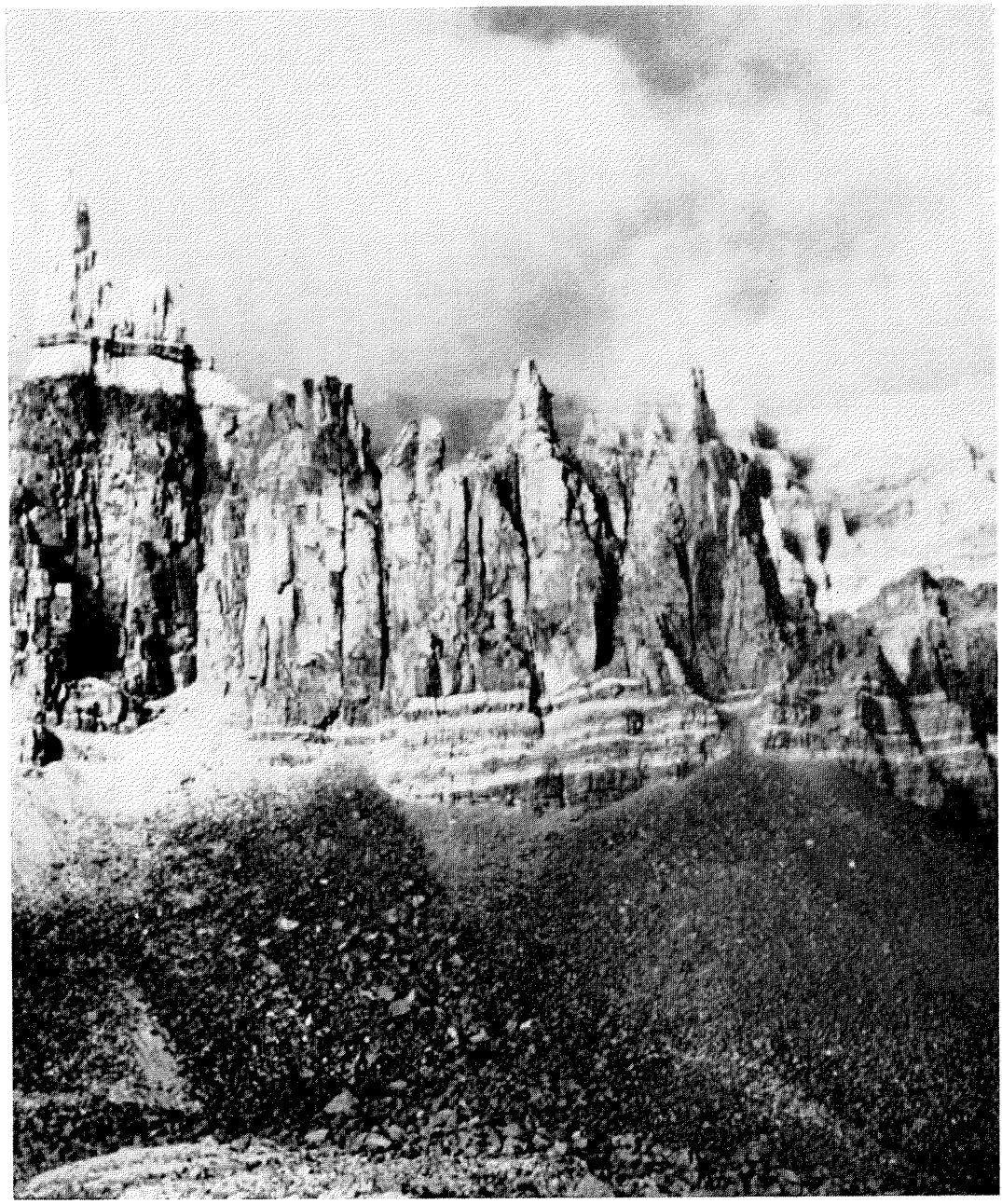

Fig. 1. Quartzite cliffs banded with basalt along the coast between the Masik River and Nelson Head. 28 July 1952.

NARRATIVE OF AN UNSUCCESSFUL ATTEMPT TO CIRCUMNAVIGATE BANKS ISLAND BY CANOE IN 1952*

T. H. Manning

In August 1951 the Defence Research Board's motor vessel *Cancolim* reached the north side of Storkerson Bay on the west coast of Banks Island, and on a second run in September sighted the Gore Islands.[1] The main pack ice was then so far off shore that it seemed probable that a ship could sail around Cape Prince Alfred and along the north coast of Banks Island to Prince of Wales Strait. However, to embark on this trip without some knowledge of possible harbours where a refuge could be found if a northerly wind brought the ice in, would clearly be very risky in view of M'Clure's[2] experience of this coast.

The chief object of this year's trip[3] was therefore to make a preliminary examination of the harbours on Banks Island, particularly those of the north coast, and to observe the ice conditions in that area. A 22-foot freight canoe was chosen for the work since it could be pulled up on almost any shore to escape bad weather or threatening ice. A canoe would also permit the coast to be followed closely so that observations could be made on the coastline and a series of notes kept to assist future interpretations of air photographs.

Owing to its geographical position and the absence of permanent settlement, Banks Island is one of the most inaccessible areas of the Canadian Arctic, and has seldom been visited by scientists. It was therefore important to obtain as much general scientific data as was consistent with the primary object. Moreover, it was clear that a considerable amount of time for such work would be available both in the spring while waiting for break-up and at other times during the summer when bad weather or ice made it impracticable to travel by canoe.

My assistant was Andrew Macpherson, a zoology student from Carleton College, Ottawa, who had worked with me in the north during the three preceding summers.

We left Edmonton on 7 May 1952 in a R.C.A.F. Dakota piloted by F/O J. W. Tims, with a gross weight of 950 lbs. of food and 1100 lbs. of general equipment. Besides this, we had 70 gallons of naptha gasoline in 10-gallon kegs, 30 quarts of lubricating oil, and the 22-foot freight canoe weighing

*On 11 September 1953 T. H. Manning and his assistant, Captain I. M. Sparrow, R.E., reached Holman Island with this canoe after completing their work on the north coast of Banks Island. (*Ed., Arctic*).

[1]For an account of this expedition see Hattersley-Smith (1952).

[2]See footnote on page 189.

[3]Carried out under the auspices of the Defence Research Board of Canada.

270 lbs. The food, which we planned to supplement by the carcasses from specimens of birds and mammals collected, was considered sufficient to last us until October 12 if a boat were unable to pick us up at Sachs Harbour on our rendezvous date of September 18. The gasoline was to be supplemented from a R.C.A.F. cache placed at De Salis Bay in 1948. We refuelled at Yellowknife, and landed at Cambridge Bay at 1800 hours. The weather had been clear and sunny until we reached the arctic coast, where a solid undercast began. At Cambridge Bay the ceiling was about 400 feet when we landed.

Next morning it was raining, so our plans for flying that day were abandoned. The following day, May 10, we left Cambridge Bay at 0700 hours with a 600-foot ceiling. Near Holman Island there were a few breaks in the undercast but we could not pick out the post. As we approached De Salis Bay we were able to get below the cloud, and after looking over the main harbour and the large lagoon to the west of it, Tims decided to land in the small lagoon just east of the harbour. Smoke bombs were dropped to give wind direction and to mark the runway, and an excellent smooth landing was then made. What had appeared from the air to be bare ice was actually old snow, 2 to 4 inches deep, coloured by dust blown off the land. Snow coloured by blown dust is a rather common feature of Banks Island, particularly in the De Salis Bay region where so much of the country is bare of vegetation. On the runway there were no drifts deeper than a foot, and the Dakota's wheels cut through these to the ice below. While turning around, however, she got into about 1½ feet of snow, and some digging was necessary to free her. A man walking over this snow sank in about an inch.

The crew helped us to unload the aircraft about 250 yards from our campsite, and to slide ashore the canoe, before they took off for Yellowknife. During the afternoon we carried most of our other supplies to the campsite which was on a small patch of nearly bare ground. It was a nice, warm, calm day, and did not begin to freeze until 1700 hours. There had obviously been a spell of this mild weather, and the beaches forming the lagoon were largely bare of snow. Had it not been for this it would have been very difficult from the air to distinguish the lagoon from the surrounding low land. After a heavy snowfall on May 12 and 13, all the beaches and ridges were again uniformly covered.

We spent the period from May 11 to 14 preparing our camp, building a small mud-shod komatik from the tide gauge and other scraps of wood, and fetching driftwood for fuel from the spit which formed the outer shore of the lagoon and of De Salis Bay. We also walked as far as we could in the deep snow and collected a few ptarmigan, the only bird seen.

May 15 was a bright, sunny day, but by 1800 hours it was cold enough to use a mudded sledge, so we took our sleeping bags, Macpherson's small tent, and enough food for a few days, and went to the lagoon at the west side of De Salis Bay. With the help of a sketch-map made by A. E. Porsild in 1949,[1] we found the R.C.A.F. cache of 8 kegs of gasoline which had not been disturbed and camped at 0300 hours on the west side of the lagoon. We had

[1]For an account of this trip see Porsild (1950).

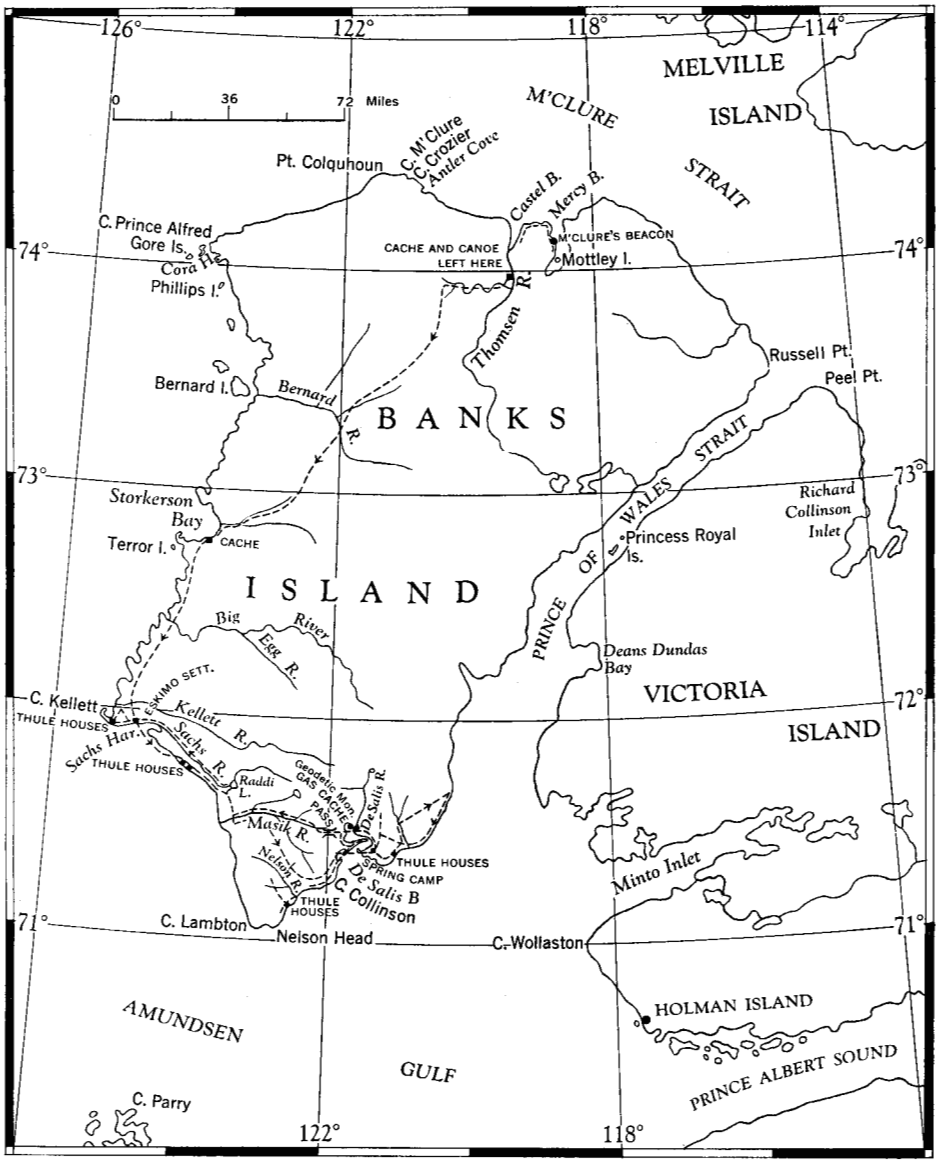

Fig. 2. Sketch-map of Banks Island, showing routes followed overland.

hoped to take a small cache of food to the summit of the Masik Pass for our walk to Sachs Harbour, but the snow was very deep, and a surface crust cut the mud from the sledge bows and made very hard hauling; we therefore left the cache at our camp near the lagoon and, after a 6-hour walk to the top of a peculiar cone-shaped hill of glacial drift overlooking the pass, started home across the west lagoon. Between the southeast corner of this lagoon and De Salis Bay there are dune-like sand hills up to 15 feet high. Amongst these were patches of bare ground and small pools of thaw-water, the first we had

Fig. 3. Our first camp at De Salis Bay. A driftwood log stands in the left foreground, and behind it is our mudded sledge. 14 May 1952.

Fig. 4. Ice pushing up the beach between the west lagoon and De Salis Bay. It was this ice which blocked our first start with the canoe. It is still unbroken to seaward. The photograph was taken shortly after midnight. 9 July 1952.

seen. There was also plenty of driftwood. We spent one night and part of a day here, and then returned to our base on the east lagoon on May 17.

We spent most of the next five days hunting for birds, but very few were seen; even ptarmigan were scarce and very wild. On the 18th it was blowing and drifting like winter, and the ridges which had thawed out in the sun of the last three days were again snow-covered. We put out some traps, but without success. Since our arrival we had seen a moderate number of fox tracks but none of lemming, arctic hare, or caribou. On May 20 we saw the first seal on the ice towards the west side of De Salis Bay.

At 0600 hours on May 23 we started with a sledge across De Salis Bay to the sand hills in the hope that there might be more bird life there and also some seals up on the bay ice. The air temperature remained two or three degrees below freezing all day, but the sun was thawing the snow off the ridges quite rapidly. Next day Macpherson shot a large male ringed seal, and I obtained some ptarmigan and horned larks at Cape Collinson where there was more bare ground than we had seen elsewhere. There were not many birds at the sand hills, however, so on May 25 we returned to base camp.

May 29 was the last date on which we used the mudded sled. There was then still rather more snow on the ice than there had been on the day we arrived, but perhaps less on the land. By the last day of May there was definitely less snow everywhere, and during the following night the first rain fell. Next day the rain continued during the morning, but in the afternoon the sun came through and the snow continued to melt rapidly. There were now some patches of bare ice on the lagoon, and for about two days conditions were ideal for landing a wheeled aircraft, but by June 4 the lagoon was covered by 6 inches of water. Most of this water ran off through cracks during the next day, but these cracks, enlarged by the running water, would themselves have made a landing hazardous. Perhaps the ice on the main harbour would have been safe for a few days longer.

On land the thaw was extremely fast. On May 31 only the beaches around the lagoon and a few of the ridges were snow-free, but 36 hours later two-thirds of the land was bare. A little way inland on June 3 the small streams were running, and most of the main brooks reached the shore next day, although along most of their course they were running either under or on top of the deep, soft snow which filled their gullies. While in this condition, the gullies could not be crossed with safety, since, if the surface crust broke, a man would sink 10 feet or more, and the hole formed would presumably fill with water immediately. Much of the ground in the De Salis Bay region is without vegetation or has vegetation only along the borders of the polygons. As the snow thaws these bare areas turn to mud which is sometimes stiff and sticky and sometimes almost soupy.

By June 7 the ground was beginning to dry up a little, but in many places there were still 3 to 5 inches of mud. The brooks were also going down, and near their mouths they had cut through the snow to the ground although a few miles inland they were still running on top of the snow. By June 10

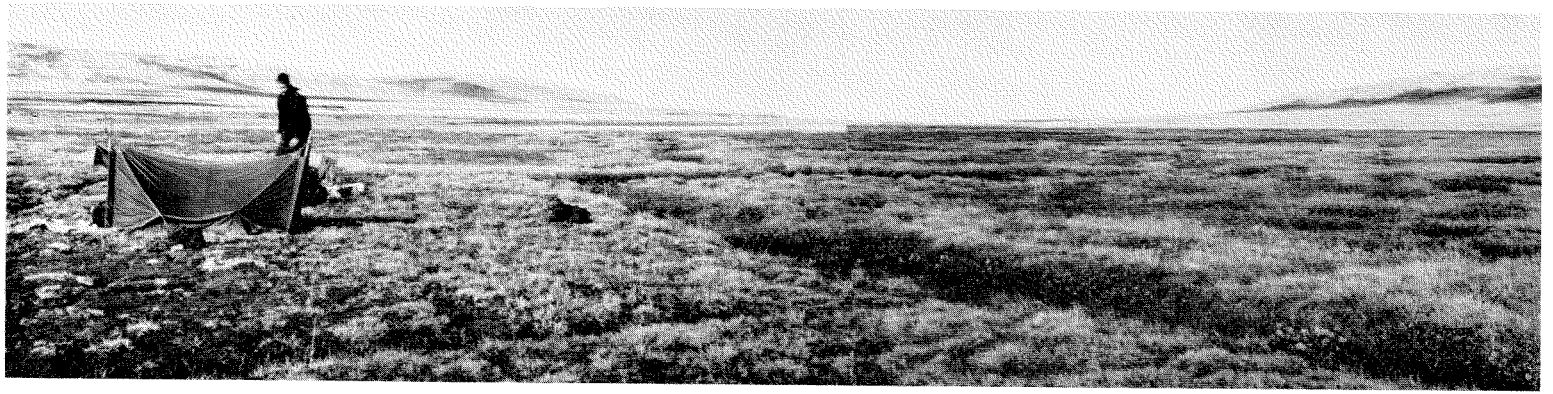

Fig. 5. Looking down the Masik valley from our camp about 12 miles from the mouth of the Masik River. 19 June 1952.

Fig. 6. Cache at Eskimo camping site, 3 miles from west lagoon, De Salis Bay. The covering stones have been removed to show the contents. 17 June 1952.

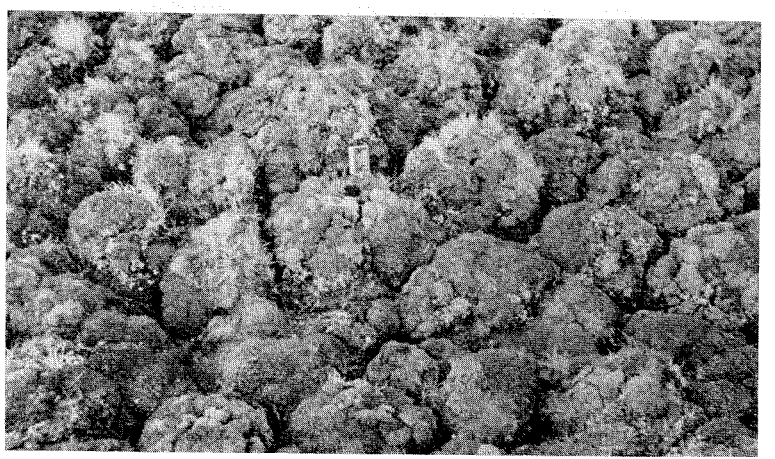

Fig. 7. Tussocks of *Dryas integrifolia* in the Masik valley. This type of ground is rather frequent in parts of Banks Island, particularly on hill slopes. 19 June 1952.

three-fourths of the lowland was dry and good walking, but above the 1,000-foot line on the high land a few miles north of De Salis Bay the snow still covered about half the surface, and the bare ground was wet and muddy.

On June 8 a group of three caribou was seen by Macpherson, and on June 12 he obtained an adult buck for a specimen. We still had some meat left from the seal shot on May 24, and were getting almost as many eider duck and ptarmigan carcasses from our bird specimens as we could eat, but caribou meat was a welcome change, and we dried some for our walk to Sachs Harbour.

After the first few warm days at the beginning of June the weather again turned rather cold, and we seldom walked without mitts. By June 14 all the snow had gone from the flat land and most of the mud had dried up, but there were still numerous drifts under the ridges and along the banks of the brooks. The ice had lifted in most of the lakes, and the water around its edge was usually knee-deep.

At 1500 hours on June 16 we started on our walk to Sachs Harbour. The first obstacle was the De Salis River, but after a short search we found a place where it was only 2½ feet deep, although cold and swift. Between this river and the R.C.A.F. gasoline cache we came upon the Geodetic Survey's beacon where an astronomical position had been established by Donnelly (1943) in 1943. We gathered enough wood from Donnelly's campsite to cook our supper and breakfast, and camped at the R.C.A.F. cache. Next morning we crossed the west lagoon and picked up the food left there earlier in the spring. Owing to the shallowness of the west lagoon and to the streams and rivers flowing into it, the ice there was much more broken up than that in the smaller east lagoon or in De Salis Bay. There was already some open water at its head as well as near the channel which connects it to the sea. The channel itself had been open for a week or so, and would probably provide the earliest landing place on Banks Island for an aircraft on floats.

On June 17 we awoke to a wet morning: the first appreciable rain since the thaw and the last until July 23. Three miles from the lagoon at an Eskimo camping site, we found carefully cached under stones an old Winchester 30.30, a box of cartridges, a telescope and stick for support, a box of matches, and a pair of wooden snow goggles. Obviously these articles had been there for several years, but there was no sign of a grave. The present Banks Island Eskimo knew nothing about the cache, and its origin remains a mystery. Later we removed the telescope and goggles.

On the way up the Masik Pass we had to cross several gullies filled with soft, wet snow, and the bare ground at the top was still very muddy, but by evening we were well down into the Masik valley, where we found the vegetation more advanced, the snow banks smaller, and the ground drier than on the De Salis Bay side of the pass. Later observations, as well as remarks of the Eskimo at Sachs Harbour, confirmed our first impression that summer had come much earlier along the southwest coast than in the De Salis Bay region. A good part of the walking along the Masik valley was made unpleasant by tussocked *Dryas*, which meant watching each step carefully.

Fig. 8. Looking southward over Sachs Harbour. Sam Lennie's *Reindeer* and Fred Carpenter's *North Star* (larger) hauled up on the beach at Sachs Harbour. Carpenter's house is at right centre with his two store tents beside it. The other house was unused. 22 June 1952.

Fig. 9. Macpherson crossing a tributary of the Masik River. 18 June 1952.

Fig. 10. Fred Carpenter, Charlie Gruben with his son John, and another son and daughter. Fred's daughter Alice is in the doorway of the Carpenter house at Sachs Harbour. 22 June 1952.

In other places the ground was marshy, but in a few places old river gravels provided a firm, smooth surface.

On June 19 we crossed the hills on the north side of the valley and camped beside Raddi Lake. By crossing the ice of this lake we had hoped to avoid wading the Sachs River which flowed through it. The ice was still firm in most parts of the lake, but in the centre, where it was affected by the river current, it looked unsafe, so we forded the river just below the lake and were agreeably surprised to find it little more than knee-deep.

West of Raddi Lake the walking was at first similar to that in the Masik valley, but some 12 miles east of Sachs Harbour there were small, barren, sandy hills, after which the Sachs River ran just below the main 300- to 400-foot ridge which lies immediately behind the settlement. Small streams flowing down from this ridge every 400 yards or so had cut deep, steep-sided gullies which had to be crossed and made walking with a pack tiresome.

We arrived at Sachs Harbour on June 21, and were hospitably received by Fred Carpenter and the other Banks Islanders.[1] Next afternoon two of them took us across the harbour and a few miles along the coast by dog team. The ice was intersected by water-filled cracks and pools, and after a few miles it became too broken for safe sledging with the Alaskan hitch which the Banks Islanders use. We were ferried to land over the 150-foot shore lead in a small canoe brought for the purpose. Later we learned that both men, with the dogs and sledges, had got into the water during the return trip, and that one of the dogs had been drowned.

The walking on the south side of the Sachs River proved better than that on the north, and we reached Raddi Lake early in the afternoon of June 24. Along the south side of a hill just west of here we had seen 30 arctic hares on our walk westward, and we now decided to spend a day there and collect more specimens. We again found hares scattered along the side of the hill, and estimated there were about 200 adults on the southern slope which bordered a small valley for about 5 miles.

By selecting a braided part of the stream, we crossed the Masik River some 5 miles from its mouth on June 26 without getting wet above the thighs. A week before when we walked along its north bank it was nearly 2 feet deeper and, as it is a swift stream, I doubt if it could have been crossed without swimming. A few miles farther up the valley we discovered the first rock outcrop we had seen south of the divide, and spent the afternoon there collect-

[1]At the present time there are no Eskimo living permanently on Banks Island, but most years a party of about 20 mainland Eskimo from Tuktoyaktuk cross to Banks Island in September and remain until there is sufficient open water, usually in late July, for them to return with their catch of arctic foxes. There is obviously considerable white blood in many of these Eskimo—indeed, some are more than half white. Most of them can speak English, and can read and write. At Sachs Harbour Fred Carpenter, the leader of the group on Banks Island, has a comfortable frame house heated with diesel oil which he brings with his other supplies from Tuktoyaktuk in a 55-foot schooner, the *North Star*. The centre for this group while they are on Banks Island is now usually Sachs Harbour, although a few families may have winter camps farther north on the west coast, and in some years, also at De Salis Bay or farther up the east coast. However, none of those on Banks Island in 1952 had ever visited the north coast.

ing fossils.[1] Nearby was an empty wolf den, and a disturbed pair of wolves did considerable howling, but would not come within range of our .22 rifle.

From the rock outcrop we kept on the high ground which lies between the Nelson River and the southern tributary of the Masik River. The ground was now dry everywhere except below snow banks, and the walking on the hill-tops was much better than in the valleys, although a week earlier soft mud would have made it very bad indeed.

On June 29 we reached the coast a little south of the sand hills and crossed the ice, which was much less rotten than that on the southwest coast, to the spit on the east side of De Salis Bay, and so back to our base tent, which we found undisturbed.

During the fourteen days we had been away we had covered about 180 miles measured in 10-mile legs. Besides food, which was supplemented by the specimens collected during the walk, we carried sleeping bags, a small tent, a .22 rifle, a shotgun, field glasses, spare socks, and rubber boots or running shoes. I walked in running shoes which unfortunately started to disintegrate after three days but were held on by string until we were almost back. Macpherson alternated between running shoes and our mukluk-type rubber boots, which always had to be removed when crossing deep streams to prevent them filling with water. On marshy ground running shoes were rather cold at this time of the year, but on the dry ground our socks soon dried out.

Before stopping to camp we always looked for a place where there was sufficient willow to boil a kettle for supper and breakfast, and frequently we were also able to cook some meat, although our hare stews were not always as well done as we wished. We found that dead pieces of the creeping willow gave the most heat and were the easiest to gather. We could seldom find any appreciable amount of dead bushy willow which in the Masik valley grew about 2 feet high. Live willow burnt badly on a small fire, and gave very little heat. On one occasion we camped by a small patch of arctic heather (*Cassiope tetragona*), which we attempted to burn as recommended by Stefansson (1921a, p. 244), but in spite of the dry weather it burnt badly and gave so little heat that we had to search for some willow to burn with it. Possibly it would have burnt better later in the season or if it had been plentiful enough for a larger fire.

The first day after our return to De Salis Bay was spent in writing notes and preparing specimens collected on our walk. Then we examined the cliff east of De Salis Bay from which the snow bank had now almost gone, and walked over most of the area covered in the spring to determine what birds were nesting.

Our original plan had been to go from De Salis Bay north along the east coast of Banks Island and thus counter-clockwise to Sachs Harbour, but our

[1]These fossils, *Tellina* sp. and *Arctica* sp., were not sufficient to determine the geological age of the strata, but Dr. J. A. Jeletzky of the Geological Survey who identified them reported that the rock in which they were embedded was strikingly similar to the Lower Cretaceous sandstone from Darnley Bay, and that the Lower Cretaceous of Prince Patrick Island carries a similar pelecypod fauna.

walk to Sachs Harbour had shown that ice conditions on the western side of the island were so much farther advanced that we decided it would be worth while to go around the south and up the west coast, although this would add some 240 miles to the trip. As early as June 23 and 24 we could have canoed along the shore lead which ran as far as we could see all the way from the Masik River to the entrance of Sachs Harbour. Outside this lead there was an average of 1½ miles of fixed but very rotten ice, then nothing but loose pack. By the time we returned to the Masik valley on June 26, the Masik River had cut a way out to this open water. Some open water could also be seen near Nelson Head, and it is almost certain that the ice to seaward of this was moving. From hills south of the Nelson River on June 28, we could see a patch of open water several square miles in area on the west side of Nelson Head. It was with the hope of reaching this open water before the ice went out of De Salis Bay, that on July 4 we packed up and started to work the canoe along the tide crack and narrow leads bordering the shore.

At normal tides there is no connection between the east lagoon and De Salis Bay, so a short portage over the intervening beach was necessary. We also had to make one portage over the ice and widen some of the channels by chopping, so that it took us two days to reach the open water into the west lagoon which was only about 4 miles distant from our camp. From there, there was open water along the shallow north side of the west lagoon to the Geodetic beacon, but loose ice prevented us from reaching the R.C.A.F. cache until July 7, when we took 4 kegs of gasoline from it and moved down to the lagoon entrance.

Next morning we left at 0500 hours to catch the high tide and worked our way along the seaward side of the spit which forms the west lagoon, but after about 2½ miles we were stopped by hummocky ice which had been pushed up on the shore. Next day we returned to the west lagoon, which now had only a little ice left near the middle, and camped at its southeast corner, where we were in a better place for hunting and examining the country. Also, a short portage from here over the spit would enable us to avoid the worst of the pushed up ice and put us in a position to proceed if we got slightly higher tides. However, we soon found that although there was very little wind, the ice was frequently under pressure, and continued to be pushed up on the beach faster than it thawed. On our way back into the lagoon we took a series of soundings. A Peterhead boat could get into the mouth of the channel, but farther up a loaded canoe would only just float.

Since our return to De Salis Bay the weather had continued sunny and calm, but there was usually enough frost at night to form about a quarter of an inch of ice on the meltwater along the shore. The hottest period of the day —or at least the time of lowest wind-chill—was between 0400 and 0800 hours, when it was dead calm, and on two or three mornings when I had slept on the canoe in case the ice moved during the night I was wakened about 0500 hours by the heat in spite of the young ice on the water around the canoe. After 0800 hours a very cold but gentle wind would spring up off the ice, so that we were glad of our parkas when we were sitting by our driftwood fire.

By July 11 about a third of De Salis Bay was ice-free, there was no ice in the east lagoon, and only a small amount in the west lagoon, but it was obvious that without wind there was no hope of getting along the shore to the south, so we took the canoe half-way back along the north side of the bay where we were blocked by a point of ice, and then walked 6 miles east to two Eskimo house ruins which I had found just before we left our spring camp.

On July 13 I left Macpherson to continue excavating the houses,[1] and made a 2-day walk over the hills inland to a point on the coast some 30 miles to the northeast and then back along the shore. A small deposit of coal was found in a gully near my farthest point. Along this coast there were many places where a canoe could proceed in the thaw-water by the beach at high tide for a mile or so, but there were other places where this would be impossible, although nowhere was the ice pushed up on shore as badly as at the west side of De Salis Bay. From the hills, ice and open water were visible to the south along a line running eastward from Nelson Head. In the evening of July 15 we returned to our camp on the west lagoon, which was now entirely ice-free, but on the bay side of the spit opposite our camp the ice had pushed up even farther onto shore, and to seaward some small pressure ridges had formed.

On July 18 a lead opened about 200 yards off shore, so I walked along the coast to the south to see whether there were any places where we could get back from it through the landfast ice to land. Meanwhile Macpherson fetched two more kegs from the R.C.A.F. cache so that we could leave 3 kegs[2] on the spit and thus avoid going into the lagoon when we got back here in the fall. On July 19 the lead had closed temporarily, but it opened again in the evening, and we left at 1900 hours once more going out through the channel at the northeast end of the lagoon. About 8 miles to the south we were again blocked by ice, and camped at the entrance to another lagoon which made an ideal harbour for the canoe.

The ice ahead was much decayed, and an off-shore breeze which sprang up in the evening of July 20 soon began to move it out, so that by 2100 hours we were able to set off. At times we had to go around some grounded ice pans and push through loose pieces, but on the whole it was clear going until we were a little past the Nelson River. It was then 0200 hours and, as the weather looked threatening and the ice ahead doubtful, we camped where a small creek cut the gravel and pebble beach forming an excellent harbour.

Next morning we passed through some loose ice and reached completely open water on the west side of Nelson Head, but had to turn back owing to a strong head wind and high sea. There was no harbour or good landing place near Nelson Head, so we returned to our old camp, having done about 20 miles to no purpose. On the way back the wind was very strong, but calmed down after we got ashore, so we put up the small tent and cooked supper

[1]Artifacts obtained from these houses and from the houses north of Nelson Head and at Cape Kellett are of Thule type.

[2]This gasoline was not used in 1952 or 1953.

out-of-doors on a driftwood fire, which was our usual procedure when travelling in fine weather.

From July 22 to 26 there was a continuous westerly gale accompanied at times by rain or snow. We spent some of this period excavating a group of Eskimo ruins about half a mile north along the beach, but we also had to keep watch on our large tent which we had put up when it became apparent that we should be held up for a few days. In spite of emergency strengthening and repairs, it suffered three long rips and some minor tears. From this period onward to the end of the season, fine, warm days were very scarce, and as often as not we wore mitts when out walking. Prior to this we had not worn mitts except in the canoe since we crossed the Masik Pass to the warmer southwest coast on June 17.

While we were camped north of Nelson Head, a bear several times walked along the beach, once unconcernedly rolling and scratching its back within about 100 feet of us. One night it apparently got onto the canoe which was anchored in the creek and next day we found tears and tooth marks in the tarpaulin covering the load. This was the first sign of a bear we had seen, but while we were travelling along the south coast on July 27 and 28 we counted 15.

On July 27 the wind dropped, but the surf had almost closed off the entrance to our creek, and we got out only after partial unloading and considerable digging. Later we saw many other places where the entrance to small streams had been blocked or nearly blocked by beaches across their mouths. Apparently these beaches are cut through by the spring run-off, then re-formed by the first summer gale when the streams are too low to do more than seep through the sand and pebbles. Doubtless the combination of a very dry June and July with an exceptional gale in the latter month had accentuated this in 1952, since we failed to find several creek entrances shown on the air photographs. Even at the Masik River there was only about 1½ feet of water over the bar, although 10 feet or more within.

About 7 miles west of Nelson Head we were again stopped by a west wind, and had to unload and pull the canoe up on the beach for about 24 hours. We got off again at 1830 hours on July 28 and, after stopping for supper at the Masik River, reached Sachs Harbour at 0930 hours next day. By this time it was again blowing and raining, and we had to pass through a heavy ground swell which was almost breaking in 8½ feet of water on the bar which guards the harbour.

The Banks Island Eskimo had now gone over to Tuktoyaktuk, but Fred Carpenter had previously given us permission to make use of his house and take anything we required, including another 40 gallons of gasoline which we needed to complete the trip around Banks Island.

At Sachs Harbour we repacked our food into wooden boxes as the cartons were disintegrating, stored all the dry specimens, repaired our tent, and took a little fresh meat from the ice house which is near the river about half a mile east of the houses.

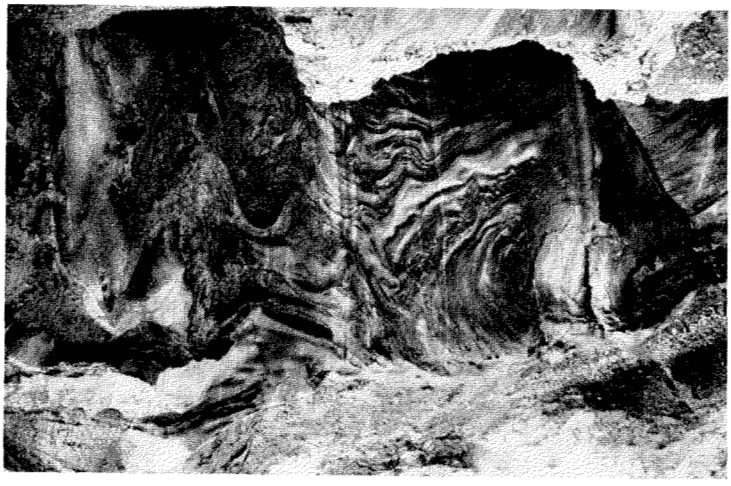

Fig. 11. Fossil ice in the cliffs on the west side of Terror Island. 3 August 1952.

With some misgivings about the weather, we left Sachs Harbour just before midnight on July 31. Two hours later it was again blowing and raining, and we had some difficulty in rounding Cape Kellett and getting back into the lee of the land. The Defence Research Board's motor vessel, the *Cancolim*, was seen a few miles south of the cape, but the sea was too rough for us to visit her. About 4 miles north of Cape Kellett we camped in a little creek behind one of the sand bars which run along much of the Banks Island coast. The weather continued bad, and after a short sleep I walked back to examine more closely the cliffs along the coast east of Cape Kellett. Except for two short stretches, these consisted of unconsolidated material containing a considerable amount of fossil wood.

Next day the wind had dropped, and we started up the coast at 0930 hours, taking a few soundings in the more likely-looking harbours. At times fog prevented us seeing much of the hinterland. We stopped for the night just south of the Big River at 2030 hours. Fog prevented an early start next morning, but by 1000 hours we were able to leave and soon after the weather cleared completely. We took soundings in several harbours, and reached Terror Island at 1700 hours. There we landed and searched unsuccessfully for signs of Collinson's "mark" and cache of "twenty days' provisions for eight men" (Collinson 1889, p. 158). The cliff at the west side of this island consisted largely of ice which was rapidly thawing and causing continuous small landslides so that it is very likely that the cache and mark have long since been washed into the sea.

A strong southwest wind sprang up as soon as we entered Storkerson Bay. We picked up a few pieces of driftwood, and after a short search found good shelter for the canoe behind a sand bar. By the time we had the tent up it had started to rain. Next day the wind shifted to the northwest and continued to blow with rain and snow squalls until about midday on August 6. During our stay here we examined as much of the surrounding country as the weather permitted, and Macpherson collected an adult buck caribou in good summer

pellage. This added very satisfactorily to our food supply, and we were able to put ashore a cache of 12 lbs. of bacon, 6 lbs. of biscuit, 2 tins of jam, and a gallon of gasoline, in case we had to walk back in the fall or at any time lost the canoe with all our supplies.

The northwest wind we experienced at Storkerson Bay raised the high-tide level about 1½ feet, and brought in some ice which filled the southeast portion of the bay. On August 6 we got away at about 1530 hours, and followed the outer edge of the ice across the bay. Some stranded ice lay along the coast north of Storkerson Bay, but there were gaps every quarter mile or so where a canoe could get into shore. There did not seem to be much ice outside us. We camped at 2000 hours in a well-sheltered lagoon. Next day there was too much wind and fog to leave, but the day after conditions improved sufficiently toward midday to encourage us to pack up. However, when we left at 1300 hours it was pouring with rain. After sounding the entrance to the lagoon, we visited a disused Eskimo shack at the north end of the lagoon where we were able to add to the supply of driftwood which we now carried, since we found that north of Storkerson Bay we could not rely on obtaining enough fuel near our camps unless we were on an exposed beach. From the lagoon we worked our way along the shore inside the ice which covered about 50 per cent of the sea in the coastal area but loosened farther seaward. At 2000 hours the going ahead looked worse and as we were near a good spy hill we camped for the night. There was no shelter for the canoe, so we had to unload and haul her up, a thing we always tried to avoid. We were still carrying about 1½ tons of gasoline, equipment, supplies, and specimens, all of which had to be exactly repacked into the canoe in order to leave enough room for ourselves in the stern. Reloading usually took about 2 hours.

Next morning we found the ice ahead of us pressed up on the shore, although a mile or so to seaward there was open water at least for several miles out. Twenty-four hours later, on August 10, the ice was looser and we got away by 1000 hours, but on the way to Bernard Island we had several times to climb up on the ice or the beach to find a way through the tighter places, particularly at the points. Inside Bernard Island there was no ice, but the water was so shallow that at one place we had to get out and walk the canoe.

We landed on the southeast point of Bernard Island, but the ice was pressed along the southern shore and prevented us examining the harbour at the southwest corner. Outside the island there appeared to be no ice, and to the north of it we found only loose patches which gave us no trouble. Just before midnight we stopped to warm up and cook supper on an unnamed island within sight of the Gore Islands. There was no driftwood here, so we burnt some we had been carrying and a few small pieces of fossil wood from the cliff.

After leaving this island we stopped to sound a good harbour just south of Cape Prince Alfred. On the south side of the harbour we were surprised to see a 40-foot (approximately) boat the *Cora*, lying half in the water broadside

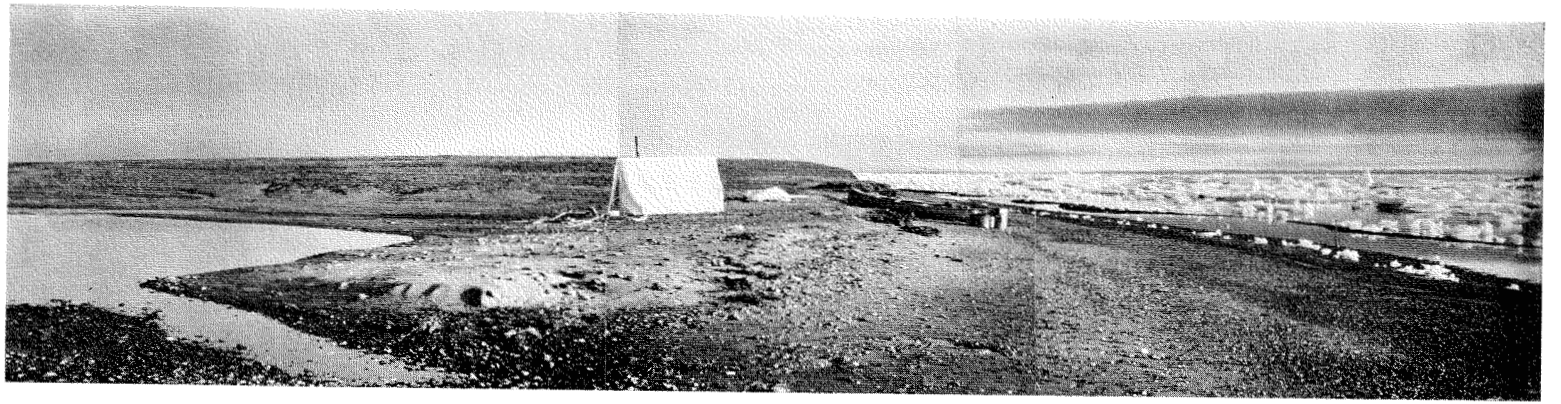

Fig. 12. Our second camp north of Storkerson Bay. Black open-water sky can be seen to seaward. 9 August 1952.

Fig. 13. Gravel-topped, shaley hills at the northwest point of Castel Bay. Some of the harder bands on the hill slope on the right are seams of poor quality coal. In the distance can be seen the patch of open water which had been opposite Castel Bay on the preceding day. The polygonal markings in the valley are probably formed in a deposit of peat. 19 August 1952.

to the beach. On shore there were the remains of a frame tent and turf house with rusty traps, guns, and tools scattered around. Later we found the boat and camp had belonged to two white trappers who had illegally and unsuccessfully attempted to visit Melville Island about 1937.

Keeping inside the Gore Islands, we rounded Cape Prince Alfred and were immediately confronted by a different type of ice along the shore. South of the cape there was considerable stranded ice, but it consisted of comparatively small pieces between which there were frequent places where a canoe could be got to shore. Northeastward from the cape the shore was bordered by a solid ice wall, with a vertical sheered face to seaward. Fortunately even here there were occasional small gaps large enough for a canoe.

Just after rounding the cape our outboard started to give trouble and for the first time we had to use our spare engine. The trouble was caused by leaded plugs from the R.C.A.F. gasoline we had started using 6 miles back. After that we used a mixture of 50 per cent aircraft gasoline and 50 per cent naptha and had no further trouble from leaded plugs. At 0600 hours we found good shelter for the canoe in an ice-choked harbour. After a short sleep we left again at 1400 hours, and took soundings in the harbour and also in one a few miles to the east. These are clearly the two harbours mentioned by M'Clure (1854, pp. 44–5) and Armstrong (1857, p. 390).

Along the shore there was an almost continuous line of ice which showed evidence of great pressure, and at one place we had to go out 3 miles to get around a large solid floe still attached to the land. We made one landing to examine some fossil wood protruding from a cliff, and from the hill there we could see solid pack to the north, but between it and the shore there were at least 10 miles of water with only scattered floes and pieces.

At 0200 hours on August 12 the fog came down, and we camped at Point Colquhoun where we saw an outcrop of hard rock for the first time since leaving the Cape Lambton region. By 0930 hours the fog had cleared, and we continued east for about an hour. Then we met pack ice being carried rapidly west with the current and we had to turn back to find shelter amongst the grounded ice. Within two hours ice conditions improved, and we reached Cape M'Clure at 1700 hours. A brief stop at the base of the cliff failed to produce any fossils, and the obviously very loose rock towering vertically above discouraged any prolonged search. A climb up the screes at the eastern end of the cliff was also without result, but a small exposure a few hundred yards farther east near the shore of the bay between Capes M'Clure and Crozier was full of fossils.[1] From the top of the 500-foot cliff at Cape M'Clure, I could see the hazy outlines of Prince Patrick and Melville islands.

After passing Cape Crozier, we were pleased to find stretches of shore completely free of the coastal pressure ridge, and although the pack lay rather near the land, as we went east we agreed with M'Clure (1854, p. 48) that the ice became "much less formidable". We were tired after three long days travelling, and stopped at 2200 hours behind some stranded ice in Antler Cove

[1]Fossils collected here could not be carried back across Banks Island and were cached with our other specimens and equipment at the Thomsen River.

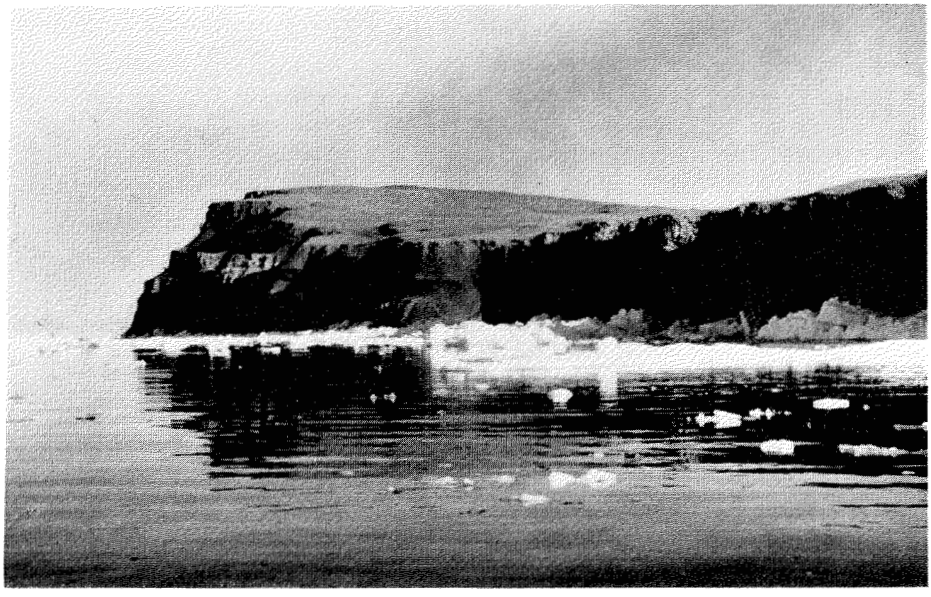

Fig. 14. Cape M'Clure from the west. 12 August 1952.

feeling that we had made up the time lost on the south coast and were now well ahead of schedule.

Next morning, August 13, large floes several miles across had pushed the smaller ice up against the coast, so that there was no possiblity of moving. We spent our enforced rest here examining the surrounding country and collecting fossils from an outcrop a mile or two along the coast to the east. Birds were now very scarce in this region, and mammals apparently absent. About a mile to the east along the coast we found numerous pieces of coal in a gully, but no sign of any *in situ*. As there was no driftwood along this coast we collected several rucksacks full of the coal for fuel.

We made an abortive attempt to leave in the evening of August 17, but by the time we were packed up, the ice had again closed. We slept out on the beach for a few hours, but were soon disturbed by rain. At 0400 hours, however, the ice had again loosened, and we left in thick fog. We stopped at 1000 hours for breakfast and waited for the fog to lift. At this spot there were several coal seams in the cliff, one of which was 10 feet thick. The coal burnt quite well in an open fire, and we put a few large pieces in the canoe for future use. About noon the fog began to lift, and we were able to continue along the coast, alternately keeping in the shallow, lagoon-like water and inside the pressure ridges, where it was often necessary to walk beside the canoe and pull it over hummocks of mud pushed up by the ice, or to edge along the outside of the pressure ridges amongst a mass of brash ice and scattered pack. Two landings were made to view the country behind the coastal hills, and to look at the ice conditions ahead. Three miles west of Castel Bay we went seaward for about a mile through loose pack; then got

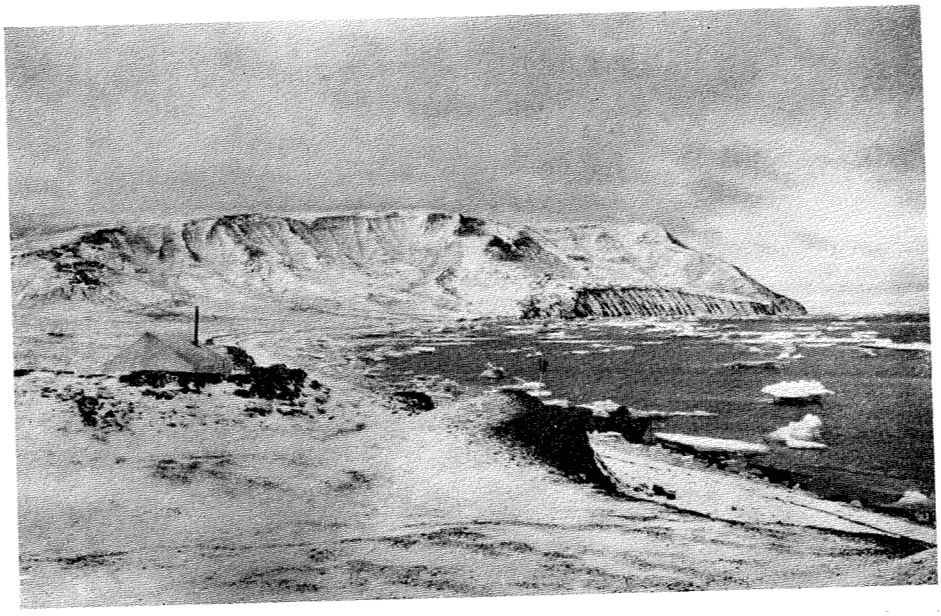

Fig. 15. Our camp behind gravel hummocks pushed up by ice at the northeast point of Castel Bay. Looking south up the bay. 20 August 1952.

into an area of open water some 6 miles in diameter lying off Castel Bay. At 2200 hours we reached the west side of the bay and, after unloading and hauling up the canoe, pitched the tent on the beach.

Next morning we climbed the hill behind our camp and noted more seams of poor quality coal; then took a number of soundings in Castel Bay on our way to the east side, where we were blocked by solid pack which had been pushed well up on the shore. The patch of open water which had aided us in reaching Castel Bay the day before could still be seen, but was now to the west of the entrance to the bay.

On the spit which forms the northeast point of Castel Bay we found the first driftwood seen along the north coast, and collected about 24 moderate-sized pieces of which 7 were mahogany and 2 oak. One of the latter was part of a sledge runner apparently connected with M'Clure's expedition;[1] the other was clearly a piece of a ship. The mahogany also may be assumed to have come from the *Investigator*, especially as a further 10 pieces or so were later found along the east shore of Castel Bay.

[1]In 1850–1 H.M.S. *Investigator*, R. J. leM. M'Clure, wintered near the Princess Royal Islands in Prince of Wales Strait. Next summer M'Clure followed the south and west coasts of Banks Island and after considerable difficulty with the ice along the north coast reached Mercy Bay on September 24. In 1852 the ice in Mercy Bay did not break up, and in the following June the *Investigator* was abandoned and the crew retreated to H.M.S. *Resolute* and *Intrepid* then wintering at Dealy Island (Armstrong, 1857). Soon after this the ship and the cache which M'Clure had left on shore were raided and destroyed by Eskimo searching for wood and iron (Stefansson, 1913, p. 457). Since then Mercy Bay has been visited by two parties from the C.G.S. *Arctic*, which wintered at Winter Harbour on Melville Island in 1908–9 (Bernier, 1910); by Stefansson (1921a) and other members of the Canadian Arctic expedition between 1915 and 1917; and by Porsild and J. L. Jenness in 1949 (Porsild, 1950).

Fig. 16. Macpherson standing beside M'Clure's beacon at Point Providence. Looking northeast over Mercy Bay. 21 August 1952.

Snow fell on the night of August 19, and in the morning there was ice along the high-tide line as well as covering the pools amongst the stranded pack. On August 21 we walked to the site of M'Clure's cache at Mercy Bay, about a mile to the south of his beacon at Point Providence, and brought back some old barrel staves to use as sledge shoeing in case the ice did not open before freeze-up. There was nothing left at the cache besides large numbers of barrel staves, about 6 tons of coal, and a few heavy pieces of iron, the remnants of ship's gear (cf., Stefansson, 1921, p. 362).

At the time of our visit, and doubtless throughout our stay at Castel Bay, heavy ice filled Mercy Bay, at least as far in as Mottley Island, and no open water was visible in any direction from the hill (about 600 feet) at the west point of Mercy Bay. Far to the north we sometimes saw what looked like a water sky although it may have been merely a reflection from the bare land of Melville Island.

While we were blocked by ice at Castel Bay from August 19 to 29, we had moderate winds from all directions except east and southeast and these were clearly the ones required to shift the ice. Perhaps a strong or continuous south wind would also have moved it, but the winds we had from that direction did not blow long enough. Sometimes the ice moved a few hundred feet from the southeast point of Castel Bay, but toward Mercy Bay it never left the land. Occasionally the ice, pressed in by a moderate northwest wind, pushed a heap of mud up on our point, but no appreciable amount of ice was able to get into the shallow water of Castel Bay. An ice island about half a mile long and an estimated 40 feet high could be seen 3 or 4 miles north of the west point of Mercy Bay. At one time when the pack was comparatively

Fig. 17. Mud hummocks pushed up by the ice between Castel and Mercy bays. 21 August 1952.

loose it moved nearly opposite our camp; then returned to its former position with a northwest wind. From August 20 onward there was always some snow on the hills above 100 feet, and usually a little down to sea level.

On August 29 there was inch-thick pancake ice along the shore and amongst the grounded pack. Our chances of getting around the island now appeared slim, and to reach Sachs Harbour for a rendezvous on September 18 almost impossible. Moreover, if we waited much longer we should not be able to reach Sachs Harbour overland by the 18th. We therefore regretfully decided to go up the Thomsen River as far as we could by canoe before caching our equipment and walking back to Sachs Harbour.

For the first 10 miles up the Thomsen River there was ample depth of water for the canoe; then suddenly it shallowed, and after another 2 miles we came to a place with only 8 inches of water, and so could take the canoe no farther. We found a suitable place for leaving the canoe and equipment some 30 feet back from the edge of a 20-foot high cut bank where it could not be affected by spring floods and was not likely to be deeply drifted over during the winter.

Next morning, August 30, we awoke to find it was snowing hard and the river completely covered by thin ice. At this time of year we had expected to have to walk to Sachs Harbour carrying packs, but we now decided it would be worth building a sledge which would enable us to take more food as well as the primus stove and a gallon of gasoline. We made the runners of the sledge from two canoe thwarts and M'Clure's barrel staves served as shoeing. We saw several herds of caribou from our camp on the Thomsen River, and we had little doubt that we should be able to shoot one or more

Fig. 18. Macpherson hanging out clothing to dry during a brief period of sun. The Bernard River is in the background. 6 September 1952.

on our walk to Sachs Harbour if necessary. However, since it would be inconvenient to save them as specimens and impossible to carry all the meat, we decided to take sufficient food to be independent of game. Our ration consisted of approximately ½ lb. bacon, ½ lb. chocolate, and ½ lb. biscuit per man per day for 14 days. For the comparatively short period of 9 days which we took to reach Storkerson Bay this ration, supplemented by 8 ptarmigan, proved quite adequate. After we reached our cache at Storkerson Bay we had more food than we could eat, but Macpherson suffered from skin sores on his face, possibly produced by the large fat intake.

It was snowing hard on September 2 and we therefore did not leave until 1000 hours, when the visibility improved. A moderate north wind gave us an opportunity to use a sail which was a great help until we had to turn westward up the first tributary of the Thomsen River. Most of the marshes were still not frozen, and the ditches forming the polygons in peaty areas were filled with water. As the ground was well covered with snow, such places could not always be seen, and we went in several times over our boot tops. The ice on a few of the small lakes would just carry us, but we avoided them as much as possible. A few miles from our cache up the valley of the Thomsen River we were surprised to see a large bull muskox. Porsild (1950, p. 54) had seen some tracks at Mercy Bay in 1949, prior to which muskoxen had been thought extinct since the early part of the century (Anderson, 1946, p. 184; Stefansson, 1921b, p. 295). The sky cleared up in the afternoon, and during the night there was a sharp frost which helped to freeze the marshes and enabled us next day to make more use of the small lakes and occasionally even the river.

For the first day and a half of our walk we could follow our route on an air photograph; then there was a long stretch across the island for which we had no photographs. By camping time on September 3 our tributary had

turned to the northwest, and we decided we must leave it and steer a compass course overland. Fortunately the hills to the southwest were much lower, and after another day's hauling we were on flat land with only occasional ridges.

It had snowed for the greater part of three days before we left our cache at the Thomsen River, and it snowed every day thereafter until we reached Storkerson Bay. Inland there was about a foot of slightly drifted snow, giving the country the appearance of midwinter. I had never previously heard of anyone getting snow-blind in the fall and therefore we did not carry snow goggles. Much to my surprise, however, this deep, uniform snow cover, coming while the sun was still comparatively high, began to give me eye trouble on the third night out, and in spite of some precautions, two days later I was moderately snow-blind in my right eye. Macpherson did most of the route finding for the next two days while I wore mosquito netting as a veil.

In the afternoon of September 9 the temperature went above freezing, and we rather suddenly got into an area with much less snow, where the small lakes, instead of having 3 or 4 inches of ice as they had the day before, only just bore us. Next morning we reached a good-sized river, and followed it down to Storkerson Bay against a strong head wind and soft, wetting snow. We were now able to eat all we wanted and also to use the primus in the tent for heating and drying clothing. The latter was a most welcome change, as the bad weather had prevented our drying any footwear since we left, and the hard work of pulling a sledge had caused us to sweat so that each night our socks and duffles had to be wrung out.

Before lunch the next day we reached our cache. There we picked up some extra food and filled our gallon gasoline container; we then headed for Sachs Harbour.

As we went south the snow gradually got less and the weather improved. On September 12 there was a thaw, and all but the smallest lakes became unsafe, but it froze again at night and next day we were able to cross the Big River on the ice. We camped by the Kellett River on September 14, and abandoned the sledge next morning as the low land was almost devoid of snow. Soon after lunch we reached Sachs Harbour and found that Fred Carpenter and his party had arrived the previous day, but the Eskimo, Angus Elias, who had left Tuktoyaktuk with his Peterhead boat several days before them in order to pick us up had not yet got there.

We waited at Sachs Harbour until after our rendezvous date, September 18, then walked to Cape Kellett to have another look at the cliffs and the old Eskimo ruins we had seen near the cape on our way north. There was hardly any snow at Cape Kellett, even less, in fact than at Sachs Harbour, and the ground was barely frozen at the houses.

We got back to Sachs Harbour just as it was dark on September 21, and found that Angus had arrived the preceding day.

It appeared that Angus had left Tuktoyaktuk about September 3, but had first gone to Stanton to take some supplies to the Roman Catholic Mission. After leaving Baillie Island he apparently became afraid he might miss Banks

Fig. 19. The *Fox*, belonging to Angus Elias, ashore near the northwest point of Baillie Island. 23 September 1952.

Island and get out into the Beaufort Sea. To avoid this he turned more and more east, and after travelling for over 50 hours without sighting land, he arrived at the head of Prince Albert Sound. He was then sure that he really had gone west of Banks Island and got to Melville Island, so he headed south, reached the mainland which he thought was Banks Island, and went west until he reached Pearce Point, where he met people who told him where he was. He then crossed from Cape Parry to Nelson Head, and so along the coast to Sachs Harbour.[1]

As it was a fine night and we wanted to make the mainland during daylight, we left at 0200 hours, but ran aground going out of the harbour and lost an hour or two. We met a little ice at about 1000 hours, and had to go 10 miles or so to the west to get around it. Soon after this, a strong easterly wind got up. Owing to the delays it was dark before we sighted land. The obvious thing to do in these circumstances would have been to sail west, being sure to keep well off land, but Angus preferred to heave to with all sail up since there was no means of reefing it. Soon after midnight we struck bottom, and the breakers threw us onto a beach which we later found was the northwest point of Baillie Island. Had we been another 100 yards west we should have drifted harmlessly into Liverpool Bay or run into the lee of Baillie Island. Fortunately the bottom was soft, and the worst of the sea was breaking before it reached the boat. At the first glimmer of light Angus was anxious to get his valuables ashore and up the little cliff above the beach in case of a northwest gale, but we managed to persuade him to leave the heavier gear on board to prevent the vessel being washed farther up the beach. The wind continued during the day and following night, but next morning it was fine and calm. After the crew had had a late and leisurely breakfast, we went down to the

[1]Angus's tendency to get lost and have other adventures with his boat is well known locally and should not be considered typical of the western Eskimo, although most of them suffer from lack of charts and a false idea of compass navigation.

boat and found her full of water. Angus would have abandoned her immediately, but we persuaded him to try to pump her out. This was done and no apparent leak found. Later, one of the crew admitted having left one of the seaward portholes open the day before. After some difficulty Angus was persuaded to put out one anchor. The other anchor he insisted on taking ashore for safety, so convinced was he that his boat was lost and that nothing more should be risked. For a like reason we were allowed only half the available chain. Luckily it was good holding ground, so that with the help of the winch we were able to keep a steady strain on the anchor without pulling it home.

Once the anchor was out we lightened the boat by taking ashore the ballast and the remainder of Angus's load, most of which he insisted on carrying up the cliff. Within an hour or two the vessel's head moved out a foot, and it was obvious that she would come off without much difficulty providing the anchor held. Had we used all the available gear, we could probably have pulled her right off, but with only one anchor we had to rely on the effect of the lift of the slight swell (the wind was inshore), gradually moving her out under a continuous strain from the one anchor. By 1600 hours she was facing seaward with her bow in deep water, and after loading some gasoline forward to lift the stern, she came off within two hours.

Unfortunately most of the load was now safely up the cliff, and Angus's only thought was to get the boat into harbour on the other side of Baillie Island before dark although there was no sign of bad weather. Macpherson and I decided to stay on shore, expecting him back next day which was almost a dead calm. At about 1200 hours he arrived: walking. He said he had started around by boat, but decided it was too rough and turned back. Next day he again turned back, but on September 27 he finally arrived at 1000 hours, having gone all around the south side of the island.

We completed the loading in less than 3 hours, and anchored at Cape Dalhousie at dusk. As Angus had lost his alarm clock one of the crew stayed up so that we should not oversleep, but for some inexplicable reason made no move to start until 0630 hours when they found the engine was frozen. We stopped soon after noon because Angus thought it would snow—which it did not. The next night Macpherson and I stayed up to make sure that the engine was not allowed to freeze up and that a start was made at dawn. We reached Tuktoyaktuk at 1700 hours, but failed to hear Aklavik at sked time, so were not able to arrange for the aircraft stationed there to pick us up.

Next morning we made arrangements to hire a canoe and outboard to take us to Aklavik, but slob ice blew into the bay during the day, and in the evening the harbour froze. However, we arranged for the aircraft to come next day if conditions permitted, and in the morning we got Angus to use his boat to break up and push away the ice from part of the harbour. However, the weather was bad, and as Aklavik was also starting to freeze up, the pilot decided to leave for the south next day. The C.P.A. aircraft had already gone.

On October 2 we moved into the transport house which the Hudson's Bay Company's post manager had generously given us permission to use.

For the next month we spent our time trapping and skinning specimens. In fact, we continued to do this and also some skull cleaning until we left on November 15, but after about November 3 we were daily expecting the aircraft and could not therefore go far afield.

Owing to bad weather and other commitments of the pilot we were held up at Aklavik until November 24, when he took us to Norman Wells. There we got the weekly scheduled run of C.P.A. on November 26.

During the summer we covered about 500 miles of new ground on foot (the actual distance walked being of course much greater) and about 400 miles by canoe. Preliminary soundings were taken in a number of harbours on the south, west, and north coasts of Bank Island; topographical and geological notes on the coastline were made, and parts of the interior visited; 242 bird and 44 mammal specimens were taken on Banks Island, and 53 bird and 340 mammal specimens on the mainland. Four Thule houses were excavated and about 120 artifacts obtained. We also made a small collection of plants, which have been identified by A. E. Porsild. It included 3 species new to the Arctic Archipelago and 3 new to Banks Island. Unfortunately the specimens taken between Sachs Harbour and Castel Bay could not be carried back across the island and had to be cached for the winter at the Thomsen River.

New Names

The following names have been approved by the Canadian Board on Geographical Names and are here published on the accompanying map for the first time:

Antler Cove: We found more caribou antlers here than anywhere else on Banks Island.

Big River: So called by the Banks Island Eskimo because it is the largest river within their normal range and one of the largest on Banks Island.

Cora Harbour: The wreck of the motor vessel *Cora* is still on the shore of this harbour. This was the second vessel (the *Investigator* was the first) to get so far north on the west Banks Island coast.

De Salis River: So called by the Banks Island Eskimo because it is the largest river flowing into De Salis Bay.

Egg River: So called by the Banks Island Eskimo who gather eggs at the large lesser snow goose colony on this river.

Kellett River: So called by the Banks Island Eskimo because it flows into the sea near Cape Kellett.

Masik River: So called by the Banks Island Eskimo because it rises at the Masik Pass.

Mottley Island: The authority for this name is Stephen Court's MS. chart of "Harbour of Mercy", Hydrographic Office, D1073. The origin of the name is not known.

Nelson River: Called either Nelson River or Nelson Head River by the Banks Island Eskimo because its mouth is near Nelson Head.

Phillips Island: The origin of this name is not known, but it appears on the MS. chart of Stephen Court, Hydrographic Office, L9304, and was presumably named by Captain M'Clure, although not recorded on any published chart. Eventually the island itself was omitted (Admiralty Chart 2118).

Raddi Lake: So called after an Eskimo who once had a fishing camp on this lake. He was probably the first of the western Eskimo to fish there.

Sachs River: So called by the Banks Island Eskimo because it flows into Sachs Harbour.

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