

## CN asks for land to build rail yard

### Railway to buy 63 hectare lot for \$390,000

BY SEAN PERCY  
HUB EDITOR

Canadian National Railway (CN) has applied to buy a parcel of land at the junction of the Hay River and Fort Smith highways.

The plan to build a rail yard and trans-load facility on the outskirts of Hay River, first reported in *The Hub* in June of this year, took its first official step last week, when CN applied to purchase Lot 1917, a 63.3 hectare (156.4 acre) property west of Highway 2, across from the junction with Highway 5.

The sale is likely to be pegged at the \$390,000 appraisal value of the property, although Council has yet to officially establish a price for the lot. The lot was appraised by Stewart, Weir and MacDonald in May of 2007.

The property was not in the Town's land inventory, and it will require Council to avail itself of a rarely-used provision in the land administration bylaw that allows it to sell a parcel outside the usual method, if Council feels it is in the best interests of the community.

The property would also have to be rezoned from urban reserve to transportation.

Mayor John Pollard said Monday that he'll be recommending that Council accept the application and enter into a deal to sell the property.

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- Mayor  
John Pollard

The proposed rail yard and loading facility will serve the Tamerlane lead-zinc mining project, but Pollard said he expects there will be more involved in CN's plan than just moving ore for the mine.

"Now we'll invite CN to make a presentation to Council and tell us what their plans are. I'm not speaking for CN, but my understanding is it will be more than just Tamerlane. How much more, I don't know until such time as they make a presentation," Pollard said.

Pollard said he's excited by CN's plan to invest in Hay River: "I'm pretty happy. It reiterates the town's position as the transportation capital of the Northwest Territories, whether by river, road or rail."

"I'm pleased that the company is re-investing and showing confidence in our community. It bodes well for the community," said Pollard.

Pollard said his discussions with municipal traffic committee chairperson Peter Maher also make him confident that the location south of town is sensible.

"It will cut down in the number of trains and trucks going through Town. If we tried to do it on the island, it would generate more traffic down there. It makes a lot of sense traffic-wise," said Pollard.

A CN spokesperson could not provide further details on Monday. In June, CN spokesperson Jim Feeny said the company doesn't usually comment on projects that are under development and that the rail yard in Hay River was in "early, early stages."

Development of the property would undoubtedly take a big investment from CN, as the land is raw, undeveloped and swampy in places.

The Town received an application to lease the property in 2005 from Greg Whitlock on behalf of pipe coating giant Socotherm, but at that time the Town didn't own the property. Since then, a deal with the territorial government transferred title of the property to the Town.

But Pollard says the CN opportunity is more substantial.

"This is a real application with an offer to purchase and develop. It's not centres are whether the pipeline will be developed. Of course, the Town is still interested, if the pipeline goes ahead and someone wants to put in a pipe coating plant. We'll work diligently to find suitable land for that as well."

### ROCKING IN ENTERPRISE



Jessica Latour of Hay River band Trak 21 belts out a tune last Saturday at the annual Enterprise Gateway Jamboree. Bands from around the NWT performed at the one-day festival. *photo by PATRICK FRANCIS TESKEY*

### Rain, wind couldn't stop Enterprise party

Proving that a little rainy weather wasn't enough to cancel a party, roughly one hundred people took in the festivities August 11 during the annual Enterprise Gateway Jamboree.

There was a little something for everyone, from live music and dancing, to games and raffle draws. Bands from throughout the Northwest Territories took part, showcasing music that ranged from rock, to pop and fiddling.

Members of the Hay River Toy Run motorcycle ride also made an appearance, providing onlookers with a chance to ogle some of the best two wheeled vehicles the north has to offer.

When the skies opened, onlookers took cover under the massive tent set up for the event, returning to the lawn in front of the stage once the blue skies returned. Crafts and second hand clothes were also available for purchase during the day-long event.

Enterprise resident Susan "Suzie Q" Lalonde said that the desire to keep the party going when the weather got rough showed how resilient the residents of Enterprise were.

"I don't think so," she said when asked if the rain kept anyone away. "I think everyone had a good time and was thinking sunshine the whole time."

## Get on with permits for Tamerlane, KFN urges feds

BY SEAN PERCY  
HUB EDITOR

In a letter made public this week, the K'atlochee First Nation called on the federal government to speed up the pace of issuing permits for the lead-zinc mine near Polar Lake.

On May 25, 2007, KFN Chief Alec Sunrise wrote to Indian and Northern Affairs minister Jim Prentice, asking that he support moving ahead the Tamerlane Pine Point Pilot Project.

The letter, and Prentice's reply, were posted in the public registry of the

Mackenzie Valley Environmental Impact Review Board's assessment of Tamerlane project.

"The K'atlochee First Nation has been developing a good relationship with Tamerlane over the past two years and has recently signed an agreement to work together on the Pine Point Pilot Project," Sunrise wrote.

"The agreement outlines job and business opportunities for the K'atlochee First Nation people and ensures ownership in the project now and in the future. Our agreement depends on Tamerlane obtaining its permits for this project, which, as we

understand, is on land that has been mined over 30 years in the past.

"The permit process has already taken over a year and we are concerned for the opportunities of our people that it will take a lot longer. It appears to us there is little or no justification for the delay in awarding the permits as all terms and conditions set out by the Mackenzie Valley Environmental Impact Review Board were met or exceeded by Tamerlane Ventures.

"We know that that local communities are in full support of this project and would like to see the economic benefits sooner than later," Sunrise said.

He told Prentice that it wasn't the communities holding up the process, but government agencies. Sunrise asked that Prentice arrange to meet with the chief and band council.

"We're doing our part. There are ways that they (Prentice and the federal government) can make things happen," Sunrise told *The Hub* on Monday.

In a July 31 response to Sunrise's letter, Prentice declined a meeting, and urged the chief to register his concerns with the review board, and then asked him to take up the issue with an Indian and Northern Affairs scientist in Yellowknife.