recommendation of the Legislative Assembly, by order, establish a Natural Environment Recreation Park, or an Outdoor Recreation Park.

Other Parks established

(2) The Minister may by order establish Community Parks, Historic Parks and Wayside Parks.

Naming of parks

(3) A park established pursuant to this section may be given a name by the Minister by which it shall be known and which shall reflect local culture and heritage.

Conditions

(4) A park established under this section is subject to the terms and conditions of any aboriginal land claims settlement."

Agreements

7. (1) The Minister may enter into agreements with individuals, sole proprietorships, municipalities, companies, societies, associations, partnerships or other bodies to operate and maintain Territorial Parks.

Agreements with a province or the Yukon Territory

(2) The Minister may, on behalf of the Government of the Northwest Territories, enter into agreements with the government of a province or the Yukon Territory relating to:

(a) the use, development, operation and maintenance of parks in the Northwest Territories; or

(b) any other matter concerning parks in the Northwest Territories.

Agreements with the Government of Canada

(3) The Minister and the Commissioner may, on behalf of the Government of the Northwest Territories, enter into agreements with the Government of Canada relating to:

(a) the use, development, operation and maintenance of parks in the Northwest Territories; or

(b) any other matter concerning parks in the Northwest Territories.

Superintendent

8. (1) The Minister may appoint a Superintendent of Parks.

Park Officers

(2) The Minister may appoint park officers to assist in the administration and enforcement of this Act and the regulations within a Territorial Park.

Duties of Superintendent

(3) The Superintendent is responsible for the administration and enforcement of this Act and the regulations within a Territorial Park.

Issue of park use permits

9. (1) Subject to this Act and the regulations, the Superintendent may, upon application and the payment of a fee, issue a park use permit, upon such terms and conditions as he may prescribe authorizing a person or persons to

(a) occupy or use the surface of any land within a Territorial Park;

(b) establish, conduct or engage in a business, commercial enterprise or industrial activity within a Territorial Park;

(c) construct, erect or move any building or structure within a Territorial Park; or

(d) conduct or engage in scientific research on the condition that the applicant has been issued a subsisting licence issued pursuant to the Scientists Act.

(2) Park use permits are valid for the period of time specified therein and are not transferable.

(3) The form of a park use permit and the application and the fees therefor shall be as prescribed by regulation.

Cancellation of park use permits

10. The Superintendent may cancel a park use permit where the holder thereof contravenes the provisions of this Act, the regulations or the conditions contained in the permit.

Removal of signs, etc., wrongly placed

11. (1) Where a building, structure, fixture, sign or means of access is located or erected in contravention of the provisions of this Act, the regulations or the conditions contained in a park use permit, the Superintendent may by notice require the owner thereof to move, remove or alter such building, structure, fixture, sign or means of access as specified in the notice within the time specified therein or any extension of time specified therein or any extension of time allowed by the Superintendent.

Notice

(2) A notice under subsection (1) shall be in writing and shall be served upon the owner either personally or by mail.

Powers of park officers

12. (1) A park officer may, at any reasonable time of the day or night,

(a) enter upon and inspect any land, road, structure, building or works in a park;

(b) make such examination and inquiry as may be necessary to ascertain if any person within the park

(i) is complying with this Act, the regulations or the conditions contained in a park use permit; or

(ii) has in his possession a subsisting park use permit in parks where park use permits are required by the regulations; or

(c) order any person to desist from any action or conduct that, in his opinion,

(i) is dangerous to life or property,

(ii) interferes unduly with the enjoyment of the park by others, or

(iii) alters or damages the natural environment within the park.

Idem

(2) A park officer has all powers of a peace officer for the purposes of enforcing this Act and the regulations.

PROTECTION OF PARKS

Prohibitions

13. Notwithstanding any other Act, but subject to any Act of the Parliament of Canada and to section 3, no person within a Territorial Park may

(a) establish, engage in or conduct any business, commercial enterprise or industry;
(b) acquire any surface right or the right to use or occupy the surface of any land,
(c) hunt or molest any game, game bird or migratory game bird,
(d) have in his possession or explode or discharge any explosive device, firearm, spring gun, bow or device that fires or propels projectiles, or
(e) construct, alter or move any building, structure, fixture, sign or means of access

except under the authority of the regulations or a park use permit.

Prohibitions

14. No person may, in a Territorial Park,

(a) damage or destroy any natural feature, or damage or remove any building, furnishing or equipment;
(b) subject to the regulations deposit or leave any garbage, sewage, refuse or any noxious material;
(c) have in his possession any animal unless the animal is on a leash or under his direct physical control;
(d) permit horses or other domesticated livestock to roam at-large; or
(e) operate a motor vehicle, motorcycle or a snowmobile except in an area designated for that purpose.

REGULATIONS

Regulations

15. The Commissioner acting by and with the advice and consent of the legislative Assembly and upon the recommendation of the Minister may make regulations

(a) prescribing the form of park use permits and applications therefor;
(b) prescribing fees for park use permits;
(c) controlling the use and development of resources in a Territorial Park;
(d) governing the operation and use of public campgrounds, picnic areas and other public facilities within a Territorial Park;

(e) prescribing the specifications for the construction of buildings or other structures in a Territorial Park;
(f) respecting the standards to be observed in the conduct of any business in a park; and
(g) generally, that he deems necessary for carrying out the purposes and provisions of this Act.

Offence and Penalty

16. A person who contravenes a provision of this Act, the regulations or a park use permit is guilty of an offence and liable, on summary conviction

(a) for a first offence, to a fine not exceeding five hundred dollars or to imprisonment for a term not exceeding thirty days or to both;
(b) for a subsequent offence, to a fine not exceeding one thousand dollars or to imprisonment for a term not exceeding six months or to both.

NOTE

All persons making use of this consolidation are reminded that it does not have the sanction of the Legislative Assembly, that the amendments have been embodied only for convenience of reference, and that the original Act and amendments thereto should be consulted for all purposes of interpreting and applying the law.

CLASSES OF TERRITORIAL PARKS

Natural Environment Recreation Parks preserve the natural environment therein for the benefit, education, and enjoyment of the public. Development is directed and limited to that necessary for the preservation, for public enjoyment of the natural environment. No private or business development is permitted, and no person may acquire any right to occupy the surface of any land.

Outdoor Recreation Parks provide opportunities for outdoor recreational activities to the general public. Development is directed and limited to the provision of facilities required for those outdoor recreation activities that are suitable to the park. Dwellings are not permitted except where staff accomodations are required for an approved business, such as a tourism facility.

Community Parks provide outdoor recreational activities for the benefit of particular communities. Development is directed towards the provision of recreational opportunities for the benefit of a community.

Wayside Parks provide for the enjoyment, convenience and comfort of the travelling public. Development is directed towards the provision of facilities for the enjoyment, convenience and comfort of the travelling public.

Historic Parks provide for the designation and commemoration of historic and archaeological sites and their lands for the education and enjoyment of the public. Development is directed and limited to those measures required to designate, commemorate and explain historic and archaeological sites and their lands while ensuring their protection. As in natural environment recreation parks, no person may acquire any right to occupy the surface of any land in a historic park.