The Regular Meeting of Council was held on Monday, February 10th, 2014 at 7:00 pm in the Council Chambers.

Present: Mayor Cassidy, Deputy Mayor Jungkind, Councillors McKay, Candow, Mapes, Dohey, Jameson, Maher and Coakwell

Staff: Ross Potter – Fire Chief, Ian Frankton - Director of Recreation and Community Services, David Steele – Senior Administration Officer, Khizar Hayat – Director of Public Works and Planning, Stacey Barnes – Executive Assistant/Recording Secretary.

Other: Sarah Ladik (The Hub), Ken and Pat Wray, Christine Gyapay, Warren Nekurak

1. CALL TO ORDER:

This Meeting was called to order at 7:00 pm with Mayor Cassidy presiding.

2. ADOPTION OF AGENDA

#14-035 MOVED BY: CLLR DOHEY
SECONDED BY: DEPUTY MAYOR JUNGKIND

CARRIED

3. DECLARATION OF INTEREST

Councillor Mapes declared an interest in agenda item #10e) Aurora Wood Pellets, as it is his company, and Councillor Dohey declares an interest in agenda item 11b) In Camera Contract, as it involves his employer.

4. ANNOUNCEMENTS, AWARDS, CEREMONIES & PRESENTATIONS

Deputy Mayor Jungkind – Lots of hockey happenings this past weekend, Novice was in Beaverlodge, Initiation had their Home Tournament, and Pee Wee Bantam and Midgets in Yellowknife. Northern Hockey Challenge took place in Yellowknife as well, with the final being 2 wins, 2 losses and 2 ties. Hay River Lions Swim Club Territorials took place in Yellowknife this weekend also, lots of fun had by all.

Councillor, Jason Coakwell – March 7-9 will be Polar Pond Hockey, can visit the website for details.

Councillor, Vince McKay – Green Day Celebrations took place this past Friday in the Fire Hall, 200+ kids and adults took part. School Curling Championships this past weekend in Hay River, was a busy weekend here.

Mayor Cassidy – Town hosted a pancake breakfast to watch our own hometown hero, Brendan Green, about 150 people came out. Also have Gilday and Cockney representing the NWT. There was a bib presented to the Town on Saturday from Green. Thanks to the Recreation Dept.

5. MINUTES

Minutes of the Regular Meeting of Council, January 27th, 2014

#14-036 MOVED BY: CLLR CANDOW
SECONDED BY: CLLR MAHER

That the Council of the Town of Hay River accepts the Minutes of the Regular Meeting of Council, January 27th, 2014 as presented.

CARRIED

6. BUSINESS ARISING FROM THE MINUTES

There was no business arising from the Minutes of the January 27th, 2014 Regular Meeting of Council.

7. ADMINISTRATIVE ENQUIRIES

Deputy Mayor Jungkind:
Looking for a status update on the Cameron Crescent land.

Senior Administration Officer, David Steele:
Answer directed to Deputy Mayor Jungkind:
Legal survey is complete, the appraisal is done, can bring forward to the Municipal Services Committee Meeting for approval of sale.

8. PUBLIC WORKS COMMITTEE REPORTS

a) Public Works and Planning Monthly Report

RECOMMENDATION:

#14-037 MOVED BY: CLLR DOHEY
SECONDED BY: CLLR CANDOW

THAT THE COUNCIL OF THE TOWN OF HAY RIVER accepts the report titled "Public Works & Planning Monthly Report" for January 2014 as presented.

CARRIED

BACKGROUND:

- Normal operation and maintenance activities were completed throughout the month of January.

- Public Works & Planning has 3 sections; i). Public Works Operations ii). Development & Permits and iii). Environment & Asset Management including Capital Projects.

  Work plans with strategic goals and objectives are under review and a framework will be developed to streamline activities within their respective sections.

Item	Level of Activity	
Water License	**Report Title / Action Required**	**Timeline for Submission**
	Annual Report	March 31 each year
	Identify Surveillance Network Program station(s) with signage.	At all times
	Identify Water Supply and Waste Disposal Facilities with signage.	At all times
	Copies of Water License in the Town of Hay River office(s), Solid Waste Disposal Facilities, and Water Supply Facilities	At all times
	Notify Inspector prior to conducting maintenance work on lagoon cells.	Prior to maintenance activities
	BOD and CBOD trend analysis	August 31, 2014
	Sludge Management Plan	Submitted
	Solid Waste Disposal Facility Drainage Study	Submitted
	Solid Waste Disposal Facilities Operations Report to measure, define, and identify the remaining lifespan of the facilities and volumes of Waste the facilities can accept.	Submitted
	Snow Disposal Plan	Within 90 days of issuance of the Water License
	Review of the Snow Disposal Plan and submission of updates/revision.	Annually – Annual Reporting Requirement
	Inspection of constructed berms, dykes, and dams within the Sewage Disposal Facility.	Once every two years during the summer season by an Engineer
	As-built plans and Record Drawings of the Sewage Disposal Facilities, lagoon and associated structures, sludge storage area, Solid Waste Facilities, and Biotreatment Pad.	Within six months of issuance of the Water License (Submitted)
	A surveyed description of the wetland and associated structures that comprise part of the Sewage Disposal Facilities	Within six months of issuance of the water Licence (Submitted)
	Notification of Modification	60 days prior to the proposed Modification
	Modifications to Water Supply Facilities and Waste Disposal Facilities	

	Interim Closure and Reclamation Plan for the Solid Waste Disposal Facility	Within 90 days of completion of the Modifications
	Final Closure and Reclamation Plan	At least six months prior to abandoning any Waste Disposal Facilities
	Final design drawings for the construction of any dams, dykes, or control structures	Prior to construction
	As-built plans and Record Drawings	Within 90 days of completion
	Updated plan for the operation and maintenance of the Waste Disposal Facilities (Note that this can be one plan or one plan for each Facility.)	Within three months of issuance of the Water License
	Review of Operation and Maintenance Plan and submission of updates/revision	Annually – Annual Reporting Requirement
	Spill Contingency Plan in accordance with Indian and Northern Affairs Canada's 2007 "Guidelines for Spill Contingency Planning"	Submitted
	Review of Spill Contingency Plan and submission of updates/revision	Annually – Annual Reporting Requirement
Solid Waste Site	Management of Solid Waste contract is ongoing. Planning for recycling, composting and waste diversion initiatives has begun. Pilot programs to be implemented in 2014.	

<table>
<tr><td>Biotreatment Pad RFP</td><td>Service contract for the interim acceptance of contaminated soil from KBL Environmental is being initiated.

<table><tr><th>Event</th><th>Date</th></tr><tr><td>Request for Proposal</td><td>January 24th, 2014</td></tr><tr><td>Deadline for Inquiries</td><td>February 5th, 2014</td></tr><tr><td>Deadline for Response to Inquiries</td><td>February 12th, 2014</td></tr><tr><td>Tender call Closes</td><td>February 19th, 2014</td></tr><tr><td>Final Selection and Notification</td><td>March 7th, 2014</td></tr></table></td></tr>
<tr><td>Lift Stations #1 and #2</td><td><u>Lift Station #1</u>

- Exterior sealant and earthwork complete
- Wetwell and piping cleaned and inspected
- Existing mechanical and electrical systems removed
- Two new pumps were placed on fabricated concrete stands
- Asbestos abatement complete
- Finish date and turnover March 4th, 2014

<u>Lift Station #2</u>

Lift Station #2 will be completed in 2014 with supplies being purchased in advance of the anticipated start date.</td></tr>
<tr><td>Capital and Operating Budget Planning</td><td>Currently assessing efficiencies within the 5 year capital plan to maximize the benefit of projects to improve public service by utilizing the recommendations from the most recent studies.</td></tr>
</table>

- The January O&M report is as follows:

Item	Level of Activity
Road Maintenance/Repairs	Snow clearing Street sanding
Vehicle and Equipment Maintenance	Conducted maintenance activities and serviced trucks.
Sewer Inspection/Repairs	Operate Lift Stations

	Twice Daily Inspections Wright Crescent sanitary service blockage Beaver Crescent residential service blockage
Water Inspection/Repairs	Operate Water Treatment Plant Service Connects/Disconnects As Required Meter Reading Weekly Sampling and Testing Twice Daily Inspection of Facilities
Facilities Inspections/Repairs	Maintenance as required Boiler repair at the Water Treatment Plant

- Director Meetings & Calls:
    - Council January 6th, 13th 20th & 27th
    - Administration January 9th, 16th, 23rd & 30th
    - External / Internal Meetings and Calls – Variety of calls and meetings arising from operations and maintenance of Town public works facilities and infrastructure.
- Miscellaneous Updates:
    - Contracts for standing offers being developed for February, 2014
        1) Equipment rate approval for the year 2014
        2) Fuel As & When
        3) Granular As & When
        4) Supply and Deliver Dust Palliative and De-icing Materials
    - Various outstanding issues related to municipal infrastructure have been resolved

COUNCIL POLICY / STRATEGY OR GOAL:

N/A

APPLICABLE LEGISLATION, BYLAWS, STUDIES, PLANS:

- Canadian Council of Ministers of the Environment (CCME)
- Mackenzie Valley Land and Water Board (MV2009L3-0005)
- Environment and Natural Resources Waste Management Guidelines
- Alberta Environment. (2010). *Standards for Landfills in Alberta*. Government of Alberta.
- EBA Engineering Consultants Ltd. (2010). *Town of Hay River Solid Waste Management Facility, Operations Plan*. Yellowknife, NT: EBA Engineering Consultants Ltd.

- Guidance Document on Federal Interim Groundwater Quality Guidelines for Federal Contaminated Sites, May 2010
- Bylaw 619 Garbage Collection
- Bylaw 1516 Collection of Tipping Fees
- Bylaw 1574 Town of Hay River Purchasing Policy

FINANCIAL IMPLICATIONS:

N/A

ALTERNATIVES TO RECOMMENDATIONS:

N/A

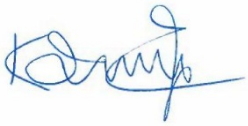
ATTACHMENTS:

N/A

Prepared by:

Dustin Dewar
Civil Engineer Technician
Date: January 30th, 2014

Reviewed by:



Khizar Hayat
Director of Public Works and Planning
Date: January 30th, 2014

b) Development and Building Permit Report

RECOMMENDATION:

#14-038 **MOVED BY: CLLR JAMESON**
SECONDED BY: CLLR CANDOW

THAT THE COUNCIL OF THE TOWN OF HAY RIVER accepts the Development and Building Permit Report for the month of January 2014.

CARRIED

BACKGROUND:

SUMMARY

- Two Development Permits have been approved for the month of January 2014, the same as last year's 2 Development Approvals for 2013.

- Previously for 2012 we approved five. For 2011 we approved only one for the month of January.

Background

- The January Development and Building Permit Report is as follows:

DATE	DEV #	CIVIC ADDRESS	DESC. OF WORK
Jan13/14	DH14-001	31 John Mapes Crescent	Lucky to be Lash (Eyelash Extensions)
Jan 24/14	B14-001	6 Menzies Place	Rebuild Deck

COUNCIL POLICY / STRATEGY OR GOAL:

N/A

APPLICABLE LEGISLATION, BYLAWS, STUDIES, PLANS:

N/A

CONSIDERATIONS OR FINANCIAL IMPLICATIONS:

N/A

ALTERNATIVES TO RECOMMENDATIONS:

N/A

ATTACHMENTS:

N/A

Prepared by:

Randy Froese
Development Officer

Date: February 3rd, 2014

Reviewed by:

Khizar Hayat
Director of Public Works & Planning

Date: February 3rd, 2014

c) Excused Absence

RECOMMENDATION:

#14-039 **MOVED BY: CLLR CANDOW**
SECONDED BY: CLLR DOHEY

THAT THE COUNCIL OF THE TOWN OF HAY RIVER excuses Mayor Cassidy and Councillors Maher and Mapes from the Public Works Committee Meeting, Monday, February 3rd, 2014.

CARRIED

BACKGROUND:

Mayor Cassidy and Councillors Maher and Mapes have requested to be excused from the Public Works Committee Meeting, Monday, February 3rd, 2014.

COUNCIL POLICY / STRATEGY OR GOAL:

N/A

APPLICABLE LEGISLATION, BYLAWS, STUDIES, PLANS:

N/A

FINANCIAL IMPLICATIONS:

N/A

ALTERNATIVES TO RECOMMENDATIONS:

N/A

ATTACHMENTS:

N/A

Prepared by:

Stacey Barnes
Executive Assistant

Date: January 30th, 2014

Reviewed by:

Ian Frankton
Acting Senior Administrative Officer

Date: January 30th, 2014

d) Community Investment Application Request

RECOMMENDATION:

#14-040 **MOVED BY: CLLR CANDOW**
SECONDED BY: CLLR DOHEY

THAT THE COUNCIL OF THE TOWN OF HAY RIVER approves the Race Hay River Society's request for investment for the Weekend Warriors Race Series held in the Town of Hay River.

CARRIED

BACKGROUND:

See attached form

COUNCIL POLICY / STRATEGY OR GOAL:

N/A

APPLICABLE LEGISLATION, BYLAWS, STUDIES, PLANS:

N/A

FINANCIAL IMPLICATIONS:

$1,500 Grant

Funds can be allocated from: Economic Opportunities Fund OR Tourism Promotion

ALTERNATIVES TO RECOMMENDATIONS:

N/A

ATTACHMENTS:

Community Investment Request Form

Prepared by:

Jordan Stackhouse
Economic Coordinator

January 31st, 2014

Reviewed by:

Ian Frankton
Acting Senior Administrative Officer

Date: January 31st, 2014

9. NOTICES OF MOTIONS

There were no Notices of Motions for the Regular Meeting of Council, February 10th, 2014.

10. NEW BUSINESS

a) Sub-Division and Resurvey of 22 Dean Drive

RECOMMENDATION:

#14-041 **MOVED BY: DEPUTY MAYOR JUNGKIND**
SECONDED BY: CLLR DOHEY

THAT THE COUNCIL OF THE TOWN OF HAY RIVER approves the Sub-division and Resurvey of Lot 1077, Plan 1016, subject to the following conditions:

a) That all requirements of the Zoning and Building Bylaw 1812 are met.
b) That the Landowners will be responsible for all costs related to the sub-division and registration.

CARRIED

BACKGROUND:

The Town has received an application from Varick Ollerhead (Owner) requesting authorization to sub-divide Lot 1077, Plan 1016 from 1 large M1 Restricted Industrial Lot to 2 M1 Restricted Industrial Lots. All minimum requirements as per the Zoning and Building Bylaw 1812 will be met.

Included in this package is the Application and preliminary plan of survey from Varick Ollerhead of Ollerhead Surveyors and the Planners Report from David Klippenstein.

The proposal will be submitted to MACA for approval and a new plan of survey submitted to the Town to ensure compliance. The land owners are responsible for all costs involved with the sub-division and registration.

COUNCIL POLICY / STRATEGY OR GOAL:

N/A

APPLICABLE LEGISLATION, BYLAWS, STUDIES, PLANS:

Planning Act R.S.N.W.T. 1988, c.P-7
Zoning & Building Bylaw No. 1812

FINANCIAL IMPLICATIONS:

N/A

ALTERNATIVES TO RECOMMENDATIONS:

N/A

ATTACHMENTS:

1) Development Permit Application from Varick Ollerhead for Sub-Division of Lot 1077, Plan 1016.
2) Sketch from Ollerhead and Associates showing legal survey required for Lot 1077, Plan 1016.
3) Planner's Report 2014-01, on Proposed Subdivision of Lot 1077, Plan 1016 – David Klippenstein.

Prepared by:

Randy Froese
Development Officer

Date: February 4th, 2014

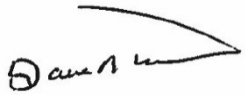
Reviewed by:

Khizar Hayat
Director of Public Works & Planning

Date: February 6th, 2014

Let it be noted that Councillor Candow was Opposed.

Reviewed by:



David Steele
Senior Administrative Officer

Date: February 6th, 2014

b) History of Hay River Document

RECOMMENDATION:

#14-042 **MOVED BY: DEPUTY MAYOR JUNGKIND**
SECONDED BY: CLLR MAHER

THAT THE COUNCIL OF THE TOWN OF HAY RIVER grants permission to have "A brief history of the port town of Hay River in the Northwest Territories" published in hard copy by the literacy society.

CARRIED

BACKGROUND:

In 2000, the trade and tourism committee directed Vicki Latour to create a document around the history of the Town of Hay River.

The Town of Hay River had paid some funds to have the piece created and therefore is owned by the Town, and is why permission is being requested to have it printed in hard copy.

The literacy society has indicated that they would like to print 1 or 2 copies and they will be placed in the library. This will be done at no cost to the Town of Hay River.

COUNCIL POLICY / STRATEGY OR GOAL:

N/A

APPLICABLE LEGISLATION, BYLAWS, STUDIES, PLANS:

N/A

FINANCIAL IMPLICATIONS:

N/A

ALTERNATIVES TO RECOMMENDATIONS:

N/A

ATTACHMENTS:

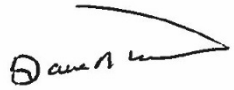
A brief history of the port town of Hay River in the Northwest Territories document

Prepared by:

Jordan Stackhouse
Economic Coordinator

Date: January 30th 2014

Reviewed by:



David Steele
Senior Administrative Officer

Date: February 6th, 2014

c) Hiring Policy HR-1-2014

RECOMMENDATION:

#14-043 **MOVED BY: CLLR CANDOW**
SECONDED BY: CLLR JAMESON

THAT THE COUNCIL OF THE TOWN OF HAY RIVER accepts the Hiring Policy HR-3-2014 as presented.

CARRIED

BACKGROUND:

The Policy Review Committee has been meeting for some time now to draft up a Hiring Policy for the Town of Hay River. The Policy Review Committee wanted to make sure the policy assured the required level of fairness, integrity and consistency in the recruitment of Town Employees.

COUNCIL POLICY / STRATEGY OR GOAL:

N/A

APPLICABLE LEGISLATION, BYLAWS, STUDIES, PLANS:

Personnel Committee Bylaw No. 2011

FINANCIAL IMPLICATIONS:

N/A

ALTERNATIVES TO RECOMMENDATIONS:

N/A

ATTACHMENTS:

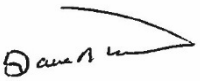
Town of Hay River Hiring Policy HR-1-2014

Prepared by:

Stacey Barnes
Executive Assistant

Date: February 6th, 2014

Reviewed by:



David Steele
Senior Administration Officer

Date: February 6th, 2014

d) Library Committee ByLaw

For Discussion Only

e) Aurora Wood Pellets

#14-044 MOVED BY: DEPUTY MAYOR JUNGKIND
SECONDED BY: CLLR CANDOW

THAT THE COUNCIL OF THE TOWN OF HAY RIVER engage the GNWT for support to expedite the identification and development of suitable, commercial and industrial lands in the Town of Hay River.

CARRIED

Let it be noted that Councillor Mapes departed the Chambers and did not take part in the discussion or vote re: agenda item #10e.) Aurora Wood Pellets because his Company is involved.

11. IN CAMERA

#14-045 MOVED BY: CLLR CANDOW
SECONDED BY: CLLR DOHEY

That the Council of the Town of Hay River move to In Camera at 7:45 pm.

CARRIED

#14-046 MOVED BY: CLLR DOHEY
SECONDED BY: CLLR M^CKAY

That the Council of the Town of Hay River move out of In Camera at 8:50pm.

CARRIED

Let it be noted that Councillor Jameson declared an Interest in agenda item #11b. as it involves her company.

12. Ledcore Sewage Disposal

#14-047 **MOVED BY: CLLR CANDOW**
SECOND BY: CLLR MAHER

THAT THE COUNCIL OF THE TOWN OF HAY RIVER approves acceptance of the sewage waste from Ledcor at a rate of $500 per 10m

CARRIED

Let it be noted that Councillor Jameson departed the Chambers and did not take part in the discussion or vote re: agenda item #12.) Ledcore Sewage Disposable, because her Company is involved.

13. Water Contract

#14-048 **MOVED BY: CLLR COAKWELL**
SECONDED BY: DEPUTY MAYOR JUNGKIND

THAT THE COUNCIL OF THE TOWN OF HAY RIVER directs Administration to enter into negotiations for next 5 years with Keith's Water Service.

CARRIED

Let it be noted that Councillor Dohey departed the Chambers and did not take part in the discussion or vote re: agenda item #13.) Water Contract, because it involves his employer.

14. ADJOURNMENT

#14-049 **MOVED BY: CLLR CANDOW**

That the Regular Meeting of Council be adjourned at 8:52pm.

CARRIED

Certified Correct as Recorded on the 10th day of February, 2014.

These minutes were accepted by motion #14-051.

Mayor

Senior Administrative Officer

Town of Hay River Community Investment

REQUEST

CASE FOR INVESTMENT		
PROJECT NAME: Weekend Warriors Race Series	**DATE:** Monday, February 3rd 2014	**FILE NUMBER:** HR-2014-001
CONTACT: Tanner Froelich – (780)-841-4256	**INDUSTRY:** Tourism/Events	**BUSINESS NAME:** Race Hay River Society (Non-Profit)

PROJECT OVERVIEW:

The Weekend Warriors Race Series is a series of 3 events over the course of January, February and March held in Hay River. This will ultimately become an annual event, 2014 being the first year. The first event (of 3) held in January 2014 brought 196 competitors and roughly 300 spectators to Hay River.

ACTION REQUESTED		TYPE	AMOUNT	COMMENTS
INVESTMENT	X	Grant	$1,500	The grant would be used to support Race Hay River in the costs of running the event
INFORMATION				
SUPPORT				
OTHER				

RATIONALE:

The event has been quite successful in its first race weekend and in my opinion, has had a positive impact on the economy and also community pride. The event has already brought hundreds of visitors to our town and one could assume that it will only grow in numbers as the event gains more recognition.

D-100

Town of Hay River
Zoning and Building Bylaw No. 1812
APPLICATION FOR A DEVELOPMENT PERMIT

FORM A

I hereby make application under the provisions of the Land Use Bylaw for a Development Permit in accordance with the plans and supporting information submitted herewith and which form part of this application.

Applicant: JARICK OLLERHEAD Phone Res. — Bus: 867 873 9690

Address: BOX 1169, YELLOWKNIFE, NT, X1A 2N8

Registered Owner: OLLERHEAD & ASSOCIATES LTD Phone Res. — Bus. 867 873 9690

Address: BOX 1169, YELLOWKNIFE, NT, X1A 2N8

Legal Description of Property to be Developed: LOT 1077, PLAN 1016 HAY RIVER

Proposed Use of Site: (use reverse side if necessary) SUBDIVISION OF PROPERTY FOR FUTURE DEVELOPMENT. NO IMMEDIATE PLANS FOR DEVELOPMENT.

Existing Use of Site: RESTRICTED INDUSTRIAL - OFFICE & STORAGE FOR OLLERHEAD & ASSOCIATES LTD

Adjacent to Highway Yes No X

Area Required for Proposed Use: ---

Estimated Cost of Development: $3,000

Proposed Setback from Property Lines: Front Yard _____ Side Yard (SEE SKETCH) Rear Yard _____

Estimated Date of Commencement: JAN. 31/2014

Estimated Date of Completion: APRIL 31/2014

Date of Application: _____

Application Fee: $25.00 R/143364

NOTE: THE DEVELOPMENT PERMIT APPLICATION WILL NOT BE ACCEPTED UNLESS IT CONFORMS TO THE REQUIREMENTS OF THE ZONING AND BUILDING BYLAW AND THE APPROPRIATE FEE IS SUBMITTED WITH THE APPLICATION.

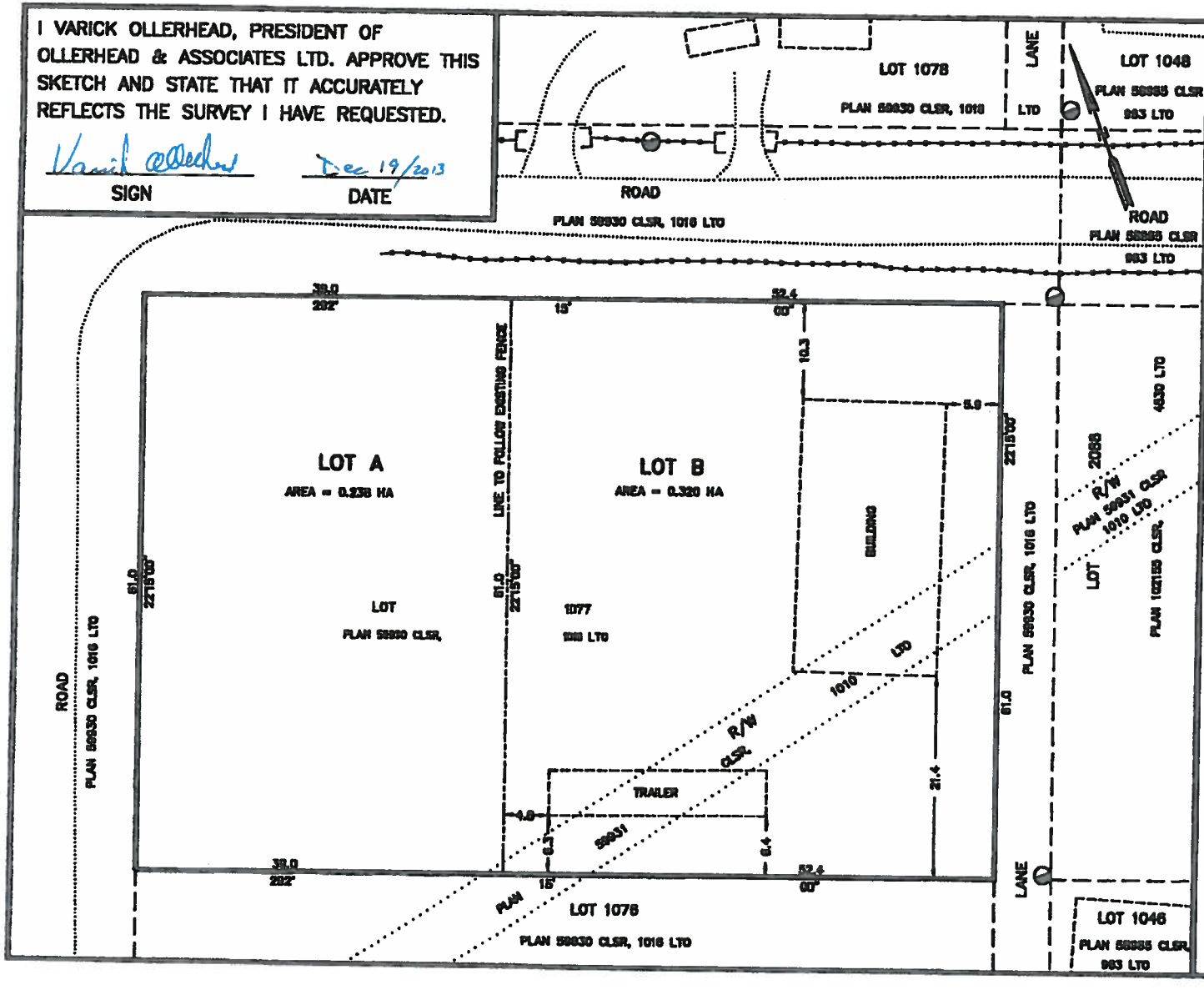
Signature of Applicant or Agent: JARICK OLLERHEAD

Please Print Signature: Jarick Ollerhead

I VARICK OLLERHEAD, PRESIDENT OF OLLERHEAD & ASSOCIATES LTD. APPROVE THIS SKETCH AND STATE THAT IT ACCURATELY REFLECTS THE SURVEY I HAVE REQUESTED.

Varick Ollerhead — SIGN

Dec 19/2013 — DATE



OLLERHEAD & ASSOCIATES LTD.
CANADA LANDS SURVEYORS AND ENGINEERS

BOX 1169
YELLOWKNIFE, NT
X1A 2N8
PH: (867)873-9880
FAX: (867)869-8334

PROJECT NO. 14-18-VO

DRAFTED BY: K.S.

LEGEND

- EXISTING LEGAL SURVEY
- SURVEY BOUNDARY
- LINES TO BE SURVEYED
- RIGHT OF WAY
- DITCH
- ROAD
- EXISTING STRUCTURE
- POWER POLE

SKETCH SHOWING LEGAL SURVEY REQUIRED HAY RIVER, NT

NOTE:
- SURVEY CONSISTS OF 2 LOTS
- LANDS INVOLVED IN THIS SURVEY ARE PRIVATLY TITLED LANDS

DATE: DECEMBER 18, 2013

SCALE 1 : 500

5 0 10 20

APPROVED FOR SURVEY

Town of Hay River
Planners Report 14-01
Proposed Subdivision of Lot 1077, Plan 1016 into 2 Lots

1. The Proposed Subdivision

Application has been made by the land owner to subdivide Lot 1077, Plan 1016 LTO into two lots. The application includes a Sketch Plan, as required by Section 6 of the *Community Planning and Development Regulations*.

Lot 1077 is located within the Town's Industrial Park. It is a corner lot, with frontage on Poplar Road (91.4 metres) and flankage on Dean Drive (61.0 metres). Lot 1077 has an area of .558 ha/1.38 acres.

Proposed Lot A as shown on the application will be .238 ha/.59 ac in size, with 39.0m frontage on Poplar Drive and 61.0m flankage on Dean Drive. From aerial photography, it appears to have been cleared of trees and is undeveloped at present.

Proposed Lot B as shown on the application will be .320 ha/.79ac in size, with a 52.4m frontage on Poplar Drive and a lot depth of 61.0 m deep. It accommodates two existing buildings: a shop and office, and a caretaker building.

The proposed lots are unequal in size to accommodate the two existing buildings on proposed Lot B and to provide an adequate side yard from the proposed property line.

Both proposed lots will have access to existing roads.

2. The Site and Surroundings.

The site is located within the Town's industrial park, with light industrial development to the north, east and south and forested land across Dean Drive to the west.

The site is level and appears to be suitable for the proposed development within the permitted and discretionary uses, based on available information.

Proposed Lot A has been cleared, filled and graded to make it suitable for development. The site was used at one time for a land farming operation, as discussed further in Section 3(b).

There is an easement crossing the southeast corner of Lot 1077 for a drainage swale that is no longer functional, due to site development.

A subdivision has taken place on a similar sized lot immediately to the southeast also fronting on Poplar Road. This subdivision resulted in the creation of lots 2087 and 2088 Plan 4530.

3. Evaluation

While subdivision approval is granted by the Director of Planning of GNWT, the application must be referred to the municipality in which the land is situated (*Community Planning and Development Regulations, Section 9.1.a).*

According to the *Community Planning and Development Act,* a proposed subdivision must meet the following requirements to be approved:

- Conform to the Act, regulations and applicable bylaws – Sec. 44 (1);
- Be suitable for the intended purposes – Sec. 44 (2);
- Conform to the Community Plan – Sec. 44 (3); and
- Be suitable for the community – Sec. 44 (4).

(a) Zoning and Building Bylaw No. 1812

The two lots in the proposed subdivision are designated as 'M1 Restricted Industrial'. A development permit has been received for the buildings and land uses on proposed Lot B.

The applicant indicates that future buildings and land uses on proposed Lot A will conform to the Bylaw.

The minimum lot width in the M1 Zone is 30 metres (Section 6.13.4.a). The widths of proposed Lots A and B are 39.0 metres and 52.4 metres respectively, thus exceeding the minimum requirements of the Bylaw.

The Sketch Plan shows two existing buildings on proposed Lot B with front, side and rear yards that meet or exceed the Zoning Bylaw requirements of 6.0, 4.5 and 5.0 metres respectively (Section 6.13.4.e.f.and g.)

Minimum lot size and lot depth are at the discretion of the Development Officer (Section 6.13.4.b and c).

(b) Suitability for the intended purposes

The land appears to be suitable for the intended industrial purpose.

Proposed Lot A has been cleared and graded and appears to be ready for development.

From 1998 to after 2002, proposed Lot A was the site of a land farming operation, involving treatment of soil affected by petroleum hydrocarbons from a site east of Mackenzie Highway. Soil testing in 2002 showed that all samples were within the appropriate criteria established by the Territorial Government. By 2006 the land farmed materials and liner had been removed and fill had been added according to an environmental report commissioned by the land farm operator.

Proposed Lot B has been developed with an office building and caretaker's residence, in conformity with the Town Zoning and Building bylaw.

The proposed two lots will be similar in size to the lots immediately to the east that were created through the subdivision of a lot of identical size to Lot 1077.

(c) Community Plan (formerly General Plan) Bylaw No. 1811

The Community states the following policy on industrial land use:

"Lands designated for short and long term industrial and transportation land uses are shown on the *Land use Concept* as *Industrial* and *Transportation"* (Policy 4.3.1).

The *Land Use Concept* (Figure 1) designates the site and a large surrounding area generally for 'Industrial' use.

(d) Suitable for the Community

The proposed subdivision will enable an additional business to locate here. It will constitute infill within existing development. It will help to '*enhance and diversify the industrial sector of the Town* (Community Plan, Section 4.3.7).

(e) Municipal Infrastructure

It is understood that no additional municipal infrastructure will be required by the proposed subdivision. Both proposed lots are served by existing roads.

(f) Municipal Referral

This Planning Report forms part of the response to the municipal referral as specified in Section 9 of the *Community Planning and Development Regulations.*

4. Conclusion and Recommendation

Based on available information, this report concludes that the proposed subdivision meets the requirements for approval with respect to conformity with the Community Plan and the Zoning and Building Bylaw. It also concludes that the proposed subdivision is suitable for the intended purpose and for the community. .

Therefore it is recommended that the Town of Hay River support the application.

Respectfully Submitted

David Klippenstein, RPP, Principal Consultant
David Klippenstein and Associates Ltd. /Planning and Development Consultants
2224 – 13 Mission Avenue
St. Albert, AB T8N 1H6

780.460.1001 – office
780.819.3490 – cell

January 31, 2014

Proposed Subdivision Lot 1077 Plan 1016 Town of Hay River

Legend

Land Authority
- Federal Parcel
- Commissioner's Parcel
- Municipal Parcel
- Private Parcel
- Indian Affairs Branch Parcel
- Inuvialuit Parcel
- Gwich'in Parcel
- Sahtu Parcel
- Tli Cho Parcel
- Hay River Indian Reserve
- Salt River Indian Reserve
- Mixed Authority Parcel

Unsurveyed Sketch
- Unsurveyed Sketch
- Unsurveyed Federal Sketch
- Unsurveyed Commissioner's Sketch
- Unsurveyed Municipal Sketch
- Unsurveyed Private Sketch
- Unsurveyed IAB Sketch
- Unsurveyed Inuvialuit Sketch
- Surveyed Parcel
- Block Land Transfer
- Municipal Boundary

Structure Points
- Dish
- Marker
- Antenna
- Pole

Structure Lines
- Bridge, Culvert
- Dock, Retaining Wall, Ramp
- Fence, Gate, Guide Rail
- Pit, Borrow Site, Quarry, Dump Site
- Pipeline (Surface) Outdoors
- Park, Recreation Area, Cemetary
- Building Footprint

Structure Polygons

Scale 1:1,655

Date January 09, 2014

N

TOURISM ADVISORY COMMITTEE
FEBRUARY 3, 2000

Present: Eileen Collins (chairperson), Carrie Oteiza (RWED), Terry Tregidgo, Verna Wosnicka, Evelyn Tregidgo
Absent: Lyda Greer, Joe Kelly, Sandi Stanway

The meeting was called to order at 7:35 p.m. Minutes from the last meeting were not available.

BUSINESS ARISING:

Carrie Oteiza reported that no money is available for person years to implement our Tourism Plan. However, 90% maximums under Schedule G are hopefully available April 1st for implementation of our advertising and marketing portion of the Tourism Plan. Carrie also passed on information she received from Arctic Tourism re an international website. We can hook into a website which is already developed at no cost to us. In addition, Carrie reported new signage has been ordered for Twin Falls, Little Buffalo, Great Slave Lake, Kakisa as well as at the Hay River campground and the airport. The campground and airport signs will be up by the beginning of April.

Re: History of Hay River: Vicki Latour was unable to attend. However, she will be invited to attend our next meeting. We discussed the fact that the Town's photocopier has a photo capability. Since it's anticipated that a lot of copies will be distributed to visitors and all of the photos in the brochure are black and white, it was decided to print the brochure in house to save money.

The Chamber of Commerce has agreed to pay up to $500 to cover Danette Jaeb's expenses to come and give a presentation on the Tourism Plan to the Chamber and members of the public on February 22, 2000, at 7:00 at the Ptarmigan Inn, Hay River. Sandy and Joe have offered their hospitality.

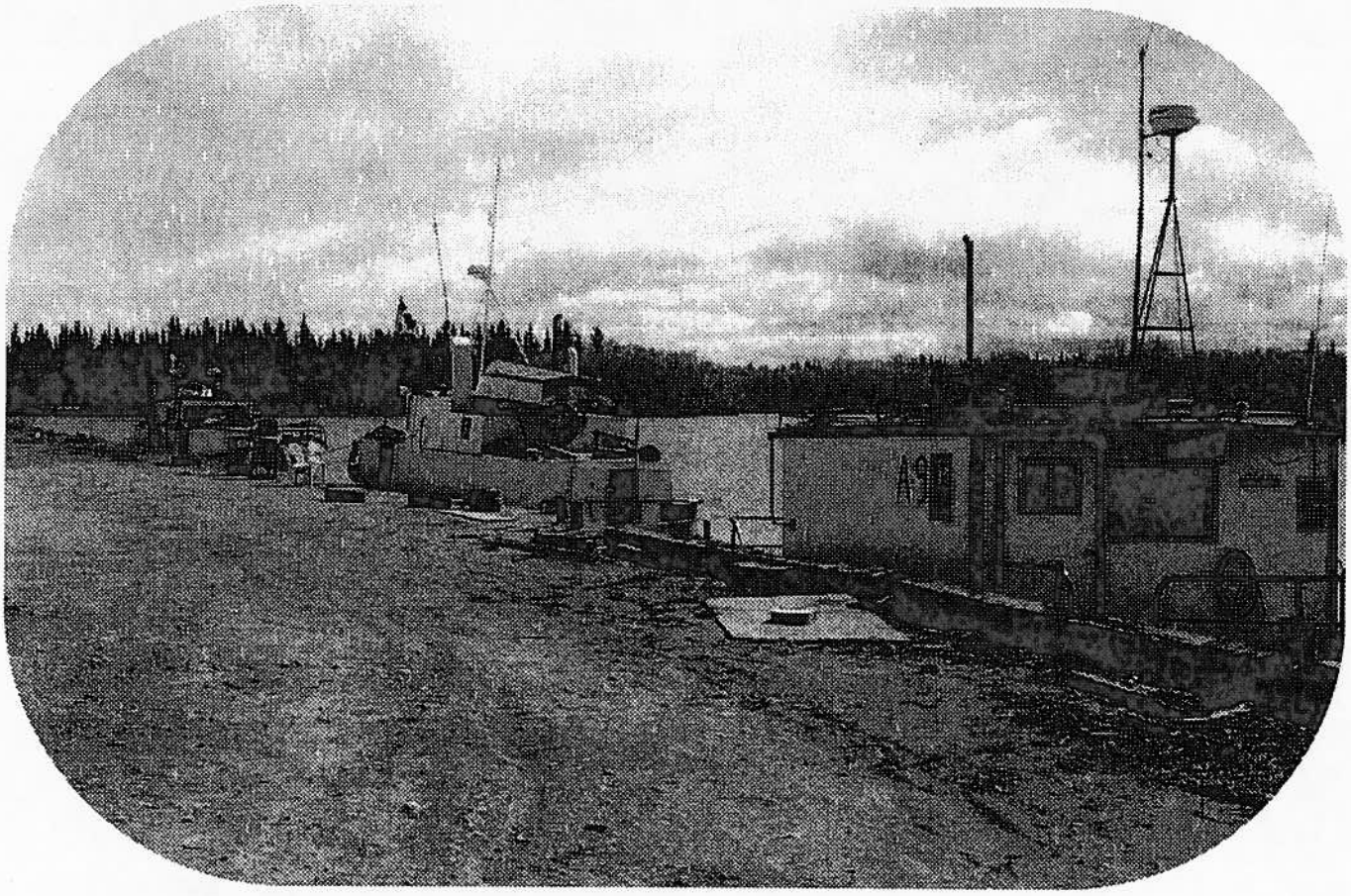
CORRESPONDENCE:

Lyda Greer has resigned. The committee had two letters from applicants on file to fill a possible vacancy. Both candidate's qualifications were discussed. Those present at the meeting unanimously agreed that Jeanette Hinz should be recommended to Town Council to fill the vacancy. The decision was based on the fact that Jeanette has deep roots in the community in business, as well as having her family here. As the past president of the Chamber of Commerce, she has a good knowledge of the area and has shown an interest in the tourism sector. Eileen Collins was asked to poll the two absent members for their opinion.

OTHER BUSINESS:

Sandi Stanway had asked to be on the agenda to discuss NorthwesTel. We will bring the topic forward at our next meeting.

A BRIEF HISTORY OF THE PORT TOWN OF



HAY RIVER IN THE NORTHWEST TERRITORIES

A BRIEF HISTORY OF THE PORT TOWN OF HAY RIVER

This booklet is prepared to provide a quick history lesson for visitors to our community. It is written with the hopes that the information will help bring alive, for you, the visitor, the many aspects of life in this corner of the Northwest Territories – and that it will give you an understanding of "how we came to be".

Our history goes back thousands of years, for Dene used this river and the surrounding boreal forest and lakes long before non-aboriginals ever set eyes upon them. The early peoples who travelled through here, by water or by foot, knew what excellent fishing was to be found in the Hay and Great Slave Lake; they knew where to find moose, wood bison, woodland caribou, beaver, muskrat – all sources of meat and fur, bone and sinew. The ways of the migratory birds were known to them, as were the plants that would help with healing or provide sustenance.

When southern Canadians began to come into the region, in the latter years of the 18th Century, the Slavey Dene had well-established trade and travel routes, language, culture and many traditions. Over the next two centuries, the ways of the southerner's civilization have come largely to predominate: modern life is at home here in NWT as it is in Manitoba, British Columbia or New Brunswick. We are Canadian – but we are Northerners, too – and 'being Northern' is rather important, for we are gradually learning the best from each other and blending all our ways to make Hay River a diverse, distinct and very special place.

We hope you will enjoy your time here and that you will leave knowing a little more about your neighbours 'North of 60'.

PREPARED FOR THE
TOURISM ADVISORY COMMITTEE, TOWN OF HAY RIVER
JANUARY 2001

BY S.V.C. LATOUR
CARDINHAM TEXT & CREATIONS

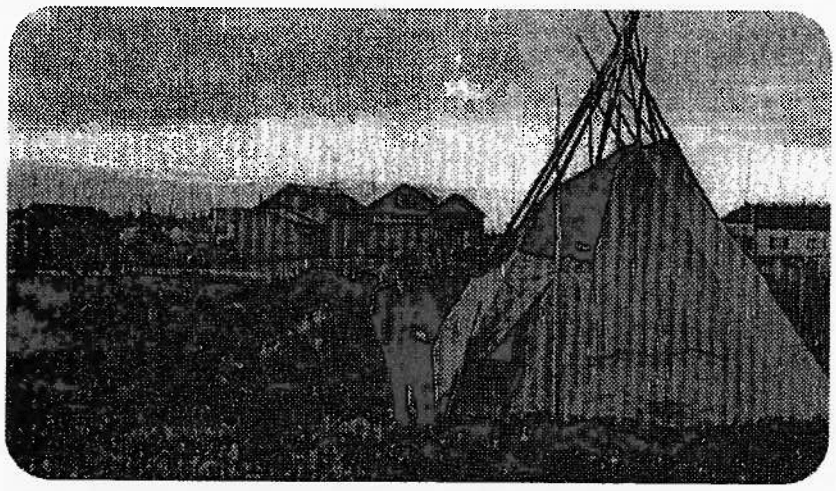
IN EARLY TIMES, after the end of the last glaciation period (the Wisconsinan glaciation) about 10,000 years ago, a huge inland sea lay across what is now the southern Northwest Territories and northern Alberta and Saskatchewan, south of present Lake Athabasca. This 'sea', Glacial Lake McConnell, was bounded on the north by present-day Great Bear Lake. The mighty retreating ice sheet which had covered most of eastern and central Canada, began carving drainage channels, the melting waters pooling in Lake McConnell. Mountains to the west helped contain the enormous lake in this northern area, and as the years drifted by, the earth warmed again – and changes came. Slowly, slowly, the great lake shrank; the mountains thrust a little highter, the channels which would one day form the network of drainage systems for a vast continent began to emerge: water, which fell as rain and snow over the new Interior Plateau, the Great Plains, the Cordilleran Orogeny and the Canadian Shield, would flow over the northern half of the continent to the Arctic and Atlantic Oceans.

On the slopes of the mountains of the Cordilleran and on those of the Rocky Mountains, streamlets trickled away to the east. Below, freed from ice and warm again, stretching away in endless undulations towards today's Hudson Bay, the land stirred with new growth – the beginnings of the great taiga, the Boreal or Northern Conifer Forest, which today covers one third of Canada's land mass. In a corner where the mountains of the Cordilleran melded with the Rockies, below their eastern faces, the waters began to collect as their channels worked through the new growth which was now diverse enough to include sedges and grasses. Through decades, a lake formed in the area, a lake which eventually filled sufficiently to seek a northern-running channel. The channel in its turn grew, carving and curving its way in serpentine loops, always flowing northward. Now a river, its journey brought it, some hundreds of miles from its source onto limestone faults and plunged it over lips of broken and torn rock. The force of the water pouring over the rock added to the work the retreating glacial ice had begun, the wearing of the 'sea' and earthquakes in the region had augmented through the ages: the river from the small lake and all the tributaries along its length now increased the rock erosion, slowly creating two large sets of falls and a long, deep canyon. It continued its flow through the lowland plain towards what was now the southern shore of one of the great lakes left from Lake McConnell. The taiga or boreal forest here held much muskeg: vast amounts of moisture collected and drained towards the lake from this source, as well. The river, broad, fast-moving, broke out a second, western channel and many smaller ones through the alluvial plain, forming a small delta before emptying into the enormous body of water before it. Its primary journey completed, the Hay River gave up its waters, which would now flow to the Arctic Ocean through that lake and down a far greater river to the west and north, the Deh Cho or Mackenzie River.

INTO THIS LAND of great waters and forest, around 9- to 10,000 years ago, came people. They found passage through the valleys in the mountains where the ice had not penetrated as it had on the plains east of the great ranges. Some of these peoples settled in spots that satisfied their needs as hunters and gatherers; some moved on, we think southward mostly, though some slowly moved eastward as well, as the forest emerged and grew once the ice and huge lake disappeared. We know, too, now, that other peoples were moving across the land much further north: mankind had arrived in the northern portion of the continent.

Animals, birds, fish had also moved in to take their places in the scheme of things. Plants had developed: fruit-bearers, edible roots, mosses, leafy plants that eked out diets or that could be used for medicinal purposes. The stage was set in this part of the Earth for human survival, survival that has continued through millennia until today. For the greater part of those thousands of years, life among humans here revolved around simple survival and was largely nomadic in style. It was necessary for people to follow the migrations of the animals upon which they depended for most of their sustenance and to go to those places where they knew plants would provide abundantly at certain times of the year. They had also to contend with a climate that was relentless in its cold periods just as it was bountiful in its times of warmth.

Among the peoples who made the land 'North of 60' their home, the Dene and Inuvialuit, cultures and traditions grew along with language and marvellous knowledge of how the land worked, where the waters ran, when the animals would be on which range, when fish and birds could best be taken. While their societies would seem perhaps very simple if compared to those developing in Europe or Asia at the same period, they grew out of the land on which the people lived and were eminently well adapted, rich in diversity, with a steadily growing oral history accompanying their progress through the years. Family groups developed as the main unit, and usually an elder was the acknowledged single head of each unit. Through most of the year, the nomadic lifestyle kept the family units within their own hunting/gathering areas, but during the summer months, June to August, the people of a large geographic region would come together – and it's not hard to imagine how joyful those times must have been, how much news would be exchanged, friendships renewed, perhaps marriages made, new children introduced, new ideas and inventions discussed.



A view of the Old Village area c. 1942

The South Slavey Dene of the Hay River Dene Reserve have used this area for thousands of years; traditional hunting grounds for them are around Buffalo Lake to the south and east of Hay River. The east bank of the Hay River at its mouth was always an excellent food gathering place, with bountiful supplies of fish and berries. The Hay River itself was also a 'trade route' for Dene from the areas around today's Meander River in Alberta. Canoes brought them to a spot above Alexandra Falls and then portage was made until they could enter the river again and continue down to the Tu Cho – Great Slave Lake. (Walk the trail between Alexandra and Louise Falls to learn more of the history of the Dene of this area; also visit the Dene Cultural Institute on the Reserve.)

UNTIL ROUGHLY 225 YEARS AGO, the peoples of Canada's North were undisturbed by the rest of the world, their nomadic lives governed mostly by climate and seasonal change. Their societies and cultures continued to develop at their own pace, with the use of simple tools and weapons. Onto this relatively peaceful scene southern-Euro/Canadians arrived, most notably in our region in the person of one Alexander Mackenzie, searching for the Pacific Ocean, determined to find the fabled Northwest Passage to the Orient.

Mackenzie was working for the North West Company, and fur trading was his primary objective; however, both the Hudson's Bay Company and the 'Nor'westers' were well into the business of exploring – after all, the company that got the first canoes into new regions and made 'first contact' could, conceivably, add huge new areas to their trading routes, making their companies' owners and shareholders that much richer. For Mackenzie, it was not the lure of new supplies of fur that drove him, so much as the possibility of 'discovering' new lands, and most of all, that water route to the glories of Cathay and India that beckoned the young Scot. In the spring of 1789, he left the settlement of Fort Chipewyan on the shores of Lake Athabasca and Peter Pond's hospitality and headed onto the Slave River.

The rest, of course, 'is history', as the saying goes. In July of that year, Mackenzie finally came through the maze of the great delta which now bears his name and stood on the shores of the Beaufort Sea, the beginning of the Arctic Ocean. His Dene guides had brought him safely across the huge lake and down

the mighty river, a journey of more than 3,000 miles (approximately 5,000 kilometres) from its start on Lake Athabasca. Mackenzie, however, was not happy – there was probably some ice still to be seen out to sea and he knew he had not reached the Pacific; he called the water route the 'River of Disappointment'. The Dene with him knew they must start back soon or be caught in foul weather – they would be paddling up-stream against the strong current of the Deh Cho; apparently, though, it took much persuasion to get the explorer to turn south again, so that they could beat the autumn storms home.

Mackenzie and his group may have passed by Hay River – 'Mackenzie Rock' may be seen a few miles east of here, jutting shallowly out of the lake, close to the shore – but it was the Slave Delta they sought to take them up-stream to the meagre comforts of Fort Chipewyan before winter set in. If he was to pass by today, he would be astounded to see not just canoes crossing the lake, but large steel tugs pushing many barges, flotillas of fishing vessels and all sorts of pleasure craft, including sail boats, out on the choppy water. Few, if any furs are carried across the lake or on the Hay or Slave Rivers nowadays; instead, shiny, new trucks, furniture, construction materials, oil rigs and a multitude of other goods leave the Port of Hay River, bound for the many communities which have grown from the fur trading posts or forts of the last two centuries. The 'River of Disappointment' of which Mackenzie first brought knowledge to the 'outside world' had long been used by the Dene and Inuvialuit for movement within their lands; today it is a major shipping route, a world-famous canoeing route and photographer's heaven; as well, it is still used in its traditional mode by aboriginal people.

ALTHOUGH THE DENE had made regular use of the Hay River and the lands immediately about its small delta for long, long centuries, especially on the east bank and in the fall for harvesting fish against the coming winter, it was not until the early years of the 19th century that southern Canadians attempted to establish settlement on the Hay at its entry into Great Slave Lake. The area was not particularly rich in fur, and, with posts on the Slave Delta (near to present-day Fort Resolution) and at Fort Simpson near the confluence of the Liard River with the Mackenzie River, Hay River apparently was not considered a vital point on the fur trade routes. There is no certainty as to when exactly the first post was established here. A North West Company post here was destroyed by a gunpowder explosion in the summer of 1818; some references indicate that the Hudson's Bay Company tried to establish posts at Hay River in 1816 and again in 1819: neither attempt was successful.

One of the first chiefs of the Hay River Dene Band, Chief Lamilise

The Hudson's Bay Company had a small post here in 1845, just where the Hay River splits into its two main channels. The post did trade with the Dene of the area and provided a stop-over for weary oarsmen of the York boats plying between the Slave River and the Mackenzie. This post closed in 1849, but, ever determined, the Bay opened another post in 1868, this time much closer to the mouth of the river, about a mile and a half up-stream on the east channel. This post remained active until 1875 and then it, too, closed.

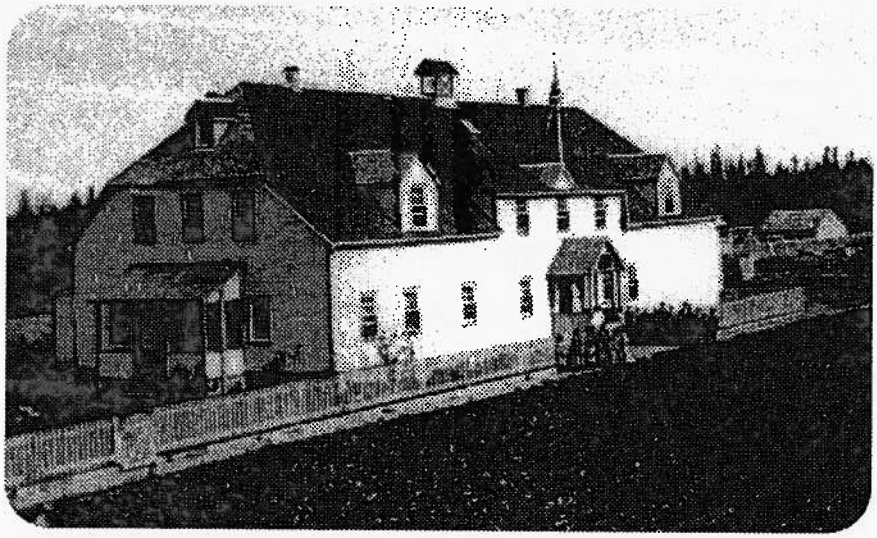
While not hugely successful as a fur trading base, the good fishing at Hay River was still of vast importance to the Dene and the river was now known to traders as a good, safe harbour. In 1886, the Hudson's Bay Company built a wood-burning, screw-propelled vessel, the Wrigley, and Hay River was 'on the map' as a refuelling stop.

In those years of the 19th century, non-aboriginal people in the region were either working for the Bay (the only fur trading company left after it amalgamated with the North West Company in 1821), or were missionaries. Both the Anglican and Roman Catholic Churches sent a number of priests, brothers, ministers and lay workers into the North, many of whom did much mapping and exploring as they worked in

their huge 'parishes', adding to the slowly mounting knowledge of the great regions north of the 60th parallel. Brother Boisrame built a small hut near the mouth of the Hay River in 1868 and in the following year, Father Gascon and Brother Hand stayed here and built a small chapel. After 1869, the site was visited occasionally until 1878; these visits stopped and it was not until 1901 that the Roman Catholic Church again established a presence in Hay River.

THERE WAS A DENE LEADER, 'the Founder' people call him today, who, in 1892, brought a small group of Slavey people to the pleasant site on the east bank of the Hay River to make a permanent settlement. Chatla and his people built homes – small log cabins – and they even had some dairy cattle which had been brought around the southwest shore of the lake from Fort Providence a few years earlier. Founder Chatla asked Bishop Grouard, the Roman Catholic bishop, to send a priest to work with his people. Bishop Grouard was not able to respond to this request because of pressures from other missions; the Dene leader then asked the Anglican bishop, Bishop William Reeve, for a missionary. In June of 1893, the bishop sent Mr. Thomas Marsh from Fort Liard, to serve the Dene and to establish St. Peter's Mission at Hay River.

In 1993, the Anglican Church, St. Peter's and St. Andrew's parishes, celebrated their 100th anniversary – and, in essence, also celebrated the first 100 years of permanent settlement on the banks of the Hay River. The site, known to the Dene for its bounty for so many centuries, has become in the last hundred years a busy centre for about 4,000 people of many races and cultures. It has grown from a tiny settlement of log cabins (some of which may still be seen on the Hay River Dene Reserve) to the two thriving communities on either side of the river where schooling, health care and government, business and commerce, commercial fishing and a vast transportation industry go hand-in-hand with the old skills of hunting, trapping and living in tune with the land and water around us.



Lessons began at St. Peter's Mission School in 1893 under Rev. Thomas Marsh. The school grew through the years, providing education to hundreds of children from the area, down river and the Mackenzie Delta. The school closed in 1937.

OF COURSE, the changes which have come with the growth from settlement to town and reserve did not happen overnight and they did not all come easily. When Rev. Marsh arrived, Founder Chatla provided him with a one-roomed building for the mission – he held his first service there on July 2, 1893 with 32 people present; by October of that year, the first school lessons were held, making education one of the earliest traditions for modern Hay River. Construction of a house was begun that year, but not completed until 1894, with the help of a young Charles Camsell, who later became one of the NWT's early Commissioners. Work progressed and by 1896 the mission was firmly established, providing schooling to children throughout the Mackenzie District as far as the Delta and coast. A three-storey addition had been made to the mission house: Marsh and the boys and the teacher, Miss Tims, lived on the first floor while the girls lived on the second floor. The following quote is from a letter of Miss Tims' written shortly after her arrival at the mission:

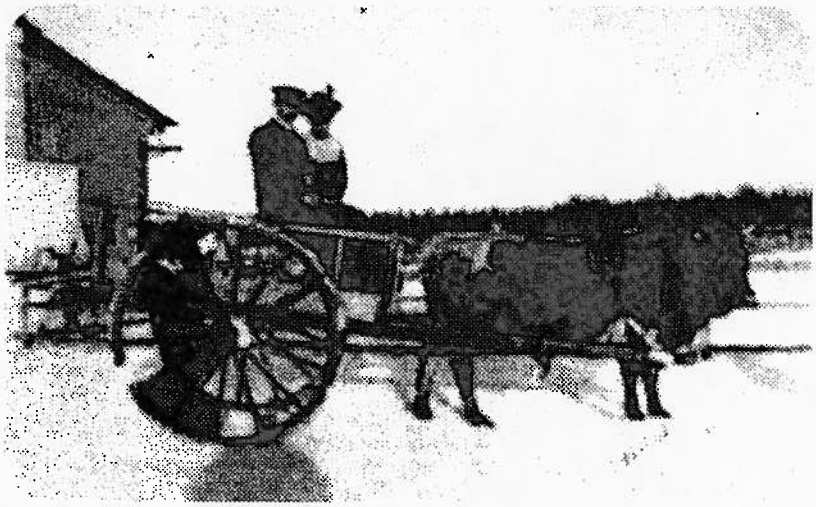
> "There were about six houses in the village and a good-sized clearing about the mission house. The front garden was full of growing vegetables and gay with flowers and vines."

In that same year, Marsh's sister, Anne, and Doctor Reazin arrived and began the first health services for the people, establishing yet another tradition for the community as Hay River today is the hospital-centre for the South Slave region. St. Peter's Mission by 1896 comprised health care as well as schooling and the direct services associated with the church.

The hard work to produce a large garden was vital, for the mission needed to be able to feed itself; communication with the 'outside world' and supplies were poor and costly. The cattle Founder Chatla had brought with him had survived and multiplied, so provision of milk and butter was not a problem; oxen were used for ploughing – and sometimes dogs were hitched to the ploughs, too! Gardening caught on among the Dene, as well, so vegetables became a fairly stable part of the diets of all. Fish formed a plentiful part of the diet, too, for all the people: old Church records indicate that in one of those early years, 4,000 fish were caught and dried for the winter.

By 1901, the Hudson's Bay Company had again opened a post and the Roman Catholic Church sent Father Gourdon (also from Fort Liard) to Hay River. Fr. Gourdon bought a lot from one of the people of the village, near the mouth of the river, where he began to build a small house and a church. Eight years later, in 1909, the population of the community had grown from 60 or so to 150 people. A report written by a Member of the Royal Canadian Mounted Police following his patrol to Hay River from Fort Smith in that year, reads as follows:

> "The place consists of English and Roman Catholic missions, Hudson's Bay Company, Hislop and Nagle, and Swiggart trading companies and about 25 small buildings in which the Indians are living."



Canon and Mrs. Alfred Vale take an afternoon drive with the Mission ox. The Vales served St. Peter's for many years in the early part of the 20th Century; Vale Island is named for this early missionary.

As the RCMP report notes, independent traders had moved into Hay River by this time; the Bay no longer had a monopoly. Hislop and Nagle were in the community from 1901 to 1912, while Swiggart spent from 1901 to 1919 here. Other traders turned up as well, and stayed for varying lengths of time. Among these were Northern Traders, Peace River Trading Company, Lamson and Hubbard, and a Mr. Largent and a Mr. Baradat. Most were gone by the mid-1920s, but Northern Traders was around from 1912 until 1938. Although trade in fur was never great in this immediate area, Hay River had certainly become a lay-over place and a refueling stop as a couple of steam vessels were added to the water routes which pushed on across the lake and down-river to the Arctic. And there was now a new method of travel in the North: the airplane, following its main debut in World War I, came into its own as the way to get around the huge, seemingly empty space of the beckoning land which lay beyond the 60th parallel. In March, 1921, two ski-equipped Junkers of the Imperial Oil Company landed on the Hay River close to the settlement. The discovery of rich oil fields at Norman Wells was bringing new kinds of explorers into the North – geologists and developers – just 130 years after Mackenzie had made his arduous journey by canoe. Mail service to Hay River improved greatly with the advent of the airplane and the intrepid 'bush pilots' into the region, although all the 'heavy stuff' still had to come yearly by barge; it was still very necessary for the settlement to remain as self-sufficient as possible.

The community was still largely responsible for its own health care, too, mostly through the work of the Anglican mission nursing station(s). The establishment of health/nursing care had been part of the mission agenda from the beginning, and it fulfilled this ministry until 1952, by which time it was serving the whole of Hay River through the person of Miss Winnifred Neville. Through the earlier years, there were serious epidemics which resulted in deaths among the school children as well as the people of the settlement. In 1902, Marsh records smallpox, and in 1914, whooping cough. Influenza went through the community in 1918, 1925 and 1928; tuberculosis was always present.

Deaconess Winnifred Neville, above l, served St. Peter's Mission, the Old Village and the community of Hay River on Vale Island into the early 1950s, as nurse, teacher and missionary.

Despite the tough and difficult conditions prevalent in a small, isolated community on Canada's 'last frontier', Hay River grew slowly, coming through the Great Depression years with some additions: a new nursing station went up, just between the school and St. Peter's Church; a post office sprouted between the Church and the mission house. The Roman Catholic mission built a large residence in 1936 and in 1939, the present Ste. Anne's Church was built on the site of the original small church. In 1925 the Royal Canadian Mounted Police had established a post, up-river on the east bank, not far from where the 19th century Hudson's Bay post had been. The RCMP closed this first post in 1933, returning in 1947 to establish a permanent detachment. At the start of World War II, Hay River's population was about 190 people.

IF THERE WAS ONE EVENT in the last 60 years which really hastened change in the NWT it was the onset of World War II. Hay River particularly became a focus of such change, largely because of its geographical position on the banks of the river and the sandy, southwest shore of Great Slave Lake. The community lies some 130 km (80 miles) from the border with Alberta, and less than 100 km (55 miles) from the start of the Mackenzie River at the western end of the lake. It was a good jumping-off place for flights down the Mackenzie Valley; it had a good harbour – and it lay pretty much in the path of the winter tractor road which had been pushed through in 1939 from Grimshaw in the Peace River country of Alberta in order to get supplies into Yellowknife where gold-mining was fast putting that community on the national map.

The oil of the Norman Wells fields some 800 km (500 miles) down the Mackenzie as it flows to the Arctic, and the discovery of radium/pitchblende on Great Bear Lake by the Lebine brothers, along with Yellowknife's gold, all factored into the sudden awareness southern Canada, especially Ottawa, had of the strategic importance of the western NWT. With the entry into the war of the United States in late 1941 following the bombing of Pearl Harbour, the interest intensified as that country became more and more concerned with the possible threat from the Pacific; for the U.S., its links with its then-territory of Alaska became vital. A roadway, inland, far from the coast, to that northern territory was needed – and so the Alaskan Highway was conceived, built and opened in very short order. The Allies also needed a secure source of oil – in mechanized warfare, this commodity was invaluable. The oilfields of Norman Wells were not that far (on the map!) from the border with the Yukon, that northern Canadian wilderness through which the Alaskan Highway was to crash and wend its way to the military bases being thrown up in Alaska. The next idea, then, was the Canol Pipeline – and the building began. The idea may have been sound in theory- put the pipeline in straight through from the western bank of the Mackenzie over the mountains and into the Yukon to hook up with a pipeline there and so to be moved along the highway

to Alaska – but it is doubtful that the planners and engineers really knew just how rugged and forbidding was the country through which they proposed to build that pipeline. In fact, the pipeline was never completed, despite six years of war, mute testimony to the enormity of the effort, logistics, terrain and climate involved. Today, the route has become the Canol Heritage Trail – and, if you've the time and physical fitness, it's there to be hiked!

The first tractor train which came shambling out of the forest in late March, 1939, having taken about a month to journey from Grimshaw, skirted Hay River on its way to Fort Resolution, a hundred miles or so east along the lake shore: the crossing to Yellowknife would be made from that community. That tractor-train trail was the forerunner of a land link with the south: dreams began of an all-weather road that would eliminate the necessity of bringing in everything, up to and including the proverbial 'kitchen sink', by water. The decision by the U.S. government and the agreement of the Canadian government to have a highway built through Canadian territory to Alaska, and to have a pipeline built to take Canadian oil from Norman Wells into Yukon (and on to Alaska) just made the dream become reality more quickly than might otherwise have been the case.

In 1942, the U.S. Army Engineering Corps built the first dirt runways in Hay River, on part of what is now the Hay River Airport. These were needed as a staging area to bring in men and supplies for the Canol Pipeline Project. At the same time, the 'road' from the south was turned from a brush-cut trail through endless miles of swampy, boreal forest, ploughing its way up and down steep valleys and crossing innumerable creeks and rivers, into a much more passable roadway that could take the weight of heavy equipment with loads of pipe, bulldozers and such, all on their way to the pipeline site. All these supplies had to come in through the winter when the land was frozen hard and could be travelled over with the least damage to the environment, the equipment – and the men. In the previous year, low water in the system had cut off supply shipments to Norman Wells, and those supplies had to be brought in by a winter road (probably following established dog trails) from Fort Smith (to Hay River) and on down the ice on the Mackenzie. That section of winter road networks was used for travel between Fort Smith and Hay River until the 1950s when an all-weather was built, today's NWT Highway 5. The muddy trail from Grimshaw to Hay River continued to be constructed, widened and bridged until it had become a fully usable all-weather road in 1948. Today, this highway is paved all the way to Hay River; paving all the way to Yellowknife is expected to be complete by 2001.

By the time the war ended in 1945, the Canol Pipeline Project had been abandoned. To the east of Norman Wells, on Great Bear Lake, enough pitchblende had been wrested from the rock of the Canadian Shield around this huge lake, loaded on wooden or early steel barges and shipped up the Mackenzie to Great Slave Lake and thence south to the laboratories in Ontario and then in the U.S. to fuel the Manhattan Project, which culminated in the atomic bombs dropped on Japan in August of 1945. Dene people throughout the NWT, and the North Slavey people of that area particularly, still are saddened that part of their land went towards such destruction and suffering. Many of the men, aboriginal and non-aboriginal, who worked to mine, haul, load and un-load those sacks of pitchblende, largely unprotected, suffer from or have died from cancer in the ensuing years.

CHANGE HAD COME TO Hay River very quickly with the land links and the activities of the war years. The log buildings of the U.S. base at the airstrips soon became firewood, but there were now groups of people working around the 'airport' – for the Department of Transport (the old MOT, Ministry of Transport, federal government) and some airline companies (the latter were quick to see the opportunity of air routes into the awakening North). 'Road' traffic continued, mostly through the winter months but more and more year-round, so the demand for an all-weather road from the south increased and construction work on the road continued. Supplies were now able to be brought in for shipment beyond the community: small docking and storage facilities sprang up on the northeast corner of Vale Island – the tiny beginnings of the extensive shipping yards and systems of Northern Transportation Company Limit-

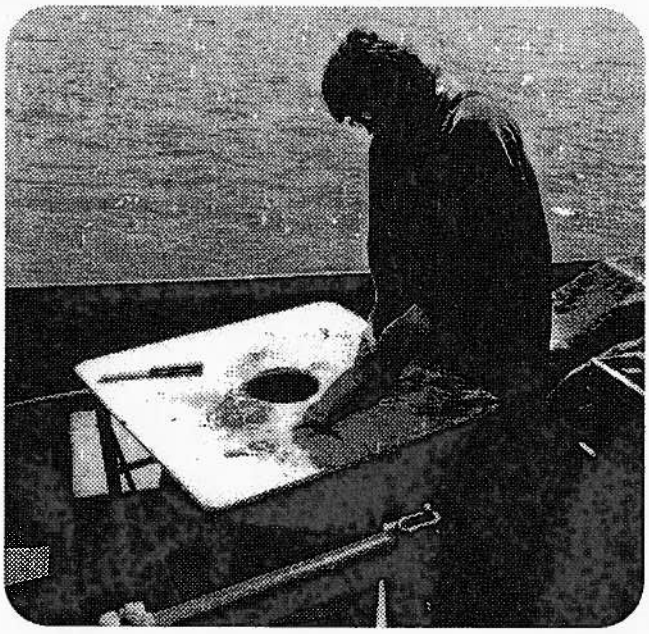
ed (NTCL) based here today. More people began to come to stay – at least 'for a couple of years' – many of those people now watch their grandchildren grow up and take their places in the town! Population counts in 1948 showed 500 people making their homes in Hay River; by 1950 the figure had grown to 800; migrant workers increased the population to about 900 during the summers.

As well as showing great potential as a future shipping, transportation and supply centre, Hay River's greatest natural resource – the wonderful fish of Great Slave Lake – began to be recognized and slowly this resource was allowed to develop into a commercial fishing industry.

The first commercial net was dropped by Len Cardinal in June of 1945. Fishing on Great Slave Lake on a commercial scale came under the jurisdiction and regulations of the federal government, Department of Fisheries & Oceans. McInnes Products Limited had shipped fish south from Gros Cap on the north shore of the lake, using their freezer barges to move the shipment south through Fort Smith and Waterways, Alberta, on to the receptive markets in the south. But it was the increasing availability of a road link to the south that really gave the industry a 'shot in the arm'. In the winters of 1946 and 1947, some fishermen came in (many from the prairie provinces where inland fisheries were well-established) and winter-fished on the lake: the firm, plump whitefish was especially popular with Jewish markets in Chicago and New York. When at last the all-weather road was completed in 1948, there was a huge influx of fishermen from the northern parts of Alberta and Saskatchewan and from Manitoba: commercial fishing had taken hold in the Northwest Territories.

The commercial fisheries of Great Slave Lake create a very large part of modern Hay River's economy. This industry demands toughness from all those who engage in it, whether they be youngsters learning the trade or seasoned veterans of the icy waters or the ice and snow-covered surface of our winters.

There were ten fishing companies with eight processing plants operating on Great Slave Lake in 1949 – a record number. In 1948, 21 boats had been used on the lake in the summer fishery: in 1949 there were 63. The catch in 1945 was 1,700,000 pounds (over 500,000 kg) and it was worth half a million dollars. In 1950, the catch



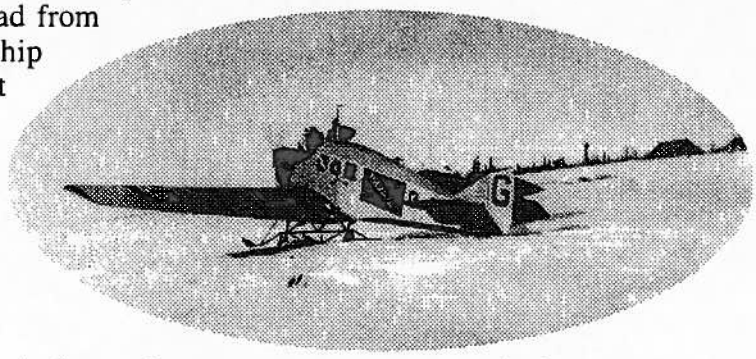
came in at eight million pounds and was valued at $2,300,000. Today, a quota system of about five million pounds (2.5 million kg) a year is in place on the lake and strictly enforced. This nets several million dollars each year to the fishers – most of which is spent within the community by the men and women of the commercial fishery. The fishery, winter and summer, now comes under the management of the Freshwater Fish Marketing Corporation (FFMC), an

organization which manages Canada's inland waters fisheries. The catch is brought off the lake to a plant in the industrial area of 'New Town', where it is processed and packed for shipment to FFMC's main plant in Winnipeg. There, the fish is further processed and packaged for shipments to Chicago, New York, and many other markets world-wide. Great Slave Lake fish is firm-fleshed and tasty (whether whitefish, lake trout, pickerel or inconnu) due to the very cold temperatures of the lake. In recent years, a market has been found for roe, and this commodity adds further to the income of the fishers. The roe is processed here in Hay River and then shipped in bulk.

Great Slave Lake does not give up its wealth easily or even willingly, and there have been many fishers lost to its icy waters through the years. Tales of rescues and of the losses of Bombardiers (those hump-shaped, tracked vehicles used in the winter fishery), and of aircraft through treacherous ice, can be heard if you find a fisherman who has the time to spend talking with you. But, as with fisheries everywhere in the world, although it is a demanding career it is one that gets into the blood and few give it up happily. Youngsters learn the skills early and go off with their parents, if not so much in the winter, certainly in the summer, spending long hours on the water dropping the sets of nets and then bringing them in, gutting the fish on the vessel, icing them down and then off-loading the catch back at the dock to be trucked to the local plant for the next processing stage. Each year, in early June, once the ice is more or less off the lake and the season can safely commence, 'Heritage Days' are held. These days are a celebration of the whole community and of its fishing heritage in particular. All the fishing vessels are decorated bravely, as are some of NTCLs tugs and many pleasure craft. A service for the 'Blessing of the Fleet' is held, and then all the vessels move out to the first buoy on the channel on the lake and a wreath is thrown to the water in memory of those who have died in the lake through the years.

The commercial fishing industry went through something of a 'boom' period from its inception until the late 1950s, when it began to slow down. Competition was strong among the private fish companies in those days, and eventually most of the plants were located on an area at the mouth of the West Channel – it was considered better that pollution created by the plants be kept away from the main, east channel of the river and the areas around the north and east portions of Vale Island where a new community was developing. Some dredging was done on the West Channel and good harbour was afforded the fishing vessels. Many of the fishermen and their families made the area their home – and many still live there now, though the plants have long since gone (FFMC took over from the private companies in 1969, under the Freshwater Fish Marketing Act; the present FFMC plant was built in 'New Town' in 1971). A Mrs. Anderson operated a small store at the West Channel for the convenience of the fishers; this was taken over by Mr. and Mrs. Dun Godwin in 1952 – marking the start of Godwin Stores Limited in Hay River.

WITH THE DEVELOPMENT of those first airstrips on Vale Island in 1942, the beginning of the road from the south and the ensuing opportunities to ship freight out of Hay River once it was brought northward overland, much of the 'business' of the community began to be centred in locations on the island rather than in the Old Village on the east bank of the river. New residences shot up alongside businesses. The Hudson's Bay Company moved its store (the centre part of the building which is now the Hay River Heritage Centre) in 1950 to its present location. Along the west bank of the river, back about a block, other buildings went up; by 1947 a post office was located on Vale Island and was operated for some time by Mrs. Amy Krauss.



The first airplane to arrive in Hay River, March of 1921. Occasionally the Hay River is still used, today, as an airstrip – but you are more likely to see snowmachines racing up and down the Hay.

That the transportation industry should be a 'natural' growth path for the now burgeoning little centre on the south shore of Great Slave Lake was not surprising. The Yellowknife Transportation Company, which in 1939-40 had developed the tractor-trains to haul freight into Yellowknife overland, now was carrying oil and general cargo on the Mackenzie River and Great Slave Lake. In 1950 it established regular service between Hay River and Yellowknife. As that all-weather road, the Mackenzie Highway, was now a going-concern, though still narrow by today's standards and a mud/gravel surface, trucks were bringing in oil and gas which would then go to communities around the lake and down-river to just south of Norman Wells; the communities north of the oil-producing centre were served from there. Docking facilities and three tank-farms were built along the east side of the Highway (today's Mackenzie Drive in Old Town) to accommodate the new freight-handling need.

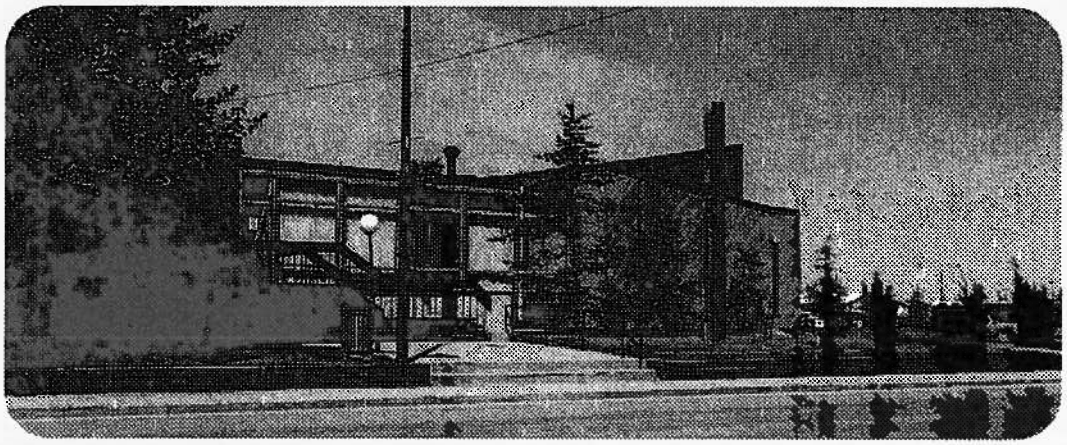
While the economic changes were forging ahead, changes were coming about in other areas, too. In 1937 the residential school of St. Peter's had closed and for a number of years a small day school had been maintained in the Old Village. Miss Neville, the Anglican missionary nurse whose devoted efforts continued to serve the whole community, helped with the teaching, and, in 1943, she was offering correspondence courses for students interested enough to work at them. In 1946, Mrs. Krauss was doing this work, but by now, after nearly ten years with no proper schooling available and a slowly-but-steadily growing population, the residents petitioned the government for a school. Their pleas were heard and in 1949 a four-roomed federal day school was opened. It was situated in the community on Vale Island and for many years Mr. Harry Camsell ferried children from the Old Village, by boat in summer, dog team and on foot in winter, across the river so they could attend, thus ensuring the continuation of education in Hay River. Also, in 1946, the beginnings of a formalized local government came about with the creation of the Hay River Community Society. In 1949, along with the establishment of the West Channel area for fishers and the private fish plants, came the designation of Hay River as a Local Administrative District; a few years later, in 1953, the community had municipal status. CPA (Canadian Pacific Airlines) started flights into Hay River in 1949, and in that same year, the Royal Canadian Legion opened Branch 250 Hay River; a year later, a local library was established.

The decade of the '50s saw continuing growth in the transportation industry as well as the boom within the commercial fishery. A serious flood occurred in 1951; despite this, the community rolled forward with the population reaching 792 that year. The Town opened a small nursing station, located on Vale Island, as there was now a need for one in this part of the community as well as St. Peter's in Old Village. By 1953 there was a need to enlarge the school. CNT (Canadian National Telecommunications, now Northwestel) set up shop locally, the start of the present network that links all the North. The Canadian Coast Guard arrived to establish a small base here in 1956 – the safe and extensive harbour facilities offered by the series of islands of the delta of the Hay were being recognized. The little community of unpretentious beginnings was poised to take the lead role as transportation and supply centre for the whole Western Arctic as it now was served by road and air from the south. In the next decade, rail service would also be added, enhancing the capabilities of the community even further.

In 1957 the first Council Chairman of Hay River was appointed by the Commissioner of the Northwest Territories; three Councillors were elected by the residents to join him in serving the community. This year also saw a major undertaking in the building of H.H. Williams Memorial Hospital by the Pentecostal Assemblies of Canada, under the local pastorship of Rev. Ken Gaetz. This hospital, a boon to the whole area, served on Vale Island until 1965 when the first wing of the present hospital in 'New Town' was completed. The final wing was opened in 1976. Today, this is the only modern, fully accredited hospital in the South Slave region.

Other services were growing in the community. A new fire truck was purchased in 1959; there were recreation facilities (including a movie theatre, ice rink, baseball field) and by 1960 the population had reached 1200. The town now had four private fish plants. There were dockyards and a repair plant for

Yellowknife Transportation Company and Northern Transportation Company Limited had a wharf. Two trucking companies and the whole transportation business had spurred the opening of three garages; three tank-farms accommodated the shipments of oil from the south. An hotel, three cafes, a bank (the Royal), a pool hall, the movie theatre, a barber shop, post office, five general stores and a hardware store (Don Wright's Hardware now The Wright Centre) were all part of the business district. As well, there were six general contractors working in the community. Some government buildings augmented the district and in these, the federal government housed its departments of Public Works, Fisheries & Oceans, Indian Affairs, Fisheries Research, Northern Affairs & Natural Resources, and some health and social service representation. Alberta Power Limited was supplying electricity to the community; the RCMP had a small detachment building.



Today's modern community boasts modern facilities and architecture. A mayor and eight councillors are elected for a three-year term to administer the community of roughly 4,000 people.

Within the first years of the 1960s, the population had risen to 1650. Most of this population was concentrated in the main community area on the northeast side of Vale Island. On the east bank, the place where about 70 years ago it had 'all started', between 140 and 160 people still lived; there were now very few services left in the Old Village, making for some difficulties to those who made this area their home. The West Channel community, also grew and thrived as a 'fishing village'.

THIS WAS THE SCENE in the spring of 1963. Break-up on the Hay River can occur any time from about April 22 to May 5 or 6. Each year, the haunting question of flood possibilities arises; each year, at the same time, speculation and emergency preparedness rise also. Nowadays, snowpack measurements, moisture content in the 4,500 km sq. watershed, ice conditions and growth on the river and lake as well as weather records of the winter are all studied carefully. Once break-up is reported starting far upstream in northwestern Alberta, reconnaissance flights are made by Town and Emergency Measures staff to 'read' the waters. Downward pointing radar at various crucial spots along the river's course are used to measure both the speed and volume of the flow and the height of the water. The residents are alerted as to whether or not they may be required to evacuate: everything that can be done to avoid disaster, injury or death in the event of a flood is done.

In 1963, however, there were not the many technical or communication advantages of today. Conditions in the bush and in the ice that year were such that, along with the restriction of water-passage down the West Channel branch due to the causeway (no bridge in those days), a once-in-a-hundred-year flood was almost inevitable.

The results were devastating for the young community. Fortunately there was no loss of life; but homes, possessions, property, businesses, buildings, vehicles, boat – all fell victim to the on-rushing water and ice which poured down upon and over a good portion of Vale Island – the portion where most development had occurred. The Old Village on the east bank near the mouth of the river was also severely flooded and damaged.

With typical Northern hardiness, Hay River residents shook themselves off, dried themselves out – and started over. News of the flood had hit southern papers and radio and Ottawa, both government and politicians, had become very aware of the small, wet community huddled in the North. The NWT was important in Ottawa's eyes, a storehouse of anticipated vast mineral wealth. The development of Comin-co's Pine Point Mines property for the extraction of the large lead/zinc deposits on the south shore of Great Slave Lake about 60 miles (100 km) east of Hay River was already in the works and there was news of a rail line to link the new mines with refineries in the south. As there was no community at Pine Point at that time (any more than there is today – the mine closed in 1987; it and the town, once home to 2500 people, have been razed and reclamation done), Hay River and its facilities were needed in a fully functioning capacity.

It was decided that a new townsite should be developed – and that is what you see today, 'New Town' on the west bank mainland. While the docking/harbour facilities would remain on Vale Island, along with the airport and other heavy industries, there were to be no more residences built there; residences and businesses were to be re-located in the new site. A bridge was to be erected over the West Channel, thus eliminating the need for a causeway. The new site would be compactly and carefully planned, with a 'downtown' or business core centre; education facilities would be built closely together in a nearby designated area. There would be lots available for churches, the hospital; a 'service strip' would be developed just off the highway. An arena for sports, as well as a ball park, would all be built in the core area. Water and sewer services would be included – a modern, 'outside' style town would be created.

THERE WAS MUCH ACTIVITY throughout the Northwest Territories in the decades of the 1950s, '60s and '70s. The immediate post-war boom in the south was tapering off, but once more an international circumstance had direct impact upon the Canadian North. The Cold War and its looming threat of a possible nuclear attack on the Continental United States drove the construction of the DEW Line (Distance Early Warning Line), a series of para-military 'listening-post' bases, owned and operated by the U.S. – and strung out along the Canadian Arctic coast, from Baffin to the Yukon. Hay River was strategically important yet again as her port and harbour facilities were used for shipping much of the enormous amounts of equipment used to construct these sites, with, in many cases, attendant runways. Communities along the Mackenzie were growing slowly, also, and, as the Canadian government began to pay real attention to the human element of the North as well as to all its potential wealth, better school facilities were developed in individual communities. More nursing stations were built, replacing the hospital services which the Anglican and Roman Catholic Churches had basically supplied for nearly a century. Government personnel of all types and job descriptions began to arrive. So did modern-day explorers: geologists, prospectors, engineers, anthropologists; journalists and writers supplied a public suddenly avid for information about the 'mysterious North'. Others came, too – fortune-seekers, tourists, salesmen and fur-buyers, tradesmen, people looking for escape from the 'Outside'; adventurers. Many of the latter started off from the beaches of Hay River to paddle or drift down the Mackenzie, some to experience a life-time dream of adventure, others searching for a lonely spot to call their own, to pit themselves against nature and leave behind a disturbing society.

The Town of Hay River expanded her trading area with the development of Pine Point, while the rail line increased further her abilities to serve as a supply and shipping centre: tugs headed 'down-river' with great tows heavily loaded with every commodity possible, their destinations communities as far away as Gjoa Haven and Taloyoak. Her schooling system improved greatly with the building of Diamond Jenness Secondary School (the 'Purple School'), designed by Douglas Cardinal and opened in September, 19972. High school students from Pine Point were bused in and home each day, as were students from Enterprise for all grades; some high school students from Fort Resolution boarded through the week in Hay River in order to attain their higher grades.

The Port of Hay River grew even more in importance as oil and gas exploration in the arctic peaked and, as rich and large reserves were discovered, talk of a pipeline to bring the liquid black gold or the gas south permeated the whole area. Plans were developed for huge staging facilities and stock-piling yards on Vale Island – the dream fast reached nightmare proportions. By the late '60s, Northern Transportation Company Limited had moved its operations to Hay River, built a huge maintenance shed and a synchrolift (one of but a few in the country) and owned most of the waterfront properties. The influx of this company with its many employees gave another boost to Hay River's development. NTCL built houses for many of its year-round employees; the population of the community each summer was increased by several hundred as seasonal workers for the tugs and barges arrived in town. During the same period, the Canadian Coast Guard also expanded its services and facilities.

Transporation and Supply industries are part of Hay River's economy today. Summer sees a flurry of activity at the docks of NTCL as the vessels are repaired, loaded and sent down river with their cargoes, destined for many Arctic communities several thousand kilometres north.

Pipeline dreams came to a twitching halt, however, as the Berger Pipeline Inquiry began its Hearings up and down the Mackenzie Valley and in some of the arctic coast communities. The dreams came to a full halt when, in 1978, Mr. Justice Thomas Berger delivered his findings and called for a ten-year moratorium on such development. While some saw this decision as a frightful blow to Northern development, others breathed deep sighs of relief, thankful that potential environmental disaster had been averted – at least for a time.

One of the off-shoots of the pipeline dream came in an unexpected quarter for Hay River. The Old and New Villages of the east bank had been a part of the municipality when it was formed: they had, after all, been the birthplace of the whole community. However, with the removal of most services and businesses to the growing townsite on Vale Island in the 1940s and '50s, the lives of the Dene in the villages had somewhat deteriorated. There was not much fur in the area, as in the past; but now there was no work at the missions, both having long gone from their old sites; nor was there employment with the Bay or the trading stores, those also having removed to the Island or left. Wage-earning jobs were not at all plentiful and there was an element of isolation for the people who lived on the east bank. An indication that some of the waterfront along the east bank might be opened to docking facility development by the Town sparked Chief Dan Sonfrere to action. He approached the federal government for reserve status. Chief Sonfrere successfully shepherded his Band into this new arrangement and, in 1973, the Hay River Dene Band Reserve was created: the area on the east bank was no longer an integral part of the Municipality of Hay River.

In the years since the Reserve was created, some amazing changes and growth have come about on the area where once a small group of Dene and a few Euro-Canadians strived together to build small homes, establish a church, school and nursing facility as well as eke out livelihoods against pretty primitive odds.

Chief Sunrise Education Centre provides schooling from KG to Gr. 6 inclusive, and the building holds a gym and houses a small adult library for the Reserve residents. The old Town Hall of Pine Point is now the Band Office complex; a fire hall was built in the 1980s; a new community hall and an expanded general store came along in the '90s. The Reserve boasts a beautiful Senior's Facility, is home to a Treatment Centre which serves the South Slave Region, and also home to the Dene Cultural Institute (DCI). The Band has created a number of active and market-competitive companies which provide many jobs for its members. The Band Council forms the Reserve's local government.

Although the separation gave Hay River something of a shock at the time, relations between the two communities have mended over the years – and at Christmas and New Year and at K'amba Carnival time in late winter, the two still join for Drum Dances and celebrations. There are also strong business and trade ties, while education for the Dene students of junior and senior high age is provided in town, as are all medical facilities.

IN 1967, GOVERNMENT came home to the Northwest Territories and after years of having an Ottawa-appointed Council, Northerners could once more vote for our own members, conduct our own affairs at a territorial level – more or less: Ottawa did not let go of the reins of government particularly gracefully. But NWT residents wanted back the legislative assembly rank that had been theirs before Alberta, Saskatchewan and Yukon were carved out of the vast part of Canada then designated Northwest Territories, back in the 1870s! Hay River got to elect one MLA by the time the NWT celebrated its centenary in 1970; in the election held in December, 1999, nine months after Division which created two new territories, NWT and Nunavut, we elected two MLAs. One constituency includes Vale Island, West Channel and the first small northern section of New Town; the other takes in all the rest of the municipality, the boundaries of which now end about 18 miles (30 km) south on Highway 2 at Paradise Valley, and west along the shore of the lake. The Reserve residents vote in the constituency of Deh Cho.

Municipal government, which has been operating here for over 40 years, now comprises an elected mayor and eight councillors. A certain amount of control over the education of our children is maintained through the District Education Authority (elected members) and the South Slave Education Board. With the policy of the Government of the Northwest Territories (GNWT) to devolve control to regions, the Town decided to take over the management of community health services several years ago. Many of the the moves by GNWT to devolve control to 'grass-roots level' are in response to the aboriginal people's desire for self-government and the settlement of Land Claims, a matter which has pre-occupied much of everyone's thoughts and time over the last 30 years.

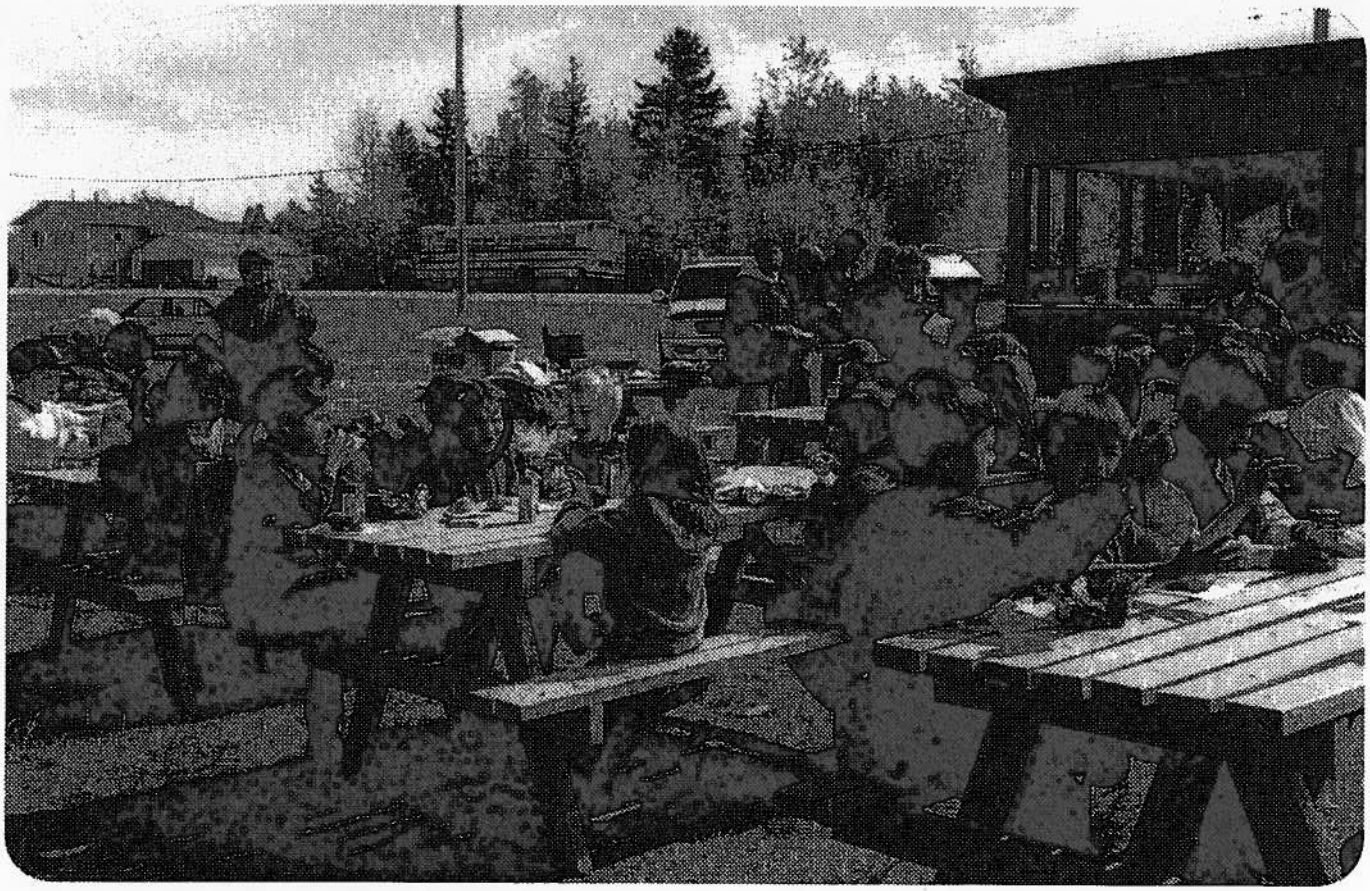
In that time, the Town of Hay River survived the recession years in the early 1980s, not without some casualties, pulled up her boot straps once again and ran into the '90s, years of flux for all. The selection of Hay River in 1989 as the new home for the headquarters of the former Northern Canada Power Commission, now the NWT Power Corporation, was a much-welcomed addition to an economy that was still a little shaky; the transportation industry had experienced some setbacks with the cessation of most oil exploration and the opening of the Dempster Highway through Yukon to Inuvik. But we had another boost in 1994 when NTCL moved its headquarters into the community where most of its enormous growth had taken place, just in time to celebrate the company's 60th anniversary.

There were some other anniversaries celebrated in the last decade of the 20th century, here in this NWT community: the RCMP, 50 years permanent service in Hay River, 1997; the completion of the Macken-

zie Highway (NWT Highways 1 & 2) from Grimshaw to Hay River, 1998; the Royal Canadian Legion, 50 years service in Hay River, 1999, to cite but a few. The West Channel celebrated its 50 years as a distinct community in the summer of 1999, too – and there are more and more residents looking at 50 and 60 years of calling Hay River home, while their children and grandchildren hold fast to their roots in this little Canadian town which is so proudly 'northern'.

AS WE MOVE INTO a new century and new millennium, we who live along the Hay River and on the shores of Great Slave Lake look forward to the future with the same determination which kept both the Dene and our early non-aboriginal settlers going from year to year: the river may flood, but – if it does, we will re-build; the economy may take a down-turn, but – if it does, we will find new work, new methods, new plans. We will welcome new residents, new businesses. We will take our place with Canadians elsewhere in the nation to preserve our land, culture and traditions while opening our minds to different opportunities, possibilities and ideas.

And we will watch our children and grandchildren play in the sand in summer, the snow in winter, watch the animals and land and waters move through their cycles; we will welcome visitors, new and returning. And – we will be glad that our history is firm behind us, exciting and inviting ahead of us!



Like all other Canadian children, Hay River's youngsters are being prepared to take their turn at the wheel of the future. Above Gr. 3/4 students enjoy the last school outing of the year as they munch down hot dogs, juice and treats

HAY RIVER TIMELINE

10 – 7,000 years ago - humans enter area
7,000 years ago to present – Dene use region
1780s – southern Canadians enter region
1786 – fur post near present Fort Resolution
1789 – Mackenzie reaches Beaufort Sea via the Deh Cho (Mackenzie River)
1800-06 – Chipewyan, Redknives and Cree move into the Hay River valley area
1816 – Hudson's Bay Co. post believed established here briefly
1818 – North West Co. post here destroyed by explosion
1819 – Hudson's Bay Co. believed to have established a post here again briefly
1821 – Hudson's Bay Co. and North West Company amalgamate
1823 – Chipewyan leave area; Hay River not occupied
1845 – Hudson's Bay Co. establishes small post; closed 1849
1854 – Hay River appears on maps; no permanent building in area until 1868
1868 – Hudson's Bay Co. post at Hay River; Roman Catholic Church starts small mission
1875 – Hudson's Bay Co. post closes
1878 – Roman Catholic mission closes
1892 – Slavey Founder Chatla arrives with small group of his people to establish permanent settlement; requests missionary
1893 – Thomas Marsh, Anglican missionary arrives, establishes St. Peter's Mission; settlement becomes stable, the 'Old Village' area of today's Reserve
1894-96 – Charles Camsell arrives to assist Marsh in building the mission; health care and schooling commence through the mission; six houses in village
1898 – Founder Chatla dies; Klondike miners visit mission; new steam vessels make Hay River refueling stop
1899-1900 – Treaty 8 negotiated; Chief Sunrise signs, bringing Hay River Dene into this treaty
1901 – Roman Catholic mission re-established under Fr. Gourdon; small house and church built; Hudson's Bay Co. post re-established
1903 – 41 pupils in St. Peter's school, 9 teachers
1904 – severe flood
1907 – Canon Alfred Vale is new priest, principal at St. Peter's
1909 – RCMP Sgt. MacLeod, of Fort Vermilion visits; Hay River is now permanent settlement; population approximately 150
1901-38 – various independent traders establish stores in Hay River, Northern Traders staying the longest (other than the Bay)
1911 – St. Peter's Church consecrated
1914 – severe flood; first post office and mail
1916-17 – St. Peter's Residential School addition formally opens
1918 – influenza epidemic
1921 – oil exploration near today's golf course; aircraft used for mapping, exploration
1925 – TB epidemic; severe flooding; RCMP establish post here
1927 – severe fires burn much of Vale Island's standing timber
1929 – first airmail arrives for Hay River
1920s-30s – small fishery on Vale Island operated by Ed DeMelt; supplies fish to RCMP, Hudson's Bay Co.; winter road through bush from Fort Smith to Hay River comes into use; much mineral exploration in Mackenzie Valley by aircraft, foot
1933 – RCMP close Hay River post
1936 – Roman Catholic mission builds large rectory
1937 – St. Peter's Residential School closes; schooling for settlement children continued by Anglican mission; mission nursing station serves whole area

1967 – Highway 5, Hay River to Fort Smith, completed; Princess Alexandra School opens; Igloo Theatre and Don Wright Ball Park also open; the NWT has its own government with Commissioner and elected Councillors
1969 – Northwest Territorial flag unfurled
1970 – 100th anniversary of NWT; Hay River Centennial Choir cuts record; Northern Transportation Company expands; Hay River economy grows with oil exploration, increased shipping activity, and as a supply centre
1971 – severe forest fire south of townsite
1972 – Diamond Jenness Secondary School opens; old Court House on Vale Island blown up
1973 – Dene Chief Daniel Sonfrere negotiates first reserve in the NWT with federal government; the community which began 80 years earlier as one becomes two separate entities
1974 – flooding in West Channel area of Vale Island
1975 – Prince Charles visits, officially opens new Legion building
1976 – lights along highway in towns; paving begins on the Mackenzie Highway; RCMP detachment building burned
1977 – construction of golf course completed; DeLancey Estates residential-acreage area opens; Dusty Acres Subdivision develops
1978 – Arctic Winter Games here and Pine Point; athletes transported by special rail cars for duration of Games
1979 – local radio station CKHR begins official broadcasting; Minister of Northern Affairs lifts land freeze: 3,200 acres of arable land in Hay River Valley to be set aside for agriculture; first annual Bird Count
1980 – Hay River MLA Don Stewart is Speaker of the Legislative Assembly; community owns TV dish, local Society administers program package reception; South Mackenzie Correctional Centre opens
1981 – Spring Session of the NWT Legislative Assembly was held in Hay River; forest fire HY49 threatens huge area; Pine Point evacuated, Hay River on stand-by for evacuation
1982 – Soaring Eagle Friendship Centre purchase old United Church building to accommodate activities; 49 members of the Commonwealth Parliamentary Association are hosted here; Hay River residents vote 'No' to Division of the NWT
1984 – Town and Chamber of Commerce purchase 'house' from Housing Corporation to serve as the new Visitor Information Centre; first major golf tournament held on Hay River course
1985 – severe flooding of West Channel, with much damage to many homes, property, equipment; ancient scraping and cutting tools found in local garden near river, estimated at 800 years old; first Kiwanis North of 60 Music Festival; Women's Resource Centre opens
1986 – Hay River Dene Band begins to administer its own Home Ownership Assistance program; Fall Fair introduces its first Trade Fair
1987 – 73 Rail Roaders from across continent visit Hay River by special permission of CNR to use the rail line; first AIDS forum held here; over 700 Canadian Army troops hold winter exercises here in December; efforts to construct local track-&-field facility begin
1988 – Métis Assembly held here; a force 6.2 earthquake hit the region in October; Women's Shelter opens; Roy Fabian is Chief on Reserve; population 2,965, down from 1984's 3218
1989 – Hay River Dene Band Reserve residents vote to have the community 'go dry'; Woodland Manor, level 4 care facility opened; Hay River selected as home for the NWT Power Corporation Headquarters; Town Council lists 800 homes in Hay River; traffic lights installed on two business core intersections; new Pumper Truck for Fire Department purchased
1990 – Power Corp opens headquarters
1991 – first annual NWT Track-&-Field event held in Hay River at Diamond Jenness with athletes from across NWT attending
1992 – regulation track-&-field facility completed at Diamond Jenness Secondary School

1939 – Roman Catholic mission builds St. Anne's Church in Old Village (on today's Reserve); settlement on Vale Island beginning; first winter tractor-train of supplies arrives on overland trail cut through bush from Grimshaw, Alberta heading for Yellowknife; outbreak of World War II

1942 – dirt airstrips built by US Army Engineering Corps. as Hay River becomes staging site for Canol Pipeline Project supplies; construction of all-weather road from south continues, winter tractor-train hauls are regular

1943 – no schools; Miss Winnifred Neville offers correspondence for students, continues to nurse whole community; Anglican mission had provided health care, education to area for 50 years

1943-44 – pitchblende is shipped from Great Bear Lake south to be used in Manhattan Project; Canol Pipeline Project abandoned

1945 – WWII ends; first commercial fish nets dropped in Great Slave Lake, June, 1945; Bobby Porritt's Trading Post here

1946 – Mrs. Amy Krauss teaches correspondence classes; residents petition government for school; fishing industry begins to 'take off'; Hay River Community Society formed

1947 – Jack Parnall operates first garage; RCMP open permanent detachment; Mrs. Krauss is Post Mistress of Vale Island PO

1948 – all-weather road from Grimshaw, Alberta is completed; commercial winter fishery brings many new residents from Alberta, Saskatchewan, Manitoba; community becomes the Hay River Administrative District

1949 – West Channel 'village' begins with many private fishing companies, plants set up; Mrs. Mae Wright begins to offer nursing services to residents, rapid growth of community continues; Local Administrative District now holds authority over immediate settled areas; CPA (Canadian Pacific Airlines) begins scheduled Hay River flights; Royal Canadian Legion, Br. 250 inaugurated; Federal Day School opens

1950 – Hay River Town Library begins

1951 – serious flood; population now 792

1952 – Town opens small nursing station

1953 – Hay River gains municipal status; Canadian National Telecommunications establishes here; federal school enlarged

1956 – Canadian Coast Guard base opens

1957 – Hay River Council Chairman appointed by Commissioner; three Councillors elected; H.H. Williams Memorial Hospital built

1959 – new fire truck purchased; 1st Annual Fireman's Ball

1961 – first filtration plant (Old Pumphouse) in operation; first Housing Ordinances pass in NWT and Yukon Territory, encourage new housing construction; Governor General Vanier visits, Madame Vanier names 'Paradise Valley'

1962 – St. Paul's School completed (Vale Island)

1963 – disastrous flood Vale Island, Old Village areas; many evacuated, losses of property, buildings, equipment are large; federal government decrees a new townsite on west bank mainland for Vale Island community, a new development two miles up- stream east bank for Old Village; Cominco Mines plans lead/zinc deposit development at Pine Point property east of Hay River

1963-65 – new townsite develops; most residents and businesses move from Vale Island, now to be used mainly for industry; restriction on building further residences on island set by federal government; West Channel bridge constructed; Carter Air Services sets up business; Town Hall, Firehall and Ben Sivertz Arena built; Tapwe Newspaper now publishing; Northern Transportation Company increases shipping operations from here; hospital moves to New Town in first wing of present building

1964 – CNR completes construction of railroad to Pine Point and Hay River; first train crosses NWT/Alberta border in summer

1966 – airport up-graded for jet traffic, paved; increase in flights

1993 – St. Peter's and St. Andrew's Anglican Churches celebrate their 100th anniversary; diamonds are discovered in NWT

1994 – Northern Transportation Company Limited celebrates its 60th anniversary and moves its headquarters to Hay River; Hay River is 'twinned' with Daliat El Carmel, Israel

1995 – original H.H. Williams Hospital, latterly CNR building on Vale Island, is demolished; Pentecostal Sub-arctic Mission finishes contract with GNWT to run hospital; Hay River Volunteer Fire Department opens regional fire (domestic/industrial) training centre on Vale Island

1996 – local abattoir finally opens for business – briefly; the Dene Cultural Institute on the Reserve opens for business and visitors; whitefish prices drop severely for winter fishery

1997 – possible location of Hay River for a beryllium plant has residents protesting strongly; South Slave Métis win approval from federal government to negotiate Agreement in Principal with tribal council; local RCMP detachment takes over co-ordination of search-&-rescue operations on Great Slave Lake; CNR is sold to Rail Link Ltd.

1998 – 50th anniversary of completion of the highway to NWT and Hay River

1999 – 50th anniversary of establishment of West Channel 'Village' as a distinct community; 50th anniversary of Royal Canadian Legion, Br. 250 Hay River; the Northwest Territories divides and Nunavut is created; celebrations held in all communities

2000 – Hay River welcomes the new century with community celebrations; Hay River Heritage Centre opens; Northland Utilities Ltd. celebrates 50 years of local service; new bridge over West Channel opens

CARDINHAM TEXT & CREATIONS wishes to acknowledge the following research sources:

Dr. D. Harrison's histories of Hay River and St. Peter's Mission.

Jamie Bastedo's *Blue Lake and Rocky Shore.*

The Dene Cultural Institute

The Hay River Date Line, Camsell/St. Paul's Gr 6 class '92

Archival copies of *Tapwe* and *The Hub* at Hub Publications Ltd.

The numerous persons who patiently answered questions

Picture credits include:

Archival pictures from Dr. D. Harrison's collection, property of the Hay River Heritage Centre

Mark Schiewe

Town of Hay River

Evelyn Tregidgo

Vicky Latour

TOWN OF HAY RIVER

Title: HIRING POLICY **Policy Number: HR-1-2014**

Motion #:

Approval Date:

SECTION A

1.0 POLICY PURPOSE

To define the criteria and procedures that the Town of Hay River will utilize for recruiting, selecting, and hiring employees.

2.0 DEFINITIONS

"Council" means the duly elected officers of the Town of Hay River and the Chief Elected Officer or Mayor.

"Director" means a Department Head designated by SAO, or the employee(s) designated by a Director to implement this Policy.

"Immediate Family Member" means a wife, husband, mother, father, sister, brother, son, daughter, cousin, nephew, niece, any in-laws, including through adoption and Common Law.

"SAO" means the Senior Administrative Officer for the Town of Hay River as appointed by Bylaw.

"Town" means the municipal corporation of the Town of Hay River located in the Northwest Territories.

"Unionized Staff" means all those employees that fall under the Collective Agreement between the Public Service Alliance of Canada and the Town of Hay River, Northwest Territories.

"Town Representative" means the employee designated by the SAO to implement this Policy.

3.0 POLICY STATEMENTS

3.1 Authority for Hiring Processes

a. Council, as per the Personnel Committee Bylaw, shall be responsible for the hiring, appointment, discipline, and dismissal of all Non-Unionized Staff.

b. Council shall approve all new permanent employee positions that are established by the Town.

c. The SAO and Directors are permitted to utilize all established and funded permanent positions, unless the position has been left vacant, and not advertised for over 12 months. After 12 months, if the position is deemed to require staffing, the SAO will bring the matter before council for staffing approval. Additionally, the SAO and Directors shall have managerial discretion in utilizing temporary, seasonal, contracted, and casual employees provided all relevant costs are within Council approved budgets.

d. The SAO shall be responsible for the hiring, appointment, discipline, and dismissal of all Unionized Staff. This authority may be delegated to the applicable department Director.

3.2 Job Postings & Advertising

a. Internal posting and advertising for all Union positions shall take place as specified in the Collective Agreement.

b. All external job postings shall be posted with a closing date 3 weeks from the start of recruitment. If there are no suitable candidates, job postings will be reposted with a new closing date.

c. All external job postings shall, at a minimum, be advertised using the local newspaper, local TV channel, Town website, and in locations intended to notify internal employees.

d. External job postings that are of a supervisory nature, or those that require special skills that are likely not to be prevalent in the Town, may also be posted in a manner that will target applicants from outside the Town.

3.3 Applications

a. All applicants must submit a resume and cover letter when applying on a position.

b. Applications received after the posting deadline will not be considered.

c. The Town representative authorized for hiring shall review all properly completed applications and interview the most qualified candidates after the closing date. Where the number of qualified applicants allows, a minimum of three candidates will be interviewed.

d. All unsuccessful applications will be kept on file and then destroyed once the probation period of the filled vacancy is complete.

3.4 Interviewing & Reference Checks

a. Interviews shall be scheduled and conducted by the Town representative authorized for hiring.

b. Interview panels for Non-Unionized Staff vacancies shall be comprised as outlined in the Personnel Committee Bylaw.

c. Interview panels for Unionized Staff vacancies shall consist of not less than three people, including the SAO or department Director and any other direct supervisors.

d. Interviews are structured to ascertain the skills, knowledge, experience, education and general suitability for the position.

e. Interviewed applicants may be asked to provide references to verify and validate information about their suitability as a candidate.

f. Interviews will not be conducted prior to the closing date of the competition.

3.5 Selection & Offers of Employment

a. The authorized Town employee for the hiring shall make the final determination on the appropriate candidate for the position. If it is deemed that no candidates are suitable, a position may be reposted or left vacant.

b. Once the preferred candidate is identified, an offer of employment will be made in writing. This offer will include the starting wage/salary and start date or term of employment.

c. Once a job offer is accepted, all short-listed candidates shall be notified of the results of the competition.

d. Every offer of employment is subject to a successful criminal record check. Any position that requires the licensed use of a vehicle shall also be subject to a driver's abstract.

e. Preference is to be given to local candidates that meet all qualifications and requirements.

3.6 Potential Employee Conflicts

a. Immediate Family Members – An Immediate Family Member shall not be considered for employment where it will create a direct or indirect managerial/subordinate relationship with the family member.

b. Employee Relations – Employees engaged in a romantic relationship may not be considered for employment where the hiring would create a direct or indirect managerial/subordinate relationship between the employees.

c. Immediate Family Members – If a member of the hiring committee is an immediate family member, they shall declare a conflict of interest and withdraw from the hiring process.

4.0 Any exceptions to this policy must be approved by Council

SECTION B

1.0 Reference to Other Policy and Legislation

a. Personnel Committee Bylaw

2.0 Review/Revision History & Author