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**COVER/COUVERTURE :**

Road signs on the Alaska Highway near Watson Lake, in the Yukon Territory, 1942.

Panneaux de signalisation le long de l'autoroute de l'Alaska, près de Watson Lake dans le Territoire du Yukon, en 1942.

(Source: National Archives of Canada / Archives nationales du Canada, PA121715)

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Editing, compilation, and layout / rédaction, compilation et disposition typographique :

Kathleen O'Brien  
Denise Patry  
Helen Kerfoot  
Jocelyne Revie  
Ken Lightfoot

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# THE ALASKA HIGHWAY - NAMES ALONG THE ROAD

William C. Wonders<sup>1</sup>

World War II marked the beginning of the transformation of the Canadian North, bringing it irrevocably into the 'outside world' for better or worse. Significant external influences had been experienced from the times of the first European explorers - fur traders, whalers, miners, missionaries, government officials, all had left their mark - but it was the impact of the War with its introduction of major transportation improvements which once and for all transformed the North and the lives of its inhabitants.

For the Canadian Northwest the major agent of change has been the Alaska Highway. Directly and indirectly it has transformed the area economically and socially. Prewar it was a remote subarctic region, chiefly occupied by a sparse population of native hunters and trappers, with a small white population of pioneer farmers in its southern sector and of miners in its northern Yukon sector. The Highway has facilitated significant expansion of the southern agricultural area, greatly increased prospecting activity and new mine developments, and made possible new resource industries in forest products and in oil and gas, as well as created a major regional tourist service industry. New local population centres have developed and some old ones have grown unrecognizably. Secondary roads now branch from the Highway creating an increasing highway network from the Pacific at Stewart, Skagway, and Haines, to the Mackenzie Delta at Inuvik. Not all have prospered from the coming of the Highway: it sounded the death knell for the Yukon River transportation system and for several river-based settlements, while for many native peoples its impact, along with that of the shrinking fur industry and increased white presence, has been disruptive. For thousands of Canadians and Americans, it has made accessible hitherto remote sectors of both their countries as reflected in today's passing parade of automobiles, campers, recreation vehicles, and trucks.

Construction of the Alaska Highway remains one of the most remarkable large-scale projects of World War II. Very limited land transportation routes served the area before the

War. In the south the Northern Alberta Railways had been extended in a series of spurts over the years, crossing into British Columbia, establishing its western railhead at Dawson Creek in 1931, and providing a tie-in with the Canadian transcontinental rail net at Edmonton. In the west, the White Pass and Yukon Railway linked Whitehorse with the Pacific at Skagway in the Alaskan Panhandle. A primitive skein of local farm service roads existed for a short distance north of Fort St. John, with a few rough trails extending in the wooded country beyond. The Fort Nelson Trail, for example, had been cut out in 1925 (though a pack trail link had been blazed as early as 1919-1920) making possible early seasonal boat access to the Mackenzie River system, bypassing icebound Great Slave Lake. River boats based on Whitehorse still provided most of the surface transportation for the Yukon, with only about 150 miles of local roads outside the population centres.<sup>2</sup> In contrast, despite its isolation, pre-war Alaska had 2 500 miles of public highways and the 470 mile Alaska Railroad linked Fairbanks in the Interior with the Pacific at Seward.<sup>3</sup>

Air transportation on a limited scale had been introduced to the area before World War II. The first aircraft made pioneer flights in the early 1920s, with various companies providing charter and limited local air service. One of Canada's two major international airlines, CP Air (now Canadian Airlines International), originated in the area when Edmonton bush pilot Grant McConachie used Charlie Lake, northwest of Fort St. John, to launch United Air Transport in 1935. Reconstituted as Yukon Southern Air Transport in 1938, it operated between Edmonton and Vancouver and Whitehorse, and in 1941 took over service north of Whitehorse, before being amalgamated with several other companies into Canadian Pacific Air Lines in 1942.

Though lakes and rivers exist in the Canadian Northwest, providing good landing surfaces for aircraft with pontoons in summer and skis in winter, water bodies are not as densely distributed as in the lake-strewn surface of the

<sup>1</sup> William C. Wonders, University Professor and Professor Emeritus of Geography, the University of Alberta; member of the Advisory Committee on Toponymy Research, Canadian Permanent Committee on Geographical Names.

<sup>2</sup> Hewetson, H.W. (1947): "Transportation in the North-West", in Dawson, C.A., ed., *The New North-West*, University of Toronto Press, Toronto, p. 199.

<sup>3</sup> Hunt, William R. (1976): *Alaska, A Bicentennial History*, W.W. Norton, New York, p. 110.

Canadian Shield to the east. The transitional break-up and freeze-up seasons of spring and autumn also imposed an annual non-flying period of up to three months. Consequently, the Government of Canada in 1939 authorized construction of a series of airports providing year-round landing facilities for wheeled aircraft, from Edmonton to Whitehorse.<sup>4</sup> Airports were constructed at Grande Prairie, Fort St. John, Fort Nelson, Watson Lake, and Whitehorse, with emergency landing fields halfway between each of the airports and between Edmonton and Grande Prairie. After a rapid construction programme, the route was opened for through traffic in September 1941. The coming of war with Japan in December 1941 gave the airway, in its enlarged and improved version as the Northwest Staging Route, a vital strategic role, linking the United States to Alaska. It also was a major influence in determining the ultimate route of the Alaska Highway.

The concept of a land route to the Yukon as distinct from the river routes of the fur trade, first came to prominence during the Klondike Gold Rush at the end of the 19th century. Vigorously championed by Edmonton as the 'All-Canadian Route' in a vain effort to offset the advantages of the Pacific coast water route, some Klondikers did push through the area but few made it to their destination - most turned back, some settled in the Peace River area, and some died along the way. Ottawa authorities were sufficiently interested that a North-West Mounted Police party under Inspector J.D. Moodie was sent off from Edmonton in September 1897 to investigate a possible road route to Dawson City. After wintering on the Finlay River, they finally reached Fort Selkirk on the Yukon River in late October 1898. While acknowledging that an overland route was possible, Moodie conceded that the Pacific route via Skagway was much easier. In 1905, the federal government renewed its interest in construction of a wagon road to the Yukon. In June of that year Superintendent C. Constantine's party of thirty members of the R.N.W.M.P., with no road-building equipment, began construction of the proposed Peace River-Yukon Trail westwards from Fort St. John. After three seasons of gruelling effort, some 380 miles of trail had been pushed through to north-central British Columbia when the government changed its mind and the project was abandoned.

Various proposals were put forward in the 1930s, by both Canadians and Americans, for a highway link to Alaska, but all foundered for one reason or another. One of the more exotic efforts to effect an overland passage was the lavishly provisioned Bedaux Expedition of 1934. With five Citroen half-tracks, one hundred and thirty horses, and almost fifty persons including three women, it managed to penetrate

some 416 miles northwest from Fort St. John before the project had to be abandoned.<sup>5</sup>

It remained for the coming of war with Japan in December 1941 to finally precipitate action on a highway link. The possibility that Japan might close the sea lanes between Alaska and the continental United States and that Alaska even faced an invasion threat totally changed the situation. Two routes had been recommended by the Alaska International Highway Commission in 1940: Route A to proceed northwards from Hazelton, British Columbia, keeping east of the Coast Range; Route B to start from Prince George, British Columbia, and follow the Rocky Mountain Trench northwards. Instead, the route chosen was a new one, keeping well to the east of the Cordilleran terrain over much of its southern extent, and connecting the recently established airports which were to be enlarged and improved to serve the wartime emergency.

Details of the remarkable construction project known early-on as the Alcan Highway but finally as the Alaska Highway, have been set out many times, and like the political and financial arrangements between Canada and the United States need not concern us here. (There was real concern on Canada's part that its giant neighbour at times tended to act first on Canadian territory and consult or inform Canadian authorities after the fact - the lessons of the Alaskan Panhandle boundary dispute had not been forgotten by Canada.)<sup>6</sup> Construction was by seven regiments of the U.S. Army Corps of Engineers, supplemented by seventy-seven American and Canadian civilian contractors under the U.S. Public Roads Administration. Construction work took place concurrently from the railhead at Dawson Creek, from the railhead at Whitehorse, and from Big Delta, Alaska, on the Richardson Highway linking Fairbanks and Valdez. A southern sector with headquarters at Fort St. John was responsible for construction in the dominantly plateau and lowland southeastern sector, while the more mountainous sector from Watson Lake to Big Delta was based on the main headquarters at Whitehorse.

<sup>4</sup> Baxter, A.J., ed. (1947): *Canada's New Northwest*, North Pacific Planning Project, Ottawa, p. 127.

<sup>5</sup> Swannell, F.C. (1963): "A Diary of the Bedaux Expedition", in Bowes, Gordon E., ed., *Peace River Chronicles*, Prescott Publishing Company, Vancouver, pp. 449-457.

<sup>6</sup> See Baxter (1947) for a Canadian early postwar account of the Alaska Highway, and Dziuban, Stanley W. (1959): *Military Relations Between the United States and Canada 1939-1945* ("United States Army in World War II", Special Studies), Washington, for an American account. More recent perspectives on the Highway are presented in Coates, Kenneth, ed. (1985): *The Alaska Highway: Papers of the 40th Anniversary Symposium*, University of British Columbia Press, Vancouver.

The initial troops arrived in Dawson Creek by rail on 16 March 1942 to cope with this logistical problem which has been described as a "major offensive that rivalled the construction of the Panama Canal."<sup>7</sup> On 20 November 1942, the Alaska Highway was officially opened for traffic - an "engineering feat of the first magnitude"<sup>8</sup> overcoming in only eight months, problems of slope, muskeg, major river barriers, permafrost, and weather, to traverse the 2 300 km between Dawson Creek, B.C., and Big Delta, Alaska. (The northern 160 km of the existing Richardson Highway in Alaska to Fairbanks is commonly considered part of the Alaska Highway, though the terminal milepost is in Big Delta.) In addition to the 394 officers and 10 765 men of the engineer regiments, a civilian work force which at times totalled almost 16 000 had been involved.<sup>9</sup>

Nothing before or after can compare with the impact upon the area of such a huge project and work force. That impact was felt well beyond the local area, particularly in Edmonton.<sup>10</sup> The United States Government bore the entire cost of construction of the Alaska Highway (roughly estimated at \$135 million.) On 3 April 1946, the Canadian Government assumed responsibility for operation of the main highway within Canada from Mile 83/Kilometre 133 north of Fort St. John to the Yukon-Alaska border (Mile 1 190/Kilometre 1 968) and for 184 km of the Canadian sector of the Haines Cut-off road. It was maintained first by the Royal Canadian Engineers as the Northwest Highway System, and since 1964 by the federal Department of Public Works. In 1948, the Alaska Highway was opened to the travelling public.

Nineteen ninety-two is the fiftieth anniversary of construction of the Alaska Highway. The occasion is being marked by numerous events under the direction of an international joint committee. Beginning with opening ceremonies in Dawson Creek in mid-February, a large number of varied activities have been scheduled until the end of September throughout northeastern British Columbia, Yukon, and Alaska, with Alberta and Northwest Territories also cooperating. Special caravans of cars, recreational vehicles, and even motorcycles are to traverse the Highway in addition to individual travellers participating in "Rendezvous '92".

For many early postwar drivers summer dust, flying gravel which cracked windows and headlights, and limited service facilities made travel on the Highway less than pleasurable. Since then major changes have occurred. Each year engineering improvements are made. The final small section of gravel surface will be paved before "Rendezvous '92", and while there are still sections with widely spaced services for the traveller modern facilities now are available throughout. Although Canada officially now measures distances in kilometres and kilometre markers have replaced mileposts on the Canadian sector of the Highway, most local communities and individuals continue to refer to the original well-known mileages measured from Dawson Creek. In fact, postwar re-engineering and route adjustments have reduced distances considerably whether measured in the original



Stockpile of supplies for construction of the Alaska Highway, Dawson Creek, B.C., 1942

(Source: National Archives of Canada, C79180)

miles or later kilometres. Thus, the distance in Canada from Dawson Creek to the Alaska border now is about 52 km shorter than "traditional" distances and mileposts indicated.

The modern-day traveller on the Alaska Highway covers comfortably in a few days at most, a road distance approximately the same as that from Toronto to Brandon,

<sup>7</sup> Nielson, Jonathan M. (1988): *Armed Forces on a Northern Front*, Greenwood Press, New York, p. 138.

<sup>8</sup> Hulley, Clarence C. (1970): *Alaska Past and Present*, 3rd ed., Binfords and Mort, Portland, p. 343.

<sup>9</sup> Dziuban (1959), p. 222.

<sup>10</sup> Wonders, William C. (1959): "Repercussions of War and Oil on Edmonton, Alberta", in Hamelin, Louis-Edmond, ed., *Mélanges Géographiques Canadiens*, Les Presses Universitaires, Québec. pp. 343-351.

Manitoba, where only fifty years ago no overland route existed. Place names along the way serve as reminders of that earlier era and add interest for the curious passer-by. The following list is arranged from Dawson Creek northwards, with present distances from that city indicated in miles and in kilometres, and original "milepost distances" noted for the major communities.<sup>11</sup>

## BRITISH COLUMBIA

Named by Queen Victoria when the mainland colony was established in 1858 with the prefix clearly differentiating it from American territory to the south. Captain Robert Gray, an American, had named the Columbia River after his ship when he discovered the river's mouth in 1775. The North West Company of Montreal organized its trading posts in what are now southern British Columbia and the Pacific Northwest states into a "Department of Columbia". The Hudson's Bay Company continued the practice after the 1821 merger of the two companies.

The southern part of the Highway actually is located within the former fur trade department of New Caledonia which was named by North West Company fur trader-explorer Simon Fraser for the similarity of the country west of the Rocky Mountains to the Scottish Highlands. *New Caledonia* was considered a possible name for today's British Columbia but was dropped because the name already was applied to some South Pacific islands. In recent years, it has reappeared as the name of the college in Prince George, B.C.

**Dawson Creek** (Mile 0/Kilometre 0) - The famous Mile Zero starting point of the Alaska Highway. George Mercer Dawson (1849-1901), distinguished geologist, had worked with the International Boundary Commission in its 1873-1875 survey across the plains and joined the Geological

The Alaska Highway (Source: W. C. Wonders) ➤

Survey of Canada in 1875. (In 1895 he became director of the GSC). He was in this area in 1879 on his survey of British Columbia and later was in the Yukon. The creek bearing his name flows into Pouce Coupe River, a north-flowing tributary of Peace River.

The city is situated in what was part of Pouce Coupe Prairie, one of the original prairie grassland patches in the Peace River area. Pouce Coupe is usually explained as a nickname applied by French-Canadian voyageurs to a local Sikanni Indian trapper who had lost a thumb in an accident with a gun. MacGregor, however, avers that it was a corruption of the name of a Beaver Indian named Pooscapee.<sup>12</sup> In 1906 this district was described as being "a great, open, rolling prairie, some 25 miles [40 km] wide by 40 miles [65 km] along ... almost free from brush and covered with a luxuriant growth of wild hay ...".<sup>13</sup> The first settler was Klondike-bound Hector Tremblay from Kamloops in 1898. A few others spilled across from the Alberta side of the Peace River country immediately before World War I, with the major influx occurring after the War.

**Pouce Coupe** townsite was laid out in 1911 and, with British Columbia regional government offices and a Red Cross outpost hospital located there, confidently anticipated the arrival of the railway from the east. When it finally did come however, the railway passed on through to terminate ten kilometres to the northwest on a farm it purchased at what was to become Dawson Creek. A store had been opened on the creek in 1919 by William Bullen, but growth was slow. When the railway arrived, buildings were moved three kilometres northeast to the railhead where a typical prairie grid-townsite was laid out. As the railhead, Dawson Creek was to boom with the development of the Alaska Highway and today has a population of about 12 000 compared with only one-tenth that number in the earlier community of Pouce Coupe.

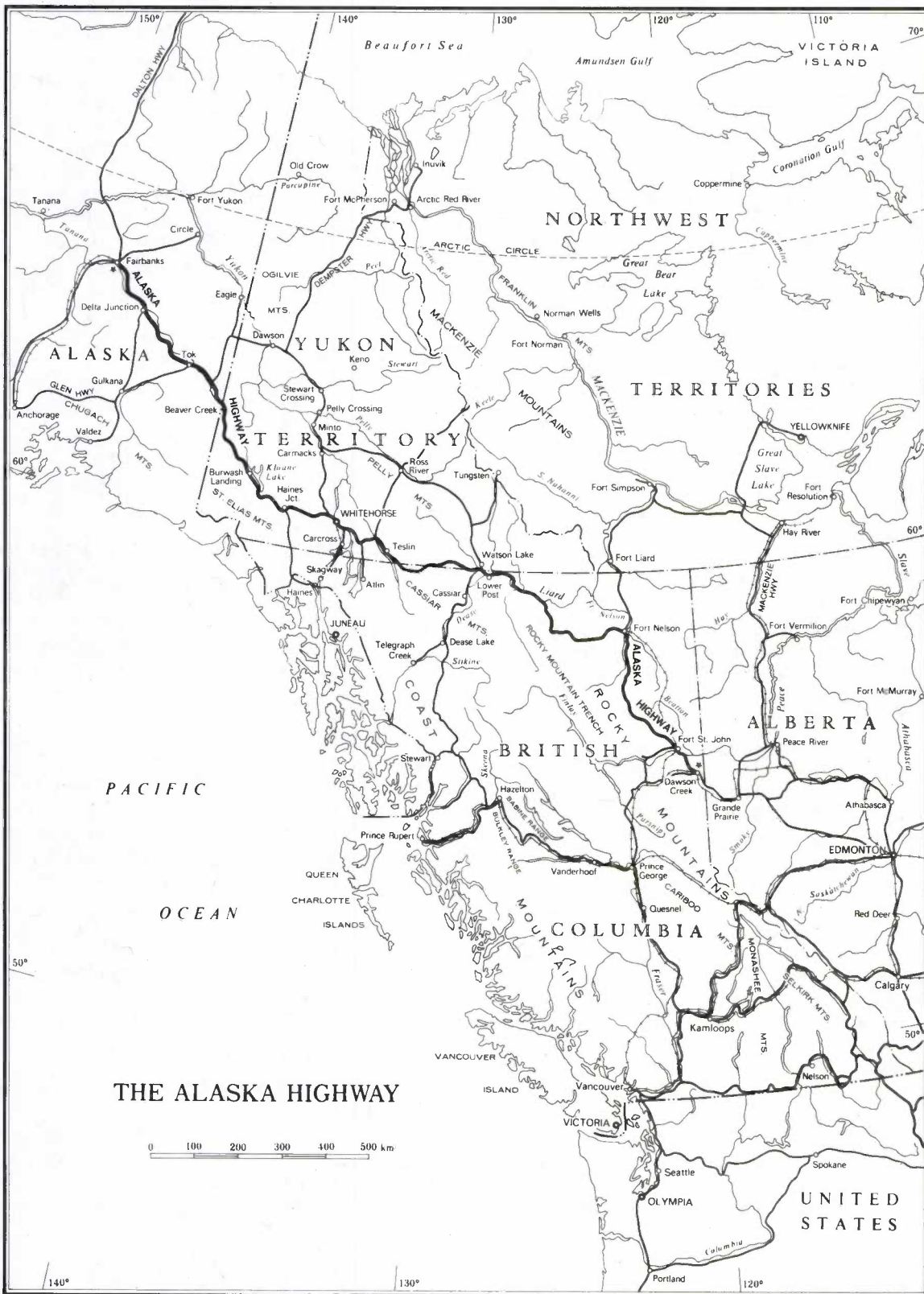
**Peace River Bridge** (Mile 34/Kilometre 55) - In times past, the Sikanni (or Sekani) Indians occupied the basins of the Parsnip and Finlay rivers, and the Peace River as far east as the junction of the Smoky River. Beaver Indians inhabited the area downstream to the western end of Lake Athabasca and up the valley of the Athabasca River to the junction of the Clearwater River. About mid-18th century, aggressive

<sup>11</sup> Distances are taken from the 1990 edition of *The Milepost*, Bothell, WA., Alaska Northwest Books. Toponymic information is based upon that included in Akrigg, G.P.V. and Helen B. (1986): *British Columbia Place Names*, Sono Nis Press, Victoria; Coutts, R.C. (1980): *Yukon: Places and Names*, Gray's Publishing Ltd., Sidney, B.C.; The Northern Research Group, et al. (1988): *From Trail to Highway*, Champagne - Aishihik Band, Haines Junction, Y.T.; Orth, Donald J. (1971): *Dictionary of Alaska Place Names* (Geological Survey Professional Paper 567), Washington, D.C., United States Government Printing Office; supplemented in some cases by the author from other sources. The origins of a few names are unknown. The assistance of Janet Mason, B.C. Geographical Names officer, in providing access to British Columbia names records, and of Jeff Hunston, Director, Heritage Branch, Yukon Tourism, is acknowledged.

<sup>12</sup> MacGregor, J.G. (1952): *The Land of Twelve Foot Davis*, Applied Art Products, Edmonton, p. 160.

<sup>13</sup> Robertson, Wm. Fleet (1963): "The Provincial Mineralogist Reports", in Bowes, p. 235.





westward-moving Crees equipped with firearms drove the Beaver up the Peace River and they, in turn, drove the Sikanni upriver and beyond the Rocky Mountains. About 1760 the warring Cree and Beaver reached a peace agreement near Lake Athabasca at Peace Point, from which the river took its name. (Sikanni/Sekanni = *People of the Rocks*, i.e., Rocky Mountains).

The present 700 m bridge over the Peace River replaces the wartime structure which was the largest of the 133 major bridges constructed along the Highway. The original bridge collapsed in October 1957.

**Taylor** (Mile 35/Kilometre 56) - The industrial community on the benchland on the north side of the river is named after a former Hudson's Bay Company employee who was a local resident from 1912. It came into existence in 1955 with discovery and development of a natural gas field in the area.

**Fort St. John** (Mile 47/Kilometre 76) - Is often considered to be the oldest white settlement on the British Columbia mainland, though the precise site has shifted over the years and its earlier name varied. In 1798 the North West Company established Rocky Mountain Fort on the Peace River about ten kilometres above present Fort St. John. In 1805, Simon Fraser built Rocky Mountain Portage House a further 72 km upstream at the eastern end of the portage trail, and the earlier post was abandoned.

In 1806 a post called *St. Johns* was established on the Peace River at the mouth of the Beaton River, about 24 km from present Fort St. John. Daniel Harmon included several references to it by this name (without explanation of the name's origin) in his 1808-1810 Journal.<sup>14</sup> Four posts by the same name were opened subsequently by the North West and the Hudson's Bay companies, on different sites but in the general vicinity on the Peace River. (The local murder of five men of the latter company in 1823 by Beaver Indians led to the closing of the post for several years.) A few ranchers and farmers moved into the river benchlands before World War I, but in 1912 Fort St. John was described as consisting only of "a Hudson's Bay post, a Revillon post, a North-West Mounted Police station, at present unoccupied, one rancher's cabin, and a few Indian tepees."<sup>15</sup>

By 1917 a primitive road had been pushed up to the top of the plateau to the north and homesteaders were establishing

<sup>14</sup> Harmon, Daniel Williams (1957): *Sixteen Years in the Indian Country* (edited by W. Kaye Lamb), Macmillan, Toronto.

<sup>15</sup> Galloway, Captain C.F.J. (1963): "From Hudson Hope to Fort St. John", in Bowes, p. 304.

arms on the "open and park-like fertile land ... (where) matchless prairies waist-high with wild hay and peavine" stretched for miles according to a government surveyor.<sup>16</sup> Most settlers arrived after the war and a new community called *North St. John* came into existence to serve them on the plateau. In 1923 the Hudson's Bay Company abandoned its riverside site in favour of another on Fish Creek draining Charlie Lake on the plateau. So scattered were the service buildings however that a 1927 visitor spent several hours unsuccessfully seeking the "metropolitan" section of *North St. John* and ending up in farmhouses, concluded that the "town" was "noncentralized rather than decentralized. It has never centralized and never is going to."<sup>17</sup> History proved otherwise.

Construction of the airport, which became the meeting point for service from Vancouver and Edmonton, on the Northwest Staging Route, and of the Alaska Highway (Mile 50/Kilometre 80) boomed town population to 6 000. Postwar discovery of major oil and natural gas in the vicinity made Fort St. John the "energy capital" of the province and, as a city of 14 000, it now is the largest centre in northeastern British Columbia.

**Charlie Lake** (Mile 51/Kilometre 81) - The area north and west of Fort St. John was a favorite traditional hunting area of the Beaver Indians. The last buffalo killed in the British Columbia sector of the Peace River area was shot in the vicinity in 1906.<sup>18</sup> The lake takes its name from one of the Beaver leaders still living in the vicinity in 1911.<sup>19</sup>

**Wonowon** (Mil 101/Kilometre 162) - Formerly *Blueberry* (for the river of the same name a short distance to the east), on the site of a World War II traffic control point. Renamed phonetically for its milepost to avoid confusion with a Blueberry post office in the Kootenays.

**Pink Mountain** (Mile 140/Kilometre 226) - The Rocky Mountains and Rocky Mountain Foothills are prominent to the west, including the topographic Pink Mountain, at 57°04'N - 122°52'W. Formerly *Beaton River* but changed to avoid confusion with the community of Beaton River to the northeast on the river of the same name (originally known as the *Epinette* and then *North Pine River*). The latter tributary of Peace River was named for Frank Beaton, for many years in

<sup>16</sup> Kitto, F.H. (1963): "More Settlers Come", in Bowes, p. 354.

<sup>17</sup> Freeman, Lewis R. (1963): "A Visit by Steamer", in Bowes, pp. 399-400.

<sup>18</sup> MacGregor (1952), p. 195.

<sup>19</sup> Savage, Hugh (1963): "The First Journalist" in Bowes, p. 264.

charge of the Hudson's Bay Company post at Fort St. John.

**Sikanni Chief** (Mile 159/Kilometre 256) - Named for the leader of a band of the Sikanni Indians who traditionally hunted along the river which flows north into the Fort Nelson River. Present-day Indians of the Sikanni Chief, Prophet, and Muskwa River valleys are anthropologically considered as much Beaver as Sikanni since the area was invaded by the Beaver in historic times and *it is impossible to draw a line between them*.<sup>20</sup> Indians occupy the territory west from Fort Nelson into southeastern Yukon. (*Kaska* is the Indian name for McDame Creek).

**Buckinghorse River** (Mile 173/Kilometre 273) - A horse belonging to a mapping party bucked off its load here. The river flows east into the Sikanni Chief River.

**Trutch** (Mile 200/Kilometre 320) - Named for Joseph W. Trutch, civil engineer and first lieutenant-governor of British Columbia. Trutch Mountain, a locally prominent ridge known to construction crews as *The Butte*, at 1 260 m elevation was the second-highest summit on the Alaska Highway. The climb is now eliminated by a 45 km by-pass at a lower elevation to the west (Mile 176/Kilometre 283 - Mile 204/Kilometre 328).

**Prophet River** (Mile 227/Kilometre 366) - Translation of the Indian name. Prophet was chief of a band of Sikanni Indians that hunted along this river. It flows north to join the Muskwa River.

**Muskwa River** (Mile 281/Kilometre 456) - Muskwa was chief of a band of Sikanni Indians that hunted along this river. The 295-metre-long bridge over the river, which flows east to join the Fort Nelson River, is the lowest point on the Alaska Highway at 305 m.

**Fort Nelson** (Mile 283/Kilometre 465) - Mile 300 on the original Highway. Named for the British naval hero whose victory at Trafalgar in 1805 occurred the year the original trading post was established. Like Fort St. John, Fort Nelson has moved several times in its history. Slavey Indians inhabited the area extending southwestwards up the Liard River into this area from the Mackenzie River Valley. The North West Company's first Fort Nelson was about 130 km south of Nelson Forks where the Fort Nelson River joins the Liard. The inhabitants of a second post farther up the Fort Nelson River were massacred in 1813 and it was not until 1865 that a third post was established on the west bank of the river two km east of the present airport. Destroyed by a flood

in 1890, the fort was then moved across to the east bank of the river on slightly higher ground, to form today's deserted Old Fort Nelson. A normal trip over the first pack horse trail blazed in 1919-1920 to Fort St. John took about three weeks.<sup>21</sup> (The Slavey Indian name is from the Cree Indian name for them; *awahka-n* = *slave, captive*).

In 1941 the airport was constructed on the plateau west of the river. This and construction of the Alaska Highway immediately afterwards, with some 2 000 engineer troops based here, marked the beginning of the fifth Fort Nelson on the upland. Postwar development of local natural gas fields and of local forest industry, and northwards extension of the Pacific Great Eastern Railway (now British Columbia Railway) to establish its railhead here, have combined to create a modern town of some 4 000 people.

**Steamboat** (Mile 333/Kilometre 554) - Named for the fancied resemblance of the "mountain" (actually a foothill of the Rocky Mountains to the west), where the westward-trending highway surmounts a 1 067 m elevation.

**Summit Lake** (Mile 373/Kilometre 622) - The Highway cuts westward across some of the northern ranges of the Rocky Mountains as it leaves the eastern lowland and plateau country and enters the Cordilleran region (Rocky Mountains is a translation of *as-sin-wati*, the Cree Indian name for them. Viewed from the plains to the east they appear as a great wall of rock). Summit Lake is the highest point (1 295 m elevation) on the Alaska Highway, and is included in Stone Mountain Park. (*Stone Mountain*, a descriptive name; *Stone sheep*, often seen within the park, are named after Andrew J. Stone, who explored parts of northern British Columbia at the turn of the century for the American Museum of Natural History and collected the first specimen. They are a darker-coated variety of the Rocky Mountain sheep).

**Toad River** (Mile 405/Kilometre 674) - A northward-flowing tributary of the Liard River. In the mid-19th century the Hudson's Bay Company had a short-lived post called *Toad River* at the mouth of this river. "*Toad River ... derives its appellation from the number of Toads seen along its banks and some are of immense size ...*"<sup>22</sup>

**Muncho Lake** (Mile 437/Kilometre 728) - From the Tagish Indian word for *big lake*. The deep blue-green mountain lake, at an elevation of 817 m, is 11 km long and 1.6 km wide. Flanked by the Sentinal Range (named for its prominence

<sup>20</sup> Ridington, Robin (1981): "Beaver", in Helm, June, ed., *Subarctic*, Vol. 6, *Handbook of North American Indians*, Smithsonian Institution, Washington, p. 351.

<sup>21</sup> Young, Gerri F. (1980): *The Fort Nelson Story*, Gerri F. Young, Fort Nelson, pp. 23 and 33.

<sup>22</sup> McLeod, John, *Fort Simpson Journal 1831*, B200/a/14 fo. 5, Hudson's Bay Company Archives.

above the Highway) to the east and the Terminal Range (the northernmost or terminal range of the Rocky Mountains) to the west, it forms the core of Muncho Lake Park.

**Liard River** (Mile 477/Kilometre 800) - From the French *Rivière aux Liards* (with reference to the poplars which grow abundantly along its banks). The Liard River marks the northern limit of the Rocky Mountains. The Highway arcs northwestward across the Liard Plain before cutting westward again into the mountainous terrain. Just beyond the 345-metre-long bridge, on the north side of the Highway, is the Liard River Hotsprings Park whose two hot springs pools maintain 40°-50°C temperatures all year.

**Coal River** (Mile 524/Kilometre 859) - Where the river of that name flows south from the southeastern Yukon to join the Liard River.

**Fireside** (Mile 524/Kilometre 875) - Takes its name from the Fireside Inn on the Highway.

**Lower Post** (Mile 599/Kilometre 997) - Mile 620 on the original Highway. Named for a Hudson's Bay Company trading post established here at the junction of the Dease River (named for a H.B.C. trader) with the Liard River, with reference to an "upper post" established farther up Dease River at McDame Creek in the Cassiar Mountains. (Cassiar is a modified Indian name: either from *Kasha*, Nahanni Indian name for McDame Creek, or from *Kaska*, collective name for two Indian tribes in the district. *Kaskamet* = *dried beaver meat*).

## YUKON

The Indian word *Youcon* in its various spellings, meaning *big river*, applied to the dominant river of Canada's far Northwest and of the Alaskan Interior. In 1846 the Hudson's Bay Company trader-explorer John Bell descended the Porcupine River to its junction with the Yukon River and was informed of the name by the Kutchin Indians. The name came to be applied to the general area and then to the present Territory when it was split off politically from the Northwest Territories in 1898.

**Watson Lake** (Mile 613/Kilometre 1 021) - Mile 635 on the original Highway. Named for Frank Watson who set out for the Klondike on the overland route from Edmonton. Becoming discouraged, he settled on the shores of the lake with his Indian wife, and trapped and prospected on the shores of what previously had been known as *Fish Lake*. Airport and Alaska Highway construction provided the beginning of the modern community (population 2 000) which developed 16 km to the east. The region has the best forest resources in the territory and the town is the service centre for the southeastern Yukon with the Robert Campbell



"The Trail of '42": a typical stretch of the Highway skirts the mountains, 1942

(Source: National Archives of Canada, PA121713)

Highway branching off to the north and the Cassiar Highway to the south. The place name "sign forest" erected at the north end of town by Highway travellers to commemorate their home towns is an unusual toponymic feature with its thousands of names.

**Upper Liard** (Mile 620/Kilometre 1 033) - From its location on the Liard River.

**Swift River** (Mile 710/Kilometre 1 181) - The Swift River flows west from the Cassiar Mountains into Teslin Lake and thence via the Yukon into the Pacific Ocean. All previous rivers encountered along the Highway have flowed via the Mackenzie River system into the Arctic Ocean.

**Teslin** (Mile 776/Kilometre 1 294) - Mile 804 on the original Highway. On the northeast shore of the lake of the same name, from the Inland Tlingit Indian name meaning *long, narrow water*, at Nisutlin Bay. The lake is 138 km long and averages 3.2 km in width. The dominantly Indian community developed around a trading post established here in 1903. (*Tlingit* = *People*; *Nisutlin* = *quiet water*).

**Johnsons Crossing** (Mile 809/Kilometre 1 346) - A 539-metre-long bridge crosses the Teslin River at this point and the Canol Road along the route of the wartime oil pipeline

leads off northeast. George Johnson was a prominent Teslin Indian trapper and guide who brought the first car to Teslin on a barge and built his own 8 km of local road on which to drive it (*Canol*: Canadian Oil). Another version of the origin of this place name "... claims that it honors a USA engineering officer who selected the site for the Alcan Highway bridge across the Teslin River."<sup>23</sup>

**Squanga Lake** (Mile 821/Kilometre 1 366) - The lake is named for a species of pygmy whitefish (*Prosopium coulteri*) which only occur in a few lakes in the southern Yukon. Tagish Indian recognition of this resulted in the name *De squanga* (*small kind of whitefish*) reflecting how often environmental information is incorporated into native place names.

**Jake's Corner** (Mile 837/Kilometre 1 393) - At this junction, Highway 7 branches south from the Highway to Atlin in northern British Columbia and Highway 8, southwest to Carcross. The name is explained as being derived from Captain Jacobson (or Jacoby) who commanded a U.S. Army Engineer camp established here, or for Jake Jackson, a Teslin Indian who camped in the vicinity.

**Marsh Lake** (Mile 854/Kilometre 1 421) - This 32-kilometre-long lake was named for Professor O.C. Marsh, a palaeontologist at Yale University and first president of the National Academy of Sciences, by Lieutenant Frederick Schwatka, U.S. Army, on his 1883 raft trip down the Yukon River. It previously was known as *Mud Lake*.

**Whitehorse** (Mile 887/Kilometre 1 475) - Mile 918 on the original Highway. Capital and largest city (population 20 000) of the Yukon. Lava bedrock gave rise to rapids in the Yukon River which early prospectors and Klondikers fancied to resemble the names of white horses, giving rise to the name. (The rapids disappeared when a hydro dam was constructed at the site in 1959.) The site was known to the native people as *Kwanlin* (*water flows through the rocks*), marking the end of a portage on their travel corridor and an important fishing place in the southern Yukon. The White Pass and Yukon Railway, completed in 1900, terminated here from Skagway below the rapids. This became head of navigation for steamboats on the Yukon River. Until World War II, Whitehorse functioned as a trans-shipment point on the west side of the river, serving the mining activity and the territorial capital of Dawson City downriver.

The War and its construction activities produced enormous changes for Whitehorse, with thousands of incomers, a major new airport, a wartime oil refinery, and

Highway links to Alaska and to "the Outside". The much expanded community eclipsed Dawson City postwar, symbolically reflected in the transfer of the capital functions to Whitehorse in 1951. It is by far the dominant political, economic, transportation, social, and cultural centre of the Yukon. Its restricted original site, between the river and high benchlands to the west has forced expansion eastwards across the river and particularly along the Highway to the north in order to accommodate its growing population.

**Klondike Highway 2 road junction** (Mile 895/Kilometre 1 487) - This highway leads 526 km to historic Dawson City, former capital of the Yukon Territory (1897-1951), at the junction of the Klondike River with the Yukon River. (In 1887 George Mercer Dawson led the first geological survey in what was to become the Yukon Territory). In August 1896, George Carmack, Skookum Jim, and Tagish Charlie were fishing for salmon on the Klondike River. (The latter name is a corruption from the native *Thron-Diuck* meaning *Hammer-water*, for the stakes driven into its bed to trap salmon). Their discovery of gold nuggets on Bonanza Creek, a tributary, triggered the world's most famous gold rush.

**Takhini Crossing** (Mile 908/Kilometre 1 507) - The Takhini River, flowing east to the Yukon River, is named from the Tagish Indian for *mosquito river*. At this point the former Dawson Trail (an early 20th century overland wagon trail linking Dawson City and Whitehorse) crossed the Takhini River. The route was abandoned in 1950 when the present Klondike Highway 2 was completed. The Takhini hot springs, about 8 km to the north, have a temperature of about 47°C. (*Tagish*: place name = *it*, i.e., *spring ice, is breaking up*).

**Kusawa Lake road** (Mile 930/Kilometre 1 543) - This long (72 km) narrow (3 km) lake in the Coast Mountains is the source of the Takhini River. The coastal Tlingit and Chilkat people used it for centuries as a natural routeway in their trade with the inland people. Chilkat Chief Kohklux followed it when he led the raid against the Hudson's Bay Company's Fort Selkirk (on the Yukon River just above its confluence with the Pelly River) in 1852. He called the lake *Koo-see-wagh* (*long, skinny lake*) on the map he drew of the area in 1869 for Dr. George Davidson of the U.S. Coast and Geodetic Survey. In the 1890s Jack Dalton followed part of this traditional route on his trail from the Coast to the Interior. The Southern Tutchone people's name for the lake was *Nākhū Mān* (*rafting-across lake*) since they used to cross the lake by raft at the narrows.

**Champagne** (Mile 944/Kilometre 1 569) - Here the northeastward-flowing Dezadeash River draining the lake of the same name (*Lake of the Big Winds*), makes a sharp turn to the west, ultimately to join the Alsek River. A focal point for the Champagne/Aishihik Band of the Southern Tutchone Indians who occupy central and southwestern Yukon. Originally it was a central meeting place for local Tutchone

<sup>23</sup> Phillips, James W. (1973): *Alaska-Yukon Place Names*, University of Washington Press, Seattle and London, p. 68.

and their trading partners, the coastal Tlingit people. Formerly a camping place on the late 19th century Dalton Trail to Dawson City and later a trading post and short-lived gold rush supply centre. One of Dalton's men, taking a herd of cattle to Dawson in 1897, supposedly opened here a case of champagne bound for Dawson to celebrate completion of the most arduous section of the trail. (*Tutchone* = *wooded country*).

**Canyon Creek** (Mile 966/Kilometre 1 604) - Renamed **Aishihik River** in the 1940s, though still known locally by its original name. Drains southwards from Aishihik Lake. (This Tutchone name meaning *under the tail* refers to shape of the bay at the head of the lake). A major native village formerly existed on the lake but lost many of its residents to disease, imported by military personnel during World War II when an airport (now closed) was constructed here as part of the Northwest Staging Route. Most remaining residents subsequently moved closer to the Highway, such as at Canyon Creek. The bridge across the river here was built in the early 20th century to permit wagon access from Whitehorse to the Kluane Lake goldfields. A small community of the same name existed beside the bridge until 1935, and after the War several native families again took up residence at this ancient native camping place.

**Haines Junction** (Mile 985/Kilometre 1 636) - Mile 1 016 on original Highway. Crossing point of major Tlingit and Southern Tutchone Indian travel routes in all directions, known by them as *Dakuakada* (*high cache*). Junction of the Alaska Highway and the Haines Road to Haines, Alaska. The latter community originated as an 1879 Presbyterian mission and was named for the first Secretary of the Committee of Home Missions, Mrs. Francine E. Haines. The Yukon community began as a 1942 U.S. Army Engineer construction camp and now functions as a local service centre - headquarters of the Champagne/Aishihik Band and administrative headquarters for Kluane National Park, taking in the magnificent Kluane Ranges and St. Elias Mountains to the west. The latter include the largest icefields on the continental mainland and Canada's highest mountain, Mount Logan (5 959 m, 60°34'N - 140°23'W), named for Sir William E. Logan, founder and director of the Geological Survey of Canada.

**Kluane Lake** (Mile 1 020/Kilometre 1 693) - The lake is the largest in the Yukon, 64km long and 5 km wide, covering 400 square km, with two northern arms. It is situated in the Shakwak valley depression, draining north by the Donjek River. The Indian name means *whitefish place* or *big fish place*. **Silver City** at its south end began in 1903 based on local placer gold, but the name was changed to *Kluane* in 1904 to avoid confusion with another place of the same name. It was abandoned as local deposits were worked out. *Kluane* was officially changed to *Silver City* in 1981.

**Soldiers Summit** (Mile 1 029/Kilometre 1 707) - Site of the official opening of the Highway, 20 November 1942, by officials of the U.S.A. and Canada.

**Destruction Bay** (Mile 1 052/Kilometre 1 743) - Originated in 1942 as a U.S. Army Engineers camp on the west side of Kluane Lake. Shortly after, high winds destroyed most of the buildings and materials, giving rise to the name.

**Burwash Landing** (Mile 1 062/Kilometre 1 759) - Mile 1 093 on original Highway. Began in 1904 as a supply centre on Kluane Lake for the gold that placers discovered that year in Burwash Creek. Named for Major L.T. Burwash, the mining recorder at Silver City, later Government mines inspector for the Yukon and federal government explorer in the Arctic.

**Guill Creek** (Mile 1 079/Kilometre 1 786) - A tributary of Kluane River, probably named in the 1904 stampede to Burwash Creek. In 1972-1973 a nickel-cobalt mine (Wellgreen Mine - named for the prospector who discovered the ore) was developed here with concentrates trucked to Haines, but high costs and limited ore body forced its close.

**Koidern River** (Mile 1 131/Kilometre 1 878) - From the Indian word for *water lily*. A northward-flowing tributary, with many ponds, of the braided White River, a major tributary of the Yukon River. White River was so named by Hudson's Bay Company explorer Robert Campbell in 1850 because of the large amount of white volcanic ash it carries in suspension.

**Beaver Creek** (Mile 1 169/Kilometre 1 935) - Mile 1 202 on original Highway. A tributary to Snag Creek which flows east into White River. Contact point of the northern and southern construction crews building the Highway on 20 October 1942. Local service centre closest to Alaskan border. Canada Customs station located 3 km north of community. About 8 km to the east, at the mouth of Snag Creek (named by A.H. Brooks in 1899 for the obstacles encountered while travelling along it), a Canadian weather station (operated 1942-1946) registered -63°C, the coldest temperature ever recorded officially in Canada.

**International Boundary, Canada / U.S.A.** (Mile 1 190/Kilometre 1 968) - Mile 1221 on original Highway. On the 141st Meridian. U.S. Customs station "Port Alcan" at Mile 1 222/Kilometre 1 966.

## ALASKA

*Alaska* is derived from an Aleut word meaning *great country* or *mainland*, vaguely applied originally to the southwestern end of the Alaska Peninsula, it gradually was extended to include the entire area of the present state. After

the U.S.A. purchased it from Russia in 1867, Alaska was officially adopted rather than continuing the previous name, *Russian America*. It was organized as a territory in 1912 and became the 49th state in the Union in 1959.

**Northway Junction** (Mile 1 264/Kilometre 2 034)<sup>24</sup> - An 11-kilometre side road to the west leads to Northway on the headwaters of the Tanana River, a major tributary flowing northwest to join the Yukon River in central Alaska. The Highway follows the valley of the Tanana to Fairbanks. It is the traditional territory of the Tanana Indians. In the early 20th century, the chief of the local band adopted the name of a riverboat captain, Northway, and it was applied to the Indian village. It became the site of a Northwest Staging Route airport during World War II. (*Tanana = mountain river*).

**Tetlin Junction** (Mile 1 302/Kilometre 2 095) - Taylor Highway leads northeast from the Highway to Eagle on the Yukon River. Tetlin was the name of a local Indian chief whose name is applied to a lake, river, and village to the south.

**Tok** (Mile 1 314/Kilometre 2 115) - Takes its Indian name from the nearby river, recorded in 1901 by A.H. Brooks of the U.S. Geological Survey, and not from abbreviation of a World War II *Tokyo Camp* name as often now suggested. The town of 1 200 people is at the junction of the Tok Cutoff road (Glenn Highway) leading southwest to Anchorage and to Valdez, and is a major regional service centre.

**Tanacross** (Mile 1 329/Kilometre 2 134) - An Indian village on the Tanana River. Originated as a telegraph station, *Tanana Crossing*, where the telegraph lines crossed the river. Telegraph later dismantled and name abbreviated to Tanacross.

**Dot Lake** (Mile 1 361/Kilometre 2 191) - A postwar Highway settlement, headquarters for the Dot Lake Indian Corporation.

**Delta Junction** (Mile 1 422/Kilometre 2 288) - The actual end of the Alaska Highway, where it joins the 592 km Richardson Highway linking Valdez on the Gulf of Alaska to Fairbanks in the Interior. Originating as a trail to the Klondike in 1898, it was upgraded to a wagon road in 1910.

to a car highway in the 1920s, and hard surfaced in 1957. Delta Junction began as a Richardson Highway construction camp and took its name from the adjacent Delta River. Originally called *Buffalo Center*, because of the herd of American bison established near here in 1927. The town of 1 300 recently has been the centre of state-sponsored agricultural development. The Trans-Alaska Pipeline crosses the Tanana River just north of town.

**Big Delta** (Mile 1 431/Kilometre 2 304) - At the junction of the Delta River (named descriptively in 1885 by Lieutenant H.T. Allen, U.S. Army) with the Tanana River. Village originated in 1904 as a telegraph station for the U.S. Army Signal Corps. A bridge crosses to the north side of the Tanana River here.

**Richardson** (Mile 1 451/Kilometre 2 355) - A village established in 1906, named for Major W.P. Richardson, U.S. Army, who established a sled road between Valdez and Fairbanks. When the Tanana River shifted its course, erosion of the site forced the people to relocate.

**Salcha/Salchaket** (Mile 1 482/Kilometre 2 384) - The Salcha River joins the Tanana from the east. Indian name *Salchaket* means *mouth of the Salcha*.

**North Pole** (Mile 1 506/Kilometre 2 423) - A commuter community of 1 000 for Fairbanks 19 km to the northwest. Homesteaded in 1944, it was subsequently subdivided by a developer and given its name in hopes of attracting a toy manufacturer.

**Fairbanks** (Mile 1 519/Kilometre 2 445) - Traditionally Mile 1 523, as a result of postwar Highway improvements, Fairbanks is now actually about 2 374 km north of Dawson Creek, British Columbia. It is the second largest city in Alaska with a population of 72 000 in greater Fairbanks and situated on the Chena River just above its junction with the Tanana River. It began as a trading post established in 1901 on the navigable Yukon River system, becoming a supply centre for the gold district discovered immediately to the north in 1902. In that year it was named after Senator C.W. Fairbanks from Indiana, later to become U.S. Vice President. It became the transportation and commercial centre of north and central Alaska as the hub of a road net, terminus of the Alaska Railroad from Seward on the Gulf of Alaska, seat of the University of Alaska, and a major military base during and since World War II. This latter development was made possible by the completion of the Northwest Staging Route and the Alaska Highway.

<sup>24</sup> N.B. - Distances noted on the Alaskan section of the Highway are based on actual mileposts.

**THE FOLLOWING ADVISORY COMMITTEE REPORTS WERE PRESENTED AT THE 31ST ANNUAL MEETING OF THE CANADIAN PERMANENT COMMITTEE ON GEOGRAPHICAL NAMES HELD IN ST. JOHN'S, NEWFOUNDLAND, 1 AND 2 OCTOBER 1992**

**LES RAPPORTS SUIVANTS DES COMITÉS CONSULTATIFS ONT ÉTÉ PRÉSENTÉS À LA TRENTÉ ET UNIÈME RÉUNION ANNUELLE DU COMITÉ PERMANENT CANADIEN DES NOMS GÉOGRAPHIQUES TENUE À ST. JOHN'S, TERRE-NEUVE, LES 1 ET 2 OCTOBRE 1992**

**REPORT OF THE ADVISORY COMMITTEE  
ON CANADIAN DIGITAL  
TOPONYMIC SERVICES**

**J.R. Pitblado**

**RAPPORT DU COMITÉ CONSULTATIF SUR LES  
SERVICES CANADIENS DE DONNÉES  
TOPONYMIQUES NUMÉRIQUES**

**J.R. Pitblado**

**Creation of the Advisory Committee**

The Advisory Committee on Canadian Digital Toponymic Services (ACCDTS) was created by the CPCGN at its 30th Annual Meeting in 1991. Excellent groundwork for the establishment of ACCDTS had been provided earlier through the efforts of the CPCGN Working Group on Automated Geographical Name Records and a report (*Toward the Future: A Long-Term Vision and Development Plan for a Canadian Digital Toponymic Service*) prepared by the IDON Corporation of Ottawa. At the 30th Annual Meeting, the Working Group recommended that it be disbanded and that an advisory committee be created to advise and provide leadership with respect to digital toponymic services to assist in the realization of the CPCGN "Vision".

**Meetings**

The first meeting of ACCDTS was held in Ottawa on 12-13 March 1992 with over thirty people in attendance, representing the majority of the CPCGN membership. Equally well attended, the second meeting of the committee was held in conjunction with the 31st Annual Meeting of the CPCGN in St. John's, Newfoundland.

Items of particular note that were discussed at those meetings included: the recommendations drawn up by the Working Group on Automated Geographical Name Records in 1990; the recommendations from the 1991 IDON *Vision* report; issues of ownership, copyright, and licenses; a report on *The Treatment of Modified Roman Alphabets and Syllabics*

**La création du comité consultatif**

Le Comité consultatif sur les services canadiens de données toponymiques numériques (CCSCDTN) a été créé par le Comité permanent canadien des noms géographiques (CPCNG) lors de sa 30e réunion annuelle, en 1991. Le CCSCDTN a pu être mis sur pied grâce aux efforts du Groupe de travail du CPCNG sur l'automatisation des fichiers toponymiques et au travail de défrichage de la Société IDON, qui a produit un rapport intitulé «*La voie de l'avenir : vision à long terme et plan de développement visant un service canadien de données toponymiques numériques*». À la 30e réunion annuelle du CPCNG, le Groupe de travail a recommandé sa propre dissolution et la mise sur pied d'un comité consultatif ayant pour mandat de fournir des conseils et d'exercer un rôle de chef de file relativement à des services canadiens de données toponymiques numériques, et ce en vue d'aider le CPCNG à réaliser son plan à long terme.

**Réunions**

La première réunion du CCSCDTN a eu lieu à Ottawa, les 12 et 13 mars 1992. Plus de 30 personnes y ont assisté, soit des représentants de la majorité des membres du CPCNG. La seconde réunion, qui a attiré autant de participants, s'est déroulée en même temps que la 31e réunion annuelle du CPCNG à St. John's, Terre-Neuve.

Parmi les principaux points abordés au cours des rencontres, on compte les recommandations formulées en 1990 par le Groupe de travail sur l'automatisation des fichiers toponymiques, les recommandations du rapport sur la vision produit en 1991 par la Société IDON, des questions de propriété, de droits d'auteur et de licences, un rapport



in *Canadian Toponymic Data Bases*, presented by members of the IDON Corporation; standards work on aboriginal language character sets, presented by Louise Campbell of Communications Canada; status reports regarding the use and upgrading of the Canadian Geographical Names Data Base (CGNDB); reports from individual names jurisdictions with respect to their progress in computerizing geographical name records; and a review of micro-computer hardware and software developments for the generation of names data bases, presented by Alvin Simms of Memorial University.

### **Recommendations to CPCGN**

The recommendations of ACCDTS that were presented at the 31st Annual Meeting of the CPCGN are contained in Appendix 1. They include an expanded wording of the Committee's terms of reference (Appendix 2) as well as specific proposals designed to facilitate and encourage the sharing and dissemination of names data bases. With the exception of changing the fiscal year (from 1992-1993 to 1993-1994) in Recommendation 6, all of the Committee's recommendations were adopted at the St. John's meeting.

ACCDTS sought the advice of CPCGN members with respect to the desirable makeup of the Committee's membership. As all names jurisdictions were not represented at the Annual Meeting, it was decided to solicit the views of all CPCGN members by mail.

### **Future work**

Many of the items and recommendations provided by the earlier Working Group and the IDON Corporation reports have yet to be discussed in detail. However, it is anticipated that future activities of ACCDTS will focus on the issue of dissemination of geographical names data bases. That work will require an analysis of the kinds of products that the CPCGN would like to deliver to its members and others and the technological capabilities and limitations concerned with delivering those products.

présenté par des membres de la Société IDON intitulé «*Traitement des caractères de l'alphabet romain étendu modifié et des caractères syllabiques dans les bases de données toponymiques canadiennes*», un exposé de Louise Campbell (Communications Canada) sur le travail de normalisation des jeux de caractères utilisés pour les langues autochtones, des rapports d'étape sur l'utilisation et l'amélioration de la Base de données toponymiques du Canada (BDTC), des rapports produits par les diverses autorités toponymiques sur l'avancement de l'informatisation de leurs fichiers toponymiques de même qu'un examen présenté par Alvin Simms (Memorial University) sur les progrès réalisés, quant au matériel et aux logiciels de micro-ordinateurs, en vue de la création de bases de données toponymiques.

### **Recommendations au CPCNG**

Les recommandations présentées par le CCSCDTN à la 31<sup>e</sup> réunion annuelle du CPCNG figurent en Annexe 1. Le document comprend le libellé élargi du mandat du CCSCDTN (Annexe 2) ainsi que des propositions précises visant à faciliter et à promouvoir le partage et la diffusion des bases de données toponymiques. Mis à part un changement apporté à la Recommandation 6 (exercice 1993-1994 au lieu de 1992-1993), toutes les recommandations du CCSCDTN ont été approuvées à la réunion de St. John's.

Le CCSCDTN a demandé l'avis des membres du CPCNG concernant la composition du groupe. Étant donné que certaines autorités toponymiques n'étaient pas présentes à la réunion annuelle, il a été décidé que l'opinion de tous les membres du CPCNG serait sollicitée par courrier.

### **Activités à venir**

Nombre des questions soulevées et des recommandations formulées par le Groupe de travail et la Société IDON doivent encore être discutées en détail. On s'attend toutefois à ce que les activités futures du CCSCDTN portent principalement sur le problème de la diffusion des bases de données toponymiques. Il faudra donc déterminer quels types de produits le CPCNG souhaite offrir à ses membres et aux autres intéressés, puis établir les possibilités et les limites technologiques relatives à la diffusion de ces produits.

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**APPENDIX 1**

**RECOMMENDATIONS OF THE ADVISORY COMMITTEE  
ON CANADIAN DIGITAL TOPONYMIC SERVICES,  
AS APPROVED BY THE CPCGN,  
2 OCTOBER 1992**

**IT IS RECOMMENDED THAT:**

1. The CPCGN endorse the terms of reference for the committee. (The Vision has already been accepted. See CANOMA 17(2), p. 23).
2. The CPCGN promote responsive dissemination of data from data bases of all CPCGN members, including the CGNDB of EMR.
3. "Data responsibility" sheets be completed and maintained up-to-date for each jurisdiction of the CPCGN.
4. A datum field be implemented as soon as possible in the CGNDB and that members record where a datum, other than NAD 27, is used.
5. At a minimum, all fields of the CGNDB (or copy of it) be available on a read-only basis to all CPCGN members (as end-users), for their own reference purposes.
6. EMR be encouraged to look into the possibility of a user-friendly PC-based interface for possible public-access to a subset of the CGNDB (during FY 1993-1994).
7. The IDON report entitled *The Treatment of Modified Extended Roman Alphabets and Syllabics in Canadian Toponymic Data Bases* be circulated to all CPCGN members for their consideration and, where possible and appropriate, their implementation in step with actions taken for the CGNDB.
8. A master agreement be drawn up between EMR and CPCGN members (i.e., those with jurisdiction for names decisions) to address questions pertinent to data distribution.

**ANNEXE 1**

**RECOMMANDATIONS DU COMITÉ CONSULTATIF  
SUR LES SERVICES CANADIENS DE DONNÉES  
TOPONYMIQUES NUMÉRIQUES, TELLES  
QU'APPROUVÉES PAR LE CPCNG,  
LE 2 OCTOBRE 1992**

**IL EST RECOMMANDÉ :**

1. Que le CPCNG appuie le mandat du Comité (la vision ayant déjà été acceptée. Voir CANOMA 17(2), pp. 26-27).
2. Que le CPCNG favorise la diffusion responsable des renseignements contenus dans les bases de données de tous les membres du CPCNG, y compris la BDTC d'EMR.
3. Que les formulaires de «responsabilité quant aux données» soient remplis et tenus à jour dans chaque compétence du CPCNG.
4. Qu'un champ «référence cartographique» soit intégré le plus tôt possible à la BDTC, et que les membres prennent note des cas où une référence autre que le NAD 27 est utilisée.
5. Qu'à tout le moins, toutes les zones de la BDTC (ou une copie de celles-ci) soient mises à la disposition de tous les membres du CPCNG (à titre d'utilisateurs ultimes) sous forme «lecture seulement» afin de répondre à leurs besoins de référence.
6. Qu'EMR soient encouragés à examiner la possibilité de recourir à une interface conviviale sur OP pour les besoins de l'accès public à un sous-ensemble de données de la BDTC (au cours de l'exercice de 1993-1994).
7. Que le rapport d'IDON intitulé *Traitement des codes alphabétiques et syllabiques dérivés des caractères romains dans les bases de données toponymiques du Canada* soit distribué à tous les membres du CPCNG à des fins d'examen et, si possible et approprié, que les recommandations qu'il renferme soient mises en oeuvre conjointement avec les initiatives prises vis-à-vis de la BDTC.
8. Qu'une entente cadre soit élaborée entre EMR et les membres du CPCNG (c.-à-d. avec les autorités toponymiques) afin de régler les questions touchant à la diffusion des données.

It should include statements that:

- the toponymic data base of each government is the master data base for that government (except when legislated or negotiated otherwise);<sup>1</sup>
- no charges will be made on sharing data between CPCGN members.<sup>2</sup>

It should also address:

- a) End-user agreements (mag tapes, diskettes, on-line access, CD-ROM, etc.)
- clear wording to prevent resale or redistribution
  - issuing of site licences
  - prevention of making digital copies
  - permit core data fields #1-11 to be supplied<sup>3</sup>
  - permit second level administration unit names,<sup>4</sup> to be supplied, where they exist
  - permit unofficial variant names<sup>5</sup> to be supplied, except where specified otherwise
  - permit "origin" information<sup>6</sup> to be supplied, except where specified otherwise (i.e., Quebec, Alberta, B.C., Ontario, +?); a note

<sup>1</sup> Approved by CPCGN 1991 (in CANOMA 17(2), "A Long-term Vision and Development Plan for a Canadian Digital Toponymic Service", Recommendation 1b, p. 23).

<sup>2</sup> Approved by CPCGN 1990 (in CANOMA 16(2), "Automated Geographical Names Records", Appendix 2, pp. 10-11).

<sup>3</sup> Core data fields #1-11 (CPCGN 1990, in CANOMA 16(2), "Automated Geographical Names Records", Appendix 1, pp. 9-10).

<sup>4</sup> "Highly desirable" data fields #1 (CPCGN 1990, in CANOMA 16(2), "Automated Geographical Names Records", Appendix 1, p. 10).

<sup>5</sup> "Highly desirable" data fields #2 (CPCGN 1990, in CANOMA 16(2), "Automated Geographical Names Records", Appendix 1, p. 10).

<sup>6</sup> "Highly desirable" data fields #3 (CPCGN 1990, in CANOMA 16(2), "Automated Geographical Names Records", Appendix 1, p. 10).

Une telle entente cadre devrait comprendre des dispositions stipulant :

- que la base de données toponymiques de chaque province soit la base de données maîtresse du gouvernement en question (à moins que des lois ou des dispositions contraires aient été adoptées à cet effet);<sup>1</sup>
- qu'aucun frais ne sera imputé aux membres du CPCNG pour l'échange de données.<sup>2</sup>

Cette entente cadre devrait également prévoir ce qui suit :

- a) Ententes avec les utilisateurs ultimes (rubans magnétiques, disquettes, accès en direct, CD-ROM, etc.)
- formulation claire afin d'éviter la revente ou la redistribution du matériel
  - émission de permis d'utilisation sur les lieux
  - interdiction de faire des copies numériques du matériel
  - permission de fournir les «zones de base» n<sup>os</sup> 1 à 11<sup>3</sup>
  - permission de fournir les noms de divisions administratives de deuxième niveau,<sup>4</sup> si de telles données existent
  - permission de fournir des variantes toponymiques<sup>5</sup>, à moins d'indications contraires

<sup>1</sup> Approuvé par le CPCNG en 1991 (dans CANOMA 17(2), «Une perspective à long terme et un plan de développement pour un service canadien de données toponymiques numériques», Recommendation 1b, p. 27).

<sup>2</sup> Approuvé par le CPCNG en 1990 (dans CANOMA 16(2), «Automatisation des fichiers toponymiques», Annexe 2, pp. 10-11).

<sup>3</sup> Zones de base n<sup>os</sup> 1 à 11 (CPCNG 1990, dans CANOMA 16(2), «Automatisation des fichiers toponymiques», Annexe 1, pp. 9-10).

<sup>4</sup> Données «d'intérêt particulier» n<sup>o</sup> 1 (CPCNG 1990, dans CANOMA 16(2), «Automatisation des fichiers toponymiques», Annexe 1, p. 10).

<sup>5</sup> Données «d'intérêt particulier» n<sup>o</sup> 2 (CPCNG 1990, dans CANOMA 16(2), «Automatisation des fichiers toponymiques», Annexe 1, p. 10).

could be available to say where this information could be obtained.

- include supplying extra CGNDB fields (e.g., National Park code)

b) Licences

- supply only "core fields" (1-11)
- supply only "official names" for mapping purposes (status codes A/P/S)
- supply other gazetteer information for other purposes
- state specific period of time for life of data
- licensee must use/re-use names as provided (e.g., with accented French characters)
- must be different licence issued for each use in each medium
- no exclusive licences to be issued
- must not be restrictive; EMR or other CPCGN members, as well as the licensee, must be able to sell and distribute geographic names data

9. In regard to requests for digital data, EMR should undertake to:

- refer requests for single jurisdictional digital data to that province/territory for first option in serving the client;
- track requests filled from the CGNDB and disseminate the information to members at each CPCGN annual meeting.

10. The CPCGN is urged to request EMR to reinvest revenue generated (over costs) into CPCGN related activities, with recommendations on its use coming through the CPCGN.

- permission de fournir l'information d'«origine»<sup>6</sup>, à moins d'indications contraires (c.-à-d. au Québec, en Alberta, en Colombie-Britannique, en Ontario, +?); une note pourrait être préparée pour indiquer où l'on peut se procurer ces données
- inclusion de données supplémentaires tirés de la BDTC (codes des parcs nationaux, par exemple)

b) Permis

- fournir les «zones de base» (1 à 11)
- fournir seulement les «noms officiels» à des fins cartographiques (codes de statuts A, P et S)
- fournir des renseignements géographiques supplémentaires à d'autres fins
- préciser la période de validité des données
- les détenteurs de permis doivent utiliser/réutiliser les noms tels qu'ils leurs sont fournis (avec les accents français, par exemple)
- émettre des permis différents pour chaque utilisation différente à l'aide de supports distincts
- n'émettre aucun permis d'utilisation exclusive
- n'imposer aucune restriction; EMR et les autres membres du CPCNG doivent pouvoir vendre et diffuser des données toponymiques

9. Relativement aux demandes de données numériques, EMR devrait entreprendre :

- d'aiguiller d'abord les demandes de données portant sur une compétence particulière vers cette province ou ce territoire, dans le cadre des services à la clientèle;
- repérer les demandes auxquelles on a répondu à partir de la BDTC et en informer les membres à la réunion annuelle du CPCNG.

10. On recommande instamment au CPCNG de demander à EMR de réinvestir les revenus générés (sur les coûts) dans les activités liées aux CPCNG et de tenir compte des recommandations du CPCNG relativement à l'utilisation de ces fonds.

**APPENDIX 2**

**Terms of Reference**

The aims and functions of the Advisory Committee on Canadian Digital Toponymic Services are, in conjunction with the other CPCGN advisory committees, to:

*Advise and provide leadership in the development, implementation, and monitoring*

**ANNEXE 2**

**Mandat**

Les buts et les fonctions du Comité consultatif sur les services

<sup>6</sup> Données «d'intérêt particulier» n° 3 (CPCNG 1990, dans CANOMA 16(2), «Automatisation des fichiers toponymiques», Annexe 1, p. 10).

*of Canadian digital toponymic services to assist the CPCGN in reaching its objectives and realizing its Vision.*

canadiens de données toponymiques numériques (CCSCDTN), conjointement avec les autres comités consultatifs du CPCNG, sont les suivants :

*«Fournir des conseils relativement aux services canadiens de données toponymiques numériques et orienter l'élaboration, la mise en oeuvre et la surveillance de tels services de sorte que le CPCNG puisse atteindre ses objectifs et réaliser sa vision.»*

À cette fin, le Comité doit :

- By providing a forum for discussion with appropriate expertise;
- By investigating the concerns of CPCGN members and the issues associated with the development of electronic products, and the accessibility, exchange, and sales of toponymic data;
- By investigating the standards for data storage and exchange appropriate for CPCGN use;
- By encouraging continued availability and dissemination of high-quality toponymic data in digital form;
- By developing and recommending relevant guidelines and appropriate action to the CPCGN;
- By reporting to the CPCGN on technical advances which may have a bearing on the development and implementation of Canadian digital toponymic services.

- Constituer une tribune pour favoriser la discussion avec les autorités compétentes;
- Examiner les préoccupations des membres du CPCNG et les questions liées au développement de produits électroniques, ainsi qu'à l'accessibilité, à l'échange et à la vente de données toponymiques;
- Examiner les normes relatives à l'emmagasinage et à l'échange de données qui conviennent le mieux aux besoins du CPCNG;
- Encourager la disponibilité et la diffusion continue de données toponymiques de haute qualité sous forme numérique;
- Élaborer et recommander des lignes directrices pertinentes et des initiatives appropriées à l'intention du CPCGN;
- Faire état au CPCNG des progrès technologiques qui peuvent avoir un effet sur le développement et la mise en oeuvre d'un service canadien de données toponymiques numériques.

**REPORT OF THE ADVISORY COMMITTEE ON  
NAMES FOR UNDERSEA AND MARITIME  
FEATURES**

**G.R. Douglas**

**Meetings**

The Advisory Committee on Names for Undersea and Maritime Features met on April 28, 1992. The next meeting

**RAPPORT DU COMITÉ CONSULTATIF DES NOMS  
D'ENTITÉS SOUS-MARINES ET  
MARINES**

**G.R. Douglas**

**Réunion**

La réunion du Comité consultatif des noms d'entités sous-marines et marines a eu lieu le 28 avril 1992. La

of ACNUMF will be held in the spring of 1993.

### Membership

The committee is honoured to have three new members as part of this working group. Gordon Fader, a marine geologist from the Atlantic Geoscience Centre, replaces Doug Loring; Chantal Cormier, a translator with the Secretary of State, has replaced Léo La Brie; and Dr. Mike Lewis will replace B. Sanford.

### Names proposed

The advisory committee studied several name proposals. Six names were accepted by the advisory committee and four names were rejected. Eight other names require further investigation.

#### 1. New Names

##### **Tantallon Spur**

43°43'N - 58°19'W (Map NK 21-B)

The feature lies approximately 14.8 km west of Shortland Canyon; it extends off the southeast part of Banquereau from the 500 m contour in an ENE direction to 43°48'30"N - 58°20'15"W, then southwards to 43°36'N - 58°19'W to the 3 000 m contour.

##### **Fogo Seamounts**

41°15'N - 51°00'W (Map NK 22-B)

The group of seamounts lies south of Tail of the Bank in the area of Newfoundland Ridge and Sohm Abyssal Plain. The **Fogo Seamounts** trend NW-SE along the lower slope/rise beginning in the area of Frankfurt Seamount and intersect J-Anomaly Ridge and the northwest end of Newfoundland Ridge in the area of the junction of the two ridges. The area is approximately 426 km on an east-west axis and 260 km on the north-south axis. From Frankfurt Seamount to the northwest, it extends in an ESE direction to MacKay-Bennett Seamount. The Minia Seamount is the southwest extremity and the feature then extends in a northeast axis to approximately the 3 000 m contour (42°22'N, 50°00'W). The specific Fogo was retained because of its extensive use in scientific literature for the past 14 years. Fogo is the Portuguese word for fire and the seamounts in the area were born of fire.

##### **J-Anomaly Ridge**

40°30'N - 51°00'W (Map NK 22-B)

**J-Anomaly Ridge** lies roughly perpendicular to Newfoundland Ridge; it lies immediately south of Grand

prochaine réunion du CCNESMM aura lieu au printemps de 1993.

### Composition du comité

Le Comité a l'honneur d'accueillir trois nouveaux membres dans son groupe de travail. Gordon Fader, géologue marin du Centre géoscientifique de l'Atlantique, remplace Doug Loring, Chantal Cormier, traductrice au Secrétariat d'État, a remplacé Léo La Brie et Mike Lewis remplacera B. Sanford.

### Noms proposés

Le Comité consultatif s'est penché sur quelques propositions de noms. Six noms ont été acceptés par le comité consultatif et quatre ont été rejetés. Huit autres noms ont nécessité des recherches additionnelles.

#### 1. Nouveaux noms

##### **Tantallon Spur**

43°43'N. - 58°19'O. (Carte NK 21-B)

L'entité repose à environ 14,8 km à l'ouest du Shortland Canyon; elle s'étend au sud-est du Banquereau à partir de l'isobathe de 500 m dans une direction E.-N.-E. jusqu'au point 43°48'30"N. - 58°20'15"O. à l'isobathe de 3 000 m.

##### **Fogo Seamounts**

41°15'N. - 51°00'O. (Carte NK 22-B)

Le groupe de monts sous-marins est situé au sud de la Queue du Grand Banc dans la région de la Dorsale de Terre-Neuve et de la Plaine abyssale Sohm. Les **Fogo Seamounts** sont orientés N.-O.-S.-E. le long de la base du talus continental à partir de la région du Frankfurt Seamount et coupent la J-Anomaly Ridge et l'extrémité nord-ouest de la Dorsale de Terre-Neuve dans la région où les deux dorsales se rejoignent. La région se situe à environ 426 km sur un axe est-ouest et à 260 km sur l'axe nord-sud. À partir du Frankfurt Seamount au nord-ouest, elle s'étend dans une direction E.-S.-E. jusqu'au MacKay-Bennett Seamount. Le Minia Seamount constitue l'extrémité sud-ouest de l'entité qui s'étend ensuite le long d'un axe nord-est jusqu'aux environs de l'isobathe de 3 000 m (42°22'N. - 50°00'O.). Le terme **Fogo** a été retenu car on le retrouve très souvent dans la documentation scientifique depuis les 14 dernières années. Fogo signifie feu en portugais et c'est le feu qui est à l'origine des monts sous-marins de la région.

##### **J-Anomaly Ridge**

40°30'N. - 51°00'O. (Carte NK 22-B)

La **J-Anomaly Ridge** est approximativement

Bank in the Atlantic Ocean and is associated with a high-amplitude magnetic anomaly. **J-Anomaly Ridge** extends in a SW-NE direction from at least 40°15'N - 52°00'W to 40°45'N - 50°00'W for almost 200 km and probably extends further southwest as a more subtle feature out onto the Sohm Abyssal Plain.

#### **Algerine Seamount**

40°54'N - 52°30'W (Map NK 22-B)

**Algerine Seamount** is a feature at least 500 m high standing as an isolated peak, west of Birma Seamount, poking out of Sohm Abyssal Plain. The feature is named after the *Algerine*, a Newfoundland ship owned by Bowring Brothers of St. John's in the British colony of Newfoundland. She was chartered by the White Star Line late in the search, to operate with the Canadian government vessel *Montmagny*. She left St. John's on May 15, 1912, and returned June 8, 1912; she recovered the last body, #330, that of James McGrady, who was buried in Halifax.

#### **Michael Keen Canyon**

46°06'N - 47°08'W (Map 802)

**Michael Keen Canyon** is situated east of The Grand Banks of Newfoundland between Beothuk Knoll and Flemish Cap. The canyon runs in a NNW-SSE axis between the 1 000 m contour and the 3 200 m contour, on a distance of approximately 51 km. The feature is named after Dr. Michael J. Keen, former Director of the Atlantic Geoscience Centre, Geological Survey of Canada. Dr. Keen was an active researcher who led many expeditions conducting refraction and reflection studies, magnetic surveys, bottom sampling, and other aspects of marine geology.

#### **D'Arcy Charles Passage**

63°07'32"N - 67°47'42"W (Chart 7121)

The **D'Arcy Charles Passage** extends from Cape Vanderbilt to Sackville Point (a distance of approximately 17 km), the southwest extremity of Pike Island and leads into the Pike-Resor Channel. To the northeast of the passage lie Kittiwake Rocks, Scalene Island, and Redan Island; to the south, Daniel Island and Newell Sound. This feature is named after D'Arcy Charles who served Canada both in war and in peace, as a naval officer (1939-1945) and a hydrographic surveyor (1945-1969) for the Canadian Hydrographic Service. D'Arcy Charles was responsible for the accuracy of the charts resulting from his surveys on the east coast of Canada and in Arctic waters. He literally opened up Ungava

perpendiculaire à la Dorsale de Terre-Neuve; elle repose immédiatement au sud du Grand Banc dans l'océan Atlantique et elle est associée à une anomalie magnétique de grande amplitude. La **J-Anomaly Ridge** est orientée S.-O.-N.-E. au moins depuis le point 40°15'N. - 52°00'O. jusqu'au point 40°45'N. - 50°00'O. sur près de 200 km, et elle s'étend probablement plus loin au sud-ouest sous la forme d'une entité plus difficile à définir, jusque sur la Plaine abyssale Sohm.

#### **Algerine Seamount**

40°54'N. - 52°30'O. (Carte NK 22-B)

L'**Algerine Seamount** est une entité d'au moins 500 m de hauteur qui a la forme d'un pic isolé émergeant de la Plaine abyssale Sohm, à l'ouest du Birma Seamount. L'entité doit son nom à l'*Algerine*, un navire terre-neuvien appartenant à la Bowring Brothers de St. John's, propriété de la colonie britannique de Terre-Neuve. Le navire a été affrété par la White Star Line à la fin de la recherche pour seconder le *Montmagny*, un navire du Gouvernement canadien. Il quitta St. John's le 15 mai 1912 et revint au port le 8 juin 1912, avec à son bord, le dernier corps (#330), celui de James McGrady qui fut enterré à Halifax.

#### **Michael Keen Canyon**

46°06'N. - 47°08'O. (Carte 802)

Ce canyon est situé à l'est des Grands Bancs de Terre-Neuve, entre le Beothuk Knoll et le Bonnet Flamand. Il est orienté selon un axe N.-N.-O.-S.-S.-E. entre l'isobathe de 1 000 m et l'isobathe de 3 200 m, sur une distance d'environ 51 km. L'entité doit son nom à Michael J. Keen, ancien directeur du Centre géoscientifique de l'Atlantique de la Commission géologique du Canada. M. Keen fut un chercheur actif qui dirigea de nombreuses expéditions consacrées à des études sur la réfraction et la réflexion, des levés magnétiques, des échantillonnages des fonds marins et autres aspects de la géologie marine.

#### **D'Arcy Charles Passage**

63°07'32"N. - 67°47'42"O. (Carte 7121)

Ce passage s'étend du Cape Vanderbilt à Sackville Point (environ 17 km), l'extrémité sud-ouest de Pike Island, et mène au Pike-Resor Channel. Au nord-ouest du passage se trouvent les Kittiwake Rocks, Scalene Island et Redan Island; au sud, Daniel Island et Newell Strait. Cette entité est nommée en l'honneur de D'Arcy Charles, officier de marine au service du Canada à la fois en temps de paix et en temps de guerre (1939-1945) et ingénieur hydrographe (1945-1969) au Service hydrographique du Canada. C'est à D'Arcy Charles que l'on doit la précision des cartes tracées à partir de

Bay, Resolute Bay, and the eastern end of the Northwest Passage to arctic shipping in his twelve years of arctic surveying. On completion of the 1950 survey at the head of Frobisher Bay, he had a "hunch" that an easier, more direct route into the bay might be feasible and sent out a survey launch down the Pike-Resor Channel. A line of deep soundings was obtained. This route was developed in 1957 and is now the recognized safe navigational passage into upper Frobisher Bay.

**2. Names rejected**

Merriam Canyon  
Northwest Atlantic Mid-Ocean Channel  
Virginian Spur  
Californian Spur

**3. Names pending further investigation**

Montmagny Seamount  
Olympic Spur  
Iceberg Seamount  
Caronia Rise  
Baltic Spur  
Almerian Seamount  
Tully Canyon  
Logan Troughs

**Nose of the Bank**

The name Nose of the Bank has never been approved by the Advisory Committee. G. Fader brought to the members' attention that the 200-mile limit runs through the proposed feature and is of international interest to the fishing communities on the east coast. Mr. Fader will prepare a formal proposal in order to have the name submitted for approval by next meeting.

**Names for consideration by the Northwest Territories and Canadian Parks Service members**

**Canadian Arctic Archipelago - Archipel Arctique canadien**

The limits of this feature will be revised to include Ellesmere Island as part of the archipelago and the southern limit will be revised to match the southern limit of the *Northwest Passage Islands*.

ACNUMF members looked at three new names proposed for parts of the *Canadian Arctic Archipelago* south of the Queen Elizabeth Islands.

ses levés sur la côte est du Canada et dans les eaux arctiques. Au cours de ses douze années de levés arctiques, il a littéralement ouvert la baie d'Ungava, Resolute Bay et l'extrémité orientale du Northwest Passage à la navigation arctique. Alors qu'il terminait les levés de 1950 à l'entrée de Frobisher Bay, il eut l'intuition qu'il existait une route plus directe et plus facile vers l'intérieur de la baie et il envoya une embarcation dans le Pike-Resor Channel. Une ligne de sondages en profondeur fut ainsi obtenue. Cette route a été ouverte en 1957 et constitue maintenant le passage maritime sûr et reconnu vers l'intérieur de Frobisher Bay.

**2. Noms rejetés**

Merriam Canyon  
Northwest Atlantic Mid-Ocean Channel  
Virginian Spur  
Californian Spur

**3. Noms nécessitant des recherches additionnelles**

Montmagny Seamount  
Olympic Spur  
Iceberg Seamount  
Caronia Rise  
Baltic Spur  
Almerian Seamount  
Tully Canyon  
Logan Troughs

**Nose of the Bank**

Le toponyme **Nose of the Bank** n'a jamais été approuvé par le Comité consultatif. G. Fader a fait remarquer aux membres que la limite des 200 milles marins traverse l'entité proposée et qu'elle présente un intérêt international pour les pêcheurs de la côte est. M. Fader préparera une proposition officielle afin que le toponyme soit soumis à l'approbation du comité lors de la prochaine réunion.

**Noms à l'étude par les membres des Territoires du Nord-Ouest et du Service canadien des Parcs**

**Canadian Arctic Archipelago - Archipel Arctique canadien**

Les limites de ces entités seront corrigées de façon à inclure l'île d'Ellesmere et la limite méridionale sera modifiée de sorte qu'elle corresponde à la limite méridionale des *Northwest Passage Islands*.

Les membres du CCNESMM ont étudié trois propositions de noms pour des parties de l'*archipel Arctique canadien* situées au sud des îles de la Reine-Élisabeth.



### **Northwest Passage Islands**

72°00'N - 94°00'W (Chart 7000)

The *Northwest Passage Islands* lie west of Labrador Sea, Davis Strait, and Baffin Bay, south of Queen Elizabeth Islands, east of the Arctic Ocean, and north of the Canadian mainland. The geographic boundaries are described as follows:

**Eastern:** This boundary comprises the contiguous western part of Labrador Sea, Davis Strait, and Baffin Bay, extending from the eastern limit of Hudson Strait in the south, to the eastern end of Lancaster Sound in the north. It is drawn to include all the off-shore islands east of Baffin Island.

**Northern:** This boundary extends along a median line drawn through Parry Channel from Baffin Bay in the east to the Arctic Ocean in the west. It passes south of Griffith and Lowther islands, and north of Prince Leopold and Young islands in the central part of Parry Channel. The Queen Elizabeth Islands lie north of this arbitrary line, which separates the northern part of Parry Channel from the southern part, and the *Northwest Passage Islands* lie south of it.

**Western:** This boundary is drawn from the junction of M'Clure Strait and the Arctic Ocean at the northwestern corner of Banks Island, southerly along the Arctic Ocean to include the off-shore islands west of Banks Island, thence along a line extending between Cape Kellett at the southwestern tip of Banks Island and, finally to Cape Bathurst on the Canadian mainland at the southwestern junction of Amundsen Gulf and the Arctic Ocean.

**Southern:** This is the longest boundary of the southern tier of islands of the *Canadian Arctic Archipelago*. It extends along the waterways comprising the "*Archipelago*" channels lying adjacent to the Arctic mainland of Canada from Cape Bathurst easterly to circumscribe both Boothia and Melville peninsulas, and includes all the off-shore islands along this route; then it extends southeasterly from the western end of Repulse Bay along the midway line of Frozen Strait to continue just north of White Island and south of Vansittart Island; then it continues southeasterly through southern Foxe Basin along a line coinciding with the territorial boundary between the District of Keewatin and the District of Franklin; the boundary line then veers more easterly between Nottingham Island, NWT, on the north and Cap Wolstenholme, Quebec, on the south; then it follows the midway line easterly between the Northwest Territories and the Province of Quebec, so as to run north of Charles Island and continue to a point midway between Resolution and Button islands at the extreme eastern end of Hudson Strait. All islands lying north of this southern boundary line and within the three boundaries described

### **Northwest Passage Islands**

72°00'N. - 94°00'O (Carte 7000)

Ces îles se situent à l'ouest de la mer du Labrador, du détroit de Davis et de la baie de Baffin, au sud des îles de la Reine-Élisabeth, à l'est de l'océan Arctique et au nord du continent canadien. Les frontières géographiques sont définies ainsi :

**Est :** Cette frontière comprend la partie occidentale contiguë de la mer du Labrador, du détroit de Davis et de la baie de Baffin, entre la limite orientale du détroit d'Hudson au sud et l'extrémité orientale du Lancaster Sound au nord. Elle est tracée de façon à inclure toutes les îles côtières situées à l'est de l'île de Baffin.

**Nord :** Cette frontière s'étend le long d'une ligne médiane dans le Parry Channel entre la baie de Baffin à l'est et l'océan Arctique à l'ouest. Elle passe au sud de Griffith Island et Lowther Island et au nord de Prince Leopold Island et de Young Island dans la partie centrale de Parry Channel. Les îles de la Reine-Élisabeth se situent au nord de cette ligne arbitraire qui sépare les parties septentrionale et méridionale de Parry Channel et les *Northwest Passage Islands* se situent au sud de cette ligne.

**Ouest :** Cette frontière est tracée depuis la jonction de M'Clure Strait et de l'océan Arctique à l'extrémité nord-ouest de Banks Island, selon une direction sud dans l'océan Arctique de façon à inclure les îles côtières à l'ouest de Banks Island, puis le long d'une ligne allant de Cape Kellett à l'extrémité sud-ouest de Banks Island et, finalement, de Cape Bathurst sur le continent canadien à la jonction sud-ouest d'Amundsen Gulf et de l'océan Arctique.

**Sud :** Il s'agit de la plus longue frontière de la rangée méridionale d'îles de l'*archipel Arctique canadien*. Elle longe les voies d'eau comprenant les chenaux de l'*Archipel* adjacents à la partie arctique du continent canadien à partir de Cape Bathurst, dans une direction est, de façon à circonscrire Boothia Peninsula et Melville Peninsula, et elle inclut toutes les îles côtières le long de cette ligne; elle est ensuite orientée vers le sud-est à partir de l'extrémité occidentale de Repulse Bay le long de la ligne qui sépare le Frozen Strait en deux, pour continuer immédiatement au nord de White Island et au sud de Vansittart Island; elle continue ensuite dans une direction sud-est à travers la partie méridionale de Foxe Basin le long d'une ligne coïncidant avec la frontière territoriale entre le district de Keewatin et le district de Franklin; la frontière oblique ensuite plus vers l'est entre Nottingham Island (T.N.-O.) au nord et le cap Wolstenholme (Québec) au sud; elle suit alors la ligne médiane, dans une direction est, entre les Territoires du Nord-Ouest et le Québec, passant au nord de Charles Island et continuant vers un point situé à mi-chemin entre Resolution Island et Button Islands à l'extrémité orientale du détroit d'Hudson. Toutes les îles situées au nord de cette frontière méridionale et à l'intérieur des trois frontières

above, including those just off shore from the mainland between Cape Bathurst and Melville Peninsula, comprise the *Northwest Passage Islands*.

This feature is named to commemorate more than three centuries of navigation and exploration by Europeans and North Americans, as well as to honour the endeavours of the Inuit who served as guides, companions, hunters and workers in the long search for a northwestern route to the Orient.

#### **Explorers Islands**

71°00'N - 110°00'W (Chart 7000)

*Explorers Islands* is the group of islands situated west of Prince Regent Inlet; it is the western group of islands of the *Northwest Passage Islands*. This feature is named to commemorate the discovery of the final leg of the northwestern route amongst these islands. (Refer to the geographical description of *Northwest Passage Islands* for a more detailed description of the limits.)

#### **Inuit Islands**

68°00'N - 76°00'W (Chart 7000)

*Inuit Islands* is the group of islands situated east of Prince Regent Inlet; it is the eastern group of islands of the *Northwest Passage Islands*. This feature is named to commemorate the original people who travelled to and inhabited these islands several centuries ago and still do to this day. (Refer to the geographical description of *Northwest Passage Islands* for a more detailed description of the limits.)

#### **Official languages**

Chantal Cormier, Secretary of State, will draft a proposal on the rationale to be used by the Committee in the naming of undersea and maritime features in both official languages.

#### **Publications**

The limits of the features of Canadian interest described in SP-23 - *Limits of Oceans and Seas* - and agreed upon in previous meetings will be graphically represented on overlays for a final review by the Committee, prior to being sent to IHO and to being submitted for approval by the CPCNG.

The report by CHS co-op student, Denis Corbeil, on the extent of **Davis Strait** was presented to the members. The Committee agreed that the limits of **Davis Strait** will require some changes, but the members requested that the Danish authorities and the inhabitants of Greenland be consulted,

décrites ci-dessus, y compris celles situées immédiatement au large du continent entre Cape Bathurst et Melville Peninsula, constituent les *Northwest Passage Islands*.

Cette entité a reçu ce nom pour commémorer plus de trois siècles de navigation et d'exploration par les Européens et les Nord-Américains et pour honorer également les Inuit qui ont collaboré en tant que guides, compagnons, chasseurs et travailleurs lors de la longue recherche d'une route par le nord-ouest vers l'Orient.

#### **Explorers Islands**

71°00'N. - 110°00'O. (Carte 7000)

Ce toponyme désigne le groupe d'îles situées à l'ouest de Prince Regent Inlet; ces îles constituent le groupe occidental d'îles des *Northwest Passage Islands*. Cette entité a été nommée ainsi pour commémorer la découverte de la dernière section de la route du nord-ouest à travers ces îles. (Une description plus détaillée des limites est donnée dans la description géographique des *Northwest Passage Islands*.)

#### **Inuit Islands**

68°00'N. - 76°00'O. (Carte 7000)

Ce toponyme désigne le groupe d'îles situées à l'est de Prince Regent Inlet; ces îles constituent le groupe oriental d'îles des *Northwest Passage Islands*. Cette entité a été ainsi nommée en l'honneur des peuples autochtones qui ont voyagé et habité ces îles il y a plusieurs siècles et qui continuent de le faire de nos jours. (Une description plus détaillée des limites est donnée dans la description géographique des *Northwest Passage Islands*.)

#### **Langues officielles**

Chantal Cormier, du Secrétariat d'État, rédigera une proposition préliminaire concernant les principes sur lesquels le comité devra s'appuyer pour nommer les entités marines et sous-marines dans les deux langues officielles.

#### **Publications**

Les limites des entités intéressant le Canada décrites dans la publication spéciale n° 23 intitulée *Limites des Océans et des Mers*, acceptées lors de réunions antérieures, seront représentées graphiquement sur des calques pour un dernier examen par le comité avant d'être envoyées à l'OHI et soumises à l'approbation du CPCNG.

Denis Corbeil, étudiant coop du SHC a présenté aux membres son rapport sur l'étendue du **Détroit de Davis**. Le comité convient que les limites du **Détroit de Davis** devront être modifiées, mais les membres ont demandé que les autorités danoises et les habitants du Groenland soient consultés avant de recommander des modifications à l'étendue

prior to recommending changes to the extent of the feature and its listing in *Limits of Oceans and Seas*.

The *Gazetteer of Undersea Feature Names* will not be published in 1992 as previously anticipated, due to the conversion of the data from Datatrieve to Oracle, the updating of the records, the lack of person-years, and the stock on hand. The secretary will revise the undersea names proposal form as it appears in the *Gazetteer*; hopefully this will speed up the approval process.

The pamphlet - *The Role of the Advisory Committee on Names for Undersea and Maritime Features* - was revised and printed prior to the Sixth United Nations Conference on the Standardization of Geographical Names for distribution to the participants.

de l'entité et à son entrée dans *Limites des Océans et des Mers*.

Le *Répertoire des noms d'entités sous-marines* ne sera pas publié en 1992 comme il avait été prévu, en raison de la conversion des données de Datatrieve à Oracle, de la mise à jour des enregistrements, du manque d'années-personnes et des stocks détenus. Le secrétaire reverra le formulaire de proposition des toponymes sous-marins et marins du répertoire; on espère ainsi accélérer le processus de recommandation des noms.

La brochure intitulée *Le rôle du Comité consultatif des noms d'entités sous-marines et marines* a été revue et imprimée avant la sixième Conférence des Nations Unies sur la normalisation des noms géographiques et distribuée aux participants.

## REPORT OF THE ADVISORY COMMITTEE ON TOPONYMY RESEARCH

A. Lapierre

### Opening remarks

The Chairman thanked the Government of Newfoundland for hosting the annual meeting of the CPCNG and welcomed ACTR members to St. John's.

### Field work coverage

Using data provided in CPCNG members' reports, the Secretariat has updated the two maps showing the current state of field work coverage in Canada. Map A represents areas in which toponymic field work has been conducted. Map B shows areas which are in need of field work. It was pointed out that, in future, these maps could be updated digitally. In the near future, it should be possible to create digital versions of these maps. This information was used to compile a five-year summary (1987-1992) which was displayed at the Sixth United Nations Meeting on the Standardization of Geographical Names held in New York in August and September. CPCNG members will be asked to send to the Secretariat by December 30, 1992 any additional information to be added to the maps.

## RAPPORT DU COMITÉ CONSULTATIF DE LA RECHERCHE TOPONYMIQUE

A. Lapierre

### Remarques préliminaires

Le président remercie le gouvernement de Terre-Neuve de recevoir les membres du CPCNG à l'occasion de leur réunion annuelle, et il souhaite la bienvenue aux membres du CCRT qui sont présents à St. John's.

### Couverture des enquêtes toponymiques sur le terrain

Cette année encore, le Secrétariat du CPCNG a préparé, à partir des données figurant dans les rapports annuels des provinces et des territoires, deux cartes qui indiquent l'état de la recherche sur le terrain à l'échelle du pays. La carte A illustre les travaux accomplis tandis que la carte B illustre les zones qui doivent faire l'objet d'enquêtes toponymiques. On souligne le fait que ces cartes pourraient être mises à jour numériquement. La préparation des deux cartes s'est avérée utile, notamment pour la carte illustrant les travaux réalisés au cours des cinq dernières années. En effet, cette carte quinquennale a été présentée à la sixième Conférence des Nations Unies sur la normalisation des noms géographiques, qui a eu lieu à New York en août et septembre derniers. Les membres du CPCNG seront priés de faire parvenir au

### Members' reports

ACTR members reported on their research activities in 1991-1992. Of particular interest was continuing field work by Randolph Freeman in the N.W.T., the founding of an Onomastic Research Interest Group at Memorial University by Gordon Handcock, publication of Volume II of *Place Names of Alberta - Southern Alberta* by Aphrodite Karamitsanis, participation at symposia on Derogatory Names, Extent Applications, and Syllabic Writing Systems by Michael Smart, work on the upcoming *Dictionnaire des noms de lieux du Québec* by Rémi Mayrand, and participation at the Sixth United Nations Conference on the Standardization of Geographical Names by Helen Kerfoot and André Lapierre.

### Native names

Discussion on issues concerning Aboriginal names was abundant and stimulating. The following items were examined in detail:

- Follow-up on issues concerning writing systems revealed a certain number of Aboriginal names with embedded generics or no generic element in Québec, Alberta, B.C., Yukon, and N.W.T. Addition of a generic in either English or French, sometimes at the request of the Native community, did not seem to create any particular problem.
- Since both Native and non-Native communities are potential map users, questions of the utility of maps were raised:
  - are maps to be used only as navigational tools?
  - are maps to serve as cultural custodians of traditional languages and as a means of cultural dissemination?
  - can maps serve both purposes adequately?
- The Provisional Edition of the *Guide to the Field Collection of Native Geographical Names* has been distributed. Several jurisdictions have sent in comments and N.W.T. in particular has used it in their field work programme. Comments so far indicate that many parts of the "Manual", i.e., survey organization, interview preparation, informant selection, interviews, follow-up, and information processing are also applicable to a much broader range of names (ethnonyms, microtoponyms, general toponymic surveys, etc.) as

Secrétariat, d'ici le 30 décembre 1992, tout renseignement supplémentaire susceptible d'être ajouté aux deux cartes.

### Rapports des membres

Les membres du CCRT rendent compte des activités de recherche qu'ils ont menées en 1991-1992. À cet égard, il convient de souligner la poursuite sur une base continue des enquêtes sur le terrain réalisées par Randolph Freeman dans les T.N.-O., la création d'un groupe de recherche onomastique à la Memorial University par Gordon Handcock, la publication du Volume II de *Place Names of Alberta - Southern Alberta* par Aphrodite Karamitsanis, la participation de Michael Smart à des symposiums sur les noms dérogatoires, la description de l'étendue des entités à nommer et les caractères syllabiques, les travaux effectués par Rémi Mayrand en vue de la publication du *Dictionnaire des noms de lieux du Québec* ainsi que la participation d'Helen Kerfoot et d'André Lapierre à la sixième Conférence des Nations Unies sur la normalisation des noms géographiques.

### Noms autochtones

Cette année encore, le dossier de la toponymie autochtone suscite un long débat intéressant. Voici les points examinés en détail par les membres présents :

- Le suivi donné aux questions liées aux systèmes d'écriture a permis de découvrir quelques toponymes autochtones dont le générique était intégré ou qui n'avaient pas de générique, dans les provinces de Québec, de l'Alberta et de la Colombie-Britannique ainsi qu'au Yukon et dans les Territoires du Nord-Ouest. L'ajout d'un générique anglais ou français, parfois à la demande de la collectivité autochtone, ne semblait pas avoir créé de problème particulier.
- Comme les collectivités autochtones et allochtones sont des utilisateurs potentiels de cartes, la question de l'utilité ou de la vocation de celles-ci est soulevée :
  - Les cartes doivent-elles servir uniquement à s'orienter?
  - Les cartes doivent-elles être utilisées pour sauvegarder les langues traditionnelles et comme véhicule culturel?
  - Les cartes produites peuvent-elles servir ces deux fins adéquatement?
- L'édition provisoire du *Guide pratique de la collecte sur le terrain de toponymes autochtones* a été distribuée. Plusieurs autorités l'ont commentée, et les T.N.-O. l'ont utilisée notamment pour leur programme de travaux sur le terrain. Selon les observations reçues jusqu'ici,

evidenced in field manuals already used by Alberta, Ontario, and Québec. It was decided that while gathering comments from various jurisdictions, ACTR would look into the possibility of preparing a more comprehensive guide which could be applied to toponymic field work in general, with sub-sections devoted to individual areas such as Native names, ethnic names, microtoponyms, etc. At the same time, ACTR recognized that some parts of the "Manual", namely the section dealing with conservation of records, were in need of re-examination,

- In discussing Aboriginal toponymy, ACTR found that current documentation concerning the various Aboriginal languages and their writing systems was in need of revision. This is especially true when one considers that the data used to compile *Indian and Inuit Communities and Languages* (a Fifth Edition map of the National Atlas of Canada) dates back to the late 1970s. With a view to updating this information, it was decided to ask the CPCGN Secretariat to compile a list of the Native languages in use in each jurisdiction, with some word samples and an indication of those languages which have a standardized writing system. Each jurisdiction will be asked to send this information to the Secretariat by March 30, 1993. This information is crucial if ACTR is to continue to serve the CPCGN efficiently in this area.
- Considerable amounts of names (Aboriginal and others) have been recorded as a result of field work. In many instances, these names have been given official approval and are awaiting revision of the current map sheet in order to be disseminated. However, the schedules for mapping and mapping revisions do not appear to be linked to field work at the present time, with the result that hundreds of new names are not being shown on maps. In several instances, field work and approved names are not being incorporated, resulting in production of maps which no longer reflect current local usage. As accuracy of information is of paramount importance in toponymy and with a view to harmonizing the work of naming authorities with that of mapping agencies, the ACTR recommends to the CPCGN that the various mapping agencies take into account the amount of approved names to be processed onto maps and that this criterion should be given high priority in the preparation of the schedules of mapping and mapping revisions.

#### CPCGN video

On behalf of the video sub-committee (Aphrodite

nombre de parties du *Guide* - par ex. l'organisation des enquêtes, la préparation des entrevues, le choix des personnes interrogées, les entrevues, le suivi et le traitement de l'information - peuvent s'appliquer à un éventail beaucoup plus large de noms (ethnonymes, microtoponymes, enquêtes toponymiques générales et autres) comme en témoignent les guides déjà utilisés en Alberta, en Ontario et au Québec. Il est décidé que tout en rassemblant les commentaires des diverses autorités, le CCRT examinera la possibilité de préparer un guide plus complet qui visera les travaux toponymiques en général et dont certaines sous-sections seront consacrées à des domaines particuliers comme les noms autochtones, les noms ethniques, les microtoponymes et autres. En même temps, le CCRT reconnaît que quelques parties du *Guide*, notamment la section portant sur la conservation des données, doivent être revues.

- Dans le cadre du débat sur la toponymie autochtone, le CCRT souligne que la documentation actuelle sur les diverses langues autochtones et leurs caractères doit être réexaminée, d'autant plus que les données utilisées pour constituer la carte des *Collectivités et langues indiennes et inuit*, faisant partie de la cinquième édition de l'Atlas national du Canada, remontent à la fin des années 70. Dans la perspective de la mise à jour de cette information, les membres décident de demander au Secrétariat du CPCNG de dresser une liste des langues autochtones utilisées dans chaque province ou territoire et d'indiquer si ces langues ont des caractères normalisés. Les provinces et les territoires seront priés d'envoyer cette information au Secrétariat, au plus tard le 30 mars 1993. Le CCRT doit absolument disposer de ces renseignements pour continuer de servir efficacement le CPCNG dans ce domaine.
- Un nombre considérable de noms (autochtones et autres) ont été consignés par suite des travaux de collecte sur le terrain. Dans nombre de cas, ces noms ont été approuvés officiellement, et ils seront diffusés lorsque la révision de la carte actuelle sera achevée. Cependant, le calendrier d'exécution des travaux de cartographie (production et révision des cartes) ne semble pas s'harmoniser actuellement avec les travaux sur le terrain, et des centaines de nouveaux noms ne figurent pas sur les cartes. Dans plusieurs cas, les travaux de collecte sur le terrain et les noms approuvés ne sont pas intégrés et, par conséquent, les cartes produites ne reflètent plus l'usage local courant. Comme l'exactitude de l'information est de première importance en toponymie, et par souci d'harmonisation du travail des services de toponymie avec celui des services de cartographie, le CCRT recommande au CPCNG que les divers services de cartographie accordent une priorité élevée au nombre de noms approuvés au moment de la

Karamitsanis, Louise Profeit-Leblanc, Betty Kidd and Helen Kerfoot), Aphrodite Karamitsanis presented a report on the work of the sub-committee since the Cardston meeting. A preliminary version of the eight-minute video was shown and discussed by the ACTR members. It was found that the video adequately reflected the goal of informing the targeted audience on the nature and importance of geographical names, but that it was in need of some fine-tuning. It was decided to present the video to the CPCNG and ask members for their suggestions. The Chairman congratulated Aphrodite Karamitsanis and the members of the video sub-committee for a job well done.

#### **Five-year strategic plan**

As the CPCNG is now about half-way into its Five-year Strategic Plan, ACTR thought it would be appropriate to revise the document and adjust it to current needs. New initiatives, time frames, work on manuals and bibliographies, etc. should be re-examined. ACTR recommended that an appropriate body such as the CPCNG Chairman and the Advisory Committee Chairpersons be asked to review the CPCNG Five-year Strategic Plan during 1992-1993.

#### **Bibliographies**

- **Native names**

Work has progressed. The Secretariat is presently ironing out some software problems for final editing. The document will then be prepared for spiral binding and dissemination.

- **General**

CPCNG members are asked to send in listings for their respective jurisdictions with a short analytical comment, whenever possible. ACTR will look into the possibilities and means of publication at a later date.

#### **Membership**

ACTR unanimously recommended that the mandate of the following members be renewed for another two-year term: Philip Goldring (Canadian Parks Service), André Lapierre (French Academic Community) and Jean Poirier (Québec).

At present, membership of ACTR reflects the various regions of the country and the academic communities of both official languages. Over the years, ACTR has become increasingly involved with matters dealing with Aboriginal toponymy. It has hosted symposia on writing systems and the use of non-standard diacritics, initiated pilot projects in the

préparation du calendrier d'exécution des cartes et des révisions de cartes.

#### **Vidéo sur le CPCNG**

Au nom du sous-comité chargé du vidéo (Aphrodite Karamitsanis, Louise Profeit-Leblanc, Betty Kidd et Helen Kerfoot), Aphrodite Karamitsanis présente un rapport sur les travaux exécutés par le sous-comité depuis la réunion de Cardston. Une version préliminaire d'une durée de huit minutes est présentée puis analysée. Les membres jugent que le vidéo atteint adéquatement le but visé, soit informer le public cible de la nature et de l'importance des noms géographiques. Cependant, il doit être signolé. Il est décidé de présenter le vidéo au CPCNG et de demander aux membres de ce dernier de faire part de leurs propositions. Le président félicite Aphrodite Karamitsanis et les membres du sous-comité responsable du vidéo pour leur bon travail.

#### **Plan quinquennal**

Comme le CPCNG est à mi-chemin de son plan quinquennal, le CCRT juge pertinent de réviser ce document et de l'adapter aux besoins actuels. Les nouveaux projets, les délais d'exécution, les manuels et les bibliographies en préparation et autres questions devraient être réexaminés. Le CCRT recommande que des autorités compétentes comme le président du CPCNG et les présidents des comités consultatifs soient invitées à revoir le plan quinquennal du CPCNG au cours de 1992-1993.

#### **Bibliographies**

- **Noms autochtones**

Les travaux ont progressé. Le Secrétariat règle actuellement des problèmes de logiciel en vue de la mise en forme finale. Le document sera ensuite préparé en vue de la reliure spirale et de la diffusion.

- **Bibliographie générale**

Les membres du CPCNG sont priés d'envoyer des listes pour la province ou le territoire qu'ils représentent, accompagnées d'une brève analyse, si possible. Le CCRT examinera les possibilités et les moyens de les diffuser à une date ultérieure.

#### **Membres**

Les membres du CCRT recommandent à l'unanimité que l'on renouvelle pour une période de deux ans le mandat des membres suivants : Philip Goldring (Service canadien des parcs), André Lapierre (universités de langue française) et Jean Poirier (Québec).

recording of Native names, and promoted the publication of a field work manual and of a comprehensive bibliography of Native toponymy. In order to help the Committee continue its work in this developing area of interest, the members felt that the time has come to have Canada's Aboriginal communities formally represented on ACTR. It was therefore recommended that the membership be modified and that a representative of Canada's Native communities be appointed to the ACTR. This motion was carried unanimously.

À l'heure actuelle, les membres du CCRT représentent les diverses régions du pays ainsi que les universités tant françaises qu'anglaises. Au fil des ans, le CCRT s'est occupé de plus en plus des questions liées à la toponymie autochtone. Il a été l'hôte de symposiums sur les caractères et l'utilisation de signes diacritiques non normalisés, et il a lancé des projets pilotes concernant l'enregistrement des noms autochtones. En outre, il a encouragé la publication d'un guide pratique pour les travaux de collecte sur le terrain et a publié une bibliographie complète de la toponymie autochtone. Pour aider le Comité à poursuivre ses activités dans ce domaine d'intérêt croissant, les membres estiment que le temps est venu de faire siéger au Comité un représentant officiel des collectivités autochtones canadiennes. Il est donc recommandé que la composition du Comité soit modifiée et qu'un représentant des collectivités autochtones du Canada soit nommé. Cette proposition est adoptée à l'unanimité.

**REPORT OF THE ADVISORY COMMITTEE ON  
NOMENCLATURE AND DELINEATION**

**C.S.L. Ommanney**

The twenty-fourth meeting of the Advisory Committee, the first under its revised mandate and name of Advisory Committee on Nomenclature and Delineation (ACND), was held on Wednesday afternoon, 30 September 1991, here in the Battery Hotel; as has been our recent custom, only one meeting has been held since our last report to you. We were delighted to be able to welcome Ontario and the Secretary of State as new members and appreciated their active participation.

The matter of naming the most northerly point in Canada, discussed last year, that was to have been resolved jointly by the Northwest Territories and the Canadian Parks Service, is still in contention. The Toronto businessman who launched a naming campaign remains unsatisfied. Having reviewed the most recent geodetic, topographic, and parks information, as well as the latest NTS map sheet covering the area in question, this committee is agreed that the application proposed last year is still the correct one. Differences in the

**RAPPORT DU COMITÉ CONSULTATIF DE LA  
NOMENCLATURE ET DE LA DÉLIMITATION**

**C.S.L. Ommanney**

La vingt-quatrième réunion du Comité consultatif - la première depuis que le Comité a révisé son mandat et changé son nom pour celui de Comité consultatif de la nomenclature et de la délimitation (CCND) - s'est tenue le mercredi après-midi du 30 septembre 1991, ici même au Battery Hotel. Comme c'est maintenant l'habitude, nous n'avons tenu qu'une seule réunion depuis notre dernier rapport. Nous sommes ravis d'accueillir de nouveaux membres, l'Ontario et le Secrétariat d'État, et nous les remercions de leur participation active.

La question de la dénomination du point le plus au nord du Canada, qui a fait l'objet de discussions l'an dernier et qui devait être réglée conjointement par les autorités des Territoires du Nord-Ouest et du Service canadien des parcs, est toujours en litige. L'homme d'affaires torontois dont la proposition a donné lieu à une campagne médiatique demeure insatisfait. Après avoir réexaminé les plus récentes données géodésiques et topographiques, l'information du Service canadien des parcs, ainsi que la dernière feuille du Système

various survey locations identified as the northernmost points of Canada<sup>1</sup> reflect the fact that they are tied to specific fixed points (a cairn, a plaque, and a geodetic control point). Tradition would dictate that the recognized point should be where the coastline attains its most northerly extent. On the new NTS map this is an extension of the coast centred at UTM 487230 9228010. From the point of view of delineation and nomenclature this cannot be reconciled with any extension or reapplication of the name **Cape Aldrich**; a well-defined cape on a peninsula that lies five km to the east and about one km south. The 1875-1876 expedition under Sir George Nares declared that **Cape Columbia** was the most northerly extension of land. Now that we have sufficiently accurate maps to be able to identify this extension, the label should be applied to the correct feature. It is the consensus of this committee that the originally intended application of the name **Cape Columbia** should be respected and recognized as applying to the most northerly identifiable point on current Canadian maps. We ask that the CPCGN endorse this position and that those members responsible facilitate approval of the proper application of this name. Furthermore, we suggest that the Secretariat ensure that those who have been, or might be, involved in discussion of this matter be apprised of this agreement.

Last year this committee suggested that, as a continuing process, it would review new generics not included in *Generic Terms in Canada's Geographical Names* as they became official, and identify appropriate descriptions, equivalents, and related terms. This was done for 17 of the more than two dozen new generics now approved. After some further review, detailed information on them, in the format of Terminology Bulletin 176, will be submitted for publication in *CANOMA* and *Terminology Update*. As a complement to "English and French Generics: Some Proposed Equivalent Terms" prepared by the CPCGN Secretariat in December 1987, a list that includes related terms has been prepared and is available on request from the Secretariat.

Specific items from outstanding joint decisions were reviewed with those jurisdictions which were able to be present. I am delighted to report that the list of remaining items is now substantially reduced. Many of these relate to a major names submission received recently that is still being processed. There are still a few items that have been on our books for more than five years. We would respectfully ask the

national de référence cartographique sur la région en question, les membres du Comité sont d'accord pour conserver la délimitation proposée l'an dernier. Les écarts relevés entre les divers points géodésiques identifiés comme étant les points les plus au nord du Canada<sup>1</sup> s'expliquent par le fait qu'ils sont rattachés à différentes stations fixes (en l'occurrence un cairn, un eplaque et un point géodésique). La tradition voudrait que le point reconnu soit celui où le littoral atteint sa limite septentrionale. Sur la nouvelle carte du Système national de référence cartographique, ce point est une avancée de la côte qui a pour centre les coordonnées UTM 487230 9228010. Du point de vue de la délimitation et de la nomenclature, une extension ou une redéfinition du nom **Cape Aldrich**, cap bien délimité situé sur une péninsule qui se trouve à 5 km à l'est et à 1 km au sud, serait contraire à la tradition. Les membres de l'expédition de 1875-1876 dirigée par George Nares ont déclaré que le **Cape Columbia** était l'avancée de terre la plus au nord. Maintenant que nous disposons de cartes suffisamment précises pour reconnaître cette avancée, il faudrait appliquer le nom à la bonne entité. Le Comité est d'avis qu'il faudrait s'en tenir à l'aire d'application originale du nom **Cape Columbia** et qu'il faudrait reconnaître ce toponyme comme désignant le point identifiable le plus au nord sur les cartes canadiennes actuelles. Nous demandons au CPCNG d'appuyer notre position et d'encourager l'approbation de l'utilisation correcte de ce nom. En outre, le Secrétariat devrait voir à ce que les personnes qui ont participé ou qui pourraient participer à la discussion sur cette question soient informées de cette décision.

L'an dernier, le Comité a suggéré que l'on revoie régulièrement les nouveaux génériques qui n'ont pas été inclus dans le glossaire des *Génériques en usage dans les noms géographiques du Canada*, lorsqu'ils sont devenus officiels, que l'on rédige les descriptions adéquates et que l'on trouve les équivalents et les termes connexes. Cela a été fait pour 17 des deux douzaines de nouveaux génériques qui ont été approuvés. Après une étude plus approfondie des termes, des données détaillées seront soumises pour publication dans *CANOMA* et dans *l'Actualité terminologique* selon le modèle utilisé dans le Bulletin de terminologie 176. On a établi une liste des termes connexes qui s'ajoute à la liste des génériques et des équivalents préparée par le Secrétariat du CPCNG en décembre 1987. Cette liste est disponible sur demande auprès du Secrétariat.

Certains aspects des décisions collectives en suspens ont été examinés avec les représentants des autorités qui ont

<sup>1</sup> Dorman, C.G. (1988): "Canada's 'true' north", *CANOMA* 14(1), pp. 25-27; and Christie, D.G. (1992): Canada's most northerly point, Minute to EMR Geographical Names, File 3235-1 (D Geo Ops), Department of National Defence, Ottawa, 2 pp.

<sup>1</sup> Dorman, C.G. (1988): "Canada's 'true' north", *CANOMA* 14(1), pp. 25-27; and Christie, D.G. (1992): Canada's most northerly point, Minute to EMR Geographical Names, File 3235-1 (D Geo Ops), Department of National Defence, Ottawa, 2 pp.



Canadian Parks Service to try and facilitate resolution of these long-standing matters so that we are able to strike them from our list next year.

In accordance with United Nations Resolution IV/7 on Physiogeographic Names, we have done some preliminary work on identifying regions and methodology. A sample list of names used to describe the physiographic regions of Canada has been prepared, drawn from fourteen different sources. Dr. Okulitch plans to place these and names from other sources, such as the various provincial, regional, and national atlases, in a computer-based mapping system. We would, however, appreciate any additional information that can be provided by CPCGN members on this matter. It can be passed to Dr. Okulitch directly at GSC or through the CPCGN Secretariat.

Work has continued during the year on the delineation of geographical features. Glaciers in northern British Columbia and in the Rockies near Lake Louise have been dealt with in two reports from the National Hydrology Research Institute identified as *ACND Report No. 1: Information on selected named glaciers in northern British Columbia* and *ACND Report No. 2: Information on selected named glaciers in the Rocky Mountains*.

The work during the coming year will focus on the core areas of delineations of physical features as required, on official descriptions and equivalents for new generics, and on the standardization of physiogeographic region names in accordance with UN Resolution IV/7. Further into the future we anticipate that CPCGN members may wish this committee to address some of the differences in toponymic terminology in use across the country.

I would like to extend my sincere thanks to all our members who contributed to Wednesday's meeting, and to Don Christie of DND for his advice on the Cape Columbia issue. Special thanks go to Helen Kerfoot and her staff, particularly Kathleen O'Brien, for providing us with the required resources, information and wise counsel. As you all know, without Helen's help much less would have been accomplished.

pu participer. Je suis heureux de pouvoir vous informer que les problèmes à résoudre sont nettement moins nombreux sur notre liste. Dans beaucoup de cas, il s'agit de propositions de noms importantes qui ont été reçues récemment, et que l'on étudie encore. Il reste encore quelques dossiers datant de plus de cinq ans. Nous demanderions respectueusement au Service canadien des parcs d'essayer d'accélérer leur règlement, de façon à ce que nous puissions les rayer de notre liste l'an prochain.

Conformément à la résolution IV/7 des Nations Unies sur les noms physiogéographiques, nous avons commencé à circonscrire ces régions et à établir la méthodologie. Une première liste de noms utilisés pour décrire les régions physiogéographiques du Canada a été préparée à partir de quatorze sources différentes. M. Okulitch envisage d'introduire ces noms et d'autres obtenus ailleurs, comme dans les atlas provinciaux, régionaux et nationaux, dans un système de cartographie informatisée. Toutefois, toute information supplémentaire fournie par les membres du CPCNG à ce sujet serait la bienvenue. On pourra la transmettre directement à M. Okulitch ou en passant par le Secrétariat du CPCNG.

Le travail sur la délimitation des entités géographiques s'est poursuivi durant l'année. L'Institut national de recherches hydrologiques a produit deux rapports sur les glaciers situés dans le nord de la Colombie-Britannique (*ACND Report No. 1: Information on selected named glaciers in northern British Columbia*) et dans les Rocheuses près du lac Louise (*ACND Report No. 2: Information on selected named glaciers in the Rocky Mountains*).

Le travail de l'an prochain portera sur les cas prioritaires de délimitation des entités physiques, sur les définitions officielles et les équivalents des nouveaux génériques, et sur l'uniformisation des noms des régions physiographiques conformément à la résolution IV/7 des Nations Unies. Nous prévoyons que les membres du CPCNG nous demanderont ensuite de nous pencher sur certaines variantes observées dans la terminologie toponymique à travers le pays.

Je remercie sincèrement tous les membres de leur contribution à notre réunion de mercredi et Don Christie, du MDN, de ses conseils sur la question du **Cape Columbia**. Nous devons adresser des remerciements spéciaux à Helen Kerfoot et à ses employés, et en particulier à Kathleen O'Brien, pour nous avoir fourni les ressources, l'information et les sages conseils dont nous avons besoin. Comme vous le savez tous, sans l'aide d'Helen, nous n'aurions jamais pu accomplir autant.

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**CANADIAN PERMANENT COMMITTEE ON GEOGRAPHICAL NAMES  
COMITÉ PERMANENT CANADIEN DES NOMS GÉOGRAPHIQUES**

**ANNUAL MEETING HELD IN ST. JOHN'S, NEWFOUNDLAND 1 AND 2 OCTOBER 1992  
RÉUNION ANNUELLE TENUE À ST. JOHN'S, TERRE-NEUVE, LES 1 ET 2 OCTOBRE 1992**



**Jurisdiction of members or official deputies is indicated/Le nom du territoire administratif ou de l'organisme représenté est indiqué :**

Front row (left to right)/première rangée (gauche à droite) : G. Fry, J. Mason (British Columbia / Colombie-Britannique), A. Lapierre (Chairman, ACTR / Président, CCRI), B. Bowler, E.A. Price (Chairman / Président), C. Cormier, R. Gaudet (New Brunswick / Nouveau-Brunswick), K. O'Brien, M. Smart (Ontario), R. Hawkins

Second row (left to right)/deuxième rangée (gauche à droite) : A. Okulitch (Geological Survey of Canada / Commission géologique du Canada), R. Pitblado (Chairman, ACCDTS / Président, CCSCDTN), S. Ommanney (Chairman, ACND / Président, CCND), J.H. O'Donnell (Energy, Mines and Resources / Énergie, Mines et Ressources), J. Hunston (Yukon Territory / Territoire du Yukon), N. Lemieux (Translation Bureau / Bureau de la traduction), R. Lepage (Canadian Hydrographic Service / Service hydrographique du Canada), G. Handcock, W.C. Wonders, H. Puderer (Statistics Canada / Statistique Canada)

Back row (left to right)/dernière rangée (gauche à droite) : N. MacNaughton (Newfoundland / Terre-Neuve), A. Karamitsanis (Alberta), D. Christie (National Defence / Défense nationale), B. Farrell, T. Porteous (Nova Scotia / Nouvelle-Écosse), D. Brown, B. Kidd (National Archives / Archives nationales), H. Kerfoot (Executive Secretary / Secrétaire exécutive), R. Freeman (Northwest Territories / Territoires du Nord-Ouest)

## CURRENT TOPONYMIC RESEARCH PROJECTS (1992) PROJETS DE RECHERCHE TOPONYMIQUE EN COURS (1992)



In *CANOMA*, Vol. 5, No. 2 (December 1979) we printed a list of current toponymic research projects, with brief comments on the subject matter of each. Subsequently, in December issues of *CANOMA* this information has been updated by listing additions, amendments and completions, grouped on a regional basis. As we are attempting annually to update this inventory, we now include information supplied to us by researchers in the fall of 1992. Should you have news of toponymic projects, the CPCGN Secretariat would be glad to receive your comments. Anyone wishing to have addresses of particular researchers should also contact the Secretariat.

Dans *CANOMA* vol. 5 n° 2 (décembre 1979) paraît une liste de projets de recherche toponymique en cours avec un bref commentaire sur chaque projet. Dans les numéros subséquents de décembre de *CANOMA* cette liste a été mise à jour incluant les additions, modifications et projets achevés, le tout groupé par régions. Vu qu'à tous les ans nous essayons de mettre cet inventaire à jour, nous incluons maintenant les renseignements fournis par les chercheurs en automne 1992. Au cas où vous auriez d'autres renseignements sur des projets en cours, le Secrétariat du CPCNG serait heureux de les recevoir ainsi que vos commentaires. Quiconque voudrait obtenir l'adresse d'auteurs de certains projets, n'a qu'à contacter le Secrétariat du CPCNG.

<u>RESEARCHER(S)/ RECHERCHISTE(S)</u>	<u>LOCATION OF RESEARCHER/RÉ- SIDENCE DU RECHERCHISTE</u>	<u>PROJECT PROJET</u>	<u>APPROXIMATE TIME FRAME/TEMPS PRÉVU</u>
ATLANTIC PROVINCES/PROVINCES DE L'ATLANTIQUE			
Anderson, David Handcock, Gordon	Luton, England St. John's	Place names of Sandwich Bay area of Southern Coastal Labrador	continuing/indéfinit
Armitage, Peter	Québec	Toponymy in land use and occupancy studies of the Innu Nation in Labrador	continuing/indéfinit
Barkham, Selma	St. John's	16th Century contributions of Spanish Basques to geographic knowledge and toponymy of Eastern Canada	continuing/indéfinit
Brice-Bennett, Carol	Happy Valley	Inuit toponymy	continuing/indéfinit
Carter, Floreen	Oakville, Ont.	Newfoundland place names and post offices	continuing/indéfinit
Handcock, W.G.	St. John's	Bibliography of Newfoundland toponymy	continuing/indéfinit
		Influences of explorers and surveyors on Newfoundland toponymy	continuing/indéfinit
		Labrador: toponymic fieldwork	continuing/indéfinit
		Newfoundland: toponymic field work	continuing/indéfinit
Hewson, John	St. John's	Toponyms from Newfoundland Crown Land Grants	continuing/indéfinit
		Toponymy of Terra Nova National Park	continuing/indéfinit
		Micmac place names	continuing/indéfinit
Hollett, R. Story, G.M. Kirwin, W.J.	St. John's	Research for a dictionary of pronunciation of Newfoundland place names	1990-93

<u>RESEARCHER(S)/ RECHERCHISTE(S)</u>	<u>LOCATION OF RESEARCHER/RÉ- SIDENCE DU RECHERCHISTE</u>	<u>PROJECT PROJET</u>	<u>APPROXIMATE TIME FRAME/TEMPS PRÉVU</u>
La Brie, Léo	Hull	Équivalents français des toponymes de la côte Est	continuing/indéfini
MacKenzie, Marguerite	St. John's	Linguistic analysis of East Cree and Innu place names	continuing/indéfini
Mailhot, J.	Montréal	Labrador: Montagnais-Naskapi toponymy	continuing/indéfini
Penney, Gerald	St. John's	Micmac place names in Central and Southern Newfoundland	continuing/indéfini
Small, L.	St. John's	Names of coastal and underwater features used in the Newfoundland fishery	continuing/indéfini
Story, G.M. Kirwin, W.J.	St. John's	Names of the "Newfoundland Interior" from the papers of James P. Howley, geologist	continuing/indéfini
Thomas, Gerald	St. John's	Denominational toponyms: churches and schools in Newfoundland	continuing/indéfini
		Noms de lieux et de lieux-dits associés aux Franco-Terreneuviens de la presqu'île de Port-au-Port	continuing/indéfini
		Toponyms in rural Newfoundland communities	continuing/indéfini
White, Jack A.	St. John's	Street names of St. John's	continuing/indéfini

QUEBEC/QUÉBEC

Commission de toponymie	Québec	Codification sémantique des toponymes officiels du Québec	continuing/indéfini
		Désignation des infrastructures d'Hydro-Québec	continuing/indéfini
		Désignation des sites et monuments historiques	continuing/indéfini
		Dictionnaire illustré des noms de lieux du Québec	1993
		La langue de la toponymie québécoise	continuing/indéfini
		Recherche des modes de dénomination dans les pourvoies du Québec	continuing/indéfini
		Recherche sur le traitement informatique de la toponymie du Québec	continuing/indéfini
		Recherche terminologique sur la toponymie des édifices	continuing/indéfini
		Répertoire des MRC du Québec	continuing/indéfini
		Toponymie des Hurons-Wendat	1995
Denton, David	Val-d'Or	Toponyms of Whapmagoostui	continuing/indéfini
Denton, David Saganash, Louise	Waswanipi	Toponymes cris de Waswanipi	1994

<u>RESEARCHER(S)/ RECHERCHISTE(S)</u>	<u>LOCATION OF RESEARCHER/RÉ- SIDENCE DU RECHERCHISTE</u>	<u>PROJECT PROJET</u>	<u>APPROXIMATE TIME FRAME/TEMPS PRÉVU</u>
Dubois, Jean-Marie M.	Sherbrooke	Toponymie d'une partie de l'île d'Anticosti	1992
		Toponymie de l'île nue de Mingan, réserve de parc national de l'Archipel-de-Mingan	1992-1993
		Évolution spatiale et temporelle de l'odonymie de la ville de Sherbrooke	1990-95
Dugas, Jean-Yves	Québec	Les gentils anglais du Québec	continuing/indéfini
		Additions au Répertoire des gentils du Québec	continuing/indéfini
		Terminologie géographique et toponymie québécoise	continuing/indéfini
Fortin, Jacques	Québec	Banques des noms	continuing/indéfini
		Désignations toponymiques commémoratives	continuing/indéfini
Gagné, Michel	Boucherville	Étude toponymique des noms de bureaux de poste du Québec	continuing/indéfini
Grenier, Fernand	Québec	La toponymie de la Beauce	continuing/indéfini
Hamelin, Louis-Edmond	Sillery	Le rang	1993
La Brie, Léo	Hull	Les systèmes thématiques de l'odonymie hulloise	continuing/indéfini
		L'influence de l'anglais dans les génériques implantés au Québec	continuing/indéfini
Morin, Jacques Carl	Charlesbourg	Les noms de rues de Charlesbourg	continuing/indéfini
Müller-Wille, Ludger, et al (Indigenous Names Surveys/Avataq Cultural Institute)	Montréal	Glossary of Inuit place names in Nunavik (Quebec)	continuing/indéfini
		Inuit place name map series of Nunavik	continuing/indéfini
Poirier, Jean	Québec	Chroniques toponymiques	continuing/indéfini
		Les "Québec" dans le monde	1994
Poirier, Jean Dugas, Jean-Yves	Québec	Bibliographie onomastique du Canada	continuing/indéfini
Rudnycky, J.B.	Ottawa	L'odonymie ukrainienne de Montréal	1992
ONTARIO			
Addington, Charles	London	Revision of Campbell's <i>Canada Post Offices 1755-1895</i>	continuing/indéfini
Ball, Jeff	Toronto	Design and implementation of an automated data base for Ontario toponymic records	continuing/indéfini
Barr, Elinor	Thunder Bay	Scandinavian place names in Northwestern Ontario	continuing/indéfini

<u>RESEARCHER(S)/ RECHERCHISTE(S)</u>	<u>LOCATION OF RESEARCHER/RÉ- SIDENCE DU RECHERCHISTE</u>	<u>PROJECT PROJET</u>	<u>APPROXIMATE TIME FRAME/TEMPS PRÉVU</u>
Bloomfield, G.T. Bloomfield, Elizabeth Van Nostrand, Brian	Guelph	Industry in Ontario Counties, 1871: A Preliminary Atlas	1992
Carter, Floreen	Oakville	<i>Place Names of Ontario</i> (revision)	continuing/indéfini
Del Mastro, Teresa	Toronto	Survey and approval of Ontario alternate toponymy resulting from Franco-Ontarian Geographical Names Project	continuing/indéfini
Gray, David	Ottawa	Placement and origin of geographic names in Pointe au Baril area	continuing/indéfini
Jackson, John N.	St. Catharines	Place names in the Niagara Peninsula	continuing/indéfini
Kraemer, James E.	Ottawa	A postal history of the settlements in Ontario counties: a) Grey b) Wellington and Dufferin	continuing/indéfini 1993
Lapierre, André	Ottawa	Dictionnaire des noms de lieux français en Ontario	continuing/indéfini
Morley, William F.E.	Kingston	Kingston street names	continuing/indéfini
O'Brien, Kathleen	Orleans	Street names in Ottawa-Carleton Geographical names in Cumberland Township	continuing/indéfini continuing/indéfini
Pitblado, Roger	Sudbury	An atlas of Ontario's geographical names - hard copy and digital (ARC/INFO, Spans, Idrisi) versions Geographies of Ontario's northern lakes as reflected in their geographical names	continuing/indéfini continuing/indéfini
Rayburn, Alan	Nepean	Lost names and places in Eastern Ontario	1993
Roulston, Pauline J.	Kitchener	Ontario's Name Origins: Aberfoyle to Zurich Perceptions and Places in Waterloo	continuing/indéfini continuing/indéfini
Smith, Robert C.	Ottawa	Postal histories of the Ontario counties of: a) Elgin b) Norfolk	continuing/indéfini continuing/indéfini
Yamashita, Rae	Toronto	Toponymic extent of named physical features in Ontario	continuing/indéfini

PRAIRIE PROVINCES/LES PRAIRIES

Barry, William	Regina	Historical names and locally-used names of Saskatchewan	continuing/indéfini
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<u>RESEARCHER(S)/ RECHERCHISTE(S)</u>	<u>LOCATION OF RESEARCHER/RÉ- SIDENCE DU RECHERCHISTE</u>	<u>PROJECT PROJET</u>	<u>APPROXIMATE TIME FRAME/TEMPS PRÉVU</u>
Fauchon, André	Winnipeg	La toponymie française au Manitoba	continuing/indéfini
Holm, Gerald	Winnipeg	Place names of Manitoba	continuing/indéfini
Hughes, Neil	Edmonton	Alberta post office names - past and present	continuing/indéfini
Karamitsanis, Aphrodite	Edmonton	Vol. II - Place Names of South-eastern Alberta	published/publié 1992
Karamitsanis, Aphrodite Harrison, Tracey	Edmonton	Vol. III - Place Names of Central Alberta	1993
		Vol. IV - Place Names of Northern Alberta	continuing/indéfini
		Toponymic tour brochure of the Icefields Parkway	continuing/indéfini
Léonard, Carol	Regina	Répertoire des toponymes français de la Saskatchewan (de la première moitié du dix-huitième siècle à aujourd'hui)	July/juillet 1993
		Les toponymes Coles et Lacolle en Saskatchewan	August/août 1993
Quenneville, Jean-Guy	Saskatoon	Place names in Northeast Alberta	continuing/indéfini
Rudnyckj, J.B.	Ottawa	University of Manitoba - names on campus	1992
Scrimgeour, Gray	Victoria	Postal history, postmarks, and postal routes - to 1905	continuing/indéfini
Topping, W.E.	Vancouver	Location and origin of past and present post offices:	
		a) Alberta (revision)	1993-94
		b) Saskatchewan (revision)	1995
		c) Manitoba (revision)	1997

BRITISH COLUMBIA/COLOMBIE-BRITANNIQUE

Akrigg, G.P.V. and Helen B.	Vancouver	Toponymy of British Columbia	continuing/indéfini
Campbell, Kenneth	Prince Rupert	Toponymy of British Columbia's north and central coast	continuing/indéfini
Carter, Floreen	Oakville	Place names of British Columbia	continuing/indéfini
Chamberlin, David	Victoria	Work of Amos Bowman, mining engineer, B.C. Geological Survey in 1880s (Cariboo)	continuing/indéfini
Giesbrecht, Jean	Quesnel	Local history of people of Ootsa and Cheslatta Lakes (1905-1955)	1993
Harris, Robert C.	West Vancouver	Past and present French-Canadian names in British Columbia	1993

<u>RESEARCHER(S)/ RECHERCHISTE(S)</u>	<u>LOCATION OF RESEARCHER/RÉ- SIDENCE DU RECHERCHISTE</u>	<u>PROJECT PROJET</u>	<u>APPROXIMATE TIME FRAME/TEMPS PRÉVU</u>
Lean, L.P. Teit, Sigurd Clarke, Karen	Merritt	Origins of past and present names of physical features within the Nicola River drainage basin, includes Native names	1993
McIntyre, Jack	Victoria	Historical study of the toponymy of the Saanich Peninsula and lower Gulf Islands	continuing/indéfini
Patenaude, Branwen C.	Quesnel	Roadhouses and early mining on goldrush trails, 1858-1950	text complete/texte complété
Quesnel Genealogy Club	Quesnel	Quesnel and area place names	continuing/indéfini
Schuk, Helen	Tatla Lake	Geographical names and history of the Tatlayoko area in the western Chilcotin	continuing/indéfini
Scrimgeour, Gray	Victoria	Postal history, postmarks and postal routes to 1905	continuing/indéfini
Steele, Grace	Quesnel	History of Quesnel and area - pre-historic to gold rush	continuing/indéfini
Swanson, James L.	Banff	Place names in the Canadian Rockies	continuing/indéfini
Topping, W.E. Robinson, W.G.	Vancouver	British Columbia post offices (revision published 1991)	continuing/indéfini
Woodsworth, Glenn	Vancouver	Geographical names and history of the Coast Mountains	continuing/indéfini
Yeo, W.B. Haida Nation Museum of the Queen Charlottes	Calgary	Haida place names study	1994

NORTHWEST TERRITORIES AND YUKON TERRITORY/  
TERRITOIRES DU NORD-OUEST ET TERRITOIRE DU YUKON

Andrews, Thomas	Yellowknife	Documenting Dogrib traditional sites (including toponyms) on the Camsell River trail linking the community of Rae Lakes with Great Bear Lake	continuing/indéfini
Bergquist, Kathleen Mannik, Hattie	Winnipeg Baker Lake	Traditional use of Thelon, Back, and Kazan rivers by Caribou Inuit	continuing/indéfini
Collignon, Beatrice	Versailles, France	Geographical knowledge and toponymy of the Copper Inuit	1991-94
Freeman, Randolph Burles, Gillian	Yellowknife	Dogrib name survey	continuing/indéfini
Gaunt, Sarah	Whitehorse	Aboriginal names pertaining to Champagne and Aishihik traditional territory in the Tatshenshini River basin (Yukon and B.C.)	1991-93
Goehring, Brian	Vancouver	Inuit place names in the Kitikmeot region of the Northwest Territories	continuing/indéfini
Goldring, Philip	Ottawa/Hull	Whaling history and post-contact human history of Baffin Island	continuing/indéfini
Greer, Sheila Carcross-Tagish First Nation	Edmonton	Carcross-Tagish First Nation Land Use History Research in various locales (recording historic sites, resource locales, place names, family history, etc.)	continuing/indéfini



<u>RESEARCHER(S)/ RECHERCHISTE(S)</u>	<u>LOCATION OF RESEARCHER/RÉ- SIDENCE DU RECHERCHISTE</u>	<u>PROJECT PROJET</u>	<u>APPROXIMATE TIME FRAME/TEMPS PRÉVU</u>
Hart, Elisa	Yellowknife	Survey of Inuvialuit traditional land use and values to aid in interpretation and location of heritage resources	continuing/indéfini
Immaruittuq, Emile	Igloolik	Inuit place names of the Igloolik area	continuing/indéfini
Jackson, Susan	Sechelt, B.C.	Origins of place names in the Yellowknife mining area	continuing/indéfini
Jenness, Stuart	Ottawa	Locations noted by Diamond Jenness, in the Victoria Island area	continuing/indéfini
Kerfoot, Helen	Ottawa	Geographical names of Northern Canada: miscellaneous	continuing/indéfini
MacDonald, Agnes B. Workman, Margaret (Yukon Native Language Centre)	Whitehorse	Athapaskan place names of Aishihik, Kloo Lake and Kluané regions	continuing/indéfini
MacDonald, John	Igloolik, N.W.T.	Inuit place names and their role in Inuit wayfinding	1995
		Names used by explorers in the northern Foxe Basin area	continuing/indéfini
Müller-Wille, Ludger and Linna	Montréal	Gazetteer of Inuit geographical names in Nunavut (NWT) - NUNA-TOP Project	1991 - ?
Tutannuaq, Percy (Indigenous Names Surveys/Tukiliurvik)	Rankin Inlet, N.W.T.		
Nagy, Murielle (Inuvialuit Social Development Program, Inuvik)	Edmonton	Herschel Island and Yukon North Slope Inuvialuit Oral History Project	1993
O'Reilly, Kevin	Yellowknife	Place names and post offices in the Northwest Territories	continuing/indéfini
Robinson, W.G. Topping, W.E.	Vancouver	Location and origin of past and present post offices: - Yukon and NWT	1999
Yukon Geographical Names Board/ Loucheux people/ Yukon Renewable Resources Department	Whitehorse	Place names of native historical interest in the Dempster Corridor	continuing/indéfini

CANADA - GENERAL / CANADA DANS SON ENSEMBLE

Ahrens, Wolfgang	Toronto	Toponymy in German-Canadian settlements	continuing/indéfini
Barr, Elinor	Thunder Bay	Canadian toponyms of Swedish origin	continuing/indéfini
Bonnely, Christian	Québec	Établissement d'une liste d'exonymes des Amériques	continuing/indéfini
CPCGN Secretariat	Ottawa	Compilation of bibliographic material on Native toponymy of Canada	continuing/indéfini
Dilley, Robert S.	Thunder Bay	Teaching exercises using geographical names	continuing/indéfini

<u>RESEARCHER(S)/ RECHERCHISTE(S)</u>	<u>LOCATION OF RESEARCHER/RÉ- SIDENCE DU RECHERCHISTE</u>	<u>PROJECT PROJET</u>	<u>APPROXIMATE TIME FRAME/TEMPS PRÉVU</u>
Drummond, R. Norman	Montréal	Place names commemorating: a) geographers from McGill University b) McGill University and its graduates	continuing/indéfini continuing/indéfini
Dugas, Jean-Yves	Québec	Bibliographie commentée relative aux gentils du Québec et du Canada	continuing/indéfini
Finnegan, Gregory F.	Ottawa	Centres of commerce in North-west Territories, (Alberta and Saskatchewan) 1881-1912	continuing/indéfini
Hamelin, Louts-Edmond	Sillery	Vocabulaire géographique dans l'Est du Canada	continuing/indéfini
Hamilton, W.B.	Sackville, N.B.	Comparison of Canadian and Australian place naming	continuing/indéfini
La Brie, Léo	Hull	Problèmes de correspondance entre les génériques de l'anglais et du français	continuing/indéfini
Lapierre, André	Ottawa	«Anthologie des études onomastiques au Canada français»  French place names in North America	1992-1994 continuing/indéfini
Lemieux, Normand	Ottawa	Rules for translation of geographical names for texts in both official languages / Règles pour la traduction des noms géographiques dans les deux langues officielles	continuing/indéfini
Lewis, G. Malcolm	Sheffield, U.K.	Indian maps as sources of toponymic information, as part of E.S.R.C.-funded Amerindian and Inuit Maps and Mapping Programme based at the University of Sheffield  Re-interpretation of La Vérendrye's composite (Indian) map of 1728-29	continuing/indéfini continuing/indéfini
Morissonneau, Christian	Montréal	Toponymie française et récits de voyages en Amérique du Nord	continuing/indéfini
O'Brien, Kathleen	Orleans	Artists and art in geographical names  Geographical names reflecting authors, fictitious characters and places  Toponymy of the Canadian Permanent Committee on Geographical Names and its predecessors	continuing/indéfini continuing/indéfini 1992-1997
O'Brien, Vern	Howard Springs, NT, Australia	Former presidents of the Royal Geographical Society - place names in Australia and Canada	continuing/indéfini
Okulitch, Andrew V.	Calgary	Nomenclature and definition of major physiographic features of Canada in conjunction with compilation of 1:1M scale Geological Atlas of Canada	continuing/indéfini
Ommanney, C.S.L.	Saskatoon	Canadian glacier names	continuing/indéfini
Rayburn, Alan	Nepean	History of geographical naming in Canada  "Place names" in <i>Canadian Geographic</i>	continuing/indéfini continuing/indéfini
Richard, Marc	Québec	Les procédés de création de noms géographiques	continuing/indéfini

SOME MEETINGS CONCERNING NAMES	1993		1993	QUELQUES RÉUNIONS SUR LES NOMS
XVIIIth International Congress on Onomastic Sciences	April 12-18	Trier, Germany	12-18 avril	XVIII <sup>e</sup> Congrès international des sciences onomastiques
Advisory Committee on Undersea and Maritime Feature Names	April 22	Ottawa	22 avril	Comité consultatif des noms d'entités sous-marines et marines
Blue Ridge Onomastic Symposium	April 23-24	Greensboro, North Carolina	23-24 avril	Blue Ridge Onomastic Symposium
Thirty-second Annual Names Institute	May 1	New York, N.Y.	1 mai	Thirty-second Annual Names Institute
Canadian Society for the Study of Names	May 30-31	Ottawa	30-31 mai	Société canadienne d'onomastique
Seventeenth Western States Geographic Names Conference	Sept. 8-11	El Paso	8-11 sept.	Seventeenth Western States Geographic Names Conference
Canadian Permanent Committee on Geographical Names and Advisory Committees	Sept. 13-17	Toronto	13-17 sept.	Comité permanent canadien des noms géographiques et des comités consultatifs
Connecticut Onomastic Symposium	October 2	Willimantic, Connecticut	2 octobre	Connecticut Onomastic Symposium
American Name Society, Modern Language Association	Dec. 27-30	Toronto	27-30 déc.	American Name Society, Modern Language Association