



Mackenzie Valley Environmental Impact Review Board

Box 938, 5102-50th Avenue, Yellowknife, NT X1A 2N7

www.mveirb.nt.ca

From:	Sherry Sian	Fax:	867-766-7074
	EAO	Phone:	867-766-7063
Date:	December 22, 2003	Pages:	9 including this page
To:	Snowfield Development Corp.	Fax:	
		CC:	MVLWB
Subject:	Updates to the Public Registry (EA-03-006)		

NOTES:

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Yellowknives Dene First Nation
Box 2514, Yellowknife, N.W.T. X1A 2P8

Denah PH: 669-9002

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FACSIMILE TRANSMITTAL SHEET

DATE: *December 10/03* FAX #: *873-2011*
TO: *Mike Beauregard* FROM: *Rachul Crapleau*
TOTAL NO. OF PAGES INCLUDING COVER: *3*

☐ URGENT ☒ FOR REVIEW ☐ PLEASE COMMENT ☐ PLEASE REPLY ☐ PLEASE RECYCLE

NOTES/COMMENTS:

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December 10, 2003

Mike Beauregard
Project Geologist
520 Lundquist
Yellowknife, NT
X1A 3G2
Phone: (867) 669-0302
Fax: (867) 873-2011

RE: Meeting with the Yellowknives Dene Land and Environment Committee in
Dettah on December 15, 2003

Attention: Mr. Beauregard,

Thank you for your fax dated December 4, 2003. The Yellowknives Dene First Nation Land and Environment committee, myself and consultants Mr. Greg Empson and Louie Azzolini are available to meet with you on December 15, 2003 at the Land and Environment office in Dettah at 6:30 PM.

The Yellowknives Dene First Nation Land and Environment program has very limited resources and will incur project driven expenses for the proposed meeting, which as previously discussed will be reimbursed by Snowfield Development Corporation Ltd. The attachment summarizes these costs. Please confirm your intentions to meet with us, and a draft agenda at your earliest convenience.

Sincerely,

A handwritten signature in cursive script that reads "Rachel Ann Crapeau".

Rachel Ann Crapeau
Chair, Land and Environment Committee

c.c. Robert T. Peterson, President, Snowfield Development Corp, Vancouver, BC.
Fax: (604) 681-6937

Attachment 1 – YKDFN Meeting Cost Estimate

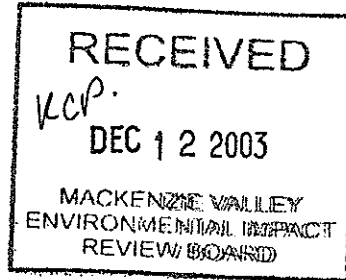
Rachel Ann Crapeau	-	Cost absorbed by the YKDFN
Mr. Greg Empson	-	\$ 1,200
Mr. Louie Azzolini	-	\$ 1,000
Travel Costs for Mr. Empson	-	\$ 1,200
<u>Travel Cost for Mr. Azzolini</u>	-	<u>\$ 15</u>
Total:	-	\$ 3,415

SNOWFIELD

TSX VENTURE: SNO

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Ms. Rachel Crapeau
Chair for Land & Environmental Committee
Yellowknives Dene First Nation (Dettah))
PO Box 2514
Yellowknife, Northwest Territories,
X1A 2P8



December 11, 2003

Re: Proposed Meeting with Yellowknives Dene Land and Environment Committee in Dettah on December 15, 2003

Dear Ms. Crapeau:

Thank you for your response dated December 10, 2003 to Snowfield's proposal to meet with you "to answer your questions, shorten or focus your informational requests and explore some common ground on behalf of Snowfield Dev Corp's proposed Ticho Project".

Our proposed meeting was intended to explore, in a relaxed and open manner, those areas of common interest which we could readily concur upon and, where appropriate, be established as points of concurrence prior to the forthcoming MacKenzie Valley Environmental Impact Review Board ("MVEIRB") Public Hearings on January 13th, 2003. We also wished to present some Snowfield's proposals for enhancing ongoing relations with the YKDFN - some simple, friendly, off-the-record discussions about respecting each parties interests in the land areas under discussion.

However, your letter appears to indicate your wish to engage in something more formal than the low-key, but serious, meeting that Snowfield had proposed. Your wish to have your consultant, Mr. Azzolini and your lawyer, Mr. Empson, at the meeting implies a formal negotiating session which far exceeds the intent and purpose of Snowfield's proposed communications meeting.

Additionally, Snowfield did not anticipate, nor budget for, your requirement for payment of professional fees and expenses for a simple information/communications session.

It is Snowfield's position that, in view of the forthcoming Public Hearing, any formal communication or negotiating sessions between the YKDFN and Snowfield covering matters which will undoubtedly arise at those hearings should be dealt with under the auspices of the MVEIRB at those hearings. For those reasons, Snowfield must respectfully decline attending a formal meeting in Dettah at 6:30 PM on December 15, 2003.

Should you have any other thoughts as to how Snowfield and the YKDFN could initiate further meaningful communication, we would appreciate hearing those thoughts.

Yours very truly,

Mike Beauregard

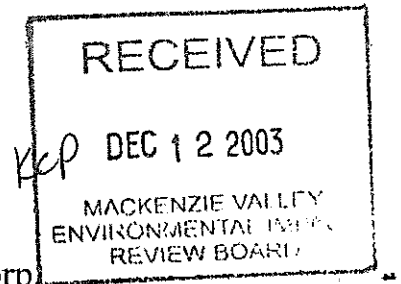
Mike Beauregard
Ticho Project Manager

cc: Robert Paterson, President, Snowfield Development Corp.
cc: Ms Sherry Sian, EAO, MackenzieValley Environmental Impact Review Board

Ice Road Information from
Archie Buckley, Commercial Fisherman

Dec 7, 2003

by Mike Beauregard on behalf of Snowfield Development Corp



Mr. Buckley has 37 years of servicing his year-round commercial fishing business on Great Slave Lake. He is probably the single person most experienced with the ice conditions of Great Slave Lake. He annually plows ice-roads to his camps and work areas on the north shore of Great Slave Lake and east of Yellowknife. This year, he expects to open up an ice road to his Wool Bay fish camp by late December.

While he used to put in an ice road down to the Gros Cap / Devil's Channel area, he stopped doing so due to theft of gas and equipment from his untended camps. Instead he accesses his commercial fishing areas beyond Wool Bay using a larger tracked vehicle called a Bombadier, whenever the ice surface drifts in to the point where he cannot drive down the lake using a 4-by-4 pickup truck.

He can plow an ice road down the north shore of Great Slave Lake either along a route on "the inside", that is, through the islands or on the outside on the big lake itself. Key to the area are ice pressure ridges that typically build up on the outside perimeter of the islands to the southeast of Yellowknife Bay.

Mr. Buckley is self-employed, extremely busy and would require as much lead time as possible for a contract to plow and maintain an ice road.

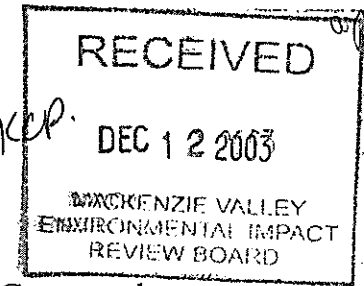
Recommendation

One concern expressed by the Yellowknifes Dene First Nation and the North Slave Metis Alliance is to limit access to the shoreline.

Anyone wishing to proceed along the north shore of Great Slave Lake should be directed to commence their ice road down the center to west side of Yellowknife Bay and stay well off-shore until the ice road must come on-shore. In the case of Snowfield Development Corp, an ice road would only be brought ashore south of Burnt Island.

**Documentation of Past Land Use Along
The North Shore of Great Slave Lake,
Based on an Interview with Hugh Arden, Metis Elder**
Conducted Dec 5, 2003

By Mike Beauregard on Behalf of Snowfield Development Corp. and
Presented to the Mackenzie Valley Environment Impact Review Board



Hugh Arden was born in 1924, the second son of D'Arcy Arden, Sr., an English surveyor and Arimo (christened Marie Adele Deti), a Sahtu Dene woman. His family moved from Great Bear Lake to Yellowknife when gold was discovered in the late 1930s. He and his brothers Sonny and Jimmy were northern jacks-of-all-trades. Hugh has been a trapper, a miner, a prospector, a cat-skinner, a claim-staker, a woodcutter, a fisherman, a game warden and a firefighter.

He witnessed the transition of the Yellowknife Dene from their traditional way of life along the north shore of Great Slave Lake to present-day life in the villages of Dettah, Lutsel K'e and Fort Resolution.

"Every bay had a big family or two or a small village."
Hugh Arden

His knowledge of the north shore of Great Slave Lake to the east of Yellowknife comes from many years of woodcutting and freight-hauling during winter and commercial fishing during summer.

Woodcutting

In the early days, before the Con Mine turned to diesel and electrical power, the mine burned 1000(+) cords of wood a year. There were perhaps three or four wood-cutting businesses. Woodcutters were aboriginals, Metis and non-aboriginals from all walks of life. Hugh worked for Con Mine for more than ten winters as a cat-skinner. During the 1940s, Hugh bulldozed a network of winter cat-trails inland from Wool Bay, Jackfish Cove, Moose Bay and halfway to Hearne Lake inland from Drybones Bay. Mine timbers were cut from stands of better quality timber on Blanchet Island in the East Arm and Wrigley Point across the North Arm. He figures that these old cat-trails must be pretty hard to find by now, because no one talks about them.

Notes on Prior Woodcutting

Up to several hundred kilometres of cat-trails were put in during the 1940s to bring out 10,000 (+) cords of wood from the north shore of Great Slave Lake. Over time, there seems to have been little adverse effect from this extensive hand-logging.

Freight-Hauling on Winter Cat-Trails and Ice Roads

Ice roads and winter cat-trails were used to build and operate a number of small mines back in the bush from Yellowknife and Great Slave Lake during the past sixty years. There were three or four freight-hauling businesses. Hugh Arden first worked as a cat-skinner for various outfits, and later owned his own business with two bulldozers and two amphibious Ducks. From the 1940s to the 1980s, Hugh hauled freight into most of the mines and prospects from Great Bear Lake up to Contwoyto Lake and over to the East Arm of Great Slave Lake. He put in the original winter roads to the Bullmoose and Terra Mines, as well as constructed the airstrip and roads at Terra Mine.

Hugh Arden's Winter Routes to Now-Abandoned Mines

Peg-Tantalum Mine (Duck Lake-Mason Lake-Jennejohn Lake-Reid Lake-Cameron River-Ross Lake-Upper Ross Lake),
Discovery Mine (Yellowknife River-Duncan Lake-Giauque Lake),
Camlaren Mine (Yellowknife River-Gordon Lake),
Thompson-Lundmark Mine (Duck Lake-Mason Lake-Jennejohn Lake-Reid Lake-Hidden Lake)
Ruth Mine (Great Slave Lake-Francois River-Buckham Lake)
Bullmoose Mine (Reid Lake-Hearne Lake-Campbell Lake-Bullmoose Lake)
De Staffany Mine (Great Slave Lake)

Notes on Prior Winter Roads to Old Mine-sites

It would be an interesting exercise to compare notes with aboriginal groups to see how much of the thousands of kilometers of winter cat trails to old minesites in the interior have either improved traditional routes or are still being used as snowmobile trails today.

Fishing

For many years, the Ardens were involved with the Cardinals of Fort Chipewyan in commercial fishing with up to three boats in the water. The fish plant at Gros Cap operated both summer and winter from the early 1900s, closing in the 1960s. Hugh, however, mostly pulled nets during the summer. Hugh remembers 30 to 40 or more boats working at Gros Cap, employing many aboriginals from all around Great Slave Lake, a hundred Japanese men and women and hundreds of Metis fishermen, the majority of them up from south of the lake, northern Saskatchewan and northern Alberta. Many individuals, groups and families fished and camped for decades along the north shore of Great Slave Lake because of the fish plant at Gros Cap.

*"Fishing on Great Slave Lake and Lake Athabasca was
big money in those days"* Hugh Arden

Comparative Impacts on the North Shore of Great Slave Lake

The discovery of a kimberlite pipe at Drybones Bay, ten years ago, has resulted in a modest amount of exploration work. The work comprises several mineral claims taken to lease with surveyed cut-lines, a few campsites, several winter access trails, a dozen grids and about 40 prior land-based drill holes near and inland from Great Slave Lake.

The socio-economic and environmental impact of the Con Mine hand-logging operation was easily ten times that of all exploration work performed to date along the north shore of Great Slave Lake (excluding Yellowknife Bay).

The socio-economic and environmental impact of the Gros Cap fish plant was easily one hundred times to perhaps one thousand times that of all exploration work performed to date along the north shore of Great Slave Lake (excluding Yellowknife Bay).

Hugh Arden's life experiences provide a valuable perspective of the high density and longer-term duration of past land use versus present day land use along the north shore of Great Slave Lake.

Further Reading

Rosemary Allerston (2003)

The Arden Legacy, Mining North, Vol 11, Nov/03, pg 31-33, 35-36, 65-66.