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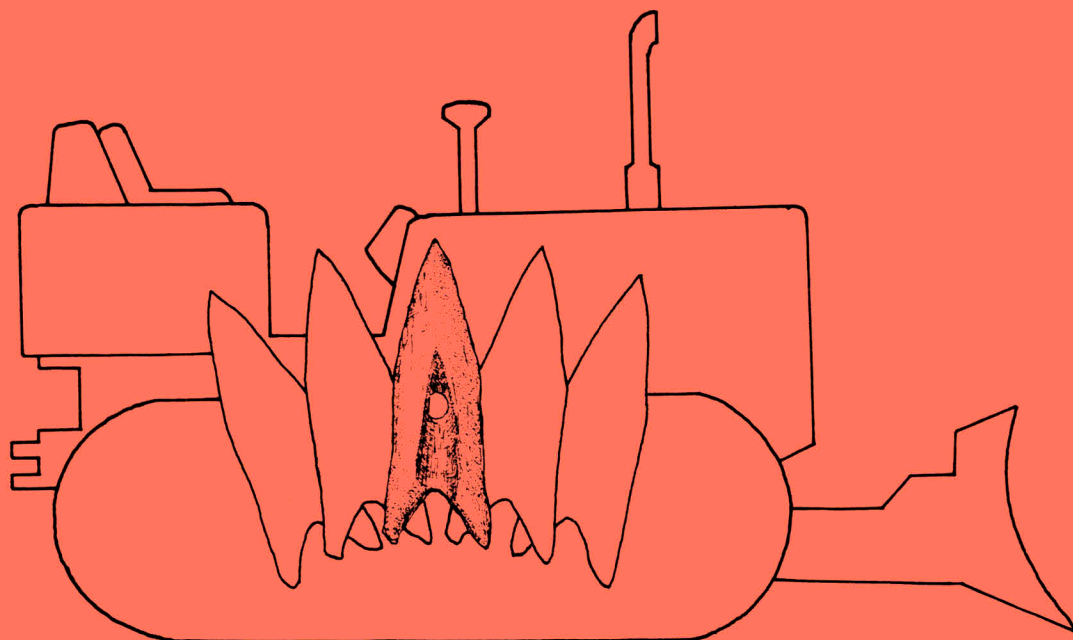
**MUSÉE NATIONAL
DE L'HOMME
COLLECTION MERCURE**

**ARCHAEOLOGICAL SURVEY
OF CANADA
PAPER No.36**

**COMMISSION ARCHÉOLOGIQUE
DU CANADA
DOSSIER No.36**

ARCHAEOLOGICAL SALVAGE PROJECTS 1974

**COMPILED BY
ROSCOE WILMETH**



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National Museums of Canada

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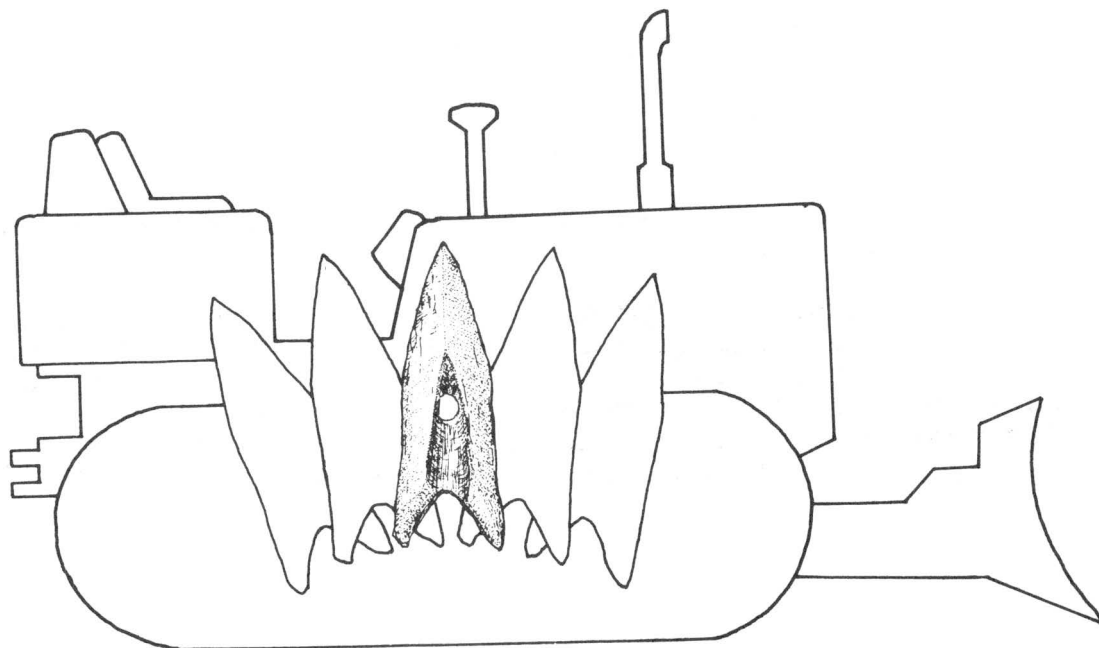
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OBJECT OF THE MERCURY SERIES

The Mercury Series is a publication of the National Museum of Man, National Museums of Canada, designed to permit the rapid dissemination of information pertaining to those disciplines for which the National Museum of Man is responsible.

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ABSTRACT

In 1974 the Salvage Section, Archaeological Survey of Canada, National Museum of Man, instituted nine archaeological salvage projects across the country. These ranged from a brief survey of one portion of the Mackenzie Highway to the extensive survey and excavations on the Suffield Military Reserve in southeastern Alberta. This volume contains summary articles describing these projects.

RESUME

En 1974 la Section d'Archéologie d'Urgence, Commission Archéologique du Canada, Musée National de l'Homme, subventionna neuf projets d'archéologie d'urgence pour le pays, variant d'une brève reconnaissance d'une partie de la route Mackenzie à la reconnaissance et à l'excavation des sites situés sur la Réserve Militaire de Suffield dans le sud-est de l'Alberta. Ce rapport comprend des comptes-rendus préliminaires concernant des projets.

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FOREWORD

This review of archaeological salvage projects for 1974 is somewhat thinner than that for 1973. This has resulted from the decision, made because of limited funds and manpower, to restrict the work of the Salvage Program to areas under Federal jurisdiction or to rescue work made necessary by Federal construction projects. Since most of the Provinces now have viable salvage programs of their own, they are now able to cope with the many local problems with which the Archaeological Survey of Canada has formerly been involved.

Fr. Rousselière has continued his work in the Pond Inlet area, this year at Saatut and Button Point. Both localities are subject to heavy erosion by wave action, and to destruction from vandalism as well. Jean-Paul Salaün and Patrick Plumet carried out another season of work in the Diana Bay region of Ungava, where sites were threatened by oil industry installations. Jacques Cinq-Mars undertook two projects: the first was the final year of the Mackenzie pipeline overview study supported by the Department of Indian Affairs and Northern Development; the second was a survey of the Dempster Highway in the Yukon in cooperation with Public Works Canada. R. Wilmeth and Don Clark conducted a very brief spot-check of the Mackenzie Highway between Camsell Crossing and the Willowlake River, a section scheduled for construction the following winter. The final project north of '60 was Philip Hobler's survey of the Kakisa Lake region in the Northwest Territories just to the north of Alberta. The Northern Canada Power Commission, which covered the cost of the fieldwork, had planned reservoir construction in this area.

In more southerly regions, C. E. Borden managed for a final year to keep the bulldozers away from a small strip of the Musqueam site, coastal British Columbia. The work this season concentrated on the recovery of water-logged deposits at the base of the occupation. John Brumley, with assistance from the

Department of National Defence, continued his work of survey and excavation within the training section of the Suffield Military Reserve in Alberta.

Another season of work was carried out at the site of the new Toronto Airport, at Pickering, Ontario. This project was financed by Transport Canada. Grant Tripp directed the excavations at the White site, one of the two Iroquois village sites threatened by the airport construction. Finally, the expansion of another airport (although a much smaller one) at Grandes-Bergeronnes, Quebec, made necessary the project carried out by Gérard Frenette.

In several cases this season, the results would have to be described as pretty much negative. It is one of the unfortunate but inevitable consequences of rescue archaeology that, in emergency situations, archaeologists must frequently spend time and money in areas where a low yield in sites might be predicted. A threat of disturbance invariably leaves us with the difficult choice of either spending our efforts, possibly in vain, or taking the risk in permitting the destruction of an unexpected but perhaps significant site.

Roscoe Wilmeth,
Chairman, Salvage Programme,
Archaeological Survey of Canada.

RAPPORT SUR LES FOUILLES
EFFECTUEES DANS LA REGION DE POND INLET

G. Mary-Rousselière, o.m.i.
Mission du Pond Inlet, T.N.O.

Les recherches de l'été 1974 étaient subventionnées principalement par le Conseil des Arts du Canada, et pour une partie importante par le Musée National. Comme les années précédentes, elles devaient d'abord porter sur le site de Nunguvik, mais comme il arrive souvent dans l'Arctique, les circonstances obligèrent dès le début à modifier le programme prévu.

Selon le plan établi, nous nous sommes envolés le 1 juillet en direction de Navy Board Inlet. Faisaient partie de l'expédition le Dr. et Mme Michel Brahic de Marseille; Mlle Susan Rowley d'Ottawa; M. Arnould d'Oultremont, ingénieur belge; et M. Walter Hannak, étudiant en médecine à l'Université d'Innsbruck. Un autre étudiant, retenu par un examen, n'avait pu arriver à temps.

Des chutes de neige exceptionnellement tardives avaient malheureusement recouvert le sol, et la plage d'atterrissage paraissant encore trop humide, le pilote de Kenting Aviation décida qu'il ne pouvait prendre le risque d'atterrir et nous ramena à Pond Inlet, nous promettant de revenir nous prendre quelques jours plus tard. L'incertitude sur la date de retour de l'avion nous empêcha d'entreprendre des recherches sur l'un des sites plus proches.

En fait, c'est seulement le 12 juillet au soir que nous pûmes finalement atterrir à Nunguvik. La veille, un autre avion qui venait nous chercher s'était écrasé en décollant d'Arctic Bay.

Les fouilles portèrent d'abord sur la hutte 76 déjà partiellement fouillée l'an dernier. Nous continuâmes également le travail commencé à N82, à 2.40m au dessus du niveau