

Thriving Aklavik Is Alive Despite Ottawa's Decree

By JANE BECKER

AKLAVIK, N.W.T. (CP)—Aklavik, a thriving hunting and trapping community 35 miles south of the Arctic Ocean, people tell the story of the teenager who left for high school in Calgary last year. She read with surprise, in her social studies text, that Aklavik no longer existed.

"It does so," she told her disbelieving teacher. "I come from there."

The story not only shows the danger of believing everything in school texts, but illustrates the will of a group of people to keep their community alive despite official insistence on its death.

people began drifting in. Children continued to go to the run-down school, which the government had not got around to abandoning. The Hudson's Bay did a booming business and travellers still stayed at the old wooden hotel. The population inched back up to 700.

"But like an ostrich, the government put its head in the sand and refused to acknowledge Aklavik's existence," Sid Hancock, regional administrator for the northern affairs department at Inuvik, said.

Many Aklavik buildings began to rot and the community looked increasingly like a shack town. Some say it was the school question that finally pulled the ostrich from the sand. Last year Mrs. Sarah Gardlund, who has two children at the school, noticed its rotting timbers. She circulated a petition for a new building. Both teachers and parents signed it.

BUILDING BOOM ON
Faced with the alternative of rebuilding or forcing Aklavik children to school at Inuvik, the government decided to rebuild.

As a result, Aklavik children next term will have school in six temporary classrooms, due to arrive by barge in September. A new 14-room school and two small residential hostels are to be ready by September, 1967.

This summer Aklavik is throbbing with construction. The federal government is building an apartment and five houses for its employees. Two warehouses and a group of low-cost, three-bedroom houses for native northerners, first of their type. Total investment during the next year is estimated at \$900,000.

The Hudson's Bay Co. has started a new store, more than twice as large as the present one. The RCMP is planning a new office and staff quarters.

Lyle Trimble, a member of the Northwest Territories council and one of Aklavik's most persistent boosters, hopes to finish his hotel this fall. The old one burned down in September, 1965.

SIZE COULD DOUBLE
Dave Molstad, northern affairs area administrator at Aklavik, says he thinks the community can be put on a firm base, literally, by dredging the silt-filled Peel channel which forms one side of the triangular townsite to provide fill for building in the settlement's swampy areas.

"There could be 1,500 people here," he says. This would

Ten years ago the federal government decided that Aklavik, built on the silt of the Mackenzie River delta, was sinking irretrievably into the permafrost. Today, Aklavik is still here and the government is planning a major rebuilding program in the settlement.

Old-timers recall that in the 1920s and '30s Aklavik was the metropolis of the Arctic. It had two missions, two hospitals, RCMP and Signal Corps stations, a Hudson's Bay Co. post and, by 1931, about 400 people.

The terminal for most Mackenzie River traffic, it was also one of Canada's richest regions. Muskrat pelts brought \$2.25 apiece and some years 250,000 pelts were taken. After the first air mail arrived in 1929 it became a northern air base as well.

REFUSED TO DIE
But in the late 1950s the federal government decided to move the population of Aklavik to a new site at Inuvik, a \$34,000,000 community 35 miles to the east.

Two hospitals and a search and rescue station at Aklavik were abandoned. The radio station moved to Inuvik and the Aklavik population, now about 700, dipped to 500, all but about 100 Indian, Eskimo or Metis.

But Aklavik is situated in some of the richest muskrat land in Canada. Gradually more

might be determined as a factor in the collision. . . . the main cause or causes of the collision are the defaults and wrongful acts of those navigating the S.S. Sunek which proceeded on an erratic course down the north traverse channel, on the wrong side of the channel and at times beyond its northwest-ern channel. . . ."

Sunek was suspended for six months.

The pilot aboard the Lawrencecliff Hall was suspended for six months and the Sunek's pilot receive a suspension of nine months.

SET ASIDE RULING
Judge Chevalier's ruling, which had placed the blame almost equally on the captains and pilots of the ships, was set aside in favor of a judgment which held the Sunek's captain and pilot almost wholly responsible.

Judge Chevalier held that the Lawrencecliff Hall's speed of 14 knots was excessive but the Exchequer Court ruling said this contention was made in spite of the fact that the ship had a variable-pitch propeller and bridge control which allowed it to be stopped quickly.

The judgment said that while the Lawrencecliff Hall's speed



GEN. VANIER RECEIVES ARCHBISHOP

Governor-General Vanier (LEFT) talks with Dr. Michael Ramsay, Archbishop of Canterbury, at a reception in Government House Wednesday in Ottawa. Earlier, Dr.

Ramsay addressed the Ottawa Men's Canadian Club. He told the club a Canadian will be named to the Anglican-Roman Catholic commission being formed as a result of his meeting in March with

Pope Paul. The Archbishop described the role of the commission as discussion of "doctrinal differences and practical matters which give hurt to members of either church." (CP Wirephoto)

Exchequer Court Changes Decision On Sea Collision

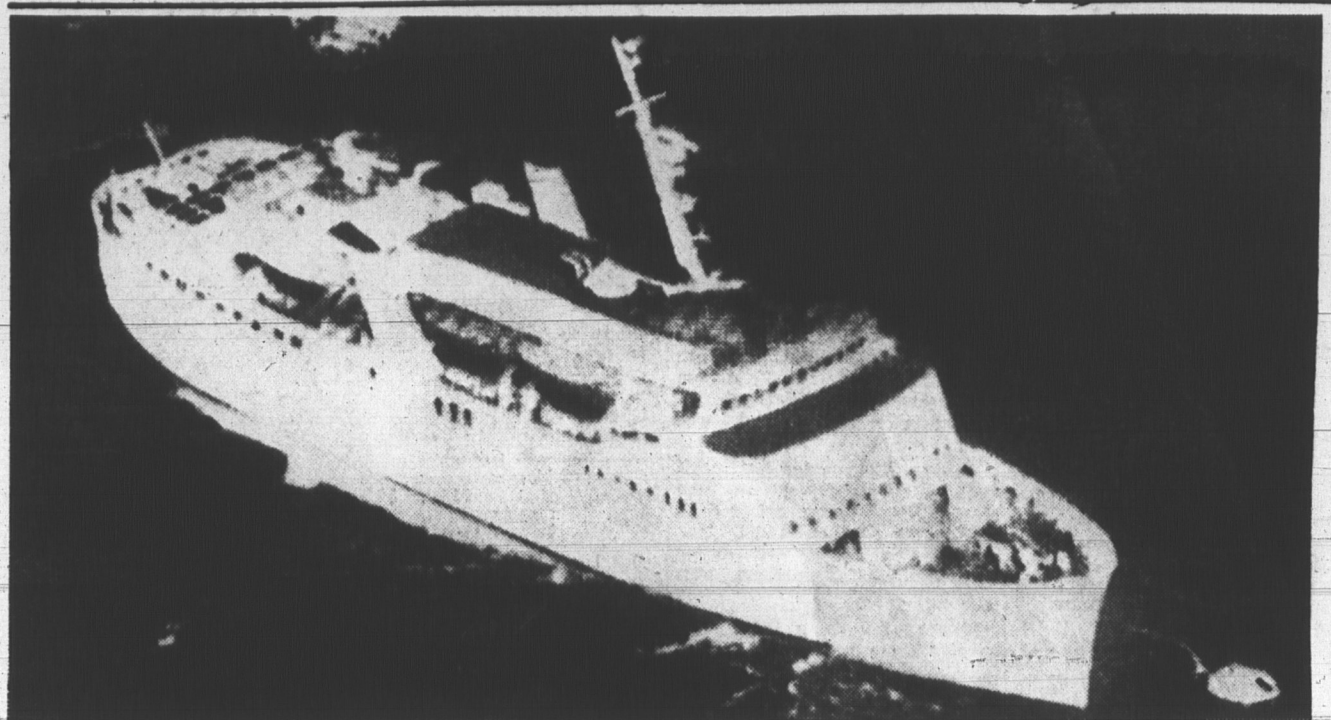
QUEBEC (CP)—The Court of the Exchequer has altered a decision of a federal department of transport inquiry commis-

sion which placed responsibility for a collision between two ships in the St. Lawrence River last November on the captains of the two ships and two river pilots.

The 23,000-ton Canadian ore carrier Lawrencecliff Hall and the 6,000-ton German freighter Sunek collided in a blinding snowstorm Nov. 14, 1965, 14 miles downstream from Quebec City off Ile d'Orleans.

The inquiry commission, headed by Judge Francois Chevalier, wound up its investigation last May and Capt. Devona Larosse of the Lawrencecliff Hall was suspended for four months, and the captain of the

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NORWEGIAN FERRY BOAT ABANDONED

The 2,726-ton Norwegian ferry boat Skagerrak wallows helplessly in heavy seas Wednesday 40 miles north of the Jutland harbor town of Hirtshals, Denmark, abandoned

by its passengers and most of the crew. A huge wave hit the ship, causing a leak which flooded the engine room. At least 150 persons were aboard the Skagerrak, which was

bound for Denmark from Norway. A huge rescue armada rescued almost everyone aboard. Only two are known dead. (AP Wirephoto by cable from Copenhagen)

Centre Appoints New Assistant

Confederation Centre Gallery and Museum has announced the appointment of Donald Pentz of Bridgewater, N.S. as art gallery assistant.

Mr. Pentz graduated this year from the fine arts department of Mount Allison University, and was top student in his class. He is a talented artist and took a strong interest in undergraduate dramatic productions where he assisted in set designing.

Mr. Pentz is also a self-taught musician, and can play piano, guitar, banjo, harmonica and piano-accordion. He has had experience in working with young staff Tuesday, September 6.

people and has served as waterfront director at summer camps sponsored by the YMCA in Halifax. Between University sessions he held a number of jobs that ranged from seaman to forest fire fighter.

At the Gallery Mr. Pentz will be in charge of displays in the children's section and he will work in the gallery's extension program for young people. He will also assist with the installation of exhibitions and other gallery activities and will develop the gallery's teen-age art instruction classes.

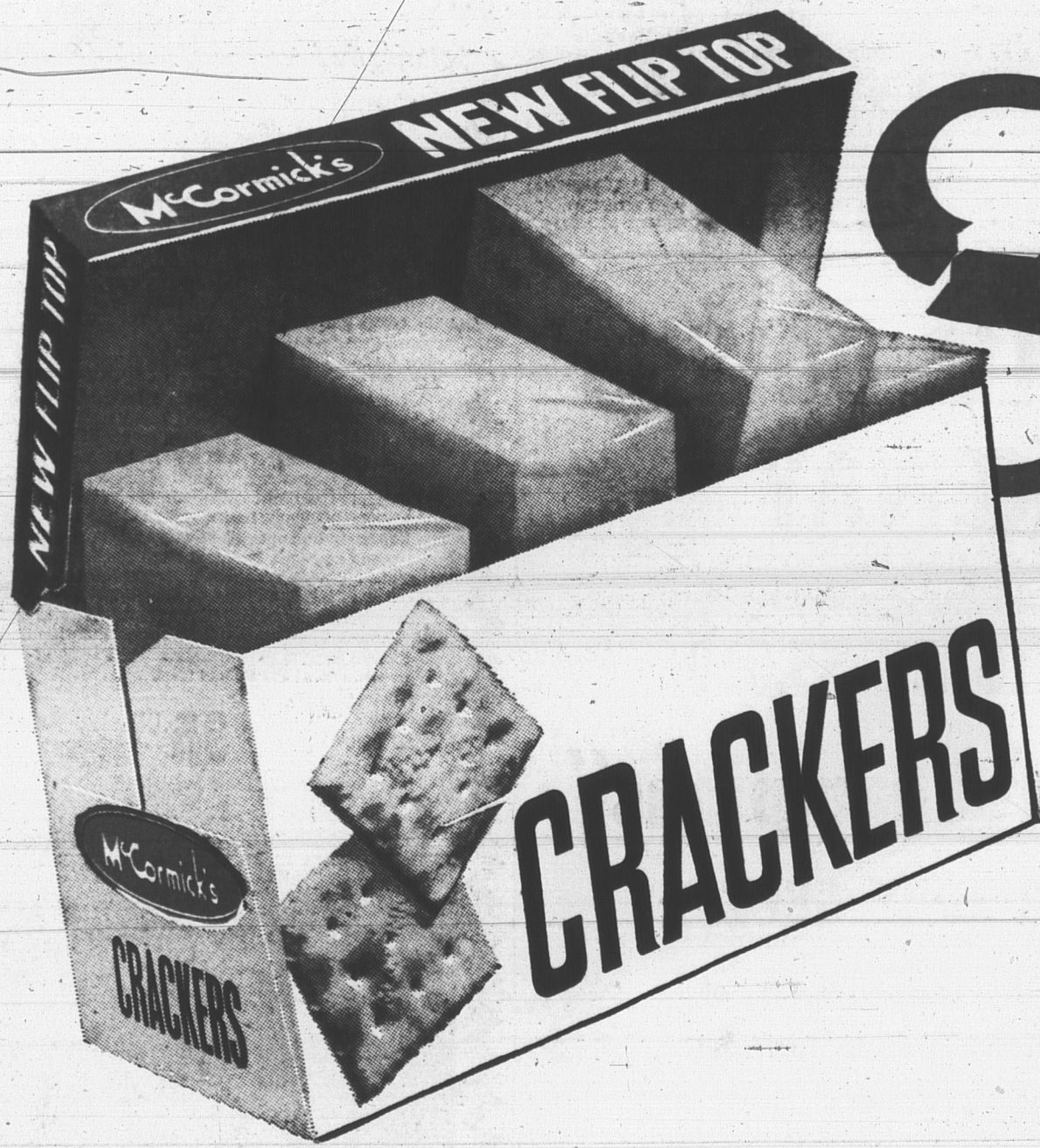
Mr. Pentz joined the gallery staff Tuesday, September 6.

Bridge Results Are Released

The results of lay in the Duplicate Bridge at The Charlottetown Hotel Monday night follow:

- NORTH-SOUTH**
1. Mrs. J. Larabee and Leo Carragher
 2. Mr. and Mrs. E.E. Douglas and Mr. and Mrs. J. Gaudin
 3. Mrs. E. Kays and Mrs. F. Griffin
 4. Mrs. L.E. Wellner and Helen Dunbar

- EAST-WEST**
1. Alan Forsythe and Norman MacLeod
 2. A. Roche and P. Grant
 3. Mae Hines and Mary Duffy
 4. Mrs. A. Atkins and Mrs. G. MacLean
 5. Mrs. R. King and Mrs. B. Plimondon.



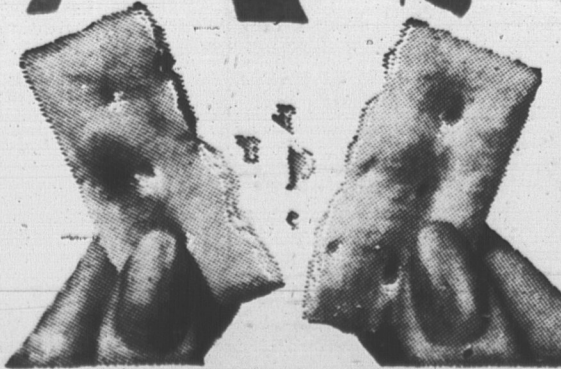
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