KILLINIQ
(PORT BURWELL)

An Environmental Survey

Submitted to:
Indian and Northern Affairs Canada

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1. Summary

In September of 1994, an environmental survey of the abandoned facilities at Port Burwell on Killiniq Island, NWT was undertaken. The survey was conducted by Makivik Corporation, with funding from the Department of Indian and Northern Affairs Action on Waste Program. The report provides a description of the abandoned materials and facilities, conditions at the site and recommendations for a restoration and clean-up of the site.

2. Background

The abundant marine resources around Killiniq Island have been harvested by Inuit for hundreds of years. The excellent harbour and its key location at the southern entrance of Hudson Strait also attracted the European explorers, traders and missionaries. The 1960's saw the establishment of the second Co-operative in the Eastern Arctic at Killiniq (Port Burwell) as well as the development of an extensive community infrastructure.

Unfortunately, the terrain around the community made the location of a landing strip, within reasonable proximity, impossible. This combined with adverse weather conditions made transportation by aircraft to the community difficult for most of the year. With a decline in the population in the late 1970's a government decision was made to abandon the community.

This unilateral decision was very frustrating for resident Inuit families. Not only did they have to abandon their homes, equipment and supplies and relocate to a number of distant communities in Nunavik and Nunavut, they in addition had to leave familiar harvesting areas. The communities to which they relocated had neither housing nor services for them.

In the years immediately following the closing of the community there were only sporadic visits by Inuit to Killiniq. In 1983 an experimental fisheries project was undertaken by Makivik Corporation. A number of Killiniq families were involved in this project which operated until 1985. During this period some of the building infrastructure and usable materials were moved to a site on the mainland. An attempt was made to establish an independant community with several families wintering at the Tarpangayuq site in 1985-86.

Until recently the Canadian Coast Guard used some of the buildings and facilities as a weather station, during the summer season. However this changed with the construction of a new, unmanned station just outside the community site.

In the sixteen years since Port Burwell was abandoned there have been a number of comments and reports from visitors to the site about the conditions of the remaining facilities and materials. In recent years these reports have become more numerous. It is evident that there are, or might be environmental problems consequent to the abandonment at the site.

The draft Nunavik Environmental Action Plan identified a survey of Killiniq as a priority. Following discussions, a proposal was prepared by the Renewable Resources Department of Makivik Corporation. Funding was approved by the Department of Indian and Northern Affairs under their Action on Waste Program. The contribution agreement was signed in mid August 1994.

3. Survey Methodology

Following project approval, sampling materials and supplies were purchased and arrangements were made to undertake the survey in early September. Initially it was planned to charter the vessel "Aiviq", owned by the Killiniq Landholding corporation. Unfortunately this boat was not available as it was being used on another project during thr projected survey period. The vessel "Imiakutaaq" piloted by David Koneak was selected as an alternative.

The survey team included Lucassie-Billy Etok as the Killiniq Representative, Sandy Suppa as the Wildlife Technician and Michael Barrett as the Environmental Specialist. Alex Gordon, Cecelia Andersen, Daniel Leclair and William Doidge provided logistical and scientific support from Makivik's Research Center in Kuujjuaq.

The survey team left Kuujjuaq on September 8th and with a stop in Kangirsualujjuaq arrived at Killiniq on September 10th.

Using a video camera, a still camera and a tape recorder for field notes, the survey team proceeded with an inventory of the facilities, structures and materials, with particular attention to those which are or might be hazardous to the environment. Following standard sampling protocol, soil samples were taken in the area of the fuel tanks, the generators and the garage. A liquid sample was taken from one of the electrical transformers. With the on site work completed the group returned to Kuujjuaq arriving on September 14th.

4. Field Observations

The overall observation on the initial walk through the site was of large quantities of rubbish and debris spread at random. Some building appeared, from the outside, to be structurally sound while others appeared dangerous to enter. There was evidence of oil spillage in certain areas.

In the course of the inventory of the buildings, facilities and materials some of the following general observations were made :

There were indications of recent spillage of fuel oil in the area of the large fuel tanks. There remains a considerable volume of fuel oil in the tanks. This is being used by the Canadian Coast Guard for the generators at their weather station. The fuel oil is also used by visitors to the site. There is considerable metal debris in the area of the large tanks, including sections of two large fuel tanks that were cut up and collapsed a number of years ago.

A number of 45 gallon drums containing engine oil were found in the Power House and outside the Electrical Shed. The seventeen drums outside the shed are rusting and some appear to be leaking.

The Electrical Shed contains two transformers. In addition there are transformers on the electrical poles. It was impossible to confirm there integrity.

The Municipal Warehouse contains considerable quantities of battery acid and paint.

The metal buildings, including the Power House, the Garage, the Municipal Warehouse and the Fisheries Plant, appear structurally sound. They all have cement floors and contain varying amounts of materials and debris. The main doors, in most cases, are open to the elements.

The Walk-In Freezer is structurally sound however it has not been used as a freezer since the community was abandoned.

The Nursing Station was used to store snowmobile and engine oil. This appears to have been vandalized by a polar bear resulting in considerable damage to the contents and to the building. Outside the nursing station the ground is littered with five-gallon cans of engine oil.

The site of the Co-op building contained considerable debris. The building itself was burned a number of years ago because a large amount of stock had been left in the building, with many of the cans rupturing and rotting. The school had also been burned.

The solid waste disposal site is spread over a large area. Some of the waste had been pushed over the bank and carried away by the action of the tides and ice. There is a concentration of 45 gallon drums at one end of this site.

Several of the electrical lines have fallen, but most are still strung on the grid covering the village site.

The status of the wooden buildings, consisting mainly of northern housing units and staff housing, range from completely destroyed to in need of stabilization. Wood and complete sections have been removed from a number of buildings. Most have their windows broken, allowing rain and snow to enter. Many have holes in the roofs. A few have relatively minor damage. All but one that was used recently as a shelter, contain garbage.

Assorted debris was found between the buildings and throughout the community site. Items include scrap wood, 250 gallon fuel tanks, pipes, wiring, household appliances, furnaces, 45 gallon drums, propane cylinders, large metal beams, metal siding, and household refuse.

The cemetery is in a state of disarray.

The preceding are general observations whereas the following tables provide an inventory and recommendations for each specific site.

Table 1. Killiniq (Port Burwell) Inventory

Structure or Site	Material Type	Item	Size or Quantity	Location	Remedial Measure	Hazard Priority	Content 1	Content 2
Building	Metal		50 x 90	SE	Stabilize	Debris	Salt	Equipment
Building	Wood	1	30 x 30	Central	Demolish	Hazard	Battery	Oil
Building	Wood	2	15 x 30	NW	Demolish	Unstable		
Church	Wood	3	36 x 50	NW	Demolish	Unstable		
Coop	Rubble	4	n/a	NW	Demolish	Debris		
Dock	Wood	5	n/a	SE	Stabilize			
Dump	Oil Drum	6	50	Central	Demolish	Hazard	Oil	Drums
Dump	Rubble	7	300 x 360	NW	Stabilize	Debris		
Dump	Metal	8	n/a	NW	Demolish	Debris	Drums	
Freezer	Metal	9	18 x 45	SE	Stabilize	Hazard	Freon	
Garage	Metal	10	50 x 50	Central	Stabilize	Hazard	Oil	
Gen. Shed	Metal	11	20 x 20	SE	Demolish	Debris	Nets	
House	Wood	12	15 x 30	Central	Stabilize	Debris		
House	Wood	13	15 x 30	Central	Stabilize	Debris	Freezer	
House	Wood	14	15 x 30	Central	Stabilize	Debris	Stove	
House	Wood	15	15 x 30	Central	Stabilize	Debris	Table	
House	Wood	16	30 x 30	Central	Stabilize	Debris	Oil	
House	Wood	17	40 x 48	Central	Stabilize	Debris	Household	
House	Wood	18	50 x 55	Central	Stabilize	Debris	Household	
House	Wood	19	28 x 65	Central	Demolish	Debris		
House	Wood	20	50 x 56	Central	Stabilize	Debris	Fridge	
House	Wood	21	40 x 50	Central	Stabilize		Household	

Structure or Site	Material Type	Item	Size or Quantity	Location	Remedial Measure	Hazard Priority	Content 1	Content 2
House	Wood	22	20 x 30	Central	Stabilize	Debris	Battery	Propane
House	Wood	23	15 x 30	NW	Demolish	Unstable		
House	Wood	24	15 x 30	NW	Demolish	Unstable		
House	Wood	25	15 x 30	NW	Demolish	Unstable		
House	Wood	26	30 x 40	NW	Demolish	Unstable		
House	Wood	27	20 x 36	NW	Demolish	Unstable		
House	Wood	28	28 x 45	NW	Demolish	Unstable		
Nurse Stn.	Metal	29	12 x 28	Central	Demolish		Oil	
Power House	Metal	30	32 x 45	Central	Stabilize	Hazard	Oil	Generator
Powerline	Poles	31	45		Dismantle	Hazard	Poles	Wire
School	Rubble	32	n/a	NW	Demolish	Debris	Furnace	Tanks
Shack	Wood	33	15 x 20	Central	Demolish	Debris	Drums	
Storage	Wood	34	24 x 30	SE	Demolish	Unstable	Nets	
Storage	Wood	35	30 x 36	SE	Demolish	Debris	Nets	
Tank	Metal	36	38000	SE	Demolish	Hazard	Fuel	
Tank	Metal	37	48000	SE	Demolish	Hazard	Fuel	
Tank	Metal	38	4500	Central	Stabilize			
Tank	Metal	39	4500	Central	Stabilize			
Trailer	Metal	40	n/a	Central	Demolish	Unstable	Muskeg	
Warehouse	Metal	41	45 x 90	Central	Stabilize	Hazard	Chemical	Generator
Warehouse	Wood	42	12 x12	Central	Demolish	Hazard	Oil	Transformer

5. Sampling and Toxicological Analysis

Following the initial visual survey it was decided to concentrate collection of soil samples to the areas adjacent and down hill from the garage, power house and the fuel tanks. The soil and vegetation in these areas showed signs of possible contamination from either diesel fuel or engine oil or both. There was evidence that some leakage in these areas was recent.

The soil cover in these areas extended to a maximum of 14 inches with an underlayer of bedrock. The slope in most cases is very steep. There are no streams or standing water within the area of the site. It was decided not to sample the tidal water given the height and volume of the tides with consequent "flushout".

The soil sampling was done in the manner prescribed in the sampling protocol using materials and containers obtained for this purpose. A control sample was taken up hill from the area for a comparison and one double sample was taken for quality control. Samples were analysed at ECO*CNFS Inc. of Pointe Claire Quebec.

The sampling sites are indicated on the attached map. Field observations did not indicate any obvious presence of PCBs. However, one sample of oil was taken from an electric transformer and was analyzed for PCBs at ECO*CNFS Inc.

These preliminary toxicological analyses reveal the presence of high concentrations of mineral oil and grease (MOG) at several sites, in particular near the power house. One soil sample contains 110,000 ppm (dry weight) MOG which is higher than the Ministry of the Environment of Quebec's "C" criterion of 5000 ppm for soil surrounding commercial or industrial establishments. Table 1 shows the concentrations of MOG in the twenty-two soils samples.

Large variation of soil MOG concentrations within site might be explained by different locations of soil samples around these main areas and their associated drainage and degradation properties. Hence, MOG in the soil varies from natural background levels (Ministry of the Environment "A" criterion) to highly contaminated ones (criterion "C") depending on sampling site.

Insufficient analyses of organic compounds were performed on Killiniq soils to evaluate the toxic potential of MOG. Concentrations of volatile aromatic monocyclic compounds such as benzene, toluene, ethylbenzene and xylenes (BTEX) in Killiniq soil samples (n=4; fuel tank area) are under the limit of detection (Table 2). Northern microflora capable of degrading hydrocarbons has been reported in soils proximate to thr community of Salluit (located on Hudson Strait).

There was no apparent leakage from electrical transformers, but one oil sample was collected and analysed for the presence of Aroclor 1242, Aroclor 1248, Aroclor1254 and Aroclor 1260 in case of previous leaks. Isomers of PCBs were detected only in the Aroclor 1260 group with a concentration of 1.8 ppm (Table 2). This level is close to the Ministry of the Environment's "B" criterion but not recommended for residential establishments ("A-B" criterion). The presence of Aroclor 1260 isomers might be explained by their low degradability rate compared to the other Aroclors.

Table 2. Concentrations of Mineral Oil and Grease in Killiniq soil.

Sample Number	Site	Concentration (ppm dry weight)
G1	Generator	27900
G2	Generator	24600
G3	Generator	20300
G4	Generator	34800
G5	Generator	24500
P6	Pumping Station	70
P7	Pumping Station	2080
P8	Pumping Station	70
P9	Pumping Station	21500
GR10	Garage	150
GR11	Garage	100
E12	Electrical Shed	440
E13	Electrical Shed	540
E14	Electrical Shed	96700
E15	Electrical Shed	110000
E16	Electrical Shed	100
E17	Electrical Shed	6320
T18	Fuel Tank	14600
T19	Fuel Tank	130
T20	Fuel Tank	100
T21	Fuel Tank	340
T22	Fuel Tank	2500

Table 3. Aromatic hydrocarbon analysis in Killiniq soil and electrical transformer.

Contaminant	Sample *				
	Soil				Transformer oil
	T18	T19	T20	T21	
Benzene	<0.1	<0.1	<0.1	<0.1	NA
Toluene	<0.1	<0.1	<0.1	<0.1	NA
Ethylbenzene	<0.1	<0.1	<0.1	<0.1	NA
Xylenes	<0.1	<0.1	<0.1	<0.1	NA
Aroclor 1242	NA	NA	NA	NA	___
Aroclor 1248	NA	NA	NA	NA	___
Aroclor 1254	NA	NA	NA	NA	___
Aroclor 1260	NA	NA	NA	NA	1.8

* Concentration in ppm (dry weight for soil) , NA: None applicable

6. Recommendations

6.1 **The materials that are or may be hazardous to persons or the environment should be neutralized or disposed of at the site. If this is not possible, they should be shipped to a disposal facility.**

6.1.1 Battery Acid approximately 165 liters

6.1.2 used engine oil approximately 3500 liters

6.1.3 engine oil approximately 1400 liters

6.1.4 oil stored in warehouse approximately 500 liters

6.1.5 oil in nursing station and in cans outside approximately 50 cases and 1100 liters in 5 gallon cans

6.1.6 2 cylinders Freon gas

6.1.7 used 12 volt batteries total approximately 15

6.1.8 Oil in electrical transformers 160 liters

6.1.9 Misc. Paint 360 liters

6.2 **The diesel fuel in the two large tanks should be removed and securely stored.**

6.2.1 There is approximately 60,000 liters in the two tanks 29 inches in one and 23 inches in the other. Each tank is 30 feet in diameter. The fuel owned by the Canadian Coast Guard should be transferred to their tanks. Surplus fuel, if any, should be stored for use by Killiniq people.

6.3 **The soil in the area of the fuel tanks, garage and generator buildings has been identified as contaminated by oil and grease. However, it should not be disturbed. The soil covering the rocks in these areas is only about 10 inches thick. At any attempt at scraping the contaminated soil would lead to a greater erosion of the**

surrounding areas. Further toxicological studies might be done to ensure a complete evaluation of the potential risk associated to organic compounds in each identified sites.

6.4 **The fuel tanks should be dismantled and removed to a suitable disposal site.**

6.4.1 The two fuel tanks measuring 30 feet in diameter and 22 feet in height should be taken apart and cut in pieces that can be removed.

6.4.2 The two tanks that have been cut down should be dismantled into pieces that can be moved to a disposal site.

6.4.3 The piping system associated with the fuel tanks should be dismantled and removed to a disposal site.

6.5 **A disposal site should be established in the area of lot 46. This site should be divided into sections for large metal debris, wood and metal-plastic debris. A small area might be set aside for domestic garbage from the clean up crew, the Coast Guard maintenance crew and visitors to the site. This latter should be burned daily and buried. Where possible the material in the disposal site should be covered.**

6.6 **The solid waste disposal site should be permanently closed and remedial measures undertaken.**

6.6.1 Materials should be removed from the area close to the water.

6.6.2 The large metal pieces and vehicles should be relocated in the new waste site

6.6.3 The remainder should be concentrated in an appropriate area and, if possible, covered.

6.7 **The electrical poles and transmission wires should be dismantled and disposed of.**

6.7.1 The electrical poles, numbering approximately 45, and the wiring should be taken down and removed to the disposal site.

6.7.2 The wiring should be disposed in such a way that is posses no danger to wildlife (entanglement of caribou as evidenced by the presence of antlers is an obvious hazard).

6.8 **The approximately 600 45 gallon drums should be crushed and removed to the disposal site.**

6.9 **The buildings on the site should be dismantled, burned, or stabilized, depending on their condition.**

6.9.1 Some Residential structures (n= 7) and other wooden buildings (n=10) should be demolished or burned. The debris should be removed to the disposal site.

6.9.2 Up to 10 residential units might be stabilized for future use.

6.9.3 The Municipal facilities, that is the warehouse, the garage and the power house, should be emptied as far as possible. Some of the materials such as the generators might be shipped out for recycling. These buildings should be stabilized.

6.9.4 The Nursing Station, containing the oil, should be burned. The debris remaining should be removed to the disposal site.

6.9.5 The Fisheries Processing Building and the Freezer building should be stabilized and cleaned. The wooden structures should be dismantled and or burned and the debris removed.

6.10 **The wood and metal debris through out the town site should be collected and removed to the disposal site.**

6.10.1 Special consideration should be given to the clean up of the sites of the Co-op building and the School.

6.11 **Consideration should be given to the transfer of the buildings that are stabilized to the Killiniq Landholding Corporation. They might be utilized in the future for such activities as ecotourism or for shelter for Inuit engaged in harvesting activities. All such structures should be clearly identified in Inuktitut, English and French as to their ownership and use.**

6.12 **Provision should be made for restoration and preservation of the cemetery.**

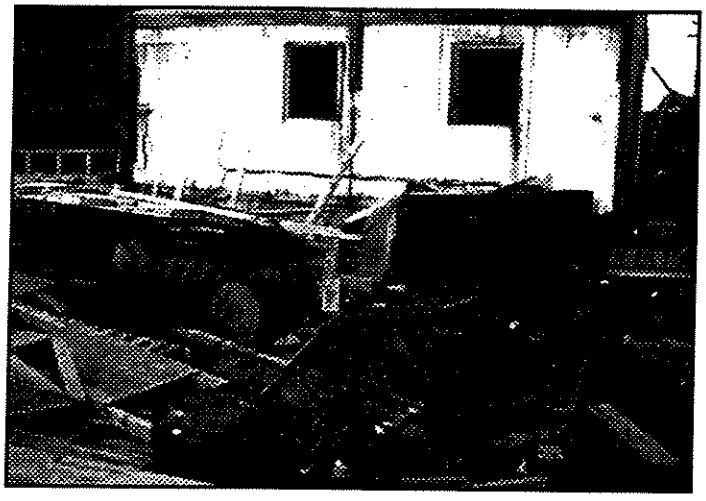
6.13 **A Historic Plaque and a Cairn commemorating the Community of Killiniq (Port Burwell) and the people who lived there should be established in collaboration with the responsible agency.**

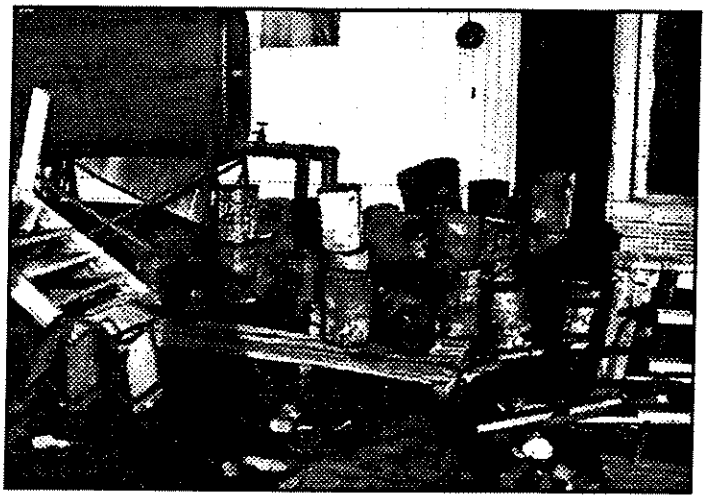
6.14 **Priority for work on the clean up must be given to the former residents of Killiniq.**

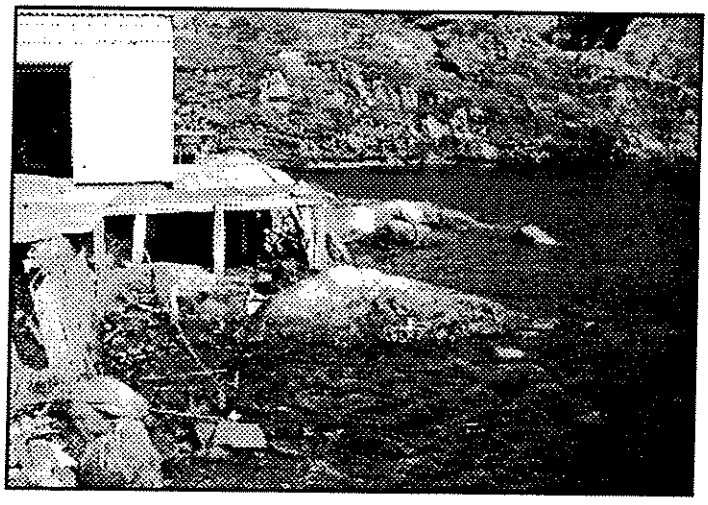
6.15 **The Clean Up Project might be completed in three phases: summer 1995, spring 1996 and summer 1996.**

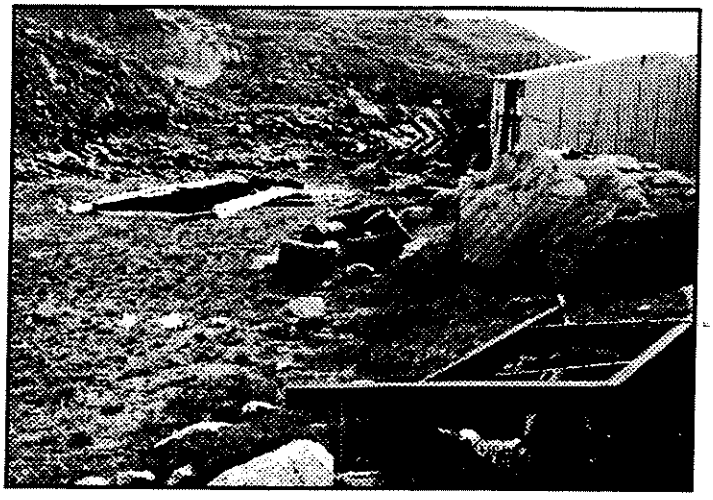
7. Acknowledgements

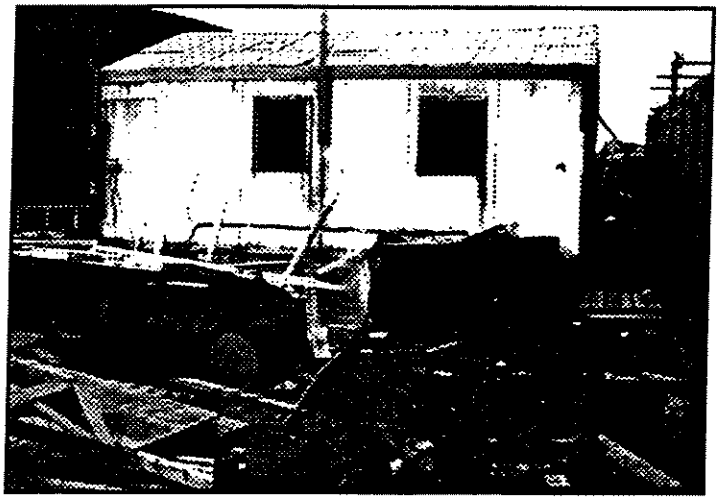
Funding to conduct the environmental survey was provided in a Contribution Agreement received from Indian and Northern Affairs Canada (I.N.A.C.) under the A.E.S. - Action on Waste Program (N.W.T.). Mr. Andre Theriault and Ms. Marie Adams of I.N.A.C. were instrumental in their support and subsequent funding of the project. Taqramiut Nipingat Inc provided services to edit the video footage. Daniel Leclair, Alex Gordon, and William Doidge of Makivik's Research Centre in Kuujjuaq provided critical editorial review of the report. David Koneak transported materials and personnel to and from Killiniq aboard his vessel Imiakutaaq. Finally the dedication of the field team composed of Lucassie-Billy Etook and Sandy Suppa is gratefully acknowledged.

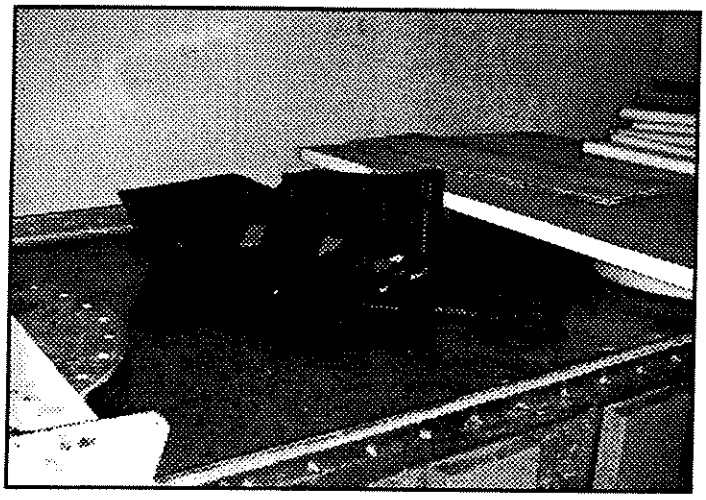


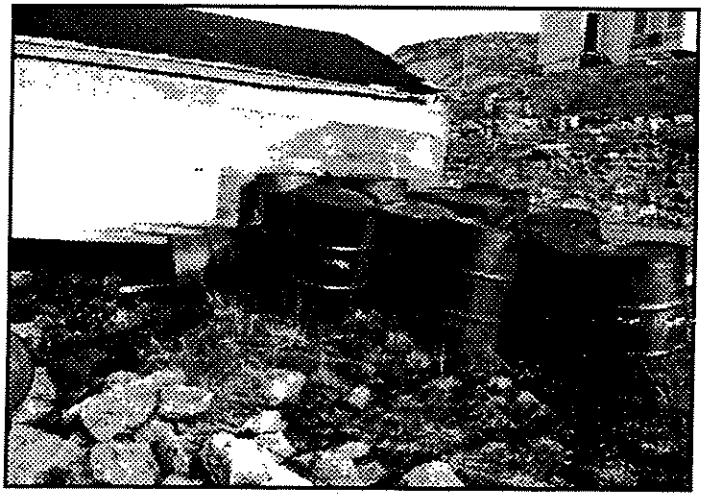


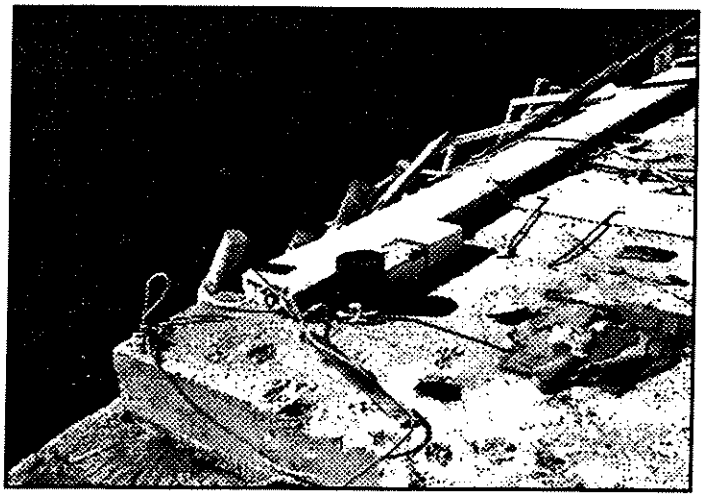


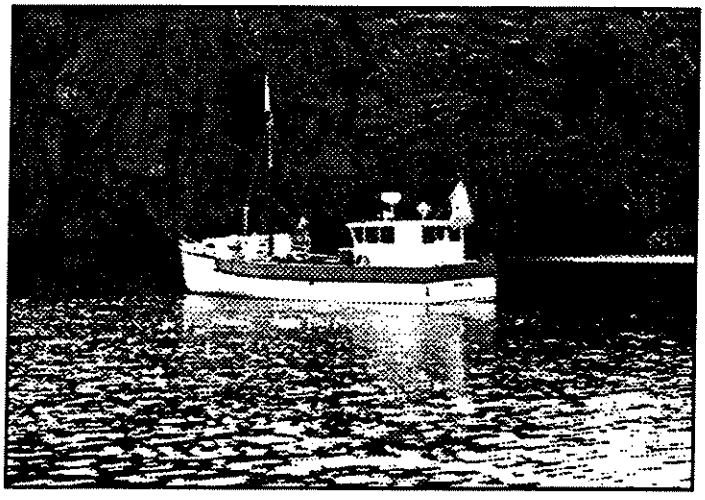


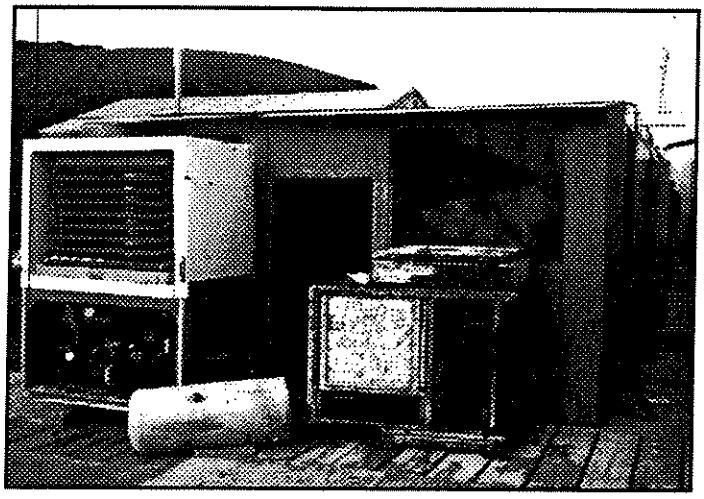












APPENDIX A

Historic Perspective

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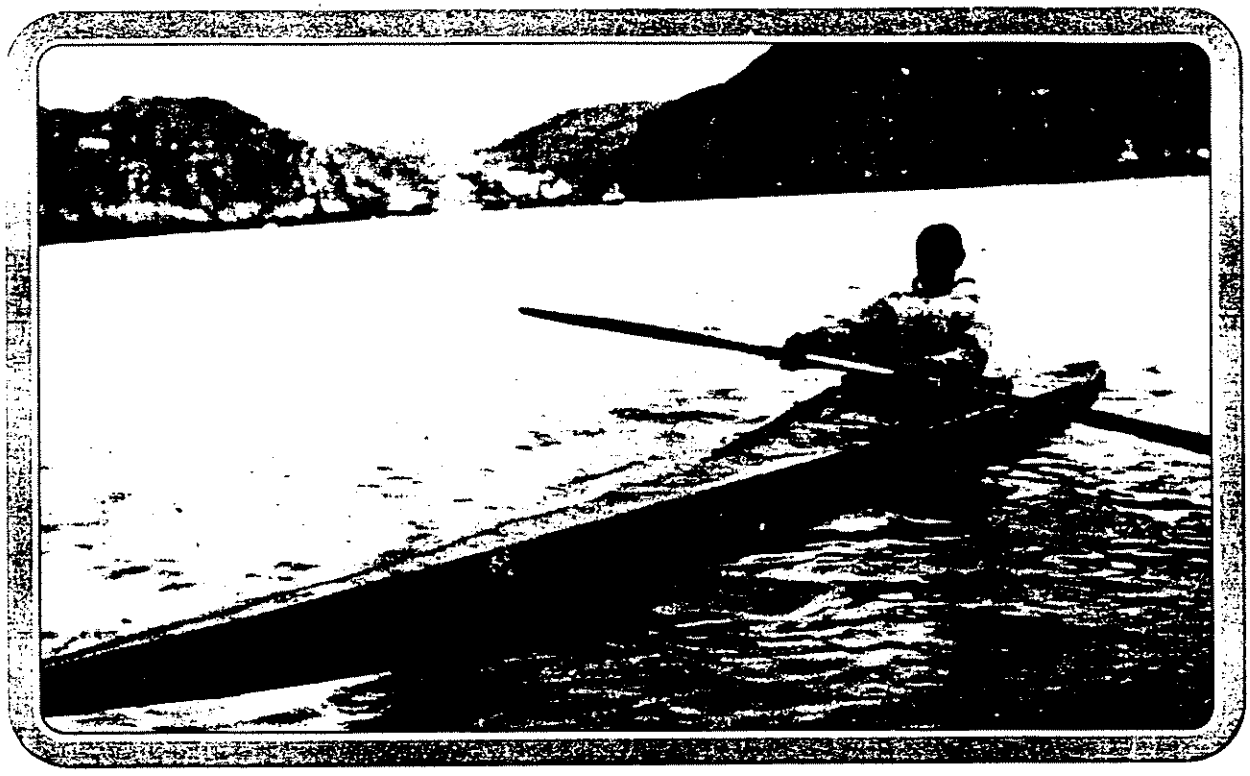

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Glimpses of a Fading Past

HISTORICAL PHOTOGRAPHS AND TEXTS

1. KILLINIQ

Fragments d'un passé fugace

RECUEIL DE TEXTES ET DE PHOTOGRAPHIES HISTORIQUES

1. KILLINIQ

INSTITUT CULTUREL AVATAQ INC. AVATAQ CULTURAL INSTITUTE INC.

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Glimpses of a Fading Past

HISTORICAL PHOTOGRAPHS AND TEXTS
1. KILLINIQ

Fragments d'un passé fugace

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ᓄᑯᓘᓐᓃᑦᑐᑎᒃ ᖃᐅᔨᓴᓇᓐᓂᑦᑐᑎᒃᓄᑦ ᓄᓇᖅ ᐊᓂᓕᒃ ᐅᓂᖃᕐᓂᖅ: ᓄᐊᕐ ᓴᓇᓕᑦᑎᓪ
ᐃᓄᓐᓂᑦᑐᑎᒃᓄᑦ: ᓄᐊᕐ ᓴᓇᓕᑦᑎᓪ
ᖃᐅᔨᒪᓂᕐᒥᒃ, ᐅᐃᒍᐃᓂᑦᑐᑎᒃᓄᑦᓄᓇᖅ ᐊᕿᓄᓄᑦ ᓄᐊᕐ ᔫᓂᖅ ᓄᐊᕐ ᔫᓂᓪ: ᓄᐊᕐ ᐃᑕᐃ ᓄᐅᓪᓗᒥ
ᓄᓇᕗᒻᒥᐅᑦ ᓄᐊᕐ ᔫᓂᓪ: ᒥᖃᐃᓂ ᓄᐅᓪᓗᒥ ᓄᐊᕐ ᔫᓂᓪᓗ

Inuktitut transcription and English translation of interview with Noah Angnatuk: Sarah Naluktuk
Inuktitut translation: Sarah Naluktuk
Research, French translation and Lay-out: Sylvie Côté Chew
Cartography: Miguel Chew and Sylvie Côté Chew

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Traduction inuktitut: Sarah Naluktuk
Recherche, traduction française et mise en page: Sylvie Côté Chew
Cartographie: Miguel Chew et Sylvie Côté Chew

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ᑐᑭᓯᑎᑦᓯᖄᕈᑎᑦ

ᐊᓕᐊᓕᕐᑐᒍᑦ ᑐᖓᓕᐊᓂᒃ ᐊᑐᐊᕋᕐᓴᓂᒃ ᓄᐃᑎᑦᓯᒋᐊᖅ ᐊᓪᓚᓯᒪᔪᓕᐅᕐᕕᖓᓂ ᐃᓄᐃᑦ ᐱᕙᓪᓕᐊᓂᕕᓂᖏᑦᑕ ᖃᐅᔨᓴᕐᑕᐅᕕᖓᑕ ᐊᕙᑕᖅ ᐱᐅᓯᑐᖃᓕᕆᕕᒃᑯᑦ. ᑖᒃᑯᐊ ᐊᑐᐊᕋᕐᓴᐃᑦ ᓯᕗᓪᓕᐹᒍᔪᑦ ᐃᓚᒌᓈᕐᑎᓗᑎᒃ ᐊᑐᐊᒐᖑᑎᑕᐅᖃᑦᑕᓛᕐᑐᓂ ᓄᓇᓕᓕᒪᑦ ᓄᓇᕕᒻᒥ (ᑯᐸᐃᒃ ᑕᕐᕋᖓᓂ) ᐊᑐᓃᕐᑎᑕᐅᑎᓪᓗᒋᑦ. ᐃᓚᒌᓈᕐᑎᑐᑦ ᐊᑐᐊᕋᕐᓴᐃᑦ ᐃᓂᕐᑕᐅᖃᑦᑕᓛᕐᑐᑦ ᐊᕐᕋᒍᓂ ᓯᕗᓂᕐᒥ.

ᑖᒃᑯᐊ ᐊᑐᐊᕋᕐᓴᓕᐊᕕᓃᑦ ᑭᓪᓕᓂᐅᑦ ᐱᐅᓯᕕᓂᓕᒫᖏᓐᓂᑦ ᐅᓂᒃᑲᐅᓯᐅᒐᓯᐊᕐᔭᖏᑦᑐᑦ. ᑲᑎᑦᓯᑕᐅᒪᔪᓂᑦ ᐊᑐᐊᕋᕐᓂᑦ ᐊᒻᒪᓗ ᐊᔾᔨᖑᐊᓂᑦ ᓇᑭᑐᐃᓐᓇᖅ ᐱᔭᐅᓯᒪᔪᓂᑦ ᐱᓯᒪᔪᐃᑦ. ᐱᕙᓪᓕᐊᓂᕕᓂᕐᓂᑦ ᖃᐅᔨᒍᑎᑦᓯᓕᐊᒍᓯᒪᔪᑦ ᐊᑐᕐᑕᐅᔪᕐᓴᐅᓯᑎᑦ ᑕᕐᕋᒥ ᐃᓕᓴᕐᕕᓄᑦ ᐊᒻᒪᓗ ᐃᓄᓐᓄᑦ ᑭᓇᑐᐃᓐᓇᑯᓐᓄᑦ. ᑕᕝᕙᓂ ᑐᑦᓯᕋᓇᔭᐅᑎᑕᐅᔪᕕᓂᖅ ᐱᕙᓪᓕᐊᔪᕕᓃᑦ ᓯᓕᔪᑦ ᓄᐃᑎᒍᒪᕐᓯᒥᑦ (ᐅᑭᐅᑦ ᒪᓕᕐᓯᒥᑦ ᐊᑐᕐᑕᐅᖃᑦᑕᑐᕕᓃᑦ) ᐃᓄᐃᑦ ᐃᓯᒪᒋᑦ ᒪᓕᕐᓯᒥᑦ (ᓂᐱᓕᐅᕐᑕᐅᖃᑦᑕᑐᕕᓃᑦ). ᐊᒻᒪᓗ ᓂᐸᖃᖏᑐᑦ ᓄᐃᑕᑎᑕᐅᔪᑦ ᕿᒥᕐᕈᓴᕐᓴᐅᓯᑎᑦ.

ᐅᑭᐅᑦ ᒪᓕᕐᓯᒥᑦ ᐊᑐᕐᑕᐅᖃᑦᑕᑐᕕᓃᑦ ᑲᑎᑦᓯᑕᐅᔪᕕᓃᑦ ᐊᒥᓯᐃᓂᑦ ᓯᑯᕐᓴᔪᓂᑦ (ᓄᐃᑕᔪᑦ ᐊᑐᐊᕋᕐᓴᓕᐊᒍᓯᒪᔪᓂᑦ). ᓯᕗᓪᓕᐸᐅᕐᓯᑎᑦ ᖃᐅᔨᒍᑕᐅᖃᑦᑕᑐᕕᓃᑦ ᑐᑭᓯᓂᐊᕐᑕᐅᓯᒪᔭᑦ ᑎᒎᓪᓚᑕᐅᑭᐊᖃᓕᕐᒪᑕ ᓯᕗᓪᓕᐹᕕᓃᑦ ᖃᐅᔨᓴᕐᑏᑦ ᖃᓄᐃᓘᕈᑎᑭᖃᑦᑕᑕᐱᓂᖏᑦ ᓄᓇᓖᑦ ᐱᕐᔪᑎᒋᕐᓯᒋᑦ. ᓇᓐᓕᑳᕐᑕᐅᖃᑦᑕᑐᕕᓂᐅᕐᓯᑎᓪᓗ ᐱᐅᓂᕐᐹᒍᒐᓯᐊᕐᑐᑦ ᐊᔾᔨᖑᐊᑦ ᑲᑎᑦᓯᑕᐅᓯᒪᔪᓂ. ᐃᓚᓖᑦ ᐊᒥᓯᓂᑦ ᓯᑯᕐᓴᔪᓂᑦ ᐱᕐᔪᑎᓕᕐᓂᑦ ᑭᓪᓕᓂᕐᒥᑦ. ᑕᐃᓐᓇ ᓄᓇ ᐊᕐᑯᓵᕐᑕᐅᓗᑭᕐᐸᑐᕕᓂᐅᓪᒪᑦ ᐅᒥᐊᕐᔪᐊᓄᑦ ᑕᕐᕋᓕᐊᕐᑐᓄᑦ ᐊᕐᕋᒍᓂ ᐊᒥᓯᓪᒪᓇᓐᓂ. ᑭᖑᓪᓕᐹᒥ, ᐊᑐᐊᕋᕐᓴᐃᑦ ᐳᑯᕐᑕᐅᖃᑦᑕᑐᕕᓃᑦ ᓂᐱᓕᐅᕐᑕᐅᓯᒪᔪᓂᑦ ᐃᓄᐃᑦ ᐊᐱᕐᓯᑕᐅᖃᑦᑕᑎᓪᓗᒋᑦ ᐃᓯᒪᒋᑦ ᐃᕐᐱᒋᔭᐅᕐᓯᐊᓚᐅᕐᓯᒪᒐᑎᑦ ᖃᐅᔨᓂᐊᕐᑕᐅᓯᐊᖃᑦᑕᑐᕕᓂᐅᑎᓪᓗᒋᑦ. ᑐᓴᕐᑕᐅᑎᑕᐅᕐᓯᐊᓚᐅᕐᓯᒪᒐᑎᓪᓗ. ᐊᓕᐊᓇᖏᑐᒥᑦ ᐱᐅᓯᕐᕈᑎ-

ᑕᐅᓯᒪᑎᓪᓗᒋᑦ ᓅᑦᑎᑕᐅᖃᑦᑕᓕᕋᑕᑦᑎᓗᒋᑦ ᑭᓪᓕᓂᕐᒥᐅᑦ ᓄᓇᒥᓂᑦ 1978-ᒥ.

ᐊᑐᐊᕐᓯᔪᑦ ᑖᒃᑯᓂᖓ ᓈᒻᒪᓴᕐᑯᔭᕗᑦ ᐊᒻᒪᓗ ᐃᑲᔪᕐᑕᐅᓗᑎᒃ ᐱᐅᓕᐊᕋᓯᐊᕐᓂᒥᓂ ᓄᓇᕕᒻᒥᐅᑦ ᐃᓄᐃᑦ ᐱᐅᓯᕕᓂᕐᒥᓂᒃ.

ᐊᕙᑕᖅ ᐱᐅᓯᑐᖃᓕᕆᕕᒃᑯᑦ ᓯᑯᕐᓴᓂᒃ ᐃᓂᕐᓯᕕᖓ ᓄᓇᕕᒻᒥᐅᑦ ᐃᓄᐃᑦ ᐱᕙᓪᓕᐊᓂᕕᓂᖏᑦ ᐱᕐᔪᑎᒋᕐᓯᒋᑦ.

1984-ᒥ ᓇᕐᐸᑕᐅᔪᕕᓂᐅᕐᓯᓂ. ᓯᑯᕐᓴᓂᒃ ᐃᓂᕐᓯᕕᒃ ᐱᖓᓱᐃᓂᒃ ᐊᕕᕐᓯᒪᓂᓕᒃ:

1) ᐅᖃᐅᓯᑎᒍᑦ ᐱᕙᓪᓕᐊᓂᕕᓃᑦ ᖃᐅᔨᒪᔭᐅᓂᖏᑦ. ᑲᑎᑦᓯᐃᓂᖅ ᓂᐱᓕᐊᕕᓂᖏᓐᓂᑦ ᐃᓗᒻᒪᓈᑦ ᐊᑐᓂ ᓄᓇᓕᓐᓂ ᓄᓇᕕᒻᒥ. ᑖᒃᑯᐊ ᑲᑎᑦᓯᐊ ᓄᐃᑕᑎᑦᓯᔪᑦ ᐱᕙᓪᓕᐊᓂᕕᓃᑦ ᐊᒻᒪᓗ ᐱᐅᓯᑐᖃᐃᑦ ᐅᓂᒃᑲᑕᐅᓂᖏᓐᓂᒃ.

2) ᐊᔾᔨᖑᐊᑐᖃᐃᑦ. ᑲᑎᑦᓯᐊᑦ 4.000 ᐅᖓᑖᓄᑦ ᐊᒥᓲᓂᓃᑦ ᐊᔾᔨᓕᐅᕐᑕᐅᕙᑦᑐᕕᓃᑦ ᓄᓇᕕᒻᒥ ᐱᒋᐊᕐᓯᑎᒃ 1860-ᒥᑦ ᑕᒐᑕᒐᒧᑦ.

3) ᓯᑯᕐᓴᔭᑐᖃᐃᑦ ᐊᑐᐊᒐᖑᑎᑕᐅᓯᒪᔪᓪᓗ. ᑲᑎᑦᓯᐊᑦ ᓯᑯᕐᓴᔭᓪᓚᓈᑦ ᐊᔾᔨᖏᓐᓂᑦ (ᖃᐅᔨᓴᕐᑏᑦ ᖃᐅᔨᑎᑦᓯᐅᑎᓕᐊᕕᓂᖏᑦ ᐊᒻᒪᓗ ᑕᕐᕋᐅᑦ ᐊᐅᓚᑕᐅᓂᖏᓐᓄᑦ ᐊᓪᓚᒍᑕᐅᖃᑦᑕᑐᕕᓃᑦ) ᐊᒻᒪᓗ ᐊᓯᖏᑦ ᖃᒻᒥᓂᑕᐅᓂᕐᓴᐃᑦ ᐆᕐᑐᑎᒋᕐᓯᒋᑦ ᐅᓂᒃᑳᑦ. ᐊᑐᐊᒎᕈᐃᑦ. ᐱᓇᓱᐊᒐᕐᒧᑦ ᐊᓪᓚᑕᐅᖃᑦᑕᑐᕕᓃᑦ ᐊᒻᒪᓗ ᐊᑐᐊᒐᖑᑎᑕᐅᓯᒪᔪᑦ.

ᓇᑯᕐᒦᒍᑏᑦ

ᓇᑯᕐᒦᑕᐅᔪᑦ ᒪᑭᕝᕕᑯᑦ ᖃᐅᔨᓴᕐᑎᖏᑦ ᐱᓇᓱᐊᖃᑎᒌᑦ ᐊᑐᐊᕐᓯᒍᓐᓇᓯᖃᕐᑕᓂᕐᒪᑕ ᐊᒻᒪᓗ ᓈᒻᒪᒋᕐᑐᔭᕆᔭᒥᓂᑦ ᐊᑐᐊᒐᓕᐊᕆᔭᐅᓛᕐᑐᓄᑦ ᐃᓚᐅᑭᐊᖃᕐᑐᓇᖏᑕᒥᓂᑦ ᖃᐅᔨᑎᑦᓯᖃᑦᑕᓚᐅᔪᕐᓯᑎᑦ.

INTRODUCTION

We are pleased to present the second publication of the Avataq Cultural Institute Documentation Center on Inuit History. This booklet is the first of a series that will cover all the communities of Nunavik (Northern Québec), series to be produced over the next few years.

The present publication does not pretend to be an exhaustive textbook on the history of Killiniq. It is a collection of texts and photographs from several sources; however, it provides historical information which should be useful to the northern schools and population in general. The purpose sought here was to combine historical facts (the chronology) with the Inuit point of view (the interviews), as well as the silent objectivity of the photographs.

The chronology was compiled from a number of documents (quoted in the bibliography). Original sources have been consulted to extract the first accounts of explorers mentioning the village. The selection of photographs has been made from the best available in the collection, which comprises a fair number of documents for Killiniq, as the region has been on the itinerary of northbound ships for several centuries. Finally, the excerpts of interviews with Inuit give a point of view that has been rarely taken into account, if heard, as has been sadly demonstrated by the relocation of the Killiniqmiut in 1978.

We hope that this publication will please our readers and help in some way to preserve the past of the Nunavik Inuit.

Avataq Cultural Institute's Documentation Center on the History of the Nunavik Inuit.

Established in 1984, the Center is comprised of three main sections:

1) Oral History. Collection of interviews with Inuit Elders from every Nunavik community. This collection covers a diversity of historical and cultural topics.

2) Historical Photographs. A collection of over 4,000 photos taken in Nunavik from 1860 to the present.

3) Archives and publications. A collection of reproductions of original documents (explorators reports and northern administration correspondence) as well as more recent publications such as narratives, articles, thesis and bibliographies.

ACKNOWLEDGEMENTS

Special thanks to the members of Makivik Research Department who took the time to read and criticize the manuscript.

INTRODUCTION

Nous sommes heureux de présenter la deuxième publication du Centre de documentation sur l'histoire inuit de l'Institut culturel Avataq. Cette brochure est la première d'une série qui traitera de toutes les collectivités du Nunavik (Nouveau-Québec), et sera produite au cours des prochaines années.

La présente publication ne prétend pas être un manuel exhaustif sur l'histoire de Killiniq. Elle est plutôt une collection de textes et de photographies provenant de plusieurs sources; elle apporte néanmoins des renseignements historiques qui devraient intéresser les écoles et la population nordiques. Le but visé ici était d'unir les faits historiques (par la chronologie) au point de vue des Inuit (par les extraits d'interviews), ainsi qu'à l'objectivité silencieuses des images.

La chronologie a été compilée à partir de nombreux documents (cités dans la bibliographie). Des sources originales ont été consultées afin d'en extraire les premières mentions du village par des explorateurs. Les photographies ont été choisies parmi les meilleures de la collection, qui compte un nombre respectable de documents pris à Killiniq, car cette région a été sur l'itinéraire des navires visitant le nord depuis plusieurs siècles. Enfin, les extraits d'entrevues avec des Inuit font connaître un point de vue rarement pris en considération, comme l'a tristement prouvé le relogement des Killiniqmiut en 1978.

Nous espérons que cette publication plaira aux lecteurs et aidera de quelque manière à préserver le passé des Inuit du Nunavik.

Le Centre de documentation sur l'histoire des Inuit du Nunavik de l'Institut culturel Avataq

Établi en 1984, le Centre est divisé en trois grandes sections:

1) La section d'histoire orale, une collection d'entrevues avec des Anciens Inuit de toutes les collectivités du Nunavik, porte sur une multiplicité de sujets historiques et culturels;

2) La collection de photographies historiques réunit plus de 4,000 clichés photographiés au Nunavik de 1860 à nos jours;

3) La section des archives et publications regroupe des documents originaux (rapports d'explorateurs et correspondance d'administrateurs) ainsi que des publications plus récentes (récits, articles, thèses, bibliographies).

REMERCIEMENTS

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ᑭᓪᓕᓂᖅ - KILLINIQ

THE END OF THE LAND - LE BOUT DE LA TERRE

ᑭᓪᓕᓂᐅᑉ ᓄᓇᖓᑕ ᐃᓚᖓ ᐊᓇᕐᕋᕆᔭᐅᕙᑦᑐᕕᓂᖅ ᐃᓄᓐᓄᑦ ᐊᕐᕌᒍᓂ ᐊᒥᓱᒻᒪᕆᓐᓂ. ᐊᑯᓂᓂᑕᓪᓚᕆᒃ ᓄᓇᑐᑦᓕᖅ. ᓄᓇᐃᖑᒃ. ᓄᓇᓕᐱᓃᑦ ᓴᓂᐊᓂᐊᐲᑦᑐᖅ (ᐃᓄᖃᔪᓐᓇᐃᑑᑉ). ᐅᒥᐊᑦᔪᐊᑦ ᑕᐃᑯᖓ ᐊᐃᒋᐊᖄᐸᑦᑐᐱᓃᑦ ᑕᕐᕋᖅ ᖃᐅᔨᓂᐊᑦᑕᐅᒋᐊᓕᑕᐃᓐᓇᐸᓕᑦᑎᓗᒍ ᐱᒋᐊᕐᓯᑎᒃ. ᓄᓇᓕᐅᕕᕕᓂᖅ ᖃᓪᓗᓈᑦᑎᑐᑦ ᐊᑎᑦᑖᑕᐅᔪᕕᓂᖅ Herbert M. Burwell-ᒧᑦ ᓴᐅᓂᑦᑖᕆᔭᐅᑎᑕᐅᑦᓯᓂ. ᑲᕙᒪᒃᑯᑦ ᓯᓚᓐᓂᐊᑎᖁᑎᖓᑕ ᖃᐅᔨᓂᐊᑦᑎᖓᑕ ᓇᑉᐸᑕᐅᔪᕕᓂᐅᑎᓪᓗᒍ ᓯᓚᓐᓂᐊᕕᒃ 1884-ᒍᑎᓪᓗᒍ. ᒧᕋᐃᕕᐊᒃᑯᑦ ᓇᑉᐸᑕᐅᔪᕕᓃᑦ ᑕᐃᑲᓂ 1904-ᒍᑎᓪᓗᒍ. ᑕᐃᒪ ᐊᑦᓴᓐ ᐸᐃ ᑲᒥᐸᓂᒃᑯᑦ ᓇᑉᐸᑕᐅᓂᐊᓕᕐᒪᑕ ᑕᐃᑲᓂ 1916-ᒍᑎᓪᓗᒍ. ᑖᒃᑯᐊ ᒪᕐᕈᒃ ᑲᒥᐸᓃᒃ ᓴᓚᒋᐅᑎᒐᓯᐊᖃᑦᑕᓕᕐᑐᕕᓃᒃ 1923-ᒍᓕᕐᒪᑦ ᑭᓯᐊᓂ ᓄᖃᓯᑎᒃ. ᐊᑦᓴᓐ ᐸᐃ ᑲᒥᐸᓂᒃᑯᑦ ᔭᒪᓃᑦ ᑲᒪᒋᒋᐊᑦᑐᓯᒪᔭᖓᓂᒃ ᓂᐅᕕᕐᒪᑕ. 1939-ᒥ, ᐊᑦᓴ ᐸᐃᒃᑯᑦ ᓂᐅᕐᕈᓴᐃᕕᖏᑦ ᐅᒃᑯᐊᑐᕕᓂᖅ, ᑕᐃᒪ ᐃᓄᐃᑦ ᐱᒐᓯᐊᒻᒪᕆᒋᐊᖃᖃᑦᑕᓚᕿᓂᐊᓕᕐᒪᑕ. ᐱᒐᓯᐊᒻᒪᕆᒋᐊᖃᖃᑦᑕᓕᕐᑐᕕᓃᑦ ᑲᕙᒪᒃᑯᑦ ᐱᓇᓱᐊᒐᕐᒥᒃ ᐃᖏᕐᕆᓯᒃᑲᐃᖏᒃᓂᓕᒫᖕᓂ ᐃᖃᓗᓐᓂᐊᕕᒻᒥᒃ ᓄᐃᑕᐅᓚᖀᑎᑦᓯᓯᑎᒃ. ᐊᕐᕋᒍᓐᓂ ᑕᓪᓚᒪᐅᔪᑦᑐᑲᓴᓂ. ᐱᓇᓱᐊᒐᖅ ᐱᑦᓯᐊᖃᑦᑕᓕᕐᑐᕕᓂᖅ. ᑭᓯᐊᓂ 1970-ᓂ ᐃᓕᕐᐸᐅᓵᕐᓂᒧᑦ ᐱᓇᓱᐊᒐᖅ ᑲᑕᓕᕐᑐᕕᓂᖅ ᐊᒻᒪᓗ ᓄᓇᓖᑦ ᐅᒃᑯᐊᑕᐅᑦᓯᑎᒃ ᑲᕙᒪᒃᑯᓄᑦ. ᑭᓪᓕᓂᕐᒥᐅᑦ ᓄᓇᕕᓂᕐᒥᓄᑦ ᐅᑎᕈᒪᑦᓯᑎᒃ ᐊᑦᓱᕈᖃᑦᑕᓕᕐᑐᕕᓃᑦ. ᑕᐃᒪ 1987 ᐅᑭᐅᓐᓂ. ᐊᒥᓱᑦ ᐃᓚᒌᑦ ᓄᓇᑖᕆᐊᑦᑐᓕᕐᑐᕕᓃᑦ ᓄᑖᒧᑦᓯᑎᒃ, ᑕᕐᐸᖓᔪᒧᑦ.

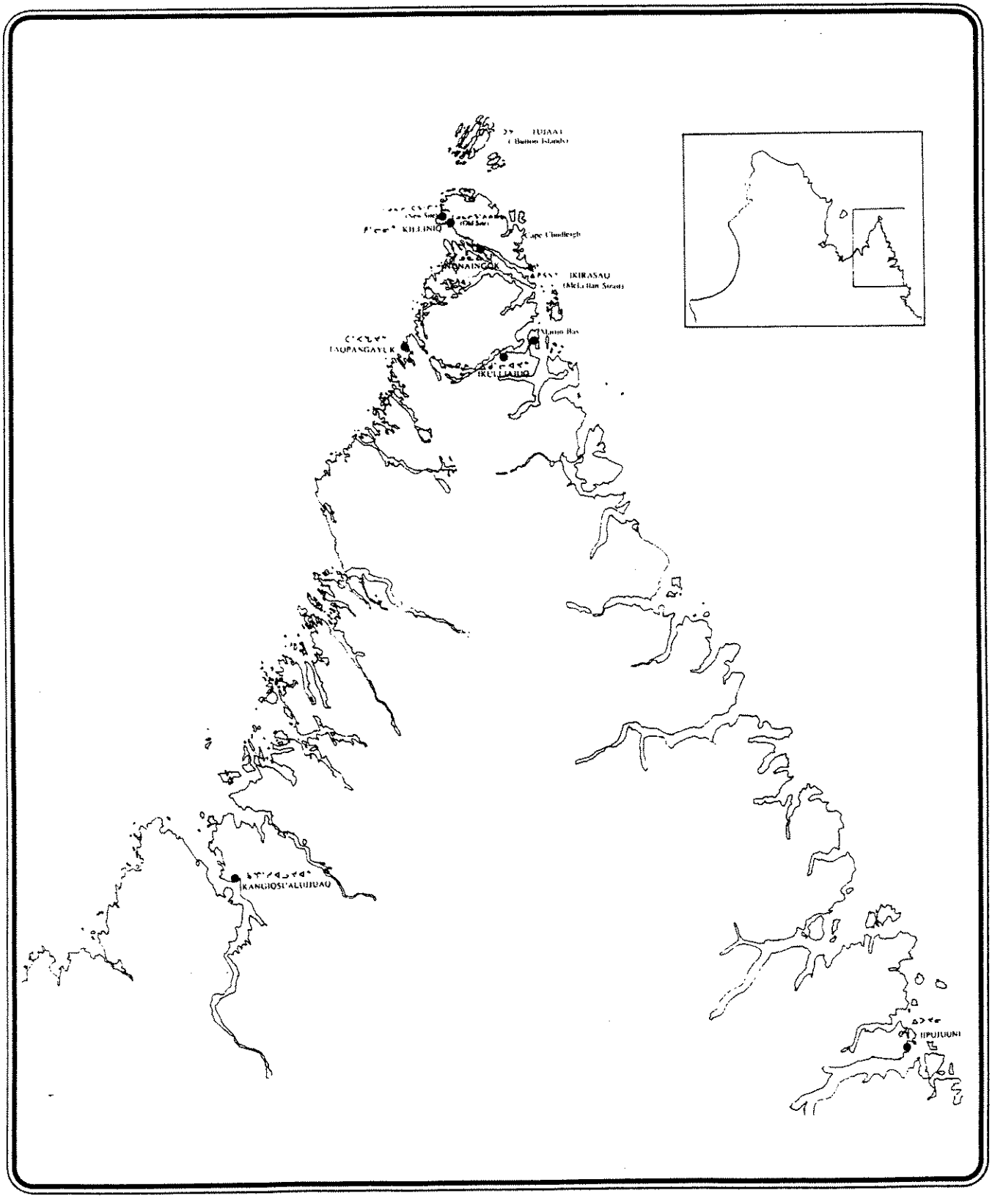
The Killiniq region has been occupied by Inuit for many centuries. A very old site, Nunaingok, is found very near Killiniq. Ships have visited the region since the beginnings of northern exploration. The community takes its English name, Port Burwell, from Herbert M. Burwell, observer at the government meteorological station established in 1884. A Moravian mission was established in 1904, then a Hudson's Bay Company post in 1916. The two companies competed until 1923, when the H.B.C. bought the German mission. In 1939, the H.B.C. post closed down, causing some hardship among the Inuit. They experienced difficulties until a government project launched the idea of creating a fishing cooperative. For almost ten years, the undertaking was successful, but in the late 1970s the economy dropped and the community was closed by the government. The Killiniq people struggled to return to their region, and in the winter of 1987, several families went back to live at a new site, Taqpangajuk.

La région de Killiniq est occupée par les Inuit depuis plusieurs siècles. On trouve près de Killiniq le très ancien site de Nunaingok. Des navires ont visité la région depuis les débuts de l'exploration de l'Arctique. Le nom anglais de cette collectivité, Port Burwell, provient de Herbert M. Burwell, un observateur à la station météorologique gouvernementale établie en 1884. Une mission morave a été fondée en 1904, puis un poste de traite de la Compagnie de la Baie d'Hudson en 1916. Les deux compagnies rivalisèrent jusqu'en 1923, date à laquelle la CBH acheta la mission allemande. En 1939 la CBH ferme à son tour, ce qui cause des difficultés aux Inuit, qui connurent alors des années difficiles jusqu'à ce qu'un projet gouvernemental lance l'idée de créer une coopérative de pêcheries. Durant presque dix ans, l'entreprise connut un certain succès, mais à la fin des années 1970, l'économie déclina et le gouvernement ferma la collectivité. Les gens de Killiniq luttèrent afin de retourner dans leur région et, à l'hiver de 1987, plusieurs familles s'établirent sur le nouveau site de Taqpangajuk.

ᑲᓇᕐᑎᑦᑎᓂᒃ ᓄᓇᓕᖕᓂᒃ ᓴᖅᑭᑐᖅ

MAP OF THE REGION

CARTE DE LA RÉGION

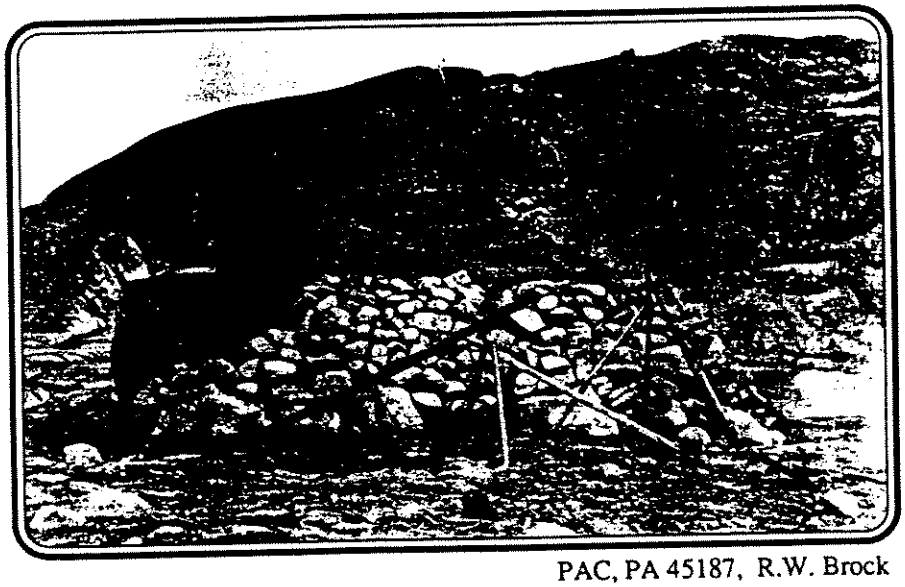


ᓄᓇᓕᑎᕐᐅᑕᐃᓐᔨᐊᓂᖅ ᓄᓇᐃᒍᑦ
THE ANCIENT VILLAGE OF NUNAINGOK
L'ANCIEN VILLAGE DE NUNAINGOK

ᖃᓪᓗᓂᐊᖅ (ᐅᑭᐅᓪᓗᐅᑎᑦ ᐃᓪᓕᖅ) ᑭᓚᓂᐅᑦ ᓴᓂᐊᓂ

« ᓄᓇ (6 ᒪᐃᓚᓂᑦ ᐅᖃᓗᓂᓚᑦ ᑭᓚᓂᒥ) ᐊᑎᖃᓕᑕᐅᔪᖅ ᓄᓇᐃᒍᑦᒥᑦ ᐃᓄᐃᑦ, ᑐᑭᖃᓗᓂ "ᐃᓱᓪᓗᒪᔪᖅ ᓄᓇ". (...) ᓄᓇᐃᒍᑦᒥ, ᓗᐅᕆᕗᑦ ᖃᐅᔨᓪᓚᖅ. ᓄᓇᓕᑎᕐᐅᑕᐃᓐᔨᐊᓂᖅ ᐃᓄᐃᑦ. ᐃᑲᓐᓇᕆᔨᑦ ᖁᓕᖅᑕ ᓄᓇᐅᑦ ᐃᑭᐊᖃᓚᖅᑐᑦ ᐃᓐᓗᐃᑦ ᕆᑕᓪᓗᒪᓕᕆᓐᓂᑦ. ᐊᑐᓚᓗᑭᑕᓕᖃᖅᑐᓂᑦ ᐃᓗᓐᓃᐅᓪᓗᑎᑦ. ᑕᑯᐊ ᐃᓕᖅᑕ ᓇᓕᓪᓗᐊᑦᓴᑕ ᓴᓂᐊᖃᓕᐅᑦ, ᐅᓪᓗᑎᑦ. ᐃᓄᐃᑦ ᐱᓕᓪᓗᐊᑦᓴᑕ ᓴᓂᐊᖃᓕᐅᑦ ᐅᓪᓗᑎᑦ. ᐊᑐᓚᓗ ᐃᓄᐊᑎᖅᑕ ᓄᓇᓕᒫᓚᓕᒫᓂᐊᓕᕆᓂᐊᓕᒫᓂᐊᓗᒃ ᐱᐅᓪᓗᖓᓕᖅᑎᑦ. »

1884 R. BELL, p. 18-19.



PAC, PA 45187, R.W. Brock

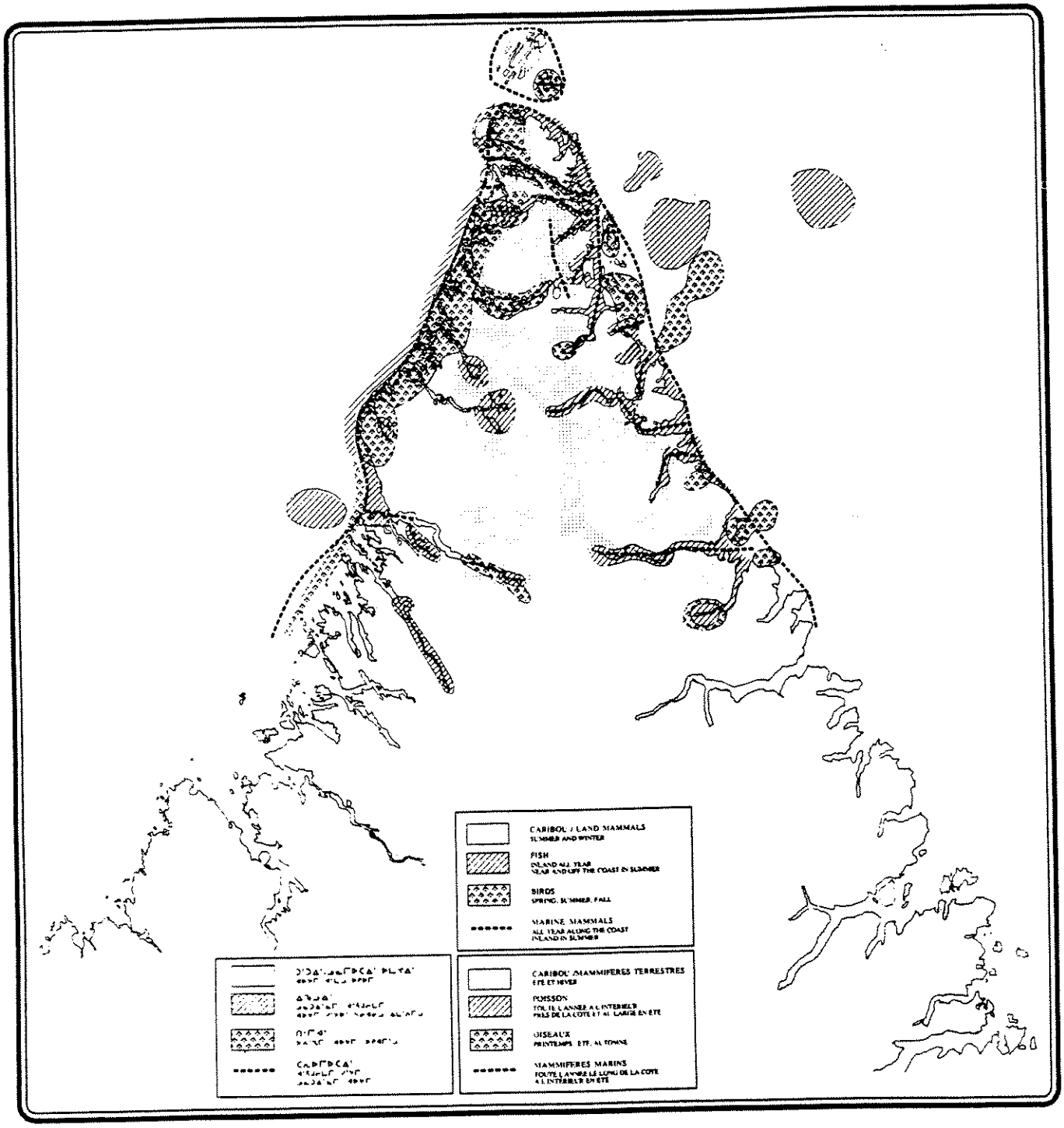
QUAQMAQ (WINTER HOUSE) NEAR KILLINIQ

«The locality [located six miles from Port Burwell] is called Nunaingok by the Eskimo, which means the "hidden place". (...) At Nunaingok, on top of a bank of sandy earth, are the remains of an old Eskimo village. The roofs of most of the underground houses had fallen in, leaving only large circular pits. Some of these had become partially filled up, showing great antiquity. A few of the newest of them had been inhabited within a year. Some Eskimo camped in the vicinity informed us, through our interpreter, that this had once been a comparatively populous village, and a resort of their people as far back as their traditions extend. » R. BELL, 1884, p. 18-19.

QUAQMAQ (MAISON D'HIVER) PRES DE KILLINIQ

«La localité [située à six milles de Port Burwell] est appelée Nunaingok par les Inuit, ce qui signifie "endroit caché". (...) À Nunaingok, au sommet d'un banc sablonneux, se trouvent les restes d'un ancien village inuit. Le toit de la plupart des maisons souterraines est tombé, ne laissant que de grands puits circulaires. Quelques unes sont partiellement comblées, ce qui témoigne de leur ancienneté. D'autres, plus neuves, avaient été habitées moins d'un an auparavant. Des Inuit qui campaient dans le voisinage nous informèrent, par le biais de notre interprète, que le site avait autrefois abrité une population assez nombreuse et qu'il s'agissait d'un endroit connu d'eux depuis des temps immémoriaux. » R. BELL, 1884, p. 18-19.

ᓚᖏᐃᓕᓴᕐᕕᒃᓴᓂᒃ ᓄᓇᐃᑦ
HISTORICAL LAND USE PATTERN
UTILISATION HISTORIQUE DES TERRES



ᓇᑭᑦ ᐱᓪᓗᒍᑦ: ᓄᓇᐃᑦ ᐊᑐᓕᕆᔨᑦ ᐃᓚᓗ ᑭᒪᔨᐃᑦ ᖃᐅᔨᓴᕆᔨᑦ ᐱᓇᓱᐊᓕᕆᔨᒃᑯᓗᒃ. ᓚᑭᓐᓇᑦ ᖃᐅᔨᓴᓪᓗᑦ ᐱᓇᓱᐊᓐᓇᒃ.

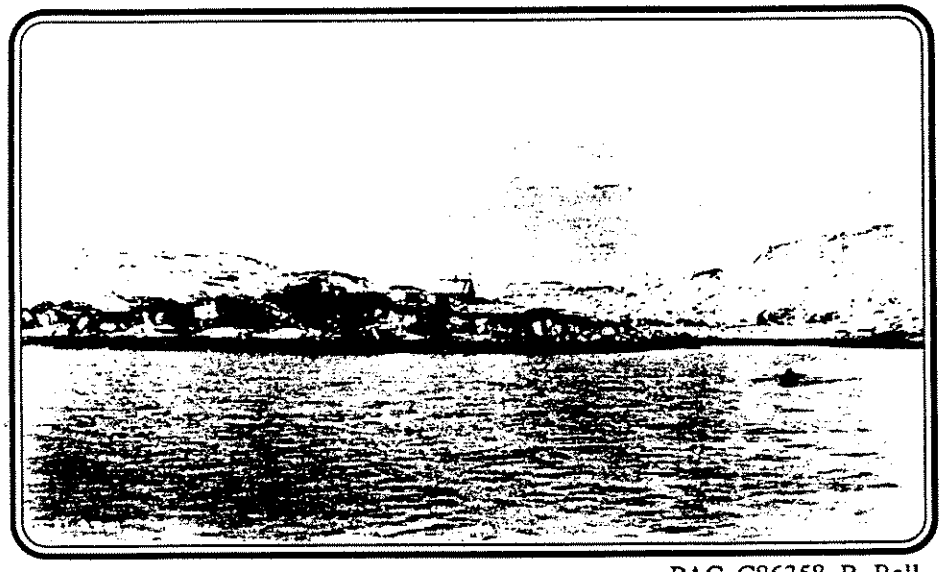
Source: Land Use and Ecological Knowledge Mapping Project, Makivik Research Department.

Source: Projet de cartographie de l'occupation des terres et des connaissances écologiques inuit, Service de la recherche de la Société Makivik..

ᖃᓗᓇᑦ ᑭᓪᓕᓕᒫᓂᒃᑕ
WHEN THE QALLUNAT CAME TO KILLINIQ
L'ARRIVÉE DES QALLUNAT À KILLINIQ

ᓯᓚᑦᓂᐊᕕᐅᑦ ᓇᑦᐸᑕᐅᓂᖅ

«ᐊᐅᔪᓯᑎ 5-ᒥ (1884). ᑭᓴᐅᑦᓯᒪ ᕐᔪᑦ ᑲᖏᑦᓯᐊᕕᖅᓂᓂ Cape Chudleigh-ᐅᑦ ᓯᓚᑉᓂᑦᑐᒥ ᖃᐅᔨᓴᑦᓂᐅᑦ ᓯᐅᓚᓂᑎᖅ ᑕᐃᑲᓂ ᓇᑦᐸᐃᔪᒪᑦᓯᓂ ᐃᑦᐱᔪᓯᑦᑎᐊᕕᐅᓴᖏᑦᑐᒥᑦ ᓯᐅᓂᖃᑦᓚᓕᒪᑦ. ᐅᓴᓚᒪᓕᐊᔪᒪᒪᑦ ᑕᐃᑲᓂ. ᐊᑯᓂᐅᕐᕿᑐᐊᕕᑦ. ᐅᒥᐊᐅᑦ ᑕᑕᖃᑦᑕᓚᐅᑦᓯᒪ ᕐᓂᑦ. ᐅᒥᐊᑦᕐᐊᑦ ᑭᓴᑦᓯᒪᔪᖅᑕ 8-ᓂ 10-ᓂᑦᔨᓂᑦ ᒪᐃᓕᓂᑦ ᐅᖃᓕᑦᑕᖃᓂ ᐃᓂᐃᑦ ᐃᓚᒋᑦ ᐊᓇᕐᖃᖅᑐᐅᑦᓯᒪ ᕐᓂᑦ. ᑭᓕᐊᓂ ᑕᑯᓚᐅᑦᓯᒪᕐᓂᖅ. ᖃᖏᑦᓯᐊᕕᒥᑦ ᑭᒪᐃᓚᐅᑦᓯᒪ ᕐᔪᑦ. ᐊᑎᖃᑎᒌᖅᑐᐅᑦ ᓯᐅᓂᖃᑦᓚᓕᒪᑦ (ᐊᑭᓕᓚᐅᑦ Port Burwell-ᒥᑦ ᓴᐅᓂᓇᕐᖃᖅᓂᐅᑦ Mr. Burwell, ᐊᖃᕐᕿᖃᖅᑕ. ᐊᐅᔪᓯᑎ 8-ᒥ. »
R.F. STUPART, 1886, p. 98-9 9



PAC, C86358, R. Bell

1884

The establishment of a meteorological observation station

«On August 5th [1884], we anchored in a little harbour just inside Cape Chudleigh, the Commander of the expedition having determined to here establish an observing station. Codfish were so abundant at this place that we actually, in a very short time, were tired hauling them into the boat. There was an Eskimo family living at a distance of 8 or 10 miles from where the ship was anchored, but I did not see them. We left the harbour, called Port Burwell after Mr. Burwell, the officer in charge, on August 8th.» R.F. STUPART, 1886, p. 98-99

L'établissement d'une station météorologique

«Le 5 août [1884], nous avons jeté l'ancre dans un petit port près du cap Chudleigh, car le commandant de l'expédition avait décidé d'y établir la station d'observation. La morue était tellement abondante à cet endroit qu'en très peu de temps nous étions épuisés à force de remonter les filets. Une famille inuit vivait à environ 8 ou 10 miles de là, mais je ne les vis pas. Nous avons quitté ce port (appelé Port Burwell pour honorer M. Burwell, l'officier responsable de la station) le 8 août.»
R.F. STUPART, 1886, P. 98-99

ᐱᐅᓯᐅᖃᑦᑕᑐᐱᓃᑦ ᐅᑭᐅᑦ ᒪᓕᑦᓯᒋᑦ

1569 ᓄᓇᐃᑦ ᓇᓃᓐᓂᖏᓐᓄᑦ ᓄᓇᖑᐊᑦ ᐃᑦᐱᒋᑦᓯᒋᑦ. ᔨᐅᔭᑦᒥᐅᑦ ᐅᒥᐊᑦᑐᑎᑦ ᑭᓪᓕᓂᐅᑉ ᓄᓇᖓᓂᒃ ᖃᐅᔨᒪᓕᓈᑦᑐᐱᓃᑦ ᑕᐃᑦᓯᒪᓂ.

1587 ᔮᓐ ᑕᐃᐱᔅ (John Davis) ᖃᐅᔨᓂᐊᓕᑦᑐᐱᓂᖅ ᓄᓇᒥᒃ. ᑕᐃᑯᖓᓕᐊᑦᓯᓂ ᓄᓇᒧᑦ.

1602 ᕙᐃᒪᐅᔅ (George Weymouth) ᑕᐃᑯᖓᑦᓴᐃᓇᖅ ᐊᐃᓕᑦᑐᐱᓂᖅ.

1773 ᔨᐊᓐᔅ ᖃᐃᕙᓐ (Jens Haven) ᒥᑦᓴᐅᓵᑦᓯᒋᑦ ᑭᑎᔭᐱᓂᖏᑦ ᐃᑦᐱᒋᑦᓯᒋᑦ. ᒧᕋᐃᐱᐊᓐ ᐊᔪᕿᑦᑐᐃᔨᐅᑦ ᐊᒻᒪᓗ ᖃᐅᔨᓂᐊᑦᑎᐅᑦ, ᑭᓪᓕᓂᑦᒥᐅᑦ 100-ᐱᓃᑦ ᐃᓄᖏᑦ. ᑕᓪᓕᒪᓂ ᐃᓪᓗᒥᐅᒍᑦᓯᑎᒃ (ᐃᓪᓗᐊᓯᐊᖅ, ᖃᑦᒪᔭᐊᖅ) ᐊᑕᐅᓯᖅ ᐃᓪᓗᖅ ᐃᓄᖃᕈᓐᓇᑎᓪᓗᒍ 20-ᓂᒃ.

1811 ᒧᕋᐃᐱᐊᓐ ᓄᑲᓈᒃ Kohlmeister ᐊᒻᒪᓗ Kmoch ᐊᖁᓰᑦᑐᐱᓃᒎᖅ "ᓄᓇᓕᐊᕈᑦᒥᒃ ᐳᐊᔅᖑᓃᑦᑐᒥᒃ ᒪᒃᓚᐃᓛᓐ ᓯᑐᔭᐃᑦ" (McLellan Strait) ᑭᓯᐊᓂᒎᖅ ᓄᖃᐱᒋᓐᓂᖏᑦᑕᖓ.

1884 ᓯᓚᓐᓂᐊᐱᒃ ᐅᒃᑯᐃᑕᐅᔭᐱᓂᖅ Dominion Government Meterorological Expedition-ᒧᑦ.

1886 ᓯᓚᓐᓂᐊᐱᒃ ᐅᒃᑯᐊᑐᐱᓂᖅ.

1898 ᔫᑉ ᓄᑲᓈᒃ Job Brothers. ᑲᒥᐸᓂ ᓂᐅᕙᐅᓐᓛᓐᒥᐅᑦ ᑲᒥᐸᓂᖓ. ᐃᖃᓗᓐᓂᐊᐱᒻᒥᒃᐃᖏᑦᕋᑎᑦᓯᔭᐱᓃᑦ ᓄᖃᓯᑎᒃ. ᑕᐃᑦᓯᒪᓂ ᐃᓄᐃᑦ ᐊᒥᓲᓂᖃᑦᑐᐱᓃᑦ 80-ᓂᒃ.ᐊᓯᐊ ᓯᓚᓐᓂᐊᐱᒃ ᐅᒃᑯᐃᑕᐅᓕᑦᑐᐱᓂᖅ.

1900 ᐊᖏᓕᑲᒃᑯᑦ ᑐᑦᓯᐊᐱᖓᑦ ᓇᑉᐸᑕᐅᔭᐱᓂᖅ ᐊᔪᕿᑦᑐᐃᔨᒧᑦ ᓯᑎᐅᕙᑦᒧᑦ (Steward).

1904 ᒧᕋᐃᐱᐊᓐ ᐊᔪᕿᑦᑐᐃᔨᒃᑯᑦ ᓂᐅᐱᓕᑦᑐᐱᓃᑦ Job Brothers ᑲᒥᐸᓂᖓᓂᒃ ᐊᒻᒪᓗ ᓴᓇᑦᓯᑎᒃ ᑐᑦᓯᐊᐱᒻᒥᒃ ᓂᐅᕈᓴᐃᐱᒻᒥᓗ. ᓇᑦᓰᑦ ᓂᐅᕈᑎᒋᔭᐅᐸᓪᓗᐸᑦᑎᓗᒋ (ᕿᓯᖏᑦ ᐊᒻᒪᓗ ᐅᑦᓯᖏᑦ) ᐊᒻᒪᓗ ᐃᖃᓗᒃᐲᑦ. Brothers ᐅᒃᑯᐃᓂᓐᓂᒥᔪᑦ ᐃᓕᓐᓂᐊᑎᑦᓯᐱᒻᒥᒃ ᑲᒃᑲᓛᑦ ᐃᓄᑦᑎᑐᑦ ᐃᓕᓴᑦᑕᐅᐱᖓᓂᒃ. ᐊᒥᓱᑦ ᐃᓄᐃᑦ ᐊᑐᐊᑦᓯᒍᓐᓇᑐᐱᓃᑦ ᐊᓪᓚᒍᓐᓇᓯᑎᓪᓗ ᐃᓄᑦᑎᑐᑦ ᑕᐃᑦᓯᒪᓂ. ᒧᕋᐃᐱᐊᓐ ᐃᓄᑦᑎᑑᑦᑐᒥᒃ ᑕᐅᑦᓯᑕᐅᒃᑲᐃᓕᑦᑐᐱᓃᑦ ᖃᓕᐅᔮᑉᐸᐃᑎᑑᓯᑎᓪᓗᒋᑦ.

1916 ᐊᐅᒍᓯᑎᐅᑎᓪᓗᒍ. ᐊᑦᓴᓐ ᐸᐃᒃᑯᑦ ᓂᐅᕈᓴᐃᐱᖏᑦ ᓂᐅᐱᐊᑦᓴᐃᑐᓕᑦᑐᐱᓃᑦ ᑲᖏᑦᓱᐊᓗᑦᔪᐊᒥᑦ ᓯᒃᑯᐊᑎᑦᓯᒪᔪᓂᒃ ᑭᓪᓕᓂᓕᐊᕈᑦᔨᓚᖓᑦᓯᒋᑦ. ᐊᒻᒪᓗ ᓯᐳᓪᓕᐹᑦ ᐃᓪᓗᓴᐃᑦ ᐃᓂᑦᓴᖏᓐᓂᒃ ᓴᓇᑦᓯᑎᒃ. ᓂᐅᕈᓴᐃᐱᒃ ᒧᕋᐃᐱᐊᓐᑯᓐᓂᒃ ᓵᓚᖃᕋᓯᐊᖃᑦᑕᐅᑎᖃᑎᖃᓚᖓᓚᑦᑎᓗᒍ 1923 ᑎᑭᕋᑕᑦᓗᒍ.

1920 ᐳᓖᓯᒃᑯᑦ RCMP-ᑯᑦ ᐅᒃᑯᐃᓂᔪᑦ ᐳᓖᓯᓐᓂᐊᐱᒻᒥᒃ ᓯᐳᓪᓕᐸᐅᑎᓪᓗᒍ ᐱᑦᔪᑎᒋᔭᐅᑎᓪᓗᒍ ᑳᓇᑕᐅᑉ ᐱᒃᑯᔭᖏᑦ ᒪᓕᑦᑕᐅᑎᑕᐅᒋᐊᓚᖓᓚᑦᑎᓗᒋᑦ ᑕᑦᕋᒥ ᓯᐳᓪᓕᐸᐅᑦᓯᑎᒃ ᐳᓖᓯᒃ Sergeant J.E.F. Wight ᐊᒻᒪᓗ Constable K.C. Butler. ᑕᐃᑦᓯᒪᓂ 4 ᐊᒻᒪᓘᓐᓃᑦ 5 ᐃᓚᒌᑦ ᑭᓪᓕᓂᑦᒥᐅᒍᓚᐅᑦᓯᒪᔪᑦ, 150 ᓄᓇᓕᓪᓚᓇᒃᒥᐅᒍᒐᑎᒃ ᓯᓚᑖᓂᒥᐅᒍᑎᓪᓗᒋᑦ ᓂᐅᕿᑎᖃᓇᐊᑦᑐᓕᕋᒥᒃ ᑭᓯᐊᓂ ᓄᓇᓕᓕᐊᑉᐸᓯᑎᒃ.

1923 ᒧᕋᐃᐱᐊᓐᑯᑦ ᓂᐅᕈᓴᐃᐱᒻᒥᓂᒃ ᐅᒃᑯᐊᓂᔭᐱᓃᑦ ᐃᓪᓗᒥᓂᒃ ᓂᐅᕈᑎᖃᑦᓯᑎᒃ ᐊᑦᓴᓐ ᐸᐃᒃᑯᓄᑦ.

1926 RCMP-ᑯᑦ ᓄᑖᓂᒃ ᐃᓪᓗᑖᓕᑦᑐᐱᓃᑦ. ᑕᐃᑲᓂ ᐊᑦᕌᒍᒥ ᐃᓄᐃᑦ ᐊᒥᓱᑦ ᖃᓂᒪᔭᐱᓃᑦ ᑐᖁᕋᑦᓯᑎᓪᓗ.

1927 ᐅᒥᐊᕐᕈᐊᖅ ᐊᐅᒫᓗᓐᓂᒃ ᓄᓇᓕᓐᓅᖃᐃᔭᖅ. Canadian Raider. ᑭᓪᓕᓂᑦᒥ ᐅᑭᐅᑦᓯᔭᐱᓂᖅ.

1927-28 ᑭᓪᓕᓂᖅ ᐃᓂᒋᔭᐅᒃᑕᐅᔭᐱᓂᖅ ᐊᑦᓴᓐ ᓯᑐᔭᐃᑦ ᖃᐅᔨᓂᐊᑦᑐᓄᑦ Hudson-Strait Expedition ᑐᕋᒐᖃᑦᓯᑎᒃ ᖃᐅᔨᒐᓯᐊᑦᓂᒥᒃ ᖃᓄᖅ ᓯᑯᐃᑦ ᐱᐅᓯᖃᓲᖑᒻᒪᖔᑕ ᐊᑦᓴᓐ ᓯᑐᔭᐃᒥ ᑎᖕᒥᔩᒃᑯᓯᑎᒃ.

1929 ᑎᖕᒥᔩᖅ ᓯᒃᑯᐊᕿᔭᐱᓂᖅ ᑭᓪᓕᓂᐅᑉ ᓴᓂᐊᓂ. ᐋᓐᓂᑐᖃᑦᓂᖏᑦᑐᖅ ᑭᓯᐊᓂ ᓯᑯ ᑎᖕᒥᔩᑉ ᑲᑕᒃᐱᖓ ᐅᐃᑕᐅᔭᐱᓂᖅ ᑎᖕᒥᔩᖅ ᐅᖓᕚᐅᑉ ᑲᖏᑦᓯᖑᓅᕈᑦᔭ ᐅᑎᓪᓗᒍ.

1936 RCMP-ᑯᑦ ᐳᓖᓯᓐᓂᐊᐱᖓ ᐅᒃᑯᐊᑕᐅᔭᖅ. ᓅᑕᐅᓯᑦᓯᓂ ᐃᓄᒃᔪᐊᒧᑦ.

1939 ᐊᑦᓴᓐ ᐸᐃᒃᑯᑦ ᓂᐅᐱᑦᐱᖓ ᐅᒃᑯᐊᑐᐱᓂᖅ. 1952-ᒍᖏᓂᖓᓂ. ᐃᓄᐃᑦ

ᑲᖏᕐᓱᐊᓗᑦᔪᐊᒧᑦ ᓂᐅᕐᕈᓴᐃᒋᐊᕐᑐᕆᐊᖃᕐᐸᓕᕐᑐᐱᓃᑦ. ᑕᐃᒪ ᐊᕐᕋᒍ ᓈᒻᒥᑎᓪᓗᒍ ᑲᖏᕐᓱᐊᓗᑦᔪᐊᑦ ᓂᐅᕐᕈᓴᐃᕕᖓ ᐅᒃᑯᐊᓂᐊᓕᕐᒥᒪᑦ. 1959-ᒍᖏᓂᓕᒫᖓᓂ. ᖃᓪᓗᓂᑦᔮᐊᕕᒃ ᖃᓂᒃᓂᐹᖅ ᑰᑦᔪᐊᒦᓕᕐᑐᕕᓂᖅ. ᑕᐃᑦᓱᒪᓂ. ᑕᓪᓕᒪᐃᑦ ᐃᓚᒌᑦ ᑭᓪᓕᓂᕐᒥᐅᒍᓕᕐᑐᕕᓃᑦ: ᐃᓚᒌᑦ ᓄᐊ ᐊᓐᓇᑐᒃᑯᑦ, ᐅᐃᓕ ᐊᓐᓇᑐᒃᑯᑦ, ᒫᒃ ᐋᓇᓈᒃᑯᑦ, ᒪᓯᐅ ᐋᓯᕙᒃᑯᑦ ᐊᒻᒪᓗ ᕿᐊᒃᓇᔨ ᐊᓐᓇᑐᒃᑯᑦ.

1942 ᐊᕐᓴᒃ ᐸᐃᒃᑯᑦ ᓂᐅᕕᐊᕐᓴᑯᕕᖓᑦ ᑭᓪᓕᓂᕐᒦᑐᖅ ᐲᔭᕐᑕᐅᓕᕐᑐᕕᓂᖅ ᓴᓇᔭᐅᒋᐊᓪᓚᓯᓂ ᑲᖏᕐᓱᒥ.

1943 ᔮᒪᓃᑦ ᐊᖃᐅᒪᔪᖓ ᑕᑯᔮᐅᒃᓛᖃᑦᑕᑐᕕᓂᖅ ᑭᓪᓕᓂᕐᒥ. ᔮᒪᓃᑦ ᓯᓚᒃᓂᐊᕕᒻᒥᒃ ᓇᑉᐸᐃᓯᒪᔪᕕᓃᑦ ᓛᐸᑐᐊᒥ. ᐃᑯᒃᓕᐊᔪᒥᒃ (Martin Bay). ᑕᐃᑦᓱᒪᓂ ᐊᖃᐅᒪᔫᑦ ᐅᒥᐊᓕᑦᑕᖏᑦᑕ ᐊᖓᔪᖃᖓ ᐃᓄᒃᓂᒃ ᐱᕐᓱᐊᖃᑦᑕᑐᕕᓂᐅᓂᕋᑦᑕᐅᔪᖅ ᐊᒻᒪᓗ ᐱᑦᓕᓕᑦᑎᓗᒋᒐᓴᒃ ᐃᓅᓕᑦᓯᖃᑦᑕᑐᕕᓂᐅᓂᕋᑦᑕᐅᓱᓂ.

1947-50 ᐃᖃᓗᒃᓂᐊᓂᕐᒧᑦ ᖃᐅᔨᓴᕐᑎᖏᑦᑕ ᑲᑎᒪᔨᖏᑦ ᑳᓇᑕᐅᑉ Fisheries Research Board of Canada ᐃᒪᕐᐱᒥᒃ ᖃᐅᔨᓴᕐᓂᖏᑦ ᐊᐅᓚᑎᑕᐅᔪᕕᓃᑦ ᐅᖓᕙ ᐸᐃᒥ. ᐊᒻᒪᓗ ᑭᓪᓕᓂᖅ ᖃᐅᔨᓴᕐᕕᐅᖃᑕᐅᑎᓪᓗᒍ.

1951-52 ᐆᑦᑐᕋᐅᑎ ᐃᖃᓗᒃᓂᐊᕕᒃ ᐃᖏᕐᕋᓯᑎᑕᐅᓕᕐᑐᕕᓂᖅ ᑲᕙᒪᑐᖃᒃᑯᑦ ᑕᕐᕋᒨᓕᖓᔪᓂᒃ ᐱᓇᓱᐊᕐᕕᖓᓄᑦ ᐃᓄᐃᑦ ᐆᒐᕐᓂᒃ ᓂᕿᖃᕐᑎᒐᓱᐊᓕᖓᓯᑦᓯᒋᑦ. ᐃᓄᐃᑦ ᐱᐅᓯᑐᖃᕐᒥᑎᒍᑦ ᐆᒐᕐᑐᔫᕕᓂᐅᑦᔮᑎᓐᓇᒋᑦ ᑕᐃᑲᓂᒥᐅᑦ.

1955 RCMP-ᑯᑦ ᖃᐅᔨᒃᑲᐃᔪᕕᓃᑦ ᒪᕐᕈᐃᓈᓐᓂᒃ ᐱᖓᓱᐃᓐᓇᓂᒃᓘᓃᑦ ᐃᓚᒋᓂᒃ ᑭᓪᓕᓂᕐᒦᑐᑐᐊᒍᓂᕋᐃᑦᓯᑎᒃ.

1957-58 ᑲᕙᒪᑐᖃᒃᑯᑦ ᑕᕐᕋᒨᓕᖓᔪᐃᑦ ᐱᕙᒃᓂᐊᓂᖏᑦᑕ ᐱᓇᓱᐊᕐᑕᐅᕕᖓ DIAND-ᑯᑦ ᖃᐅᔨᓴᕐᓂᒥᒃ ᐃᖏᕐᕋᑎᑦᓯᔪᕕᓃᑦ ᐃᓕᑉᐸᐅᓯᕐᓂᒥᒃ ᐅᖓᕙ ᐸᐃᒥ.

1959 ᑭᓪᓕᓂᐅᑦ ᑯᐊᐸᖓ ᐅᒃᑯᐃᑐᖅ. ᑳᑭᑕᔪᒃ. ᐊᒻᒪᓗ ᖁᐊᖃᐅᑎᒃ ᐃᖃᓗᖃᐅᑎᒃ ᓴᓇᔭᐅᕐᓱᓂ. ᓯᕗᓪᓕᐹᖅ ᐊᖓᔪᖃᕆᔭᐅᓯᑎᓪᓗᒍ ᑯᐊᐸᒧᑦ ᒫᓯᐅ ᐋᓯᕙᒃ.

1960 ᓄᓇᓕᐅᕕᒻᒥᐅᑦ: 20-ᒥᑦ 30-ᒧᑦ ᐃᓄᐃᑦ ᐊᒥᓲᓂᓕᕕᓃᑦ.

1964 ᐃᓄᐃᑦ ᐊᒥᓲᓂᖏᑦ 95 ᓴᓂᐊᓃᓕᕐᑐᕕᓃᑦ. ᐃᓕᓴᕐᕕᒃ ᒥᑭᔪᖅ ᓴᓇᔭᐅᔪᖅ ᐊᒻᒪᓗ ᐃᓕᓴᐃᔨ ᓄᖃᑕᖏᑑᑦᓯᓂ ᐃᓕᓴᐃᔨᑦᑖᕆᔭᐅᕐᓱᓂ.

1965 ᓄᓇᓕᐅᕕᒻᒥᐅᑦ ᓄᑦᑎᑦᑐᑦ ᓄᓇᑦᓯᐊᒍᓂᕐᓴᒧᑦ 2 ᒪᐃᓕᓂᒃ ᐅᖓᓯᒃᓂᓕᒻᒧᑦ ᓄᓇᑐᖃᕐᒥᑦ. Fox Harbour-ᒧᑦ. ᓅᕕᒻᐸᒥ ᓄᓇᓕᐅᕕᓐᓂ ᐊᓄᕆᒧᑦ ᐃᒡᓗᐃᑦ ᓯᖁᑦᑎᑕᐅᔪᑦ.

1971 ᖃᐅᔨᑎᑦᓯᐅᑎᓕᐊᕕᓂᖓ Institute of Social and Economic Research of Memorial University-ᐅᑉ: "ᑭᓪᓕᓂᐅᑉ ᕿᑭᕐᑕᖓᓂ. 150 ᐃᓄᐃᑦ Port Burwell-ᐅᑦ (27 ᐃᓚᒌᑦ) ᓇᑦᓯᓯᐅᕐᕕᖃᕐᓯᐊᓲᑦ. ᐆᒐᕐᓯᐅᕕᖃᕐᓯᑎᓪᓗ ᐃᖃᓗᒃᓂᐊᕕᖃᕐᓯᑎᓪᓗ. ᒥᑏᓪᓗ ᖁᓂᕈᖏᓐᓂᒃ ᑲᑎᕐᓯᐃᓲᒍᑦᓯᑎᒃ ᐊᒻᒪᓗ ᓄᐃᑎᕆᓲᒍᑦᓯᑎᒃ ᓂᐅᕕᐊᕐᓴᓂᒃ ᓄᓇᓕᐅᕕᓐᓂ ᓴᓇᒎᐊᓯᒪᔪᓂᒃ. ᓄᓇᓕᐅᕖᑦ ᑯᐊᐸᖓᑦ ᑲᒪᒋᔭᐅᓲᖅ ᓄᓇᓕᐅᕕᒻᒥᐅᓄᑦ (ᐊᒻᒪᓗ 84 ᐃᓄᒻᒪᕇᑦ ᐃᓚᐅᒍᑎᖃᕐᓯᑎᒃ) ᐊᑯᓂᐅᓕᕐᑐᖅ ᐊᑭᓂᕐᓵᓕᒫᒥᓂᒃ ᐊᑭᓃᔪᕕᓃᑦ. ᐊᒻᒪᓗ 1970-ᐅᓕᕐᑎᓗᒍ ᑮᓇᐅᔭᓕᐅᕐᓯᐊᕈᓐᓇᓂᖏᑦ ᑯᐊᐸᒥᑎᒍᑦ ᖃᐅᔨᔭᐅᖃᑦᑕᓕᕐᑐᕕᓃᑦ. ᐅᑭᐅᑦᑕᑐᓕᒫᒥ ᓄᓇᓕᐅᕕᓐᓂ ᑮᓇᐅᔭᓕᐅᕐᓂᐸᐅᒑᑦᓯᑎᒃ.... ᑮᓇᑐᐃᓐᓇᖅ ᐱᐅᓯᑦᓗᖏᑦᑐᖅ ᒪᖃᐃᑦᑎ ᑭᓪᓕᓂᕐᒥ ᐃᑲᔪᕐᑕᐃᒍᑎᑖᕐᑕᓚᐅᕐᓯᒪᒍᓐᓇᐃᑐᖅ 1968-ᒍᓯᓚᐅᕐᓂᒪᑦ."

1977 ᑭᓪᓕᓂᕐᒥᐅᑦ ᐊᒥᓲᓂᖃᓕᕐᑐᕕᓃᑦ 50-ᐅᑦ ᐊᑖᓂ.

1978 ᓄᓇᓕᐅᕕᒻᒥᐅᑦ ᑮᓇᐅᔭᓕᐅᕐᓂᖏᑦ ᑲᑕᑦᑐᕕᓃᑦ ᐊᒻᒪᓗ ᐃᓄᑦᑕᖏᑦ ᐱᓇᐃᓗᑕᖃᓕᕐᓯᑎᒃ ᐃᒥᐊᓗᒻᒥᒃ ᐊᒻᒪᓗ ᖃᓂᒪᓐᓇᓂᒃ. ᐃᒻᒪᖄ ᐃᓅᓯᓕᕆᔨᖃᖏᒧᑦ ᐋᓐᓂᐊᓯᐅᑎᖃᕐᓯᐊᖏᓐᓂᒧᓪᓗ. ᕕᕗᐊᕆ 8-ᒥ. ᑲᕙᒪᑐᖃᒃᑯᑦ ᐋᕿᑕᕕᓂᖓᑎᒍᑦ. ᑭᓪᓕᓂᕐᒥᐅᑐᐊᒍᓕᕐᑐᑦ ᓅᑕᐅᔪᕕᓃᑦ ᐊᓯᖏᑦ ᓄᓇᕕᒻᒥ ᓄᓇᓕᐅᕖᑦ ᖃᐅᔨᒪᑎᑕᐅᖃᓚᐅᕐᑎᓇᒋᑦ.

1977-85 ᒪᑭᕝᕕᑯᑦ ᖃᐅᔨᓴᕐᕕᖓᑎᒍᑦ ᓄᑦᑎᑎᕆᐊᓪᓚᕈᓐᓇᕋᔭᕐᓂᖏᑦ ᖃᐅᔨᓴᕐᑕᐅᔪᑦ ᑭᓪᓕᓂᕐᒥᐅᕕᓃᑦ.

ᑕᑦᐸᖏᐊᕐᓵ. 40 km-ᓂᑦ ᐅᖏᓯᑦᓂᓕᑦ ᑕᑦᕿᖏᓂᑦᓯᓂ ᓄᓇᓕᑐᑐᖅᐱᓂᐅᑦ ᑭᓕᑦᓂᐅᑦ ᓄᓇᓕᐅᐱᑦᑕᓗᐅᓕᕿ ᐊᑎᒍᔪ ᓇᑦᓕᒃᑦᑕᐅᔪᐱᓂᓵ. ᒪᕐᒪᑐᑦᒃᑯᓂᑦ ᕿᖏᓯᔪᑕᐅᒃᑦᑕᓕᓂᓵ ᑐᑦᑎᓂᑦ ᑕᑦᐸᖏᔨᒪᑦ ᓄᑦᑎᑎᑦᑐᖅ ᐱᑦᓕᕿᑎᑦᓯᔪ. 1983-ᒥᑦ 1985-ᒪᑦ. ᑭᑦᓕᓂᑦᒥ ᐃᒃᓗᑦᓂᐊᐱᐅᑦ ᐱᓇᓯᐊᑦᑕᐅᓂᖏᓐ ᐃᓕᑦᐱᑎᑕᐅᔪᑦ ᓄᓇᓕᐅᓂᖏᓐ ᐅᑦᑭᓴᐃᓂᐅᒪᔪᑦᑐᑦ. ᐃᒪᓕᒃᑐᑦ ᐱᓇᓯᐊᑦᑕᐅᑎᓂᑦ ᓄᓇᓕᐅᓂᖏᓐ ᐃᓕᓴᕐᓂᐅᒪᔪᑦᑐᑦ ᐃᓚᑦᐱᒥᐅᑕᓂᑦ ᓂᐅᑦᑭᓴᐃᓂᐅᒪᔪᑦᑐᑦ.

1987 ᑕᐃᒃᓂ ᐊᑦᖏᔪᑦ ᐅᑭᐅᖏᓂ. 45-ᓗ 50-ᓗ ᐊᑯᑦᓂᖏᓂ ᑭᑦᑕᓂᑦᒥᐅᐱᓂᑦ ᓂᑎᑎᑦᑐᔪᑦᑕᐅᓂᑦ ᑕᑦᐸᖏᔨᒪᑦ. ᒪᕐᒪᑦᑯᓂᑦ ᐃᒃᓗᐊᑦᑕᐅᒐᑎᑦ. ᐊᑦᒪᓗ ᑭᑦᒐᑦᐱᑎᑕᐅᓂᐅᑎᓂᑦ ᐱᐅᓂᖏᓐ ᐱᐅᓂᖏᓐᓂᓂᓂᑦ.

CHRONOLOGY

1569 According to Mercator's map of that year, it seems the European mariners already knew the region of Killiniq at that time.

1587 Expedition of John Davis, who visited the area.

1602 George Weymouth visited the area.

1773 According to an estimate by Jens Haven, a Moravian missionary and explorer, the population at Killiniq was 100, in five winter houses (that he called illuqsuaq) each of which housing 20 persons.

1811 The Moravian Brothers Kohlmeister and Kmoch passed through «a small village at the west end of McLellan Strait», but did not stop.

1884 A meteorological station was opened by the Dominion Government Meteorological Expedition.

1886 The meteorological station closed.

1898 Job Brothers, a company from Newfoundland, operated a fishing station until 1904. The population at that time was 80 people. Another meteorological station opened.

1900 An Anglican Mission was established by the Reverend Steward.

1904 The Moravian missionaries bought the Job Brothers company and built a mission and trading post. The trade was mainly oriented towards the production of seal (skin and blubber) and Arctic Char. The Brothers also opened a classroom where they tought the children in Inuktitut. Many Inuit could read and write syllabics at that time. The Moravians replaced it with the Roman orthography.

1916 In August, HBC traders took the supplies from the George River post, which was in a poor state, to Killiniq, and laid the foundations of the first building. The post was to compete with the Moravians until 1923.

1920 The RCMP opened a station whose primary purpose was to assert Canada's jurisdiction over the northern territory. The first

officers in post were Sergeant J.E.F. Wight and Constable K.C. Butler. At that time, 4 or 5 families resided at Killiniq, but about 150 lived in the region and came to the post to trade.

1923 The Moravians closed their trading post and sold the buildings to the HBC.

1926 The RCMP built new buildings. There was a lot of sickness and death among the Inuit that year.

1927 The Canadian Raider, a ship transporting coal to the communities, wintered in Killiniq.

1927-28 Killiniq was used as one of the bases for the Hudson Strait Expedition, the objective of which was to observe the ice patterns of the Strait from the air.

1929 A plane was wrecked near Killiniq. Nobody was hurt but the icefloe to which the plane was attached got carried away into Ungava Bay.

1936 The RCMP detachment was transferred to Inukjuak.

1939 The HBC post closed down. Until 1952, the Inuit were to trade in Kangiqsualujjuaq, after which year the latter closed too. Until 1959, the nearest trading store was in Kuujjuaq. During this period, five families resided in Killiniq: the families of Noah Angnatuk, Willie Angnatuk, Mark Annahatuk, Matthew Assevik and Henry Angnatuk.

1942 The HBC warehouse at Killiniq was demolished and rebuilt at Kangirsuk.

1943 A German submarine was occasionally sighted around Killiniq. The Germans had established a weather station in Labrador, at Ikulliajuq (Martin Bay). The captain of that submarine is said to have been friendly to the Inuit and to even have saved some people from starvation.

1947-50 Fisheries Research Board of Canada oceanographic studies were conducted in Ungava Bay, including Killiniq.

1951-52 An experimental fishing project was carried out by the Department of Northern Affairs to provide cod as food to the Inuit. Cod was not a traditional species.

1955 The RCMP reported that only two or three families lived at Killiniq.

1957-58 A study of economic development was carried out in Ungava Bay by the Department of Indian and Northern Development.

1959 The Killiniq co-op, Kikitayok, opened, and a freezer for the fish was built. The first manager was Mathew Assevik.

1960 Population: around 20 to 30 people.

1964 The population was approximately 95 people. A small classroom was built and a full time teacher hired.

1965 The community moved to a better site 2 miles west of the old site, at Fox Harbour. In November, a hurricane caused damage in the community.

1971 A report of the Institute of Social and Economic Research of Memorial University gave this image of the community: «On Killiniq Island, the 150 Inuit of Port Burwell (27 families) enjoy flourishing seal, cod and char fisheries, eiderdown collection and handicraft industries based on local products. The co-op around which the community focuses (and to which all 84 adults belong) paid off its loans long ago, and by 1970, was renowned for its financial success, almost unequalled among Arctic settlements... No able-bodied hunter in Port Burwell had received welfare before 1968.»

1977 Population was less than 50 people.

1978 The local economy dropped and the population had problems with alcohol and sickness, maybe due to the lack of social and health services. On February 8, by federal decree, the remaining inhabitants of Killiniq were moved out without warning to other Nunavik communities.

1977-85 Relocation studies for the scattered Killiniq population were carried out by the Makivik Research Department. The site of Taqpangayuk, 40 km south of the old site of Killiniq was chosen as a possible location of the new community. Negociations with the Federal Government were undertaken

for the proposed Taqpangayuk relocation. From 1983 to 1985, the Killiniq Fisheries Project is led by Makivik Research Department to study the marine resources of the area and their commercial potential.

1987 In the winter of that year, 45 to 50 Killiniq former inhabitants moved to the site of Taqpangayuk, without the help of the government, and without services or commodities.

CHRONOLOGIE

1569 Selon la carte de Mercator établie cette année-là, il semble que les marins européens connaissent déjà la région de Killiniq à l'époque.

1587 Expédition de John Davis qui visite les environs de Killiniq.

1602 George Weymouth visite la région.

1773 Selon un estimé fait par Jens Haven, missionnaire et explorateur morave, la population de Killiniq est d'environ 100 personnes, vivant dans cinq maisons d'hiver (qu'il appelle illuqsuaq), ces maisons pouvant abriter 20 personnes chacune.

1811 Les frères moraves Kohlmeister et Kmoch traversent «un petit village à l'extrémité ouest du détroit de McLellan», mais ne s'y arrêtent pas.

1884 Une station météorologique est installée par les membres d'une expédition météorologique gouvernementale.

1886 Fermeture de la station météorologique.

1898 Job Brothers, une compagnie de Terre-Neuve, exploite une station de pêcheries jusqu'en 1904. À l'époque, la population est de 80 personnes. Ouverture d'une autre station météorologique.

1900 Le révérend Steward fonde une mission anglicane.

1904 Les missionnaires moraves achètent la Job Brothers et construisent une mission ainsi qu'un poste de traite à Killiniq. La traite est surtout orientée vers la production du phoque (peau et graisse) ainsi que de l'omble arctique. Les frères enseignent aussi aux enfants, en inuktitut. De nombreux Inuit savent déjà lire et écrire le syllabique. Les Moraves remplacent ce système par l'orthographe romaine.

1916 En août, les traiteurs de la Compagnie de la Baie d'Hudson transportent les provisions du poste de la rivière George qui est en piètre état, jusqu'à Killiniq, et jettent les fondations du premier édifice de la CBH. Le poste fera concurrence aux Moraves jusqu'en 1923.

1920 La Gendarmerie royale du Canada fonde un poste dans le but premier d'assurer la souveraineté du Canada sur le territoire nordique. Les premiers à s'y installer sont le sergent J.E.F. Wight et le constable K.C. Butler. À l'époque, 4 ou 5 familles résident à Killiniq, mais environ 150 personnes vivent dans la région et visitent le poste pour y faire la traite.

1923 Les frères Moraves ferment leur poste et en vendent les installations à la Compagnie de la Baie d'Hudson.

1926 La GRC bâtit de nouveaux édifices. Cette année-là, la maladie et la mort font de nombreuses victimes chez les Inuit.

1927 Un navire transportant le charbon aux villages, le Canadian Raider, passe l'hiver à Killiniq.

1927-28 On utilise Killiniq comme l'une des bases de l'Expédition du détroit d'Hudson, qui a pour but de faire des observations aériennes des formations de glace du détroit.

1929 Un avion s'écrase près de Killiniq. Personne n'est blessé mais la banquise à laquelle on attache l'avion dérive dans la baie d'Ungava.

1936 Le détachement de la GRC est transferré à Inukjuak.

1939 Le poste de la CBH ferme. Jusqu'en 1952, les Inuit devront faire la traite à Kangiqsualujjuaq. À cette date ce poste ferme aussi.

Jusqu'en 1959, le poste de traite le plus proche est à Kuujjuaq. Durant cette période cinq familles résident à Killiniq: les familles de Noah Angnatuk, de Willie Angnatuk, de Mark Annahatuk, de Mathew Assevik et de Henry Angnatuk.

1942 L'entrepôt de la CBH de Killiniq est démoli et reconstruit à Kangirsuk.

1943 On aperçoit à quelques reprises un sous-marin allemand près de Killiniq. Les Allemands ont établi une station météorologique au Labrador, plus précisément à Ikulliajuq (Martin Bay). On dit que le capitaine du sous-marin est amical envers les Inuit et sauve même plusieurs personnes de la famine.

1947-50 L'Office des recherches sur les pêcheries du Canada organise des études océanographiques dans la Baie d'Ungava, y compris à Killiniq.

1951-52 Une pêcherie expérimentale est menée par le ministère des affaires du Nord afin d'approvisionner les Inuit en morue, une espèce non exploitée traditionnellement.

1955 Selon la GRC, seulement deux ou trois familles vivent à Killiniq.

1957-58 Le Ministère des Affaires indiennes effectue une étude sur le développement économique de la baie d'Ungava.

1959 Kikitayok, la coopérative de Killiniq, est fondée, et un congélateur pour le poisson est construit. Le premier gérant est Mathew Assevik.

1960 Population: environ 20 ou 30 personnes.

1964 La population compte environ 95 personnes. Une petite école est construite, et on engage un professeur à temps plein.

1965 La collectivité est transportée sur un meilleur site, environ 2 miles à l'ouest de l'ancien, à Fox Harbour. En novembre, un ouragan cause des dommages au village.

1971 Un rapport de l'Institut de recherche socio-économique de l'Université Memorial donne cette image de la collectivité: «Sur l'île de Killiniq, les 150 Inuit de Port Burwell (27 familles) jouissent d'une économie florissante grâce aux pêcheries de phoque, de morue et d'omble, à la récolte de duvet d'eider et aux industries d'artisanat fondées sur les produits locaux. La coopérative, pivot de la collectivité (et à laquelle les 84 adultes appartiennent) a remboursé ses prêts depuis longtemps et dès 1970 était reconnue pour son succès, presqu'inégalé parmi les collectivités arctiques. Aucun chasseur en santé n'avait reçu de Bien-être social avant 1968.»

1977 La population compte moins de 50 personnes.

1978 L'économie locale s'est dégradée et la population fait face à des problèmes d'alcool et de maladie, peut-être à cause du manque de services sociaux et de santé. Le 8 février, par un décret fédéral, on reloge sans avertissement les habitants de Killiniq dans d'autres collectivités du Nunavik.

1977-85 Le service de la recherche de Makivik effectue des études de relogement pour la population de Killiniq, éparpillée au Nouveau-Québec. On choisit le site de Taqpangayuk, à 40 km au sud de l'ancien site de Killiniq, comme emplacement possible pour une nouvelle collectivité. Des négociations avec le gouvernement fédéral sont entreprises afin d'en arriver au relogement proposé. De 1983 à 1985, le Service de la recherche de Makivik évalue le potentiel commercial des ressources marines de la région avec le Projet des pêcheries de Killiniq.

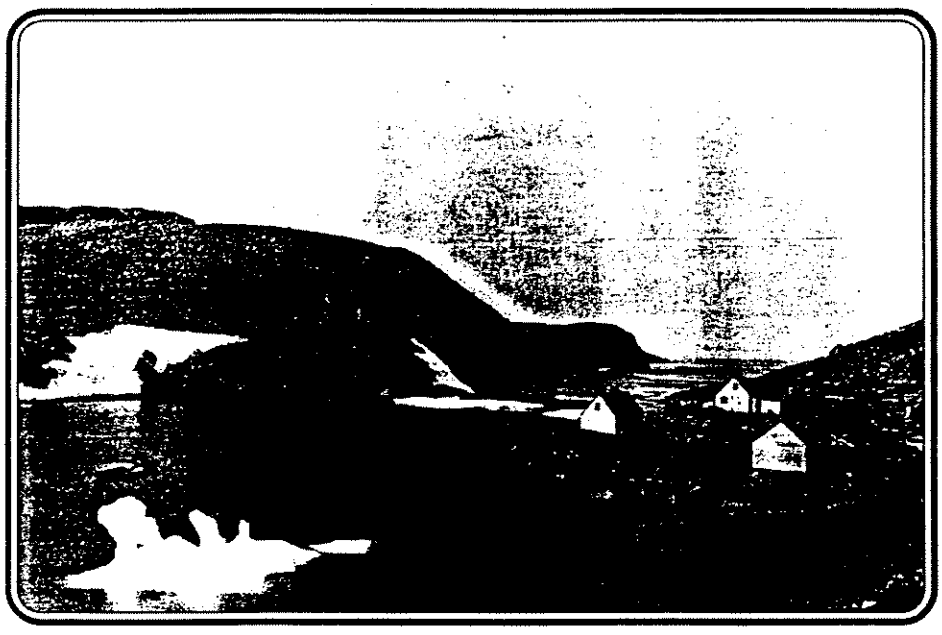
1987 À l'hiver, 45 ou 50 anciens habitants de Killiniq se relogent sur le site de Taqpangayuk, sans l'aide du gouvernement et sans aucun service.

ᖃᓂᓗᓐ ᑭᓪᓕᓂᒥ ᐃᓂᒥᓂᑦ ᓇᒡᒐᐃᒪᑕ
WHEN THE QALLUNAT ESTABLISHED AT KILLINIQ
L'INSTALLATION DES QALLUNAT À KILLINIQ

ᑐᖅᓯᐊ ᓯᓚᐅᓂᐊᕆ

ᓇᒡᒐᑕᐅᔭᐃᓂᖅ 1899-ᒍᑎᐅᓗᒍ. ᑕᐅᓇ ᐊᒡᓕᕐᒧᐊᖅ ᐊᒡᓕᓪᓕᐅᒡᒐᑕᐅᑎᐅᓗᒍ, ᐃᖅᑲᓇᐃᔨᖅᑕᒥ ᐊᐅᓚᑦᑎᐊᓂᖅ *Job Brothers*-ᒥᒃ, ᑲᒥᒃᓴᓂᖅᓄᑦ ᓂᐅᕿᐅᒡᒐᓂᒃ ᐊᑐᓚᓗᒃ ᐅᖃᓕᒫᓂᖅ ᑭᓪᓕᓂᒥ. ᐊᑐᓚᓗᒃ ᐊᕐᕌᒍᓐᓇᖅᑐᑦ ᐅᖃᓕᒫᓂᖅ ᐃᓂᒥᓂᑦ.

ᐃᓗᐃᑦ ᑕᐃᑲᓂᒥᐅᑦ ᐊᒥᓱᓂᖏᓐᓂᒃ ᓴᓂᐊᓂ 80.



PAC, PA 53570, A.P. Low

1903

The second meteorological observation station

Established in 1899. When this picture was taken, there was a fishing station operated by the Job Brothers, a company from Newfoundland, and an Anglican mission at Killiniq. The Moravian brothers would come the following year.

The Inuit population was approximately 80 persons.

La deuxième station météorologique

Établie en 1899. A l'époque où on prit cette photo, une station de pêcheries des Job Brothers, de Terre-Neuve, était en exploitée à Killiniq, ainsi qu'une mission anglicane. Les frères moraves allaient arriver l'année suivante.

La population inuit comptait environ 80 personnes.

ᐃᓄᐃᑦ ᑭᓱᓕᕆᔨᐃᑦ
THE PEOPLE OF KILLINIQ
LES HABITANTS DE KILLINIQ

ᐊᔪᙱᓐ, ᐊᑦᓇᒋᑐᓄ ᒪᑦᑭᑦ
ᐊᑦᒪᓄ ᑭᑐᑦᖏᒋᑦ

A Man, his two wives and their children

Un homme en compagnie de ses deux femmes et de leurs enfants

PAC, PA 45188, R.W. Brock

1910

PAC, PA 45208, R.W. Brock

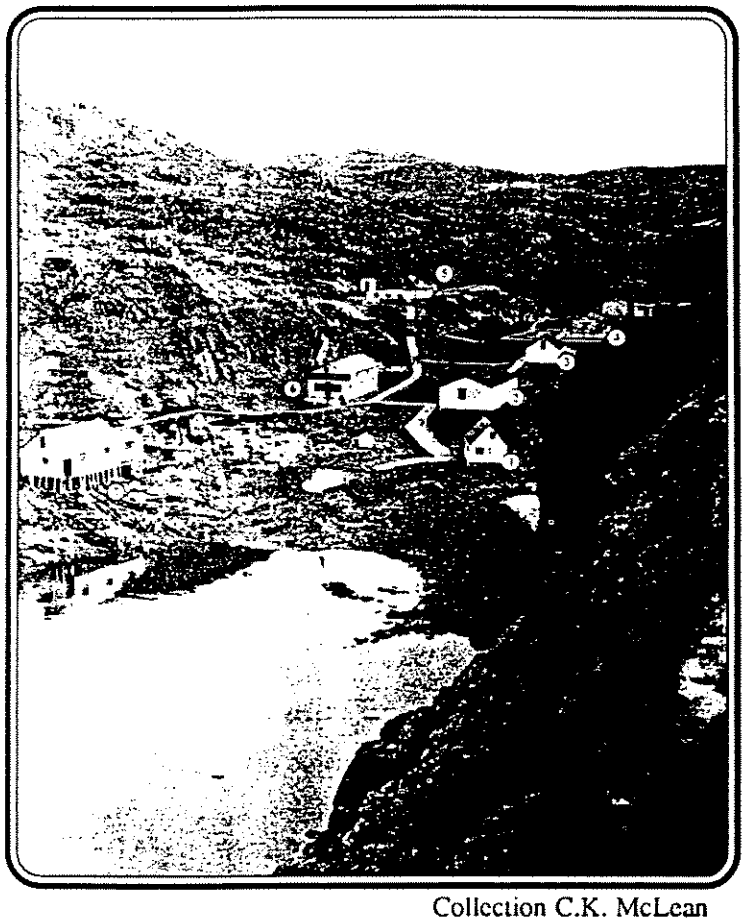
ᐃᓄᐃ ᐊᑦᓇᵒ ᑲᑦᑲᓪᓕᐊᓄ

Inuit woman and children

Femme et enfants inuit

ᑭᓪᓗᓂᐅᓪᓚᓂᖅ ᓄᓇᓕᐱᓂᖅ ᐊᑯᓂᓕᑦ

THE OLD VILLAGE OF KILLINIQ
L'ANCIEN SITE DE KILLINIQ



Collection C.K. McLean

1934

1- ᓯᓚᐅᑉᓕᕐᓂᐊᖅ ᐃᓗᓐᓄᑦ.
ᐊᓇᑦᕿᐱᓂᖅ ᑕᒥ ᐊᓯᔾᔨᐅᑦ.
2- ᐊᑦᓴᑦ ᔾᐃ ᖃᒥᔾᓂᑦ ᔾᓂᑦᑐᓂᑦ ᓂᕈᑦᑯᐱᖓᖅ.
ᑕᓂᓯᑦᐱᐅᖃᑦᑕᓂᒥᔪᓐ.
3- ᐅᓪᓯᓯᑦᑯᑦ RCMP -ᑯᑦ ᐊᓇᑦᕿᐱᓂᖅ.
4- ᐅᓪᓯᓯᑦᑯᑦ RCMP -ᑯᑦ ᓯᓇᓗᖃᖅᐱᐊᓂᖅ.
5- ᐊᑦᓴᑦ ᔾᐃᑦᑯᑦ ᐊᖏᔪᖃᖅᖏᑕ ᐊᓇᑦᕿᖏᑦ.
6- ᐊᑦᓴᑦ ᔾᐃᑦᑯᑦ ᓂᐅᐱᐊᑦᐱᖏᑦ
7- ᐊᑦᓴᑦ ᔾᐃᑦᑯᑦ ᓇᑦᓯᑦ ᐅᑦᓯᑯᐱᐊᓂᖅᖏᑦ. ᓄᓗᐊᓂᑦ ᐊᕈᓯᐃᐱᐊᐅᑦᓂᒥᔪᓐ.

1- *First house built, later occupied by Tommy Assevik..*
2- *HBC Warehouse for dry food, also used as dance hall.*
3- *RCMP Residence.*
4- *RCMP Warehouse.*
5- *HBC Manager's house.*
6- *HBC Store.*
7- *HBC Warehouse for seal blubber, also used for repairing nets.*

1- *Première maison, occupée à une époque par Tommy Assevik .*
2- *Entrepôt de la CBH pour les aliments secs, aussi utilisée comme salle de danse.*
3- *Résidence de la GRC.*
4- *Entrepôt de la GRC.*
5- *Résidence du gérant de la CBH .*
6- *Poste de traite de la CBH .*
7- *Entrepôt de la CBH, utilisé pour entreposer la graisse de phoque ainsi que pour réparer les filets .*

ᐃᓄᐃᑦ ᑭᓱᓕᕆᔨᖅ
THE PEOPLE OF KILLINIQ
LES HABITANTS DE KILLINIQ

PAC, PA 100115, L.T. Burwash

ᐃᓄᐃᑦ ᑐᓴᕐᓴᓂᐊᕐᓇᖅ ᐃᓕᓴᕐᕕᒃ. *Douglas Robertson Toronto Telegram-*ᓂᒥᐅᒥᑦ.

Group of Inuit with a journalist, Douglas Robertson,of The Toronto Telegram.

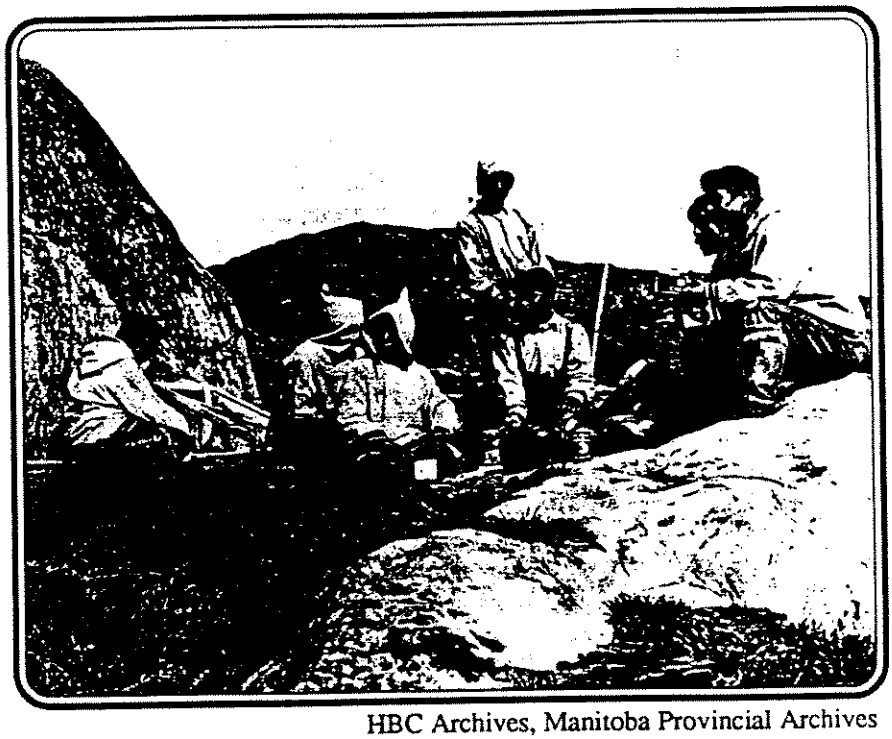
Groupe d'Inuit posant avec un journaliste, Douglas Robertson, du Toronto Telegram.

1931

ᐃᓄᐃᑦ ᑭᓯᓂᖅᑎᐅᑦ
THE PEOPLE OF KILLINIQ
LES HABITANTS DE KILLINIQ

1933

ᑭᓯᓂᖅᑎ ᑕᒃᐃᓕᓴᕐᓂ
ᐃᓄᐃᑦ ᑕᒃᐃᓕᓴᕐᓂ
ᐊᑦᓴᑦ ᐸᐃᑦᑯᑦ
ᐅᒥᐊᑦᓂᐊᖏᓂᑦ
ᐅᓗᖅᐊᑦᓗᑎᒃ



HBC Archives, Manitoba Provincial Archives
Al. 1 no. 13, Max Sauer Jr.

HBC Archives, Manitoba Provincial Archives
Al. 1 no. 12, Max Sauer Jr.

Coffe Break at Killiniq
Inuit relaxing after unloading a HBC supply boat.

Pause café à Killiniq
Des Inuit se reposent et se sustentent après le déchargement de la cargaison annuelle du navire de la Compagnie de la Baie d'Hudson

ᐃᓄᐃᑦ ᑭᓱᓕᕆᔨᒃ
THE PEOPLE OF KILLINIQ
LES HABITANTS DE KILLINIQ

Photo by C.K. McLean

1- ᐊᑦᓇ ᐊᑦᓇᑐᑦ
Henry Angnatuk

2- ᐊᓇ ᔭᕋᕐᓯ
Hannah Jararuse

3- ᕿᐱ ᐊᓇᖏᑕ?
Bobby Annahatak?

4- ᓯᐅᕋ ᐊᓯᕿ
Laura Assevik

5- ᑕᒥ ᐊᓯᕿᑦ?
Tommy Assevik?

6- ᓯᐱᓇ ᐊᕐᔪᐱᐱᑦ?
Levina Aquppivik?

7- ᐃᒪᓕ ᐊᑦᓇᑐᒃ?
Emily Angnatuk?

1948

ᐃᓄᐃᑦ ᑭᓯᓂᖅ
THE PEOPLE OF KILLINIQ
LES HABITANTS DE KILLINIQ

Photo by C.K. McLean

1- ᔪᓐ ᐊᓇᓇ ᓄᒃᓐ
Joseph Annanack Jr.

2- ᒪᑦ ᐊᓇᖏᑕ
Mark Annahatak

3- ᔪᓵ ᐊᓇᓇ
George Annanack

4 - ᐅᐃᓕ ᐃᒪᑎᓗ
Willie Emudluk

5 - ᓴᒥ ᐊᓇᓇ
Sammy Annanack

6- ᔪᓐ ᐊᓇᓇ
Joseph Annanack Sr.

7- ᑎᔨᐊᓗᑎ ᔭᕐᕕᒃᑐᐅ
"Big George" from/de Kuujjuaq

1948

ᑭᓪᓕᓂᕐᒥ ᓂᐅᕐᕈᓴᐃᓂᖅ

ᓂᐅᕐᕈᓴᐃᓂᖅ

ᑕᐃᑦᓯᒪᓂ ᖃᓪᓗᓈᓂᒃ ᖃᐅᔨᓴᓇᐊᖓᓕᑦᑎᓗᖓᓕ ᖃᐅᔨᒪᔪᑐᖃᓘᒐᓗᐊᑦᑎᓗᒋᑦ ᑕᐃᑦᓯᒪᓂ ᖃᓪᓗᓈᑦ ᓂᐅᐱᑦᓂᐊᐸᓕᑦᑎᓗᒋᑦ ᑭᓯᐊᓂ ᐅᐃᓯᒪᒐᒪ. ᐃᒫᒃ ᓂᐅᕐᕈᑎᑦᓴᒐᓚᓐᓂᒃ ᐱᐹᓪᓕᐊᒐᓯᐊᑦᑎᓗᒋᑦ ᐃᓄᐃᑦ ᑲᒥᖕᓂᓗ ᕿᓯᖕᓂᓗ ᑎᓇᒐᓐᓂᐊᓂᖕᓗ ᓂᐅᕐᕈᓯᕐᐸᓕᑦᑎᓗᒋᑦ ᐅᐃᑉᐸᓕᐊᓕᓚᐅᔪᒐᒪ. ᑕᐃᑦᓯᒪᓂ ᑲᒥᐸᓂᒃᑯᓂᒃ ᑭᓯᐊᓂ ᐅᐃᒋᐊᕈᑎᖃᑦᓯᒪᒐᒪᓕ ᑕᐃᒃᑯᓂᖓ ᐊᐃᑉᐸᖏᓐᓂᐅᒐᓗᐊᖅ ᑕᐃᒃᑯᓂᖓ ᔫᒪᓂᐅᓂᕋᑦᑕᐅᖃᑦᑕᓚᐅᔫᓂᒃ ᓄᐹᑦᑐᑎᐊᓘᓂᕋᑦᑕᐅᐹᓚᐅᑦᑐᑯᓐᓂᒃ.

ᑏᑐᒐᓚᐅᑕᐅᑦᓴᓚᐅᕈᓂ ᑐᐹᑭᑑᑕᐅᑦᓴᓚᐅᕈᓂ ᐃᓄᐃᑦ ᐊᑭᑐᑦᓴᐸᓚᐅᕐᒪᑕ. ᑕᐃᑦᓯᒪᓂᓕ ᐃᓪᓗᐱᒐᕐᒦᓈᒍᓘᑦᓯᑕ ᑎᓪᓗᒋᑦ ᐃᓄᓕᒫᑦ ᖃᐅᔨᒪᔭᖃ ᐊᔪᕐᓇᐸᓚᐅᖁᑐᖅ. ᑕᒐ ᖃᓪᓗᓂᐊᑦ ᖃᓪᓗᓂᐊᑦᑐᑦ ᖃᐅᔨᒪᔨᐅᒐᒥᒃ ᑭᓯᐊᓂ ᑲᔪᖏᒑᓗᑦᓴᑎᓪᓗᒋᑦ ᓈᓚᒐᐅᐹᓚᐅᑦᑐᑦ. ᑕᐃᒪ ᑲᔪᖏᒑᓗᑦᓯᒪᓕᑐᐊᕐᒪᑕ ᑏᑐᑦᓴᓂᐊᑦᓃᓚᔭᖅ ᓯᐳᕈᑎᒥᓂᓪᓗ ᐋᕿᓯᐃᔭᑦ ᐹᓚᐅᕐᒪᑕ. ᑕᐃᑦᓯᒪᓂ ᑭᓯᐊᓂ ᓂᕿᑐᐃᓐᓇᑐᓚᐅᑯᑦᓯᑎᑦ ᑏᑐᖃᔨᑦᐸᓚᐅᖏᒪᑕ ᐊᖑᑎᒐᓚᑦᓯᒪᒐᒪ ᑕᒪᓐᓇ ᐅᓂᒃᑳᑕᖅ.

ᓴᓚᓃᖃᑦᑕᐅᑎᒐᓯᐊᑦᓃᑦ

ᔫᒪᓂᐅᓂᕋᑦᑕᐅᐹᓚᐅᑦᑐᑦ ᑕᐃᑦᓯᒪᓂ ᑲᒥᐸᓂᒥᑦ ᐊᑭᓪᓕᖃᑦᓯᑎᑦ. ᐃᓄᖕᓂᒃ ᐃᓄᖁᑎᒥᓂᒃ ᑎᒃᓕᒐᐅᑎᔭᐊᓘᔭᐸᓚᐅᑦᑐᑦ. ᐊᓯᐃᓛ ᓇᓪᓕᐊᓄᑐᐃᓐᓇᖅ ᐊᐃᓲᒍᐹᓚᐅᕐᒪᑕ ᐊᑭᑐᔪᖃᕐᓂᓴᐅᓕᑐᐃᓐᓇᑐᓄᑦ ᐊᑭᑭᓐᓂᓴᖃᑐᐃᓐᓇᑐᓄᑦ ᐃᓄᐃᑦ ᖃᐅᔨᒪᓪᒪᐸᓪᓕᐊᓂᒥᓄᑦ ᒪᓕᑦᓯᒋᑦ ᐃᒻᒪᖃ ᑕᐃᒪᐃᓕᐹᓪᒪᑕ ᐊᐅᓚᔨᒐᒪ. ᑕᐃᒃᑯᐊ ᑲᒥᐸᓃᑦ ᐃᓄᖁᑎᒋᑦ ᑎᓇᒐᓐᓂᐊᓂᐊᑦᑎᒋᑦ. ᑕᐃᒃᑯᓄᖓ ᔫᒪᓂᐅᓂᕋᑦᑕᓄᑦ ᐊᐃᖓᑐᐊᕐᒪᑕ ᑕᓪᓚᓂ ᖁᑭᐅᑎᒐᓴᐃᑦ ᓯᓇᓯᐊᐱᓂᖏᑦ ᑲᒥᐸᓂᒃᑯᓄᑦ ᓄᑖᒍᒍᓐᓇᐃᑐᑯᑦ ᑕᐃᒃᑯᓄᖓ ᔫᒪᓂᐅᓂᕋᑦᑕᓄᑦ ᐊᐃᑐᐊᕐᒪᑕ ᑲᒥᐸᓃᑦ ᖁᑭᐅᑎᓯᐊᐱᓂᐅᑐᐊᕐᒪᑦ ᑲᒥᐸᓂᒃᑯᓂ ᐊᑦᓵᓂᑦᐸᓚᐅᕐᒥᔭᑦ ᓄᑖᒍᒍᓐᓇᐃᓴᑐᐊᕐᒪᑦ ᓂᐅᐱᐊᓇᓯᒪᔪᑐᖃᓗᐊᓂᑦ.

ᑕᐃᒪ ᐱᑦᓕᓕᑦᑑᒐᓗᐊᒥᒃ ᐃᖃᓯᖏᒪᓇᑉᐸᓚᐅᑦᑐᑦ ᑲᒥᐸᓃᑦ ᐃᓄᒻᒥᒃ. ᑕᐃᒪ ᐅᓐᓄᐊᒥ ᑎᓇᒐᓐᓂᐊᓂᐊᑦᑎᒋᑦ ᐃᑎᕈᑎᑖᑦᓯᒫᐱᑐᐊᕐᒪᑕ ᑎᓇᒐᓐᓂᐊᒥᒃ ᐅᓐᓄᐊᒥ ᕿᑎᕋᓕᓈᕋᓗᐊᕐᒪᑦ ᓂᐅᐱᑦᓂᐊᐱᓕᐊᑦᑎᑕᐅᓯᒍᐸᓚᐅᕐᓂᖏᑦᓕ ᐃᓯᐊᑦᑐᐱᓂᐅᒐᓗᐊᑦ.

ᔫᒪᓂᐅᓂᕋᑦᑕᐅᐹᓚᐅᑦᑐᑦ ᐱᐅᔨᐹᓘᖃᑦᑕᓚᐅᔫᒐᓗᐊᓐᓃᑯᐊ ᑲᒥᐸᓂᑦᑎᑑᖃᑦᑕᓚᐅᔭᖏᑐᐊᓗᓐᓃᑯᐊ. ᐃᒫᒃ ᒧᑕᖃᕐᒥᑲᒥᑦ ᐅᐱᕐᓴᑦᓯᐅᑎᓂᒃ ᖃᓪᓗᓈᖃᖏᑐᒥ ᐅᐱᕐᒐᑕᐅᓪᒪᑕ ᓂᕿᑕᓇᑦᓯᑎᑦ ᐊᐃᑦᓯᓯᑦᓴᓗᖃᑕᐅᔪᒥᒃ ᐱᐅᔨᐸᓗᑕᐅᔪᓗᐊᓐᓃᑯᐊ. ᑲᒥᐸᓃᓐᓃᑯᐊ ᑕᐃᒪᐃᑦᑐᒋᑦᑐᐊᓘᑦᑕᐅᔪᒐᒥᒃ.

ᒧᕋᐃᐱᐊᒃᑯᑦ

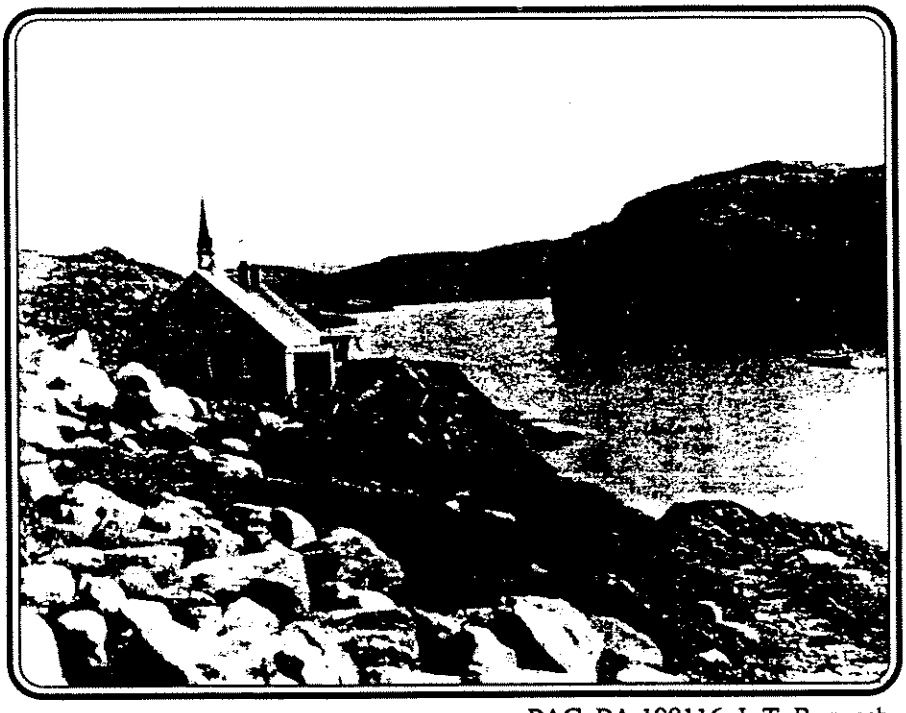
ᑕᐃᒃᑯᐊ ᐃᖏᓐᓕᓯᓐᓕ ᓂᐅᐱᐊᑦᓴᖏᑦ ᐊᑭᑭᑦᑐᐊᓗᑯᓘᓪᒪᑕ ᑎᓇᒐᓐᓂᐊᖏᓐᓗ ᐊᑭᑐᓂᑦᓴᐱᓈᓘᑦᓯᑎᒃ ᕿᓯᖏᓐᓕ ᖃᐃᓄᑦᓯᐊᓂᑦᒪᑦᑕ ᐊᐅᓚᔨᖏᑖᓗᑐᐃᓐᓇᑲ. ᑕᐃᒫᒃ ᑲᒥᓐᓂᐊᑐᐊᓘᒻᒥᓯᑎᒃ ᐊᒥᓯᐊᓗᓐᓂᒃ ᑲᒥᑦᑖᓴᓯᐊᑦᒥᓯᑎᒃ ᓂᐅᐱᑦᓂᐊᐱᖓ. ᑕᐃᑦᓯᒪᓂ ᐃᓗᑦᓯᑖᑐᐊᑦᒥᒐᒥ ᑲᒥᒃ ᐅᐱᓐᓇᕋᑎᒃ ᐃᓄᐃᑦ ᐱᔪᒪᓂᕐᒥᓂᒃ ᑭᓯᐊᓂ ᓯᓇᒥᒃ ᐃᑉᐱᒍᓯᑦᔪᖏᓐᓇᒥᒃ ᑖᓐᓇ ᑲᒥᒃ ᖃᐅᓯᖏᓐᓈᑎᓪᓗᒍ ᑲᒥᓕᐊᖓ ᑕᐃᑲᓂ ᐃᖏᓐᓕᓯᐅᓂᖃᑦᑕᐅᒪᑕ ᔫᒪᓃᑦ ᑖᓐᓇ ᑲᒥᒃ ᖁᐊᑦᑎᓯᒍ ᐸᓂᑦᑐᐊᐱᐅᔫᑎᑦᓯᓯᒍ ᓂᐅᐱᐅᑎᖃᖃᑦᑕᓯᒪᔭᐱᓈᓗᑦᒪᑕ ᑕᐃᒃᑯᐊ ᐃᓄᖁᑎᒋᑦ ᔫᒪᓂᐅᓂᕋᑦᑕᒪ ᐊᐅᓚᒥᒃ ᐃᑦᔮᓕᕈᓐᓇᐃᒪᑦ ᐃᒻᒥᓂᒃ ᐃᓄᑐᐃᓐᓇᖃᑦᑕᓯᒪᓐᓂᒪᑕ ᐱᔭᒪᐃᑦᑕᐅᓚᐅᑦᑐᓯᒪᒋᐊᖏᑦ ᐊᐅᓚᔨᔭᖃ. ᐃᓄᖁᑎᖏᑦ ᓯᒪᖁᖏᑦᑐᐊᓗᒐᓗᐊᑦ ᑕᐃᑦᓯᒪᓂ.

ᐅᒥᐊᕐᕈᐊᖃᕐᓇᖅ

(ᒧᕋᐃᐱᐊᒃᑯᑦ) ᐅᒥᐊᕐᔪᐊᓃᑦ ᓇᒻᒥᓂᖅ (The Harmony) ᐅᑭᐊᓭᓗᒃᑯᑦ ᑭᓯᐊᓂ ᑎᑭᓲᖅ. ᐆᑦᑐᐸᐅᓕᕐᒪᑦ ᑭᓯᐊᓂ ᐊᐱᐊᕈᐱᓯᒪᓕᕐᒪᑕ ᖃᖃᐃᑦ ᑎᑭᓲᓭᓗᑦ ᐅᑭᐊᒥ. ᑕᐃᒪ ᓂᐅᐱᐊᕐᓴᑕᕐᑐᐸᐅᔫᑦ. ᒪᕐᕈᐊᓘᖕᓂᒃ ᓇᑕᐃᓐᓈᓘᖕᓂᒃ ᓴᓇᓚᓘᖕᓂᒃ ᐅᓯᖏᐊᕈᑎᓕᐊᓗᐃᑦ ᕿᒪᑐᖃᓭᓗᐃᑦ. ᐊᐳᖓ ᓖᐸᑐᐊᓕᒫᒧᑦ ᑕᐃᒪᐃᓯᒪᖁᑐᑦ ᑕᐃᒃᑯᐊ.

ᓕᕿᐃᐱᐊᓕᓄᑦ ᐊᓯᖏᓐᓇᐃᓕᓐᓂᑦ
THE MORAVIAN MISSION
LA MISSION DES FRERES MORAVES

1931



PAC, PA 100116, L.T. Burwash

ᓕᕿᐃᐱᐊᓕᓄᑦ ᐊᓯᖏᓐᓇᐃᓕᓐᓂᑦ ᐃᓄᐃᑦ ᑲᑎᒪᔨᖅᑐᑦ 1904-ᒥ. ᑕᓪᓕᐊ ᐊᓯᖏᓐᓇᐃᓕᓐᓂᑦ ᐃᓚᖃᓕᓴᕐᓂᑦ ᐃᓅᓪᓗ ᑕᐃᒪᓐᓇᖅᑐᑦ ᐊᒻᒪᓗ ᐊᓯᖏᓐᓇᐃᓕᓐᓂᑦ (ᑕᑯᓗᒃᑐᑦ ᑕᓪᓕᐊᓂᒃ ᓄᓇᓕᖕᒥᓂᒃ ᐊᒻᒪᓗ ᑭᓇᐅᔭᖓᓂᒃ). ᐊᓯᖏᓐᓇᐃᓕᓐᓂᑦ ᐅᓪᓗᒥᐅᑦ 1923-ᒥ ᐃᓪᓗᖓᑎᖓᑦ ᐊᑦᓯᓪᓗ ᐃᓚᖃᓕᓴᕐᓂᑦ ᓄᓇᕗᑦ.

The Moravian mission and trading post were established in 1904. Those missionaries are well remembered by the Inuit who lived that time, as Noah Angnatuk testifies (see facing page and following). The mission had to close in 1923 and the HBC bought all the buildings.

La mission et le poste de traite des missionnaires moraves furent fondés en 1904. Ceux-ci demeurent dans la mémoire des Inuit qui ont vécut à cette époque comme le témoigne l'entrevue avec Noah Angnatuk (page ci-contre et suivantes). La mission ferma en 1923 et la Compagnie de la Baie d'Hudson fit l'acquisition de leurs propriétés.

ᑕᐃᒪ ᐸᕐᓇᐃᓯᕐᓴᕋᒥ ᑭᓴᕐᓂᐊᓯᕐᓴᕋᒥ ᐃᓘᓐᓇᓂ ᐊᓯᐅᑲᐃᓐᓇᕙᓚᐅᕐᑐᖅ ᐃᓯᕐᓗᑯᓗᒻᒥᓄᑦ. ᖃᓂᒻᒪᑐᐊᓘᕙᓚᐅᕐᑐᑦ ᐃᓄᐃᑦ ᓄᕙᓕᕐᑐᐊᓘᕐᓯᑎᑦ ᑕᐃᓐᓇ ᓄᕙᕐᑕᐅᑎᐊᓘᓐᓂᕋᒥ ᓄᑕᐅᖏᑐᐊᓘᖁᕋᒥ. ᓯᒃᑲᐃᑐᐊᓗᑦ ᐃᓄᖁᑎᖏᑦ ᓂᐸᓪᓗᑐᕐᔭᐃᓇᐅᓯᔭᐃᑦ ᐊᓚᒃᑲᓵᑐᐊᕐᒪᑦ. ᖃᖁᔭᕐᑐᓴᕐᓂᐊᓇᐊᒥᑦ ᓯᓇᒨᖁᑐᖅ. ᐊᕙᖓᑦ ᑕᓇᐅᑦ ᐊᑭᐊᓂᑦ ᐱᓰᕕᓈᓗᑦ. ᐆᒐᕐᓂᐊᑐᐊᓗᑐᐃᓐᓇᐅᕙᓂᕐᒪᑕ ᑕᐃᒃᑯᐊ ᐆᒐᕐᑕᑎᐊᓘᕐᓯᓂᓗ ᐅᕐᓯᓂᐊᕐᑐᐊᓘᕙᕐᑎᓗᒋᑦ ᑕᐃᕐᓯᒪᓂ ᐅᕐᓯᓂ ᑲᕐᔭᑐᐊᓗᓐᓂᑦ ᐊᐅᓚᔨᕙᓚᐅᖓᒪᓂ ᐅᑭᐅᒥ ᖁᐊᒍᓂᖑᓂ ᐃᕐᕗᐅᒪᓂᖑᓂ ᕿᔭᐊᓗᒻᒥᓂᑦ ᐅᔭᖓᕐᔮᐊᖔᓗᒻᒧᑦ ᑲᕐᔭᑐᐊᓗᐃᑦ ᓯᕙᕐᓴᓂᐅᕐᑐᐊᓗᐃᑦ ᐃᓄᐃᑦ.

ᒨᕋᕕᐊᒃᑯᑦ ᐊᐅᓪᓚᓂᕕᓂᖏᑦ

ᑕᐃᓐᓇ ᐃᖏᓪᓕᓯᒥ ᐃᓄᖁᑎᖏᓂᒃᑯᐊ ᐊᒥᓯᐹᓘᓂᕐᓵᓘᕙᓚᐅᕐᑐᑦ ᑕᐃᒃᑯᐊ ᔮᒪᓃᑦ. ᓂᐅᕕᐊᕐᓴᒥᓂᑦ ᐊᑭᑭᑐᓕᓐᓂᑦ ᐅᖓᓂᕐᓵᓘᕙᓚᐅᕋᒥᑦ ᑭᓪᓕᓂᕐᒥᐅᕕᓃᑦ ᐊᒥᓯᐊᓗᐃᑦ ᐊᕗᖓ ᑕᐃᒃᑯᐊ ᐲᓕᕐᓂᒪᑕ ᐲᓕᓚᐅᔪᒻᒪᑕ ᐊᐅᓚᔨᕐᓯᐊᓕᕐᑎᓗᖓ ᓂᐅᕕᐊᕐᓴᒥᓂᑦ ᐃᓪᓗᓕᒫᕌᓗᒻᒥᓂᑦ ᓯᓇᓕᒫᒥᓂᑦ ᕿᒪᐃᔪᐊᓘᕐᓯᑎᑦ ᓯᓇᐅᑉᕙᑲᒥᐸᓂᒃᑯᓄᑦ ᓂᐅᕕᐊᕌᓘᑎᓪᓗᒋᑦ. ᑕᐃᒃᑯᐊ ᓴᓚᐅᓕᕐᓂᕋᒥᑦ ᑲᒥᐸᓂᓄᑦ ᐃᒫᑦ ᐅᑎᕈᒫᕐᓂᐊᓯᒪᔪᕕᓂᐅᒐᓗᐊᕐᓯᑎᑦ ᐅᑎᕈᒫᓪᓚᐅᕐᓯᒪᔫᔭᖏᑐᐃᑦ. ᑖᕗᖓ ᐃᓄᖁᑎᒥᓄᑦ ᒪᓕᕐᑕᐅᓚᐅᕐᓯᒪᒐᒥᑦ ᐊᒥᓯᐊᓗᓐᓄᑦ ᕿᒧᕐᓯᖁᕐᑐᓗ ᐅᓪᓗᑐᓯᑐᐊᒍᑦ ᕿᒧᕐᓯᖁᑦ ᐊᐅᓪᓛᖃᑦᑕᑎᓚᐅᔫᑦ ᐃᓚᖏᓪᓗ ᐅᒥᐊᒃᑯᑦ. ᑕᐃᑲᓂ ᐄᕗᔮᓂᒥᑦ ᓅᑲᓪᓚᓯᒪᓐᓂᖏᕐᑐᐊᓘᒐᓗᐊᕐᒪᑕ ᑖᕗᖓ ᒪᓕᕐᑐᐊᓗᐃᑦ.

ᑕᐃᒃᑯᐊᓕ ᐊᐅᓪᓚᓯᒪᓕᕐᒪᑕ ᔮᒪᓂᐅᓂᕋᕐᑕᑲ ᑲᒥᐸᓂᒃᑯᑦ ᖃᓪᓗᓈᑐᓕᓚᐅᕐᓯᒪᔪᑦ. ᖃᓪᓗᓈᑐᓕᓚᐅᕐᓯᒪᒐᒥᑦ ᑭᓯᐊᓂ ᐃᓄᖁᑕᐃᓐᓈᐱᖏᑦ ᐱᓇᓯᕐᑎᐊᐱᖏᑦ ᑭᓯᐊᓂ ᐊᓪᓛᑦ ᐱᓇᓯᕐᑎᐅᖃᑕᐅᖃᑦᑕᓚᐅᔪᒻᒥᒐᒪ. ᐅᓪᓗᓕᒫᒥ ᐱᓇᓯᕐᑐᐸᐅᔫᓗᕐᓯᓂ ᐊᐳᑎᑦ ᑭᓯᐊᓂ ᐱᓇᓯᒍᓐᓇᖏᐅᒪᕙᓚᐅᕐᑐᑦ ᐊᖁᑎᖏᑦ ᓄᐃᑎᒐᓯᐊᓇᐊᖃᕐᓯᒍ ᐅᓪᓗᓕᒫᖅ ᑕᖃᓐᓇᕐᓯᓂ ᐊᑭᖑᓃᑦ ᓯᒥᒋᔮᔭᕐᓇᒍ ᕙᓚᐅᕐᑕᕋ ᐅᓪᓗᓕᒫᖅ $0.80-ᓯᐊᐱᒥᑦ ᓯᓇᒥᑦ ᐊᑭᓕᑦ ᑖᓚᐅᖏᑐᕐᓘᓃᑦ. ᐊᐅᓪᓚᓯᒪᔪᑐᖃᓘᑎᓪᓗᒋᑦ ᑭᓯᐊᓂ ᓅᓕᓚᐅᕐᓯᒪᒻᒥᒪᑕ ᔮᒪᓃᑦ.

ᓂᐅᕕᕐᓂᐊᕕᖃᖃᕐᑕᓚᐅᔪᒍᓐᓇᐃᑐᖅ ᑭᓪᓖᓂᖅ ᑲᒥᐸᓂᒃᑯᑦ ᐊᐅᓪᓚᒪᑕ ᑕᒪᐅᖓ ᖃᓪᓗᓂᐊᕐᑕᓕᓚᐅᕐᓯᒪᕗᒍᑦ ᑲᖏᕐᓯᐊᓗᕐᔭᐊᒧᑦ.

ᑕᐃᒪ ᓂᐅᕕᕐᓂᐊᕕᖃᖃᔭᖏᑐᓂᑦ ᖃᐅᔨᔭᐊᓘᓕᕐᒥᒪᑕ ᑲᒥᐸᓂᐅᖏᑐᒐᓴᐃᑦ ᓇᐅᑐᐃᓐᓇᐃᑦ ᖃᐅᔨᔭᐊᓘᓕᕐᓂᒪᑕ ᓯᓇᖃᕐᐸᖏᕐᑐᓂᑦ ᓂᐅᕕᕐᓂᐊᕕᖃᖏᑐᓂᑦ ᐃᒃᑯᐊ ᐅᒥᐊᕐᔭᐊᖓᑦ ᐱᒃᑲᐃᓯᒪᒻᒥᒪᑕ ᐅᒥᐊᕐᔭᐊᑦ ᑎᑭᕐᑐᑐᐃᓐᓈᓗᓐᓂᑦ ᓇᑭᐊᓗᑐᐃᓐᓇᖅ ᓂᕿᐊᓗᓐᓂᓗ ᐋᕿᑕᐅᒪᓕᓂᐅᒻᒪᑕ ᑲᓇᖓᖓᖅ ᑭᒻᒥᕈᒻᒥᑦ. ᐳᓛᓯᒃᑯᑦ ᐋᕿᓯᐃᓯᔭᕕᓈᓗᒻᒪᕐᑕ ᐅᒥᐊᕐᔭᐊᓄᑦ ᓇᐅᑐᐃᓐᓇᓄᑦ ᑎᑭᕐᑐᓄᑦ ᓂᐅᕕᕐᓂᐊᐸᖁᔭᐅᓕᕐᓯᑎᑦ ᑭᒻᒥᕈᒻᒥᐅᑦ ᓂᐅᕕᕐᓂᐊᐸᓕᓚᐅᔪᔪᑦ. ᐃᓯᐊᖃᕐᑕᓕᓚᐅᔪᔪᐊᓘᒐᓗᐊᑦ ᐊᑭᖃᖏᑐᓂᑦ ᐊᐃᕐᑐᐃᓰᒍᖃᕐᑕᓕᓚᐅᔪᒻᒪᑕ ᑲᒥᐸᓂᒐᓴᐃᑦ.

ᐃᓄᑭᕐᑐᓕᕐᓯᓂᓗ ᐊᑭᓖᕆᖃᔭᐃᓕᕋᒥᑦ ᓂᐅᕕᕐᓂᐊᕕᒻᒥᑦ ᓂᐅᕐᕈᑎᓄᑦ ᐲᓯᕙᓚᐅᔪᒻᒪᑕ. ᐲᕐᓂᐅᔮᑕᕙᕐᓗᐊᓚᐅᔪᔫᓗᐊᑦ. ᑲᒥᐸᓂᒧᑦ ᑕᐃᒪᐃᖁᔭᐅᓚᕐᑕ ᓂᐅᕐᕈᑎᒧᑦ ᑭᓯᐊᓂ ᐱᐅᔫᒍᓐᓇᒪᑦ ᑲᒥᐸᓂ. ᓂᖏᐅᓂᓪᓗ ᐊᔭᓗᐊᕐᑐᓄᓪᓗ ᐱᓕᐅᕐᓴᖃᕐᐸᓚᐅᔪᒐᓗᐊᕐᓯᑎᑦ ᑕᐃᒪᐃᖃᔭᕐᑑᔭᕈᓐᓇᐃᒥᔭᐊᓗᐃᑦ.

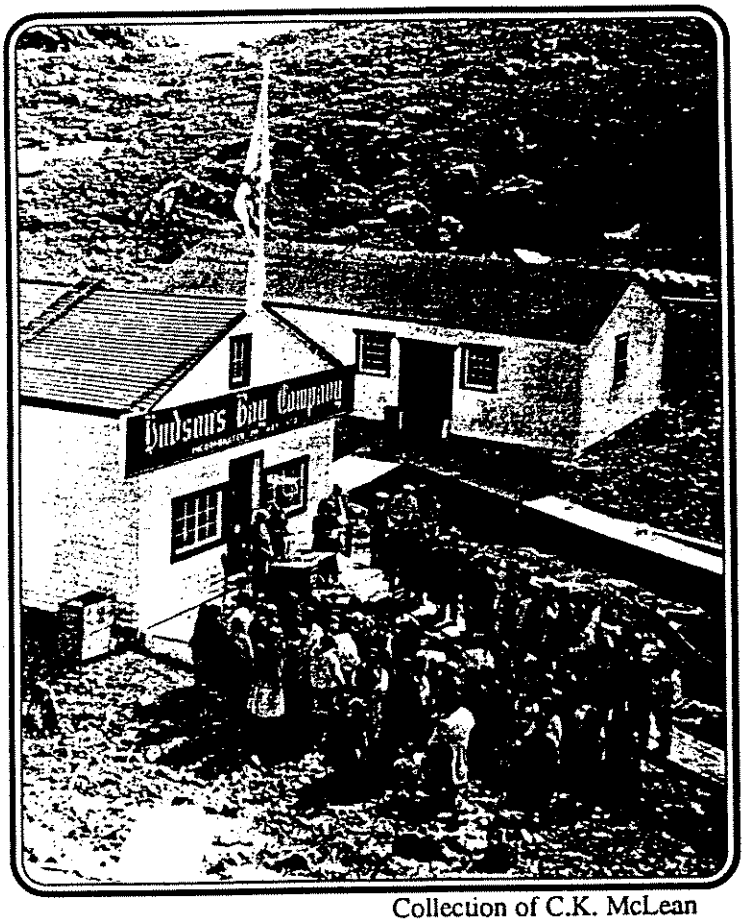
ᓄᐊ ᐊᕐᓇᑐᖅ, ᑲᖏᕐᓯᐊᓗᕐᔭᐊᖅ. ᑭᓪᓕᓂᕐᒥᐅᕕᓂᖅ. ᐃᓅᓕᕐᑐᕕᓂᖅ 1910-ᒍᑎᓪᓗᒍ. ᓂᐱᓕᐅᕐᑕᐅᔭᕕᓂᖅ ᒪᐃ 1985-ᒍᑎᓪᓗᒍ ᓯᒥᐅᓂ ᐸᕋᒧᑦ ᐊᕙᑕᖅ ᐱᐅᓯᑐᖃᓕᓇᔨᒃᑯᓂᑦ ᐱᒍᕐᔨᓯᓂ.

TRADING AT KILLINIQ

THE TRADE

Qallunaat were around long before I was born and my eyes opened by the time trading posts were around. At that time Inuit were selling materials to posts, like sealskin boots and fox pelts. The Hudson's Bay company posts was already established near our camps when I became old enough to sell fox pelts, as well as a German [Moravian] trading post whose manager was known as "Nuvattutialuk".

ᐊᑦᓴᐧ ᐸᐃᐧᑯᑦ ᐊᖏᓂᖅᑕᒪᓇᖏᑦ ᐃᓐᓂᐊᓂᐃᓂᖏᑦ
VISIT OF THE HBC GOVERNOR
VISITE DU GOUVERNEUR DE LA COMPAGNIE



Collection of C.K. McLean

ᐊᑦᓴᐧ ᐸᐃᐧᑯᑦ ᐊᖏᓂᖅᑕᒪᓇᖏᑦ
ᐃᓐᓂᐊᓂᐃᓂᖏᑦ
Patrick Ashley Cooper.

ᑕᐃᑦᓯᒪᓂ. ᐃᓄᐃᑦ ᐊᑭᖑᔪᑐᓂᐧ
ᓂ ᓇ ᑎ ᑕ ᐅ ᕐ ᐱ ᓂ ᑦ .
ᐅ ᓪ ᒃ ᕿ ᑦ ᑕ ᑎ ᑕ ᐅ ᑦ ᓯ ᑎ ᐧ ᓗ
ᐅᔪᒻᒥᐊᑎᑕᐅᑦᓯᑎᐧᓗ. ᐊᒻᒪᓗ ᖃᕋᐧᑯ
ᓯᒃᓪᐅᑎᑦᓯᑎᐧ.

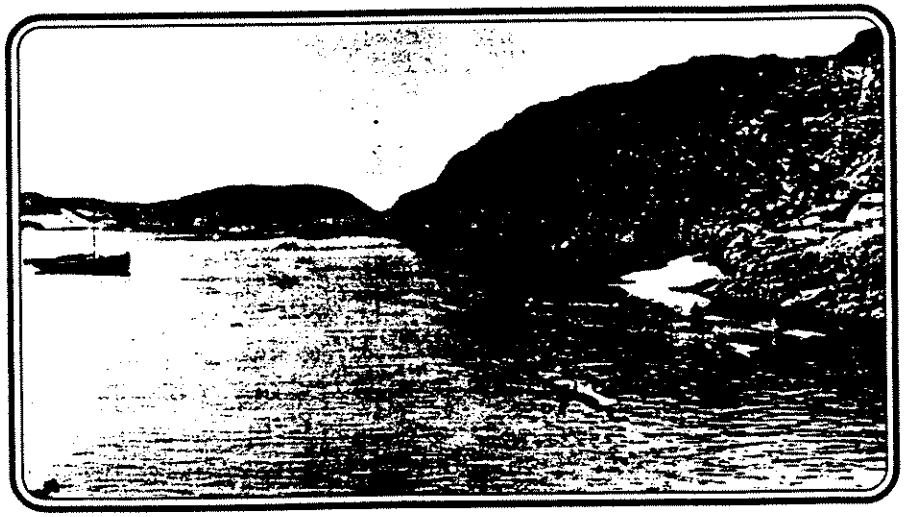
Visit of Hudson's Bay Company Governor Patrick Ashley Cooper.

On that occasion, the Inuit were given free meals, shawls and sweets, and a kayak race was organized.

1934

Visite du gouverneur de la Compagnie de la Baie d'Hudson, Patrick Ashley Cooper.

À cette occasion, on distribua aux Inuit des repas gratuits, des châles et des sucreries. Une course de kayak fut organisée.



PAC, PA 102136, D.L. McKeand

In those days, Inuit were mostly interested in tea and tobacco. All the people I knew then lived in igloos. When people were expecting those who went to trade they listened for dogs barking and when they could hear them approaching they told each other that they would soon have some tea. Adults took out their pipes and got them ready to smoke tobacco. People couldn't drink tea without having meat first.

COMPETITION

[The German trading post] was just across the Hudson's Bay Company post. The two trading posts used to fight over their Inuit customers. Traders went to trade to either one of the posts which had better bargains. I think Inuit gradually realized that it is better to trade with traders who offer better bargains. If an Inuk trader went to sell his fox pelts to the German post, HBC took his gun away from him if he had purchased it from HBC post, no matter how long ago it had been purchased.

The HBC employees ignored even starving Inuit if they didn't have anything to sell. The good thing HBC managers did was waking up even in the middle of the night for trappers who came to trade fox pelts.

The German company was good for us and treated us kindly. They had a motorboat and took Inuit people to their spring camps and supplied them with food. On the other hand, the HBC didn't do such things for their people and I don't think they are any different these days.

THE MORAVIANS

The German trading post was also known as "Ingillisi"(English). The English trading post groceries were cheaper than HBC post's, and gave good bargains for fox pelts but I don't remember how much they gave for sealskins. They were also interested in sealskin boots. They wanted to get as many boots as possible, like the HBC. When the Inuit had made a pair of sealskin boots they took them to the German trading post while they were still damp. I remember the time when the German trading post stopped accepting sealskin boots. The Inuit were selling them while they were damp and then they froze but when spring came, the boots that had been frozen all winter thawed and then shrivelled up! I don't think those who sold boots to the HBC sold them while they were damp.

SHIP TIME

[The Moravians] had their own ship [The Harmony] which arrived only in autumn, in October, when snow had covered the hills. That ship brought in a lot of groceries and other supplies. They had their own barges for unloading which they left behind to use again the next fall. I think the German ship brought in supplies to many trading posts, all the way to Labrador.

When it was time to anchor the sailboat there was so much smoke that you couldn't see the entire ship. It was an old ship and everytime it arrived all the people caught colds and sniffles. I think it brought in all the germs! It arrived so slowly and when someone noticed it arriving, every Inuk customer of theirs screamed with joy! I think they looked forward to eating biscuits. It arrived from the other side of the ocean. The crew of the sailboat fished cod and took in oil which had been frozen, pounded with big rocks inside wooden vessels. It was the Inuit who did all the work to make oil.

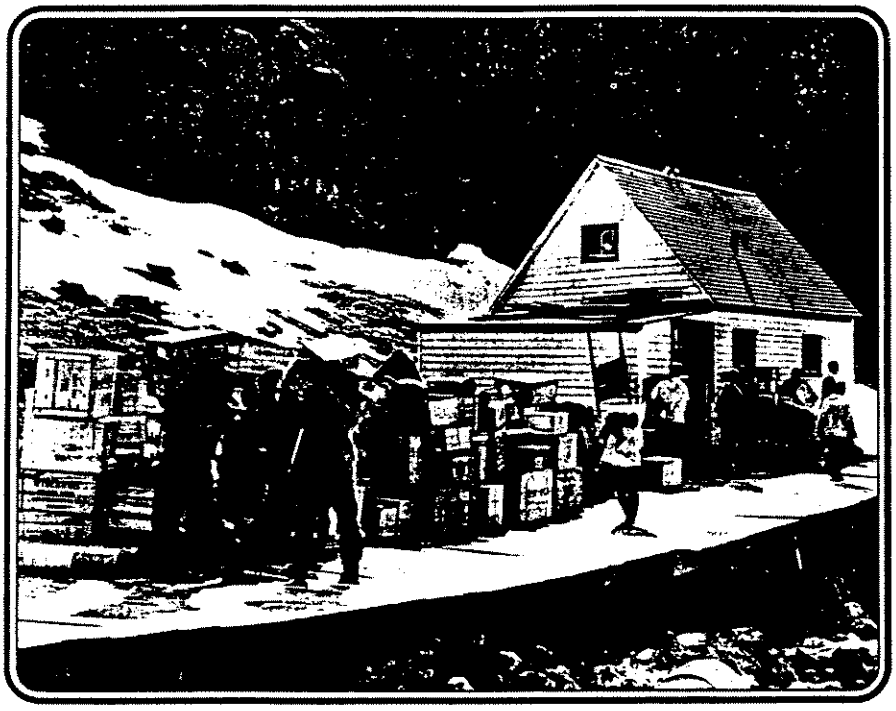
THE DEPARTURE OF THE MORAVIANS

Many Inuit lived in Killiniq while the German traders were there. When the German traders had to leave, HBC traders bought all their buildings. The reason for their leaving was because they could no longer compete with the HBC. They planned to come back north to set up stores but they never did. When they left, many of their Inuit customers followed them, some by dogteam and some in summer by boat. The German traders stayed in Iipujuuni (Hebron) for a while so some Inuit moved to that area.

When the German traders left, we were left with just the HBC traders. They hired a few Inuit staff including myself. We labored all day, removing all the snow off the pathways and at the end of the day we were exhausted. I didn't even mind getting 80 cents a day in wages. I labored all day

ᐅᒥᐊᓕᐊᖅᓯᒪᓂᖅ

SHIP TIME
L'ARRIVÉE DU BATEAU



1933

Hudson's Bay Co. Archives, Manitoba Provincial Archives, Album 8, No. 43.

ᐊᓕᐅᑦ ᐸᐃᑦᑯᑦ ᑭᑦᓂ-ᓂᑦᒥᑐᑦ ᓂᐅᐱᐊᐊᓕᐅᖅᑦ ᐊᑦᕿᔪᓂᒪᓗᑦ ᓇᒪᒥᑦᐃᑐᐊᑦ.

ᐃᓕᐱᐊᓂᑦ ᐅᓕᖅᐊᓕᑦᑐᑦ. ᒡᑦᓇ ᐊᑦᓱᓂᐅᑦᑕᐃᑦᑐᐊᓂᓂᑦ ᐊᑦᕿᔪᑦᓂ ᐅᑦᑯᓕᐃᐱᐊᑦ ᐊᒥᓕᖅᓂᓂᑦ ᐅᑦᑯᐊᒡᒐᔪ.

The Year's supply for Killiniq HBC post.

Taking the crates to the warehouse. . This photograph was taken only a few years before the closure of the post which left the Inuit without a store.

Les provisions pour l'année arrivent au poste de traite CBH de Killiniq.

Les caisses sont transportées à l'entrepôt. Cette photo fut prise quelques années avant la fermeture du poste, fermeture qui laissa les Inuit sans point d'approvisionnement.

at 80 cents a day, not even a dollar. After, the HBC moved to another place long after the German traders moved.

When the HBC left Killiniq, there wasn't any trading post there so we had to go to Kangiqsualujjuaq to trade.

The word got around that people of Killiniq were left without a store. Someone from Kimmiruq informed others about that and then ships passing by dropped off some food for the people of Killiniq. Also the RCMP arranged to have food taken to them by any ship that passed through there. We were then better off since we also received food for free even from HBC ships.

The HBC left Killiniq because there weren't enough people there and therefore they couldn't afford to have their post there. They planned to leave for a long time and finally left. HBC expected us to be perfect and they wouldn't treat us fairly unless we satisfied their standards with stuff to sell. In the earlier days they even contributed to support to the elderly and the poor but these days they don't have that service.

NOAH ANGNATUK, Kangiqsualujjuaq, formerly of Killiniq, born in 1910. Interviewed in May 1985 by Simeonie Baron for Avataq Cultural Institute.

LA TRAITE À KILLINIQ

LA TRAITE

Les Qallunaat arrivèrent bien avant ma naissance; mes yeux s'ouvrirent quand les postes de traite existaient déjà. En ce temps-là, les Inuit vendaient aux postes de traites des articles comme des bottes en peau de phoque et des fourrures de renard. Les postes de la Compagnie de la Baie d'Hudson s'étaient déjà établis près de nos campements quand je devins assez âgé pour vendre des fourrures; il y avait aussi un poste allemand [Morave] dont le gérant était connu sous le nom de "Nuvattutialuk".

En ce temps-là les Inuit étaient surtout intéressés à obtenir du thé et du tabac. Tous les gens que je connaissais alors vivaient dans des igloos. Quand ils attendaient le retour de ceux qui étaient allés faire la traite, ils écoutaient les chiens aboyer et quand ils entendaient les gens approcher ils se disaient entre eux qu'ils pourraient bientôt boire du thé. Les adultes sortaient leur pipe et se préparaient à fumer du tabac. Les gens ne pouvaient pas boire de thé sans manger de la viande tout d'abord.

LA CONCURRENCE

Le poste de traite allemand était situé juste en face de celui de la Baie d'Hudson. Les deux postes se disputaient la clientèle des Inuit. Ceux-ci vendaient au poste qui leur offrait le meilleur prix. Je pense que les Inuit se sont rendu compte graduellement qu'il était plus avantageux de faire affaire avec les traiteurs qui leur offrait le plus. Si un Inuk vendait ses fourrures au poste allemand, la CBH reprenait son fusil (s'il l'avait acheté à leur magasin), même si le fusil était en la possession du chasseur depuis très longtemps.

Les employés de la Baie d'Hudson ne se souciaient pas des Inuit affamés s'ils n'avaient rien à vendre. Leur bon côté était de se lever au milieu de la nuit si des Inuit venaient vendre des peaux.

La compagnie allemande était bonne pour nous et nous traitait bien. Ces traiteurs possédaient un bateau à moteur et emmenaient les Inuit à leurs campements de printemps et leur fournissaient de la nourriture. Les gens de la Compagnie de la Baie d'Hudson, cependant, ne se comportaient pas ainsi et je ne crois pas qu'ils aient changé.

LES MORAVES

On appelait aussi le poste de traite allemand "Ingillisi" [Anglais]. Les provisions du magasin anglais coûtaient moins cher que celles de la Baie, et ce poste donnait un bon montant pour les fourrures, mais je ne me souviens pas combien on recevait pour les peaux de phoque. Les traiteurs s'intéressaient aussi au bottes de peau de phoque. Ils voulaient le plus de bottes possible, tout comme la CBH. Quand les Inuit avait terminé une paire de bottes, ils les apportaient au poste allemand alors qu'elles étaient encore humides. Je me souviens du temps où le poste allemand se mit à refuser les bottes de peau de phoque. Les Inuit les leur vendaient quand elles étaient humides, et elles

gelaient, mais quand le printemps venait et que les bottes dégelaient, elles se ratatinaient! Je ne crois pas que l'on ait vendu des bottes humides à la Compagnie de la Baie d'Hudson.

L'ARRIVÉE DU BATEAU

Les Moraves possédaient leur propre navire [le Harmony] qui arrivait seulement en automne, au mois d'octobre, quand la neige avait couvert les collines. Ce navire apportait des provisions et d'autres marchandises. Ils avaient des barques destinées au débarquement des caisses et les laissaient au village pour les utiliser l'automne suivant. Je pense que le navire allemand fournissait de nombreux postes, le long de la côte du Labrador.

Quand le navire allait jeter l'ancre, il y avait tant de fumée qu'il était impossible de voir tout le bateau. C'était un vieux navire et chaque fois qu'il arrivait tout le monde attrapait des rhumes et des éternuements. Il devait apporter tous les microbes! Il arrivait tout doucement et quand quelqu'un le remarquait, tous les clients inuit sautaient de joie! Ils attendaient les biscuits. Ce bateau venait de l'autre côté de l'océan. Son équipage pêchait la morue et entreposait l'huile gelée après qu'elle ait été tassée au fond de barils de bois au moyen de grosses pierres. C'étaient des Inuit qui s'occupaient de faire l'huile.

LE DÉPART DES MORAVES

Les Inuit étaient nombreux à Killiniq au temps des traiteurs allemands. Quand ceux-ci durent partir, les traiteurs de la Baie d'Hudson achetèrent leurs édifices. Ils partirent car ils ne pouvaient plus soutenir la concurrence avec la Baie. Ils prévoyaient revenir dans le Nord et installer d'autres magasins, mais ils ne revinrent jamais. Quand ils partirent, plusieurs de leurs clients inuit les suivirent, certains en traîneaux à chiens, d'autres en bateau l'été suivant. Les Allemands demeurèrent à Iipujuuni (Hebron) un certain temps, alors plusieurs Inuit déménagèrent dans cette région.

Quand les Allemands partirent, il ne resta plus que les traiteurs de la Baie d'Hudson. Ils engagèrent du personnel inuit, dont moi-même. Nous travaillions toute la journée à enlever la neige des trottoirs de bois et au soir nous étions épuisés. Il m'était indifférent de recevoir 80 sous par jour de salaire. Je travaillais toute la journée pour 80 sous, même pas un dollar. Beaucoup plus tard, la Baie d'Hudson déménagea aussi. Quand le poste ferma, il n'y avait plus de magasin à Killiniq, alors nous devions nous rendre à Kangiqsualujjuaq pour faire la traite.

La rumeur se répandit que les gens de Killiniq n'avaient plus de magasin. Quelqu'un de Kimmiruq en informa d'autres personnes et ensuite les bateaux de passage nous laissaient de la nourriture. La GRC prit aussi des arrangements afin que les navires nous apportent de la nourriture. La situation n'était pas trop dramatique puisque nous recevions aussi de la nourriture gratuite même des navires de la Compagnie de la Baie d'Hudson.

Le magasin de la Baie ferma car il n'y avait pas assez d'habitants à Killiniq et ils ne pouvaient pas se permettre d'y maintenir un poste. Ils pensaient à s'en aller depuis longtemps et finalement partirent. La Compagnie s'attendait à ce que nous soyons parfaits et ne nous traitait pas justement à moins que nos marchandises ne satisfassent leurs exigences. Au début ils ont aidé les gens âgés et pauvres, mais de nos jours ils ne le font plus.

NOAH ANGNATUK, Kangiqsualujjuaq, anciennement de Killiniq, né en 1910. Interviewé en mai 1985 par Simeonie Baron pour l'Institut culturel Avataq.

ᑯᐊᐸᑦᑯᓂ

AT THE CO-OP
À LA COOPÉRATIVE

PAC, PA 145037, R. Gilliat

ᐋᑦᓇᓗ ᐋᑦᓇᑐᐤ ᑭᑦᒥᓂᐅᑦ
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Henry Angnatuk at the door of the Co-op store at Killiniq

Henry Angnatuk à l'entrée de la coopérative de Killiniq

1960

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Henry Angnatuk taking the order of Penina Assevik

Henry Angnatuk prend la commande de Penina Assevik

PAC, PA 145031, R. Gilliat

ᑯᐊᐸᐃᑦ

ᑯᐊᐸᑖᕆᐊᖓᐅᓯᐱᓂᖓᓂ ᑭᓪᓕᓂᐅᑉ ᐊᐅᓚᔮᓪᓚᕆᕐᑕᖁ ᑕᒪᓐᓇ. ᑯᐊᐸᑖᕐᐸᓕᐊᕋᓯᐊᓕᕐᑎᓗᒍ ᑕᐃᒪ ᓯᓚᐹᓕᐅᓂᕋᑦᑕᖅ (ᑖᓅᓪ ᓯᓅᑕᓐᒍᖁᑐᖅ) ᐱᐸᒃᓕᐊᑎᕐᓯᒐᓯᐊᓯᑎᓪᓗᒍ ᑲᑎᖓᑎᕐᓯ-ᖃᑦᑕᓚᐅᔪᒻᒪᑦ. ᓯᓚᐹᓕᑦ ᑭᖑᓂᖓᒍᑦ ᑭᓯᐊᓂ ᑎᑭᖃᑦᑕᓕᓚᐅᔪᒻᒪᑦ ᑯᐊᐸᓕᐅᕈᒪᓕᕐᓯᓂ ᑕᐃᒪᐃᑦᑐᓚᐅᔪᔪᖅ.

ᒪᑯᐊ ᓂᐅᕐᕈᑎᑦᓴᒐᓚᐃᑦ ᐆᒪᐅᔭᒐᓚᐃᑦ ᓴᓇᖑᐊᒐᐃᓪᓗ ᑯᐊᐸᒍᑕᐅᒋᐊᖓᓕᓚᐅᕐᓯᒪᔪᓐᓂ ᑕᐅᓇᓂ. ᓴᓇᐅᒐᕐᓂᒃ ᓂᐅᕕᐊᕐᓴᑖᕐᓯᑎᒃ ᓴᒃᑯᓂᒃ ᑏᓂᒃ. ᖃᖁᔭᓂᓪᓗ ᒪᑯᓂᖓ ᓴᕐᑐᔮᓂᒃ ᓴᒃᑯᓕᐊᓘᒐᓗᐊᕐᓯᑎᒃ ᓴᐅᑎᒋᕐᓯᑎᒃ ᓚᐅᔪᔪᑦ. ᐊᓕᐊᓇᕐᑐᐸᓘᓚᐅᕐᓯᒪᔪᖅ ᐊᕐᔮᖃᕐᑐᔭᖏᒪᓇᕐᓯᓂ ᐊᓕᐊᓇᓚᐅᕐᓯᒪᔪᖅ ᑯᐊᐸᑖᕐᓯᓂ. ᖃᑭᐸᓐᓕᐊᓯᕐᓴᐅᑎᒋᐊᕐᔪᑯᓗᓚᐅᔪᔪᖅ. ᑕᐃᒪ ᖃᐃᕈᓕᐊᓗᐃᑦ ᐊᑭᓕᐊᓘᒻᒪᑕ ᑎᓇᒐᓐᓂᐊᖃᑦᑕᓯᑎᓪᓗ ᐆᒐᕐᓂᐊᖃᑦᑕᓯᑎᓪᓗ ᓇᓐᓄᐸᕐᓯᑎᓪᓗ ᖃᑭᐸᓐᓕᐊᓴᐅᑎᒋᓚᐅᔪᔪᑦ. ᑕᐃᒪ ᑭᖑᓂᖓᓂ ᐊᓯᖓᖏᓐᓂᒃ ᐊᖓᔪᖃᑕᖃᑦᑕᓯᑐᐊᕐᒪᑦ ᑲᑕᕐᐸᓕᐊᓯᑐᐃᓐᓇᑐᐱᓂᐅᖁᖅ.

ᓄᐊ ᐊᓐᓇᑐᖅ. ᑲᖏᕐᓱᐊᓗᑦᔪᐊᖅ.
ᑭᓪᓕᓂᕐᒥᐅᕕᓂᖅ. ᐃᓅᓕᕐᑐᕕᓂᖅ 1910-ᒍᑎᓪᓗᒍ.
ᓂᐱᓕᐅᑦᑕᐅᔪᕕᓂᖅ ᒪᐃ 1985-ᒍᑎᓪᓗᒍ ᓯᒥᐅᓂ
ᐸᕋᒧᑦ ᐊᐸᑕᖅ ᐱᐅᓯᑐᖃᓕᕆᔩᑦᑯᓂᒃ ᐱᒍᑦᔩᓯᓂ.

ᐃᓄᐃᑦ ᑭᓪᓕᓂᕐᒥᑦ ᓅᒍᒪᕐᓯᑎᒃ ᓛᐸᑐᐊᓕᐊᕐᓗᑎᒃ ᐃᓯᒪᓚᐅᕐᓯᒪᔪᑦ - ᐊᔪᕐᓇᖃᑦᑕᓚᐅᕐᓯᒪᒻᒪᑦ ᐱᐅᒃᑯᑎᑖᖁᓯᐊᕆᐊᒥᒃ ᐊᒻᒪᓗ ᐃᓅᒐᓯᐊᕆᐊᒥᒃ...ᑕᐃᒪ ᐃᓯᒪᑖᕐᓂᐊᓕᕋᒥᒃ ᑯᐊᐸᒥᒃ ᓇᑉᐸᐃᒋᐊᒥᒃ ᑲᕙᒪᒃᑯᑦ ᐱᓇᓱᑦᑎᖏᑦ ᐊᖁᑎᒋᓗᒋᑦ-ᓄᓇᓖᑦ ᐊᓯᕐᔩᓕᓚᐅᕐᓯᒪᔪᑦ...ᖃᐅᔨᒪᓕᕐᑐᒍᑦ ᐃᓅᒍᓐᓇᕆᐊᒥᒃ ᓅᒍᓐᓇᐃᓗᑕ ᐊᒻᒪᓗ ᐱᓇᓱᐊᕐᓗᑕ ᑯᐊᐸᕐᑎᒍᑦ...ᓯᕗᓪᓕᐹᒥ ᑯᐊᐸᖃᓕᕐᑎᓗᑕ ᖁᐊᒃᑯᕕᒃ ᓇᑉᐸᑕᐅᓚᐅᕐᓯᒪᔪᖅ ᐃᖃᓗᕐᑕᐅᔪᐃᓪᓗ ᖁᐊᒃᑯᕕᒻᒧᑕᐅᖃᑦᑕᓯᕐᓯᑎᒃ...ᓯᕗᓪᓕᐹᒥ ᐊᕐᕋᒍᒥ ᖁᐊᒃᑯᕕᐅᑉ ᐊᐅᓚᐅᑎᖏᑦ ᐱᐅᕐᓯᐊᓚᐅᕐᓯᒪᖏᑐᑦ ᐊᒻᒪᓗ ᐱᕐᓯᐊᕈᓐᓇᐃᓯᑕ...ᐊᕐᕋᒍ ᓈᑐᐊᕐᒥᒪᑦ ᖁᐊᒃᑯᕕᒃ ᐋᕿᓯᒪᕐᓯᐊᓕᓚᐅᕐᓯᒪᔪᖅ ᐊᒻᒪᓗ ᐃᖃᓗᑉᐱᓂᒃ ᑕᑕᓴᓕᓚᐅᕐᓯᒪᔭᐳᑦ. ᐃᖃᓘᔭᑐᐃᓐᓇᑎᒍᓪᓗ ᐆᓕᕐᓯᐅᖃᑦᑕᓯᑕ ᐊᒥᓱᒻᒪᕆᓐᓂᒃ ᐆᓕᖃᑦᑕᓯᑕ ᐃᖃᓗᑉᐱᖃᑦᑕᓯᑕᓗ ᐊᒻᒪᓗ ᐆᓕᕐᓯᐅᕇᕋᑦᑕ ᓇᕐᓯᓂᐊᓯᓂᐊᓕᕋᑦᑕ...ᑯᐊᐸᖃᖏᓈᕐᓯᑕ. ᑭᓪᓕᓂᕐᒥᑦ ᓅᖃᔭᓚᐅᕐᓯᒪᔪᒍᑦ ᓂᐅᕐᕈᓴᐃᕕᐅᑉ ᓴᓂᐊᓃᒍᒪᒧᑦ...ᑰᑦᔪᐊᒧᑦ ᓅᒍᒪᓚᐅᕐᓯᒪᖏᑐᒍᑦ ᓄᓇᖓᓂᒃ ᓴᓂᐊᓃᑦᑐᒥᒃ ᖃᐅᔨᒪᖏᓇᑦᑕ...ᓛᐸᑐᐊᑉ ᓯᑦᔪᖓᓅᕆᐊᒥᒃ ᐃᓯᒪᓚᐅᕐᓯᒪᔪᒍᑦ...ᑕᒐᑕᒐ ᓅᒋᐊᒥᒃ ᓯᕗᓂᖃᕈᓐᓇᐃᑐᒍᑦ...ᖃᓪᓗᓈᓄᑦ ᐃᑲᔪᕐᑕᐅᓗᑕ ᑯᐊᐸᒥᒃ ᓇᑉᐸᐃᒍᓐᓇᑐᒍᑦ ᐃᓘᓐᓇᐃᓂᒃ ᐃᓯᕐᕆᓯᐅᒥᑎᕐᓯᓗᑕ. ᑭᓪᓕᓂᕐᒥ ᑯᐊᐸᐳᑦ ᓂᐅᕕᕐᕕᖁᑎᓕᒃ ᐊᐃᑉᐸᕐᓯᖓ ᑖᕐᓯᒥᖓ ᓂᐅᕕᕐᕕᒥᒃ ᑲᒪᒋᔭᖃᕐᑐᖓ...ᐊᕐᓇᐃᑦ ᓂᐱᖓᔨᐊᓕᐅᓯᑦ. ᖁᐸᓄᐊᖑᐊᓂᓪᓗ ᐊᒻᒪᓗ ᐊᓯᖏᓐᓂᒃ ᓯᓇᑐᐃᓐᓇᓂᒃ. ᐊᒻᒪᓗ ᐊᖑᑎᑦ ᐊᕐᓇᐃᓗ ᓴᓇᐅᒐᓰᒍᑦᓯᑎᒃ...ᐊᕐᕋᒍᓕᒫᒥ ᐃᖃᓗᑉᐱᓂᓪᓗ ᐊᓯᖏᓐᓂᓗ ᐃᖃᓗᓐᓂᒃ ᐱᒍᓐᓇᓯᐊᔩᒍᔪᒍᑦ ᐱᓇᐃᓗᑕᖃᕈᓐᓇᐃᓯᑕ.

ᕿᐊᓐᓇᔩ ᐊᓐᓇᑐᑉ. ᐅᖃᔭᕕᓂᖏᑦ ᓯᕗᓪᓕᐹᒥ
ᑲᑎᒪᓂᕐᒪᕆᕐᒥ ᐱᕐᔪᑎᒋᕐᓯᒋᑦ ᐅᑭᐅᑦᑕᑐᒥ
ᑯᐊᐸᐃᑦ, ᐃᖃᓗᓐᓂ, ᔪᓇᕐᓯᐊᒥ, ᒫᑦᓯ 12-18, 1963.

THE CO-OPS

I remember well the time a co-op was established in Killiniq. There was a man called "Silapaalik" [probably Donald Snowden] who asked people to gather for meetings about setting up the co-op. Silapaalik came to Killiniq several times afterwards by plane for the purpose of establishing a co-op in Killiniq.

The first things that were sold to the co-op were animal materials and sculptures. Tea and flour as well as ammunition were the first available supplies in the new co-op. There was also biscuits and cans of sardines. There was a lot of ammunition, also different kinds of food. We all enjoyed setting it up and it was a relief not to have to travel

miles to get supplies again. Soon afterwards the co-op flourished. Harp seals brought in some money and trappers brought in fox pelts as well as cod and polar bearskins. And then later on when too many different people started taking up the responsibility of managing it, the co-op started going bankrupt.

NOAH ANGNATUK, Kangiqsualujjuaq, formerly of Killiniq, born in 1910. Interviewed in May 1985 by Simeonie Baron for Avataq Cultural Institute.

The people were thinking of leaving Killiniq for Labrador - it was difficult to get supplies and make a living... Then came the idea of a co-operative through government officers - a change came over the community... Now we are confident we can make a living by staying and working through the cooperatives... In the first year of the co-operative a freezer was set up and the fish were caught and brought to the freezer... That first year the engine did not work properly and we did not do well... A year later the freezer was working good and we got it full of char. We also did jigging of cod and got quite a lot of this fish, and we carried out hunting for seals after the cod fishing... Before we had a co-operative, we almost moved from Killiniq to be near a trading post... We did not want to go to Kuujjuaq as we did not know the area... We were going to go to the Labrador coast.. Now we do not think of this move anymore... With the white man's help we can build up the co-operative and make it better for everyone. We have a co-op store in Killiniq and another person with me looks after this store... The women are making mats, birds and anything else, and also there are carvings by men and women... We are doing pretty well the whole year around with fishing for char and other fish.

HENRY ANNATUK, speaking at the First conference of Arctic co-operatives, Frobisher Bay, N.W.T., March 12-18, 1963.

LES COOPÉRATIVES

Je me souviens comme si c'était hier du temps où on fonda une coopérative à Killiniq. Un homme appelé "Silapaalik" [probablement Donald Snowden] réunit les gens afin d'organiser ce projet. Silapaalik vint à Killiniq plusieurs fois par la suite, en avion, afin d'établir une co-op à Killiniq.

Les premières marchandises vendues à la co-op furent des produits animaux et des sculptures. Du thé, de la farine, des munitions étaient aussi disponibles, ainsi que des biscuits et des sardines en conserve, beaucoup de munitions et d'autres sortes de nourriture. Nous avons tous aimé organiser la co-op; ce fut un soulagement de n'avoir pas à voyager des milles et des milles pour s'approvisionner. La coopérative eut du succès en peu de temps. Les phoques d'eau douce constituaient une source de revenus, et les trappeurs apportaient des fourrures de renard, de la morue et des peaux d'ours polaire. Par la suite, trop de personnes s'occupèrent de gérer la co-op et elle fit faillite.

NOAH ANGNATUK, Kangiqsualujjuaq, anciennement de Killiniq, né en 1910. Interviewé en mai 1985 par Simeonie Baron pour l'Institut culturel Avataq.

Les gens pensaient à partir de Killiniq pour le Labrador, tellement il était difficile de s'approvisionner et de survivre. Puis vint cette idée d'une coopérative lancée par des agents du gouvernement; un vent de changement souffla sur la collectivité. Nous pensons maintenant que nous pouvons vivre ici en travaillant pour nos coopératives. La première année, on installa un congélateur, et le poisson fut attrapé et congelé. Cette année-là, le moteur ne fonctionnait pas bien et nous avons eu des difficultés. L'année suivante le congélateur ne fit pas défaut et nous l'avons rempli d'omble chevalier. Nous avons aussi pêché la morue et en avons pris beaucoup, puis nous avons chassé le phoque. Avant la coopérative, nous sommes presque partis de Killiniq afin d'être près d'un poste de traite. Nous ne voulions pas aller

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THE COOP
LA COOPÉRATIVE

PAC, PA 145027, R. Gilliat

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Emma Oovvout leaving the store with her provisions

Emma Oovvout revient de la coopérative avec ses provisions

à Kuujjuaq comme nous ne connaissions pas cette région. Nous pensions aller au Labrador. Nous ne pensons plus à déménager. Avec l'aide des Qallunat, nous pouvons bâtir le succès de notre coopérative et améliorer la situation de tous. Une autre personne m'aide à gérer la co-op de Killiniq. Les femmes font des tapis, des oiseaux et d'autres choses, et plusieurs personnes fabriquent des sculptures. Nous pouvons joindre les deux bouts toute l'année avec les pêcheries d'omble et d'autres poissons.

HENRY ANNATUK, conférencier à la Première Conférence des coopératives arctiques, Frobisher Bay, T.N.O., 12 au 18 mars 1963.

1960

ᑕᑦᐸᖃᓕᓐ ᓄᓇᓕᐅᑦᓴᑦ ᓄᑕᖅ
THE NEW VILLAGE OF TAQPANGAJUK
LE NOUVEAU VILLAGE A TAQPANGAJUK

Photo by Karl Schiller, Kativik School Board

ᑎᒃᓕ ᔪᓕ ᐊᑦᑐᓕᐊᔪᓂᖅ ᔪᓂ 1988-ᓕ.

Aerial view taken in June 1988.

Vue aérienne prise en juin 1988.

1988

ᑕᕐᐸᖓᔪᖅ ᓄᓇᓕᐅᐱᒃ ᓄᑖᖅ

ᐊᓯᖏᓐᓄᑦ ᓄᓇᓕᓐᓄᑦ ᓄᓇᐱᒻᒥ ᓅᒋᕐᓯᒪᓕᕐᓯᑎᓐ, 1978-ᒥ, ᑭᓪᓕᓂᕐᒥᐅᑦ ᓄᓇᐱᓂᕐᒥᓄᑦ ᐅᑎᕈᒪᓕᕐᓯᑎᓐ ᐱᒐᓱᐊᒻᒪᕆᓯᓚᐅᕐᓯᒪᔪᑦ. ᐊᒥᓱᑦ ᖃᐅᔨᑎᕐᓯᐅᑏᑦ ᐊᒻᒪᓗ ᐱᔪᓐᓇᐱᖃᕐᒪᖔᑕ ᖃᐅᔨᓴᕐᓃᑦ ᐊᓪᓚᑕᐅᖃᕐᑕᓕᕐᑐᐱᓃᑦ ᕿᑎᖓᓂ 1978 ᐊᒻᒪᓗ 1985, ᑐᕋᕋᖓᕐᓯᔪᑦ ᓇᕐᐸᐃᒐᔭᕐᓂᖕ ᓄᓇᓕᓐᓂᑦ ᑕᕐᐸᖓᔪᒥ, ᑭᓪᓕᓂᕐᒥᑦ 40 km-ᓂᑦ ᐅᖓᓯᓐᓂᓕᒻᒥ. ᑲᕙᒪᒃᑯᓂᑦ ᓵᖓᓯᖃᕐᑕᓃᑦ ᐱᕙᓪᓕᐊᕈᑕᐅᓯᒪᖏᑐᑦ. ᑭᓯᐊᓂ ᐃᖃᑐᐃᐱᑎᒎᖏᑐᖕ ᐋᕿᑕᐅᓕᕐᑐᐱᓃᑦ ᑐᕋᕐᔭᓕᐊᓇᔭᐅᑎᓪᓗᒋᑦ $2,000,000 (2 ᒥᓕᐊᓐ ᑖᓚᐃ) ᑭᓪᓕᓂᕐᒥᐅᐱᓂᕐᓄᑦ.

1987-ᐅᑉ ᐅᑭᐅᖓᓂ, 45-ᓗ 50-ᓗ ᐊᑯᓐᓂᖓᓃᕐᑐᑦ ᐃᓄᐃᑦ ᑐᑭᑖᓕᕐᑐᐱᓃᑦ ᓄᓇᒥᓄᑦ ᐅᑎᓛᕐᓂᐊᓂᕐᒥᓂᓐ. ᐃᓪᓗᓕᐅᕈᑎᒋᕐᓯᒋᕐ ᐱᖕᓲᔪᕐᑐᓂᓐ. ᓄᓇᓖᕐ ᐅᑭᐅᒥ ᒥᓪᐱᓖᕐ ᐃᓄᐃᑦ ᖃᖓᕐᑕᔫᕐᑕ ᒥᑉᐱᕆᔫᖓᓂᓐ ᐊᑕᐅᓯᐱᕐᓯᑎᓐ ᒪᕐᕿᐱᕐᓯᑎᓪᓗᓃᑦ ᐱᓇᓯᐊᕿᓯᑕᓖᑦ ᐅᑭᐅᒥ ᑭᓯᐊᓂ ᐊᐅᔭᒥ ᑎᒻᒥᔫᓗᑦ ᑎᑭᑕᐅᔫᒍᖏᑐᑦ. ᐱᔪᑦᔭᐅᐱᖃᔫᒍᖏᑐᑦ ᐊᕐᓯᖏᓐᓂᑦ ᐊᑐᐃᓐᓇᐅᑎᑕᐅᔫᑦ ᐊᓯᖏᓐᓂ ᓄᓇᓕᓐᓂ. ᐆᕐᑐᑎᕆᕐᓯᕆᕐ ᐋᓐᓂᐊᓯᐅᕐᐲᑦ ᐊᒻᒪᓗᓐᓃᑦ ᐃᓕᓴᕐᐲᑦ.

THE NEW VILLAGE AT TAQPANGAYUK

After their relocation to other communities of Nunavik, in 1978, the Killiniqmiut started fighting to return to their region. Several reports and feasibility studies have been written between 1978 and 1985, aiming at establishing a community infrastructure at Taqpangayuk, a site 40 km south of Killiniq. No progress has been made in the negotiations with the government, but there was an out-of-court settlement for the former Killiniq inhabitants to the amount of $2 million dollars.

In the winter of 1987, about 50 people decided to move back to their area, infrastructure or not. They transported building materials from the old site and built six houses. The village has a winter airstrip and Air Inuit lands once or twice a week in winter but there are no flights in summer. There are no other services similar to the ones provided in other communities, such as a nursing station or a school.

LE NOUVEAU VILLAGE DE TAQPANGAYUK

Après leur relogement dans d'autres collectivités du Nunavik, en 1978, les Killiniqmiut commencèrent le combat pour retourner dans leur région. Plusieurs rapports et études de faisabilité ont été écrits entre 1978 et 1985, dans le but de construire l'infrastructure d'une nouvelle collectivité à Taqpangayuk, un site à 40 km au sud de Killiniq. Aucun progrès à cet effet n'a été réalisé dans les négociations avec le gouvernement, mais un règlement hors-cour a doté les anciens habitants de Killiniq d'un montant de $2 millions.

À l'hiver de 1987, environ 50 personnes décidèrent de retourner vivre dans la région, avec ou sans infrastructure. Il transportèrent des matériaux de construction de l'ancien village et bâtirent six maisons. Le village possède une piste d'atterrissage d'hiver, et Air Inuit y atterrit une ou deux fois par semaine en cette saison, mais il n'y a pas de vols en été. Il n'y a aucun service similaire à ceux fournis dans les autres collectivités, tels une infirmerie ou une école.

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APPENDIX B

Inventory Tables

TYPE=BUILDING

OBS	MATERIAL	SIZE1	SIZE2	LOCATION	REMEDIAL	HAZARD	CONTENT1	CONTENT2
1	WOOD	15	30	NW	DEMOLISH	UNSTABLE		
2	WOOD	30	30	CENTRAL	DEMOLISH	HAZARD	BATTERIE	OIL

TYPE=CHURCH

OBS	MATERIAL	SIZE1	SIZE2	LOCATION	REMEDIAL	HAZARD	CONTENT1	CONTENT2
3	WOOD	36	50	NW	DEMOLISH	UNSTABLE		

TYPE=COOP

OBS	MATERIAL	SIZE1	SIZE2	LOCATION	REMEDIAL	HAZARD	CONTENT1	CONTENT2
4	RUBBLE	.	.	NW	DEMOLISH	DEBRIS		

TYPE=DOCK

OBS	MATERIAL	SIZE1	SIZE2	LOCATION	REMEDIAL	HAZARD	CONTENT1	CONTENT2
5	WOOD	.	.	FISH_PLA	STABILIZ			

TYPE=DUMP

OBS	MATERIAL	SIZE1	SIZE2	LOCATION	REMEDIAL	HAZARD	CONTENT1	CONTENT2
6	OIL	.	.	CENTRAL	DEMOLISH	HAZARD	OIL	DRUMS
7	RUBBLE	.	.	NW	STABILIZ	DEBRIS		
8	METAL	.	.	NW	DEMOLISH	DEBRIS	DRUMS	

TYPE=FREEZER

OBS	MATERIAL	SIZE1	SIZE2	LOCATION	REMEDIAL	HAZARD	CONTENT1	CONTENT2
9	METAL	18	45	FISH_PLA	STABILIZ	HAZARD	FREON	

TYPE=GARAGE

OBS	MATERIAL	SIZE1	SIZE2	LOCATION	REMEDIAL	HAZARD	CONTENT1	CONTENT2
10	METAL	50	50	CENTRAL	STABILIZ	HAZARD	OIL	

TYPE=GEN_SHED

OBS	MATERIAL	SIZE1	SIZE2	LOCATION	REMEDIAL	HAZARD	CONTENT1	CONTENT2
11	METAL	20	20	FISH_PLA	DEMOLISH	DEBRIS	NETS	

TYPE=HOUSE

OBS	MATERIAL	SIZE1	SIZE2	LOCATION	REMEDIAL	HAZARD	CONTENT1	CONTENT2
12	WOOD	15	30	CENTRAL	STABILIZ	DEBRIS		
13	WOOD	15	30	CENTRAL	STABILIZ	DEBRIS	FREEZER	
14	WOOD	15	30	CENTRAL	STABILIZ	DEBRIS	STOVE	
15	WOOD	15	30	CENTRAL	STABILIZ	DEBRIS	TABLE	
16	WOOD	30	30	CENTRAL	STABILIZ	DEBRIS	OIL	
17	WOOD	40	48	CENTRAL	STABILIZ	DEBRIS	HSEHOLD_	
18	WOOD	50	55	CENTRAL	STABILIZ	DEBRIS	HSEHOLD_	
19	WOOD	28	65	CENTRAL	DEMOLISH	DEBRIS		
20	WOOD	50	56	CENTRAL	STABILIZ	DEBRIS	FRIDGE	
21	WOOD	40	50	CENTRAL	STABILIZ		HSEHOLD_	
22	WOOD	15	30	NW	DEMOLISH	UNSTABLE		
23	WOOD	15	30	NW	DEMOLISH	UNSTABLE		
24	WOOD	15	30	NW	DEMOLISH	UNSTABLE		
25	WOOD	30	40	NW	DEMOLISH	UNSTABLE		
26	WOOD	20	30	CENTRAL	STABILIZ	DEBRIS	BATTERY	PROPANE_
27	WOOD	20	36	NW	DEMOLISH	UNSTABLE		
28	WOOD	28	45	NW	DEMOLISH	UNSTABLE		

TYPE=NURSE_ST

OBS	MATERIAL	SIZE1	SIZE2	LOCATION	REMEDIAL	HAZARD	CONTENT1	CONTENT2
29	METAL	12	28	CENTRAL	DEMOLISH	HAZARD	OIL	

TYPE=POWERHOU

OBS	MATERIAL	SIZE1	SIZE2	LOCATION	REMEDIAL	HAZARD	CONTENT1	CONTENT2
30	METAL	32	45	CENTRAL	STABILIZ	HAZARD	OIL	GENERATO

TYPE=POWERLIN

OBS	MATERIAL	SIZE1	SIZE2	LOCATION	REMEDIAL	HAZARD	CONTENT1	CONTENT2
31		.	.		DISMANTL	HAZARD	POLES	WIRE

TYPE=SCHOOL

OBS	MATERIAL	SIZE1	SIZE2	LOCATION	REMEDIAL	HAZARD	CONTENT1	CONTENT2
32	RUBBLE	.	.	NW	DEMOLISH	DEBRIS	FURNACE	TANKS

TYPE=SHACK

OBS	MATERIAL	SIZE1	SIZE2	LOCATION	REMEDIAL	HAZARD	CONTENT1	CONTENT2
33	WOOD	15	20	CENTRAL	DEMOLISH	DEBRIS	DRUMS	

TYPE=STORAGE

OBS	MATERIAL	SIZE1	SIZE2	LOCATION	REMEDIAL	HAZARD	CONTENT1	CONTENT2
34	WOOD	24	30	FISH_PLA	DEMOLISH	UNSTABLE	NETS	
35	WOOD	30	36	FISH_PLA	DEMOLISH	DEBRIS	NETS	

TYPE=TANK

OBS	MATERIAL	SIZE1	SIZE2	LOCATION	REMEDIAL	HAZARD	CONTENT1	CONTENT2
36	METAL	711	1	SE	DEMOLISH	HAZARD	FUEL	
37	METAL	711	1	SE	DEMOLISH	HAZARD	FUEL	

TYPE=TANK_100

OBS	MATERIAL	SIZE1	SIZE2	LOCATION	REMEDIAL	HAZARD	CONTENT1	CONTENT2
38	METAL	.	.	CENTRAL	STABILIZ			
39	METAL	.	.	CENTRAL	STABILIZ			

TYPE=TRAILER

OBS	MATERIAL	SIZE1	SIZE2	LOCATION	REMEDIAL	HAZARD	CONTENT1	CONTENT2
40	METAL	.	.	CENTRAL	DEMOLISH	UNSTABLE	MUSKEG	

TYPE=WAREHOUS

OBS	MATERIAL	SIZE1	SIZE2	LOCATION	REMEDIAL	HAZARD	CONTENT1	CONTENT2
41	METAL	45	90	CENTRAL	STABILIZ	HAZARD	CHEMICAL	GENERATO
42	WOOD	12	12	CENTRAL	DEMOLISH	HAZARD	TRANSFOR	OIL

LOCATION=' '

OBS	TYPE	MATERIAL	SIZE1	SIZE2	REMEDIAL	HAZARD	CONTENT1	CONTENT2
1	POWERLIN		.	.	DISMANTL	HAZARD	POLES	WIRE

LOCATION=CENTRAL

OBS	TYPE	MATERIAL	SIZE1	SIZE2	REMEDIAL	HAZARD	CONTENT1	CONTENT2
2	BUILDING	WOOD	30	30	DEMOLISH	HAZARD	BATTERIE	OIL
3	DUMP	OIL	.	.	DEMOLISH	HAZARD	OIL	DRUMS
4	GARAGE	METAL	50	50	STABILIZ	HAZARD	OIL	
5	HOUSE	WOOD	15	30	STABILIZ	DEBRIS		
6	HOUSE	WOOD	15	30	STABILIZ	DEBRIS	FREEZER	
7	HOUSE	WOOD	15	30	STABILIZ	DEBRIS	STOVE	
8	HOUSE	WOOD	15	30	STABILIZ	DEBRIS	TABLE	
9	HOUSE	WOOD	30	30	STABILIZ	DEBRIS	OIL	
10	HOUSE	WOOD	40	48	STABILIZ	DEBRIS	HSEHOLD_	
11	HOUSE	WOOD	50	55	STABILIZ	DEBRIS	HSEHOLD_	
12	HOUSE	WOOD	28	65	DEMOLISH	DEBRIS		
13	HOUSE	WOOD	50	56	STABILIZ	DEBRIS	FRIDGE	
14	HOUSE	WOOD	40	50	STABILIZ		HSEHOLD_	
15	HOUSE	WOOD	20	30	STABILIZ	DEBRIS	BATTERY	PROPANE_
16	NURSE_ST	METAL	12	28	DEMOLISH	HAZARD	OIL	
17	POWERHOU	METAL	32	45	STABILIZ	HAZARD	OIL	GENERATO
18	SHACK	WOOD	15	20	DEMOLISH	DEBRIS	DRUMS	
19	TANK_100	METAL	.	.	STABILIZ			
20	TANK_100	METAL	.	.	STABILIZ			
21	TRAILER	METAL	.	.	DEMOLISH	UNSTABLE	MUSKEG	
22	WAREHOUS	METAL	45	90	STABILIZ	HAZARD	CHEMICAL	GENERATO
23	WAREHOUS	WOOD	12	12	DEMOLISH	HAZARD	TRANSFOR	OIL

LOCATION=FISH_PLA

OBS	TYPE	MATERIAL	SIZE1	SIZE2	REMEDIAL	HAZARD	CONTENT1	CONTENT2
24	DOCK	WOOD	.	.	STABILIZ			
25	FREEZER	METAL	18	45	STABILIZ	HAZARD	FREON	
26	GEN_SHED	METAL	20	20	DEMOLISH	DEBRIS	NETS	
27	STORAGE	WOOD	24	30	DEMOLISH	UNSTABLE	NETS	
28	STORAGE	WOOD	30	36	DEMOLISH	DEBRIS	NETS	

LOCATION=NW

OBS	TYPE	MATERIAL	SIZE1	SIZE2	REMEDIAL	HAZARD	CONTENT1	CONTENT2
29	BUILDING	WOOD	15	30	DEMOLISH	UNSTABLE		
30	CHURCH	WOOD	36	50	DEMOLISH	UNSTABLE		
31	COOP	RUBBLE	.	.	DEMOLISH	DEBRIS		
32	DUMP	RUBBLE	.	.	STABILIZ	DEBRIS		
33	DUMP	METAL	.	.	DEMOLISH	DEBRIS	DRUMS	
34	HOUSE	WOOD	15	30	DEMOLISH	UNSTABLE		
35	HOUSE	WOOD	15	30	DEMOLISH	UNSTABLE		
36	HOUSE	WOOD	15	30	DEMOLISH	UNSTABLE		
37	HOUSE	WOOD	30	40	DEMOLISH	UNSTABLE		
38	HOUSE	WOOD	20	36	DEMOLISH	UNSTABLE		
39	HOUSE	WOOD	28	45	DEMOLISH	UNSTABLE		
40	SCHOOL	RUBBLE	.	.	DEMOLISH	DEBRIS	FURNACE	TANKS

LOCATION=SE

OBS	TYPE	MATERIAL	SIZE1	SIZE2	REMEDIAL	HAZARD	CONTENT1	CONTENT2
41	TANK	METAL	711	1	DEMOLISH	HAZARD	FUEL	
42	TANK	METAL	711	1	DEMOLISH	HAZARD	FUEL	

REMEDIAL=DEMOLISH

OBS	TYPE	MATERIAL	SIZE1	SIZE2	LOCATION	HAZARD	CONTENT1	CONTENT2
1	BUILDING	WOOD	30	30	CENTRAL	HAZARD	BATTERIE	OIL
2	DUMP	OIL	.	.	CENTRAL	HAZARD	OIL	DRUMS
3	HOUSE	WOOD	28	65	CENTRAL	DEBRIS		
4	NURSE_ST	METAL	12	28	CENTRAL	HAZARD	OIL	
5	SHACK	WOOD	15	20	CENTRAL	DEBRIS	DRUMS	
6	TRAILER	METAL	.	.	CENTRAL	UNSTABLE	MUSKEG	
7	WAREHOUS	WOOD	12	12	CENTRAL	HAZARD	TRANSFOR	OIL
8	GEN_SHED	METAL	20	20	FISH_PLA	DEBRIS	NETS	
9	STORAGE	WOOD	24	30	FISH_PLA	UNSTABLE	NETS	
10	STORAGE	WOOD	30	36	FISH_PLA	DEBRIS	NETS	
11	BUILDING	WOOD	15	30	NW	UNSTABLE		
12	CHURCH	WOOD	36	50	NW	UNSTABLE		
13	COOP	RUBBLE	.	.	NW	DEBRIS		
14	DUMP	METAL	.	.	NW	DEBRIS	DRUMS	
15	HOUSE	WOOD	15	30	NW	UNSTABLE		
16	HOUSE	WOOD	15	30	NW	UNSTABLE		
17	HOUSE	WOOD	15	30	NW	UNSTABLE		
18	HOUSE	WOOD	30	40	NW	UNSTABLE		
19	HOUSE	WOOD	20	36	NW	UNSTABLE		
20	HOUSE	WOOD	28	45	NW	UNSTABLE		
21	SCHOOL	RUBBLE	.	.	NW	DEBRIS	FURNACE	TANKS
22	TANK	METAL	711	1	SE	HAZARD	FUEL	
23	TANK	METAL	711	1	SE	HAZARD	FUEL	

REMEDIAL=DISMANTL

OBS	TYPE	MATERIAL	SIZE1	SIZE2	LOCATION	HAZARD	CONTENT1	CONTENT2
24	POWERLIN		.	.		HAZARD	POLES	WIRE

REMEDIAL=STABILIZ

OBS	TYPE	MATERIAL	SIZE1	SIZE2	LOCATION	HAZARD	CONTENT1	CONTENT2
25	GARAGE	METAL	50	50	CENTRAL	HAZARD	OIL	
26	HOUSE	WOOD	15	30	CENTRAL	DEBRIS		
27	HOUSE	WOOD	15	30	CENTRAL	DEBRIS	FREEZER	
28	HOUSE	WOOD	15	30	CENTRAL	DEBRIS	STOVE	
29	HOUSE	WOOD	15	30	CENTRAL	DEBRIS	TABLE	
30	HOUSE	WOOD	30	30	CENTRAL	DEBRIS	OIL	
31	HOUSE	WOOD	40	48	CENTRAL	DEBRIS	HSEHOLD_	
32	HOUSE	WOOD	50	55	CENTRAL	DEBRIS	HSEHOLD_	
33	HOUSE	WOOD	50	56	CENTRAL	DEBRIS	FRIDGE	
34	HOUSE	WOOD	40	50	CENTRAL		HSEHOLD_	
35	HOUSE	WOOD	20	30	CENTRAL	DEBRIS	BATTERY	PROPANE_
36	POWERHOU	METAL	32	45	CENTRAL	HAZARD	OIL	GENERATO
37	TANK_100	METAL	.	.	CENTRAL			
38	TANK_100	METAL	.	.	CENTRAL			
39	WAREHOUS	METAL	45	90	CENTRAL	HAZARD	CHEMICAL	GENERATO
40	DOCK	WOOD	.	.	FISH_PLA			
41	FREEZER	METAL	18	45	FISH_PLA	HAZARD	FREON	
42	DUMP	RUBBLE	.	.	NW	DEBRIS		

APPENDIX C

Sampling Results

121 Boul. Hymus, Pointe Claire, Québec H9R 1E6
Téléphone: 514.697.3400 Fax: 514.697.2090

Laboratoires
Eco•CNFS Inc.

CERTIFICAT D'ANALYSE

CLIENT	SOCIÉTÉ MAKIVIK CORP.	NO. DE PROJET	407731
RESPONSABLE	Milce Barrett	DATE DE RÉCEPTION	23/09/94
ADRESSE	650 32ième Ave. 6ième étage	DATE DE PRÉLÈVEMENT	---
	Lachine, Qc	NO. DE COMMANDE	---
	H8T 3K5		
REMARQUES			

	ÉCHANTILLON(S) DE SOL, (mg/kg, MATIÈRE SÈCHE)	
NUMÉRO DE LABORATOIRE	19	20
IDENTIFICATION	#19	#20
Huiles et Graisses Minérales	130	100

	ÉCHANTILLON(S) DE SOL, (mg/kg, MATIÈRE SÈCHE)	
NUMÉRO DE LABORATOIRE	21	22
IDENTIFICATION	#21	#22
Huiles et Graisses Minérales	340	2500

Superviseur ______________ Chimiste ______________

Date 29 Septembre 1994

CHIMISTE MARTIN DEA 92-012 QUÉBEC

121 Boul. Hymus, Pointe-Claire, Québec H9R 1E6
Téléphone: 514.697.3400 Fax: 514.697.2090

Laboratoires
Eco•CNFS Inc.

CERTIFICAT D'ANALYSE

CLIENT	SOCIÉTÉ MAKIVIK CORP.	NO. DE PROJET	407731
RESPONSABLE	Milce Barrett	DATE DE RÉCEPTION	23/09/94
ADRESSE	650 32ième Ave. 6ième étage	DATE DE PRÉLÈVEMENT	---
	Lachine, Qc	NO. DE COMMANDE	---
	H8T 3K5		
REMARQUES			

	ÉCHANTILLON(S) DE SOL, (mg/kg, MATIÈRE SÈCHE)	
NUMÉRO DE LABORATOIRE	20	21
IDENTIFICATION	#20	#21
BTEX		
Benzène	< 0.1	< 0.1
Toluène	< 0.1	< 0.1
Éthylbenzène	< 0.1	< 0.1
Xylènes	< 0.1	< 0.1
Total	N.D.	N.D.
CONTROLE DE LA QUALITÉ	Récupération	Récupération
STANDARD DE RÉCUPÉRATION	%	%
Bromo-1 fluoro-4 benzène	106	106

CHIMISTE MARTIN DEA 92-012 QUÉBEC

Superviseur

Chimiste

Date 29 Septembre 1994

121 Boul. Hymus, Pointe Claire, Québec H9R 1E6
Téléphone: 514.697.3400 Fax: 514.697.2090

Laboratoires
Eco•CNFS Inc.

CERTIFICAT D'ANALYSE

CLIENT SOCIÉTÉ MAKIVIK CORP.
RESPONSABLE Milce Barrett
ADRESSE 650 32ième Ave. 6ième étage
Lachine, Qc
H8T 3K5
REMARQUES

NO. DE PROJET 407731
DATE DE RÉCEPTION 23/09/94
DATE DE PRÉLÈVEMENT ---
NO. DE COMMANDE ---

	ÉCHANTILLON(S) D'HUILE, (mg/kg)
NUMÉRO DE LABORATOIRE	23
IDENTIFICATION	#23
Biphényles polychlorés	
Aroclor 1242	---
Aroclor 1248	---
Aroclor 1254	---
Aroclor 1260	1.8
Total	1.8
CONTROLE DE LA QUALITÉ	Récupération
STANDARD DE RÉCUPÉRATION	%
Nonachlorobiphényle	125

CHIMISTE MARTIN DEA 92-012 QUÉBEC

Superviseur

Chimiste

Date 29 Septembre 1994

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RESPONSABLE	Milce Barrett	DATE DE RÉCEPTION	23/09/94
ADRESSE	650 32ième Ave. 6ième étage Lachine, Qc H8T 3K5	DATE DE PRÉLÈVEMENT	---
		NO. DE COMMANDE	---
REMARQUES			

	ÉCHANTILLON(S) DE SOL, (mg/kg, MATIÈRE SÈCHE)		
NUMÉRO DE LABORATOIRE	1	2	3
IDENTIFICATION	#1	#2	#3
Huiles et Graisses Minérales	27900	24600	20300

	ÉCHANTILLON(S) DE SOL, (mg/kg, MATIÈRE SÈCHE)		
NUMÉRO DE LABORATOIRE	4	5	6
IDENTIFICATION	#4	#5	#6
Huiles et Graisses Minérales	34800	24500	70

	ÉCHANTILLON(S) DE SOL, (mg/kg, MATIÈRE SÈCHE)		
NUMÉRO DE LABORATOIRE	7	8	9
IDENTIFICATION	#7	#8	#9
Huiles et Graisses Minérales	2080	70	21500

Superviseur

Chimiste

CHIMISTE
MARTIN DEA
92-012
QUÉBEC

Date 29 Septembre 1994

121 Boul. Hymus, Pointe Claire, Québec H9R 1E6
Téléphone: 514.697.3400 Fax: 514.697.2090

Laboratoires
ECO•CNFS Inc.

CERTIFICAT D'ANALYSE

CLIENT	SOCIÉTÉ MAKIVIK CORP.	NO. DE PROJET	407731
RESPONSABLE	Milce Barrett	DATE DE RÉCEPTION	23/09/94
ADRESSE	650 32ième Ave. 6ième étage Lachine, Qc H8T 3K5	DATE DE PRÉLÈVEMENT	---
		NO. DE COMMANDE	---

REMARQUES

	ÉCHANTILLON(S) DE SOL, (mg/kg, MATIÈRE SÈCHE)		
NUMÉRO DE LABORATOIRE	10	11	12
IDENTIFICATION	#10	#11	#12
Huiles et Graisses Minérales	150	100	440

	ÉCHANTILLON(S) DE SOL, (mg/kg, MATIÈRE SÈCHE)		
NUMÉRO DE LABORATOIRE	13	14	15
IDENTIFICATION	#13	#14	#15
Huiles et Graisses Minérales	540	96700	110000

	ÉCHANTILLON(S) DE SOL, (mg/kg, MATIÈRE SÈCHE)		
NUMÉRO DE LABORATOIRE	16	17	18
IDENTIFICATION	#16	#17	#18
Huiles et Graisses Minérales	100	6320	14600

Superviseur _____ Chimiste _____

CHIMISTE MARTIN DEA 92-012 QUÉBEC

Date 29 Septembre 1994

APPENDIX D

Field Notes

Appendix D: Field Notes

Fisheries Complex
net storage, wooden structure, 24 x 30, windows broken as well as door, some rot in the walls, some debris on floor, three nets from last fisheries project

Building
Fisheries Complex, Walk in Freezer, metal building in very good condition, door intact, interior clean, cooler, holding and blast freezer sections, building size outside approximately 18 x 45, the two freezer units mounted outside have been exposed to the weather but there does not appear to be any breaks in the tubing, two other freezer units are outside on the deck, two cylinders of Freon one of which is full

Dock and wooden walk ways are in relatively good condition

In the area of the Fisheries Complex there are cod traps, aluminum tables for fish processing, and assorted debris

Building
Fisheries, generator shed, metal building wooden floor, some holes, approximately 20 x 20, the two generators have been removed, some metal and other debris, 14 bags of hard cement, building in relatively good shape

Building
Fisheries, wooden building 30 x 36 old Northern Housing converted for storage, all windows broken, holes in the roof, structure still appears reasonably solid but will soon deteriorate with water damage, some cod nets remain inside, outside there is wood debris, 12 cod traps

Coast Guard Weather Station

Bulldozer pre 1975 battery removed appears still in running condition this should be verified with the Coast Guard

Wooden hulls from two Peterhead boats

Fuel Tank

2 large fuel tanks, 30 feet diameter - 45.8 m3
23 inches remaining in bottom, 58.46m3
steel tank, bolt construction, 29 inches of fuel remaining

Building
Housing unit, located close to the shore below the first buildings after the fuel tanks this one is the farthest in this group from the tanks, all windows intact, dry and appears to be in good condition, 30 x 15, fairly clean inside, debris outside

Building
Housing unit, located close to the water, fairly good condition, windows intact, 30 x 15, freezer,

Building
Housing unit, located close to the last two, 15 x 30, windows intact, stove, mattresses, debris inside

Building
Housing unit, located toward fisheries from the last three, structure appears good, windows intact, table, 15 x 30

Building
Housing unit, located closest of last four to fisheries, doors open, solid structure, 30 x 30, three bedrooms, addition for extra bedroom,

All these previous houses have 250 gallon oil reservoirs, debris outside, the last one has some quart containers of oil,

Building
Shack, 15 x 20, 5 x 45 gallon drums outside

Building
Housing, suspended basement, two story, closest to fisheries in upper area, door off, refrigerator, water tank, furnace, dryer, debris, some windows broken, plywood stripped from some walls, two more refrigerators, one more window out, drum, upstairs, bed, some internal walls down, structure still appears good, 48 x 40, 250 gallon reservoir inside

Building

Housing unit, located next to first suspended basement, single story, structure good, large front porch, at least one broken window, refrigerator, 50 x 55, little structure damage, some plywood panels missing, furnace intact, water tank, fuel reservoir, dryer, flush toilet, outside wood and metal debris including fuel reservoir, electric stove

Building
Housing unit, 28 x 65, open area inside, window broken, water damage , structure in poor shape, debris inside, interior walls outside on ground

Building
Housing, next in line on upper level, good shape inside, some water damage, 50 x 56, some windows out, extra divisions for bedrooms, refrigerator, interior fuel reservoir, water tank, wooden steps from this one goes down to second suspended basement

Building
Housing unit, suspended basement, upper area in line with previous four buildings, cleaner than the other suspended basement, window in basement, filing cabinets, freezer, three refrigerators, pool table, three dryers, some stairs out, in upstairs area roof leak in back bedroom, walls up and good, structure good but there will soon be problems with water damage from roof, stainless freezer, six burner stove, flushable toilet, another refrigerator, six burner electric stove, one window broken, 40 x 50

Building
Nursing station including attached accommodation, outside there is quite a bit of debris including 15 x 5 gallon cans of engine and transmission oil full and in rusting condition, buildings are metal, one side attached is an accommodation windows intact 28 x 12, good condition, main building to one side two freezers , full of debris, on left of main section approximately 50 cases of quart skidoo or motor oil cans trashed by a polar bear spilled all over, windows all broken approximately 115 x 36 this will be corrected later, outside more oil containers and leaked oil, tight to building is a flimsy trailer roof off debris wood and metal outside

Building

Housing unit, just past nursing, 15 x 30, panels out, roof mostly off, taken apart

Building
Housing unit, second in line from nursing, very bad shape, no windows, a number of big holes

Building
Converted building Shell sign on it, very bad shape, match box size, panels off back

Building
Housing located next in line from Shell sign, not in good shape, all windows broken, water and moisture damage, outside much debris including a number of mattresses

Building
Housing 15 x 30, very poor condition

Building
Double match box, 30 x 30, used for storage, very poor condition, all windows out, 11 batteries inside, debris including some oil containers, outside 250 gallon reservoir empty, debris all around wood and metal, two refrigerators, two oil stoves for heating outside, this building is the first structure on the road from the fisheries and oil tanks

Building
roof coming down, windows out, this is number two after the Shell, furnace, 250 gallon reservoir 50 x 45 gallon barrels outside

Building
Housing unit, attached is a one room, no window, empty barrel, full of debris, floor weak, water damage, 30 x 40, complete this section

outside match box on hill with only two walls

after this section went up the hill to church and other housing units

note additional 250 gallon reservoirs

playground intact with slide lots of debris including furnace and two 250 gallon fuel reservoirs

Building
Housing unit, 30 x 20, structure solid, windows intact, debris through out interior, roof appears intact, one battery, windows intact, outside, 250 fuel reservoir, 24 empty propane tanks

Building
metal covered trailer unit, very poor condition, large pieces torn off, covered by thin metal siding, , located just beside housing unit

Building
body of a Muskeg in front of the torn up trailer

Building
Housing unit, located on the hill near the playground, tight on a hydro pole, very poor shape, no windows, floor rotten, large holes in roof, contents include two oil furnaces and debris, size 30 x 36, outside wooden and metal debris

Building
Housing unit, no windows, contents include oil furnace, fuel tank, hot water heater, two bath tubs and debris, holes in the roof, size 45 x 28

Building
Church, windows out, parts of the walls missing, insulation and some panels removed, size 36 x 50, contents include large space heater and 250 gallon oil reservoir

Building
Municipal Warehouse, metal building with cement floor, excellent condition, all windows intact, large door open, contents include shelving, two large diesel generators, plastic and metal piping, electric panels and assorted electrical fittings, assorted plumbing fittings, battery acid 81 x 2 liters, 250 gallon fuel reservoir, scrap metal, paint, linseed oil, size 45 x 90

Building
Municipal Garage, metal building with a cement floor, very good condition, main contents include 2 empty propane cylinders, 6 x 45 gallons of motor oil, pallets of cement, windows intact, ceiling mounted furnaces, a 50 x 50, 250 gallon fuel reservoir some residue,

fire extinguishers, empty, 2 batteries, outside 2 of the 2580 gallon fuel reservoirs

2 x 1000 gallon fuel reservoirs for the generator empty

Building
Powerhouse, metal building with cement floor, two generators, 5 x 45 gallon drums of motor oil, large number of parts for the generators such as filters, size 45 x 32 feet, one 250 gallon reservoir, electrical panels, open containers of oil, , oil leakage on floor

Building
Electrical warehouse shed, wood, two transformers, a number of spools of wire mostly heavy duty, oil furnace

outside a number of barrels of engine oil

along water edge from the fuel tanks there are scrap metal and pipes

near site of co-op there there are 3 diesel generators abandoned

Site
Co-op store, basic structure was removed, a large mound of building materials and contents of the store remain on the site

Site
School structure was burned, large mound of building materials and debris remain,

Site
Original area of solid waste disposal site, spread over a large area, includes domestic, building and metal scrap, some of site has been bulldozed over the cliff to the edge of the tidal water, some of debris has been taken out by the ice, surface slightly buried, skidoo bodies, electrical wire, water tanks from muskegs, approximately 400 feet by 300 feet

Outside dump a pile of approximately 400 x 45 gallon drums

Electrical poles approximately 45 standing wire intact for the most part

Sampling

Field Notes of the Soil Samples

Note: The area for samples one to fifteen is bounded by the road for a distance of 180 feet including the electrical shed, the power house, the pumping area and the garage. The other side is bounded by the water. Most of the hill is very steep. The surface is thin top soil, gravel or rock. There is only spotty vegetation, mostly moss and grass. The top soil is not more than twelve inches thick. Samples # 16 to 22 were taken the area of the large fuel tanks. The slope was not as steep in this area. There was evidence of recent spills in this area and of moss kill.

Sample G-1

near power house, four feet from building near exhaust port on water side

Sample G-2

down hill from power house on water side, thirty feet from building drop of ten feet, ten inch hole

Sample G-3

down hill from power house, ten feet from water, nine inch hole

Sample G-4

down hill from power house, eight feet from the water. The power house is about fifty feet from the water with a twenty five foot drop. The hill is rock and gravel with some visual evidence of oil leakage

Sample P-5

between the power house and garage, there are two 1000 gallon tanks in this area and it appears a that a this area was used to fill tanks. Sample taken from near pump about half way between the buildings - twelve inch hole

Sample P-6

directly across the road from the pumping area between the power house and the garage thirty six feet distant, on the up hill side, this should be a relatively unaffected area

Sample P-7

directly down hill form the pumping area between the power house and the garage, five feet from the water, nine inch hole
smell of oil, approximately fifty feet from he area with a drop of thirty feet, soil very rocky, very little vegetation

Sample P-8

in line with the edge of the garage on the fish plant side, down hill, twenty feet from the water, thirty feet from the building, twenty foot drop

Sample P-9

in the pumping area between the power house and the garage, a ten inch hole, twenty feet from the road, twenty feet from the garage, on fisheries side of sample P-5

Sample GR-10

down hill from the area between the garage and the municipal warehouse, twenty feet down hill five foot drop, grassy area

Sample GR-11

down hill from the garage, fifteen feet from the water, fifty feet from the garage, drop of twenty feet

Sample E-12

near small electrical shed on fisheries side of power house, sample taken on the road side three feet from shed, nine inch hole

Sample E-13

down hill from electrical shed, fifteen feed towards fisheries, drop of five feet, some evidence of run off, eight inch hole

E-14

down hill from electrical shed, eighteen feet away in line with shed, six inch hole, some evidence of leakage, steep drop to water below, run off from barrels

Sample E-26

same hole as E-14

Sample T-16

in the area of the large fuel tanks, across the road from the up hill side, control sample, fifty feet from the tanks

Sample T-17

down hill from the fuel tank on the fisheries side, forty feet sin a straight line slight drop of four or five feet, no vegetation some evidence of spills, smells of fuel oil, ten inch hole

Sample T-18

down hill from the large fuel tanks, sixty feet away, drop of fifteen feet, grassy area, nine inch hole

Sample T-19

down hill from the large tanks, sixty feet from T-18, close to water, nine inch hole, all moss in the area dead, approximately one hundred and twenty feet from the tanks, The area of moss kill is approximately one hundred feet by two hundred feet

Sample T-20

down hill from the large tanks, fifty feet towards the fisheries from T-19, fifteen inch hole, thirty feet from the water, in the area of moss kill

Sample of T-21

sown hill from the large tanks, surface sample, dark surface soil, fifty feet uphill from T-20, seventy feet from large tank on fisheries side

Sample T-22

near large tanks, fifty feet away five foot drop, very rocky, near pipes

One liquid sample was taken from the larger electrical transformer located in the electrical shed. The top has previously been removed. The contents appeared oily.

Co-op location lots 7, 8, 9, 1 burned in 1980 in an attempt to eliminated smell from rotting food

There had been some oil spotted on the surface of the water in the harbor at high tide. We attempted to find this slick when we returned at low tide, but it was not evident. The tides were running to thirty five feet.

Pipes and lines in the area of the fuel tanks include a 8 inch diameter, running to the shore , a four inch plastic hose and an inch and a half plastic hose. The last two line may have been the source of some of the leakage. The inch and a half line runs to the fisheries complex

Electrical shed.
17 drums of used engine oil. Some open, others very badly rusted. These are outside

Generator building
six drums of engine oil two open, most full, two generators 25K

Garage
main door down, twenty foot ceiling, two pallets of cement

Municipal Warehouse

acetylene bottle, oxygen bottle, potable welding unit, another oxygen bottle, 2 large electrical panels, battery acid 31 X 4 liters add 4 x 4 l, assorted electrical equipment, assorted plumbing equipment,

assorted piping, including 40 foot sections, , additional 48 x 4 liters of battery acid, 40 gallons of paint plus 10 more gallons, 10 gallons of grease, one 250 gallon oil tank in mint condition, change grease in previous to oil, 21 x 5 gallons of oil, another thirty gallons of paint, two 25 k generators in crates used condition, outside farm wagon

two transformers on the poles

Fuel tanks 22 feet in height

Nursing building with the oil in it is approximately 60 x 30 feet there is quite a bit of oil outside

APPENDIX E

Video Presentation

Appendix E: Video Presentation

1. Introduction

In 1978 the Community of Port Burwell on Killiniq Island was abandoned. One cannot help but sympathize with the frustration and loss that was felt by the Inuit families who had to move far from their homes and hunting region.

The abundant marine resources in the area of Killiniq had sustained Inuit for hundreds of years.

The government agencies withdrew services and this action precipitated the abandoning of the community. However, no systematic closing of the facilities or clean up of the site was undertaken.

It is now sixteen years since the Community was abandoned and reports of visitors to the site have indicated that the conditions on the site are deplorable and possibly hazardous to the environment.

2. Organization of the Survey

A proposal to the Arctic Environmental Strategy for a survey of the site was prepared by the Renewable Resources Management Department of Makivik Corporation as part of the follow up of the draft Nunavik Environmental Action Plan. In August a contribution agreement for funding was signed with the Department of Indian and Northern Affairs as part of their Action on Waste Program .

The survey team left Kuujjuaq on September 8th, and, after a stop in Kangirsualujjuaq to pick up a representative from the Killiniq Landholding Corporation, arrived in Port Burwell on September 10th.

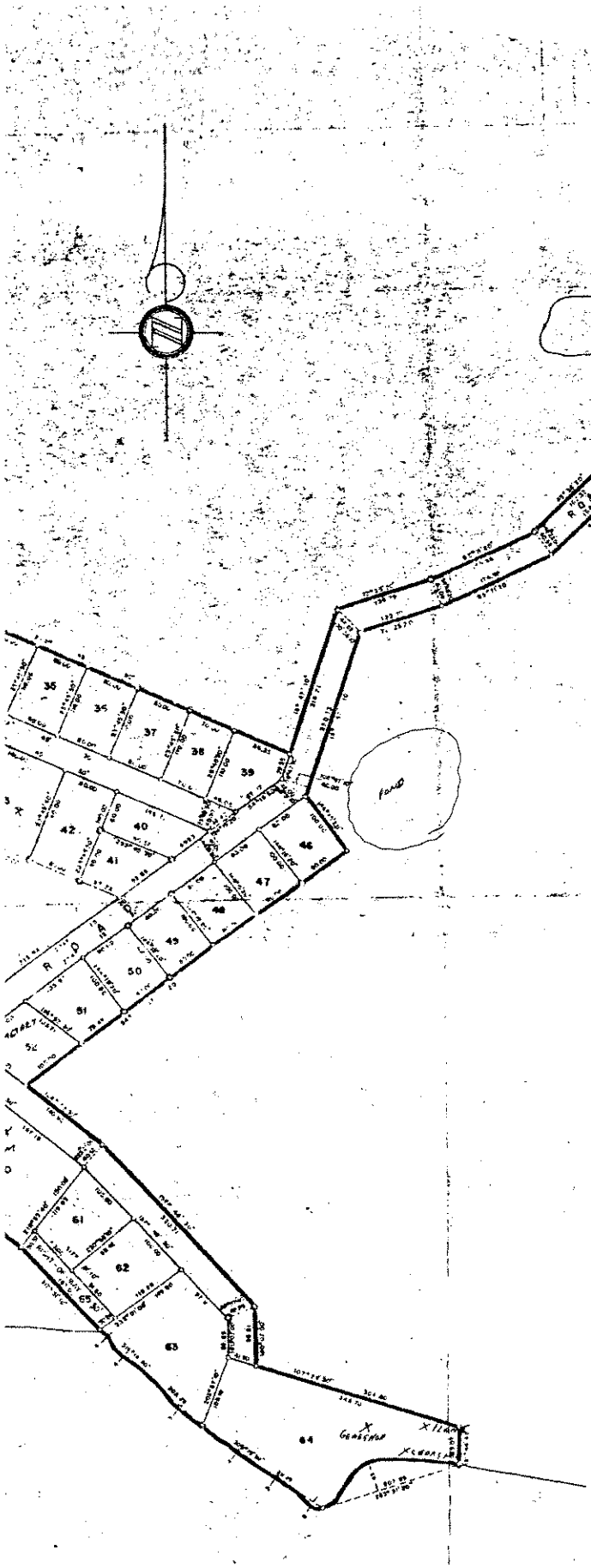
Using a video camera, a still camera and a tape recorder for field notes, the survey team proceeded with an inventory of the facilities, structures and materials with particular attention to those which are or might be hazardous to the environment. Soil samples were taken in the area of the fuel tanks, the generators and the garage. Liquid samples were taken from the electrical transformers. All samples were sent to a laboratory for analysis. The survey crew returned to Kuujjuaq on September 13th

3. Findings and Recommendations

The scenes in this section follow the order of the recommendations. The recommendations are read with appropriate visual references.

APPENDIX F

Maps



CANADA LANDS SURVEYS RECORDS
5 6 5 8 1
Date MAY / 1971

PLAN OF SURVEY OF

LOTS 1 TO 66, ROADS AND RIGHTS-OF-WAY

PORT BURWELL SUBDIVISION

LAT. 60° 25' N., LONG. 64° 51' W. (APPROX.)

NORTH WEST TERRITORIES

SURVEYED BY J.W.L. MONAGHAN D.L.S. IN 1970

SCALE: 1 INCH = 100 FEET

LEGEND

Bearings are astronomic, derived from sun observations and referred to the meridian through the north east corner of Lot 26.

C.L.S. posts ..... o
C.L.S. rock posts ..... ⊙
Lands dealt with by this plan bounded thus ..... ———

Department of Indian Affairs and Northern Development
Ottawa ..... May 3, ... 19 71
Re. Section 43 Canada Lands Surveys Act
This survey and plan are satisfactory.

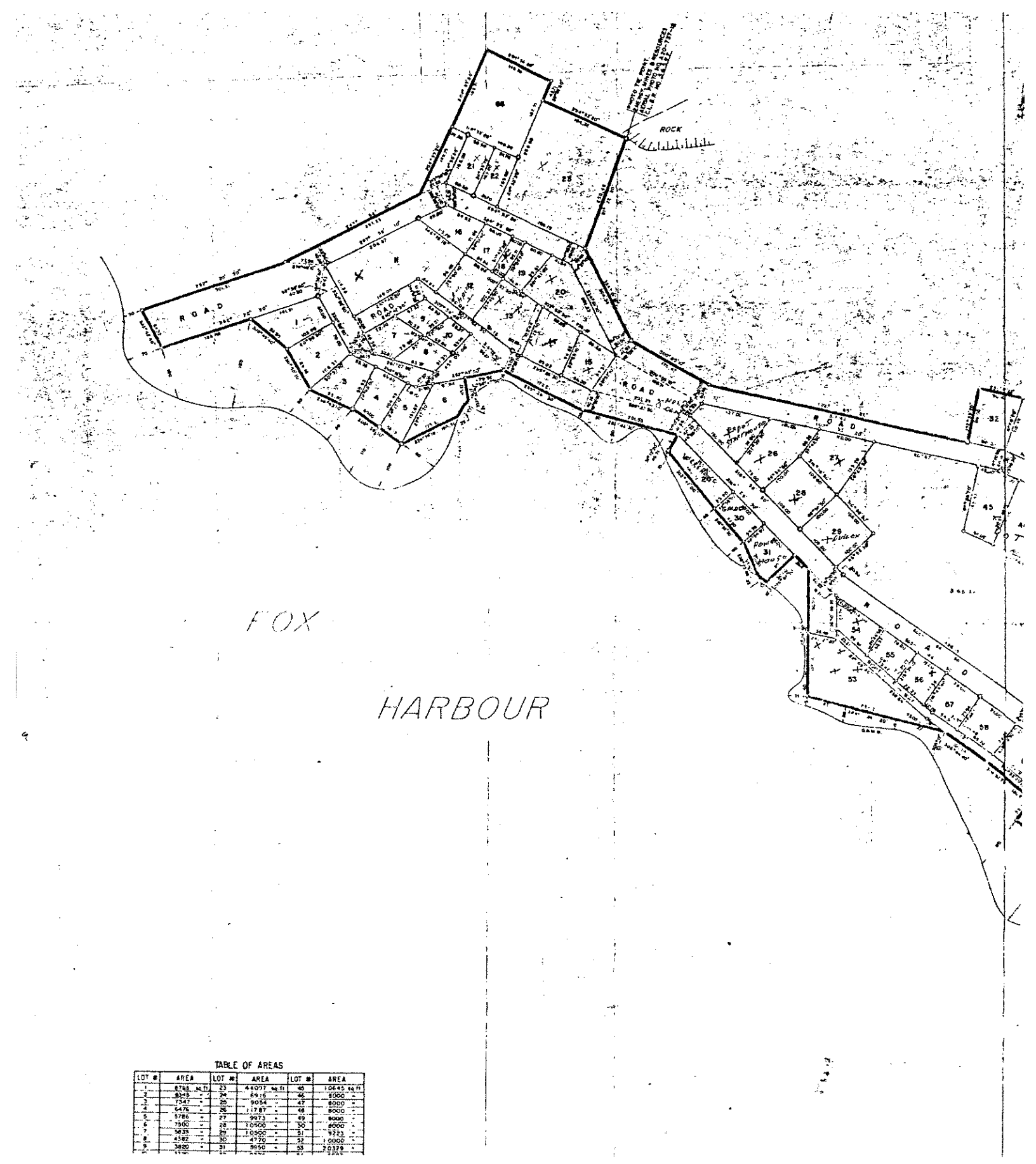


TABLE OF AREAS

LOT #	AREA	LOT #	AREA	LOT #	AREA
1	8768 sq ft	23	44077 sq ft	45	10645 sq ft
2	8345 "	24	6916 "	46	8000 "
3	7347 "	25	9054 "	47	8000 "
4	6476 "	26	11787 "	48	8000 "
5	5786 "	27	9973 "	49	8000 "
6	7500 "	28	10500 "	50	8000 "
7	5833 "	29	10500 "	51	9223 "
8	4382 "	30	4770 "	52	10000 "
9	5880 "	31	9650 "	53	20329 "