ALLYN RESOURCES INC.

EXECUTIVE SUMMARIES

ALLYN RESOURCES INC.
BOOTH RIVER PROJECT
EXECUTIVE SUMMARY

Allyn Resources Inc. is a Canadian exploration company with offices in Yellowknife, N.T and Vancouver B.C.
The company holds 159,000 acres in mineral claims, in three blocks, in the Booth River area, Nunavut. The claim blocks are located 520 km northeast of Yellowknife, N.T. and 65 to100 km southwest of Bathurst Inlet, Nunavut. The mineral claims include the BRS 1-51 claims, the NARM 1-7 claims and the ROSCOE 1-15 claims. These are located in NTS map sheets 76 K / 3,4,5,6,7,11 and 14. Allyn Resources Inc is proposing to explore the claims for copper and nickel deposits.

The planned exploration program would include the construction of a temporary tent camp on the property, airborne and ground based geophysical surveys, geological mapping and prospecting programs and a diamond drilling program. A helicopter would be used to transport personnel throughout the property and to move supplies and drilling equipment.

2005 Proposed Exploration Program

Time Period

Field work would begin in May and continue, intermittently, until September, 2005. Any further exploration programs would be dependent upon the results of this work.

Personnel

The exploration program will involve between 6 and 12 technical personnel. This would include geologists, geophysical technicians, a diamond drill crew, cook, camp attendant and helicopter pilot.

Camp Construction

A temporary tent camp is planned. The proposed camp site is located near a lake on the BRS 44 mineral claim located at 66° 19' N, 109° 15' W, within NTS 76 K / 6.
Six, insulated, 14' x 16' tents are planned. These tents would be built on wooden frames and would include a kitchen, wash tent, office and three accommodations tents. One outhouse and a wooden generator shack would also be constructed.
Power for the camp would be provided by a small diesel generator.
Grey water from the kitchen and dry would be drained to a sump and treated as required. All human wastes would be incinerated.
Water for camp use would be pumped from the lake and stored in a holding tank located in the dry. The water would be filtered and treated with a minor amount of bleach prior to use.
All garbage would be taken to Yellowknife on regular service flights.

Fuel

Jet A helicopter fuel, diesel fuel and some unleaded gas would be stored at the camp.
All fuels, contained in 205 l metal drums, would be stored in accordance with Land Use Regulations.
To minimize the possibility of fuel spills the fuel drums would be inspected daily, and fuel from any leaking drums would be pumped into spare drums.

Diesel fuel will be required for the diesel generator and to supply heat for the various tents. Unleaded gas would be used in the water pump.

Sorbent pads will be used around open fuel drums, and around diesel fuel lines.

A fuel spill kit will be kept at the camp. Any fuel spill would be reported to the appropriate regulatory agency.

Empty fuel drums will be backhauled to Yellowknife on regular service flights.

Logistic Support

A Bell 206 B Jet Ranger or Hughes 500D helicopter would provide logistic support for the camp and field crews.

Ground Based Geophysical Surveys

A four person field crew would complete geophysical surveys throughout the claim groups. This work will require approximately 60 field days.

The field crews would be based at the exploration camp, and would travel to the survey areas by helicopter.

Geological Program

Four geologists would complete geological mapping and rock sampling programs throughout the claim groups. This program would take approximately 120 field days. The geological crew would be supported by helicopter.

Diamond Drill Program

A maximum of 10 people are required to carry out, and support this work. The drill crew consists of a supervisor, two drillers and two helpers. Supervisory, helicopter and support staff would involve an additional five personnel.

A Boyles 17A diamond drill would be transported to the project by fixed wing aircraft, and then moved to the first drill site by helicopter. Subsequent moves between drill sites would be supported by helicopter

All drill holes will be land based; no drilling from lake ice is expected.

Each drill hole is cased to bedrock, such that drill fluids, and cuttings may be properly managed. Drill fluids and cuttings (fine grained rock) are pumped to natural sumps away from bodies of water, and the drill site.

Upon completion of the drill hole, all casing, and any anchor rods are either removed, or cut off at ground level.

All drill sites are cleaned daily, and upon completion of each drill hole, with wastes shipped to the main camp for proper disposal.

Fuel Handling

All fuel spills would be cleaned immediately, with reports filed with the responsible authorities.

The majority of the fuel required for the drilling, and helicopter support will be stored at the main camp. Only fuels necessary to complete the current drill hole, and move the drill rig, will be stored at the drill site.

Sorbent pads will be used as required around machinery and open fuel drums.

Fuel drums will be checked daily for leaks. Any leaking drums will be replaced.

Program Closure

All diamond drill sites are cleaned daily, with a final clean-up completed once a drill hole is finished and the drill rig has been removed.

Should the exploration program be unsuccessful all materials, camp equipment and supplies and garbage would be removed from the camp site.

ᐋᓚᓐ ᐅᔭᕋᕐᓂᐊᖅᑎᒃᑯᑦ Booth River ᒥ ᐱᓕᕆᐊᕆᔭᐅᔪᖅ ᐅᓂᒃᑳᓕᐅᖅᑕᐅᓯᒪᔪᖅ ᓇᐃᒡᓕᒋᐊᖅᑎᑕᐅᓯᒪᓂᖓ

ᐋᓚᓐ ᐅᔭᕋᕐᓂᐊᖅᑎᒃᑯᑦ ᑲᓇᑕᒥᐅᓄᑦ ᓇᖕᒥᓂᕆᔭᐅᔪᖅ ᐊᓪᓚᒡᕕᖃᕐᓗᑎᒃ ᔮᓄᓇᐃᒻᒥ ᐊᒻᒪ ᕚᓐᑯᕙ ᐲᓰᒥ.

ᓄᓇᕐᑯᑎᓖᑦ ᐅᔭᒃᓯᐅᕐᕕᐅᓯᒪᔪᓂᒃ 159,000 acresᓂᒃ, ᐱᖕᒐᓱᓂᑦ ᐊᕕᒃᑐᖅᓯᒪᔪᓂᑦ, Booth River ᖃᓂᒋᔮᓂᑦ ᓄᓇᕗᒻᒥ. ᐊᕕᒃᑐᖅᓯᒪᓂᖓᑦ 520kmᒥ ᔮᓄᓇᐃᕝ ᐅᐊᖕᓇᖅᐸᓯᖕᒑᓂᑦᑐᑦ ᓄᓇᑦᑎᐊᕐᒥ ᐊᒻᒪᓗ 65ᒥ 100kmᒧᑦ ᕿᖕᒐᐅᑦ ᓂᒡᒋᖅᐸᓯᖕᒐᓂᑦ ᓄᓇᕗᒻᒥ. ᐅᔭᕋᕐᓯᐅᕕᐅᓯᒪᔪᑦ ᓇᓗᓇᐃᒃᑯᑖᓕᑦ BRS 1-51, NARM 1-7 ᐊᒻᒪᓗ ROSCOE 1-15. ᑖᒃᑯᐊᓗ ᓇᓗᓇᐃᕐᑐᖅᑕᐅᓯᒪᓪᓗᑎᒃ NTS ᓄᓇᖑᐊᓕᐅᖅᑕᐅᓯᒪᔫᑉ ᒪᒃᐱᖅᑐᒐᖏᓐᓂᑦ 76K/3,4,5,6,7,11,ᐊᒻᒪᓗ 14ᒥ. ᐋᓚᓐ ᐅᔭᕋᕐᓂᐊᖅᑎᒃᑯᑦ ᑕᒫᓂ ᐅᓗᒃᓴᓂᒃ ᐊᓯᖕᒋᓐᓂᓪᓗ ᓴᕕᕋᔭᒃᓴᓂᒃ ᕿᓂᕐᓂᐊᖅᑐᑦ.

ᑕᒫᓂ ᕿᓂᖅᑎᓪᓗᒋᑦ ᐅᔭᒃᓯᐅᖅᑕᐅᔪᒥᓇᖅᑐᓂᒃ ᑕᒻᒫᕐᕕᓕᐅᕐᓂᐊᖅᑐᑦ, ᖁᓕᒥᒎᓕᒃᑰᖅᑐᑦ ᓄᓇᑰᖅᑐᓪᓗ ᐅᔭᕋᓂᒃ ᖃᐅᔨᓴᕐᓂᐊᖅᑐᑦ, ᓄᓇᖑᐊᓕᐅᖅᑕᐅᓯᒪᔪᒃᑯᑦ ᐅᔭᒃᓯᐅᖅᑕᐅᔪᒥᓇᖅᑐᑦ ᑎᑎᕋᖅᑕᐅᕙᓪᓕᐊᓂᐊᖅᑐᑦ ᐊᒻᒪᓗ ᑎᓯᓂᖅᐹᓂᒃ ᑕᐃᒪᙳᓂᕋᖅᑕᐅᔪᓂᒃ ᕿᓂᕐᓂᐊᕆᑦᑐᑎᒃ. ᓱᓇᒃᑯᑖᑦ ᐊᑐᖅᑕᐅᔭᕆᐊᖃᖅᑐᑦ, ᐃᑰᑕᖅ, ᐃᖃᓇᐃᔭᖅᑏᓪᓗ ᖁᓕᒥᒎᓕᒃᑯᑦ ᐊᔾᔭᖅᑕᐅᖃᑦᑕᕐᓂᐊᖅᑐᑦ.

2005ᒥ ᐅᔭᒃᓯᐅᕐᓂᕐᒧᑦ ᐱᓕᕆᐊᕆᔭᐅᓯᒪᓂᐊᖅᑐᑦ

ᐊᑯᓂᐅᓂᖓ

ᒪᐃᒥ ᐱᓕᕆᓯᒋᐊᕐᓂᐊᖅᑐᑦ, ᑲᔪᓰᓐᓇᕐᓗᑎᒃ, ᓄᖃᖅᑕᖃᑦᑕᕐᓗᑎᒃ, ᓯᑎᐱᕆ 2005ᒧᑦ ᑎᑭᐅᑎᓗᒍᒃ. ᑲᔪᓯᓂᐊᕐᒪᖔᑦ ᐃᓱᒪᖅᓴᖅᓯᐅᕈᑕᐅᒐᔭᕐᑐᓂᒃ ᐅᔭᒃᓯᐅᖅᑕᐅᔪᒥᓇᖅᑐᓂᒃ ᓇᓂᓯᒃᐸᑕ.

ᐃᖅᑲᓇᐃᔭᕐᑎᖏᑦ

ᕿᓂᖅᑎᓪᓗᒋᑦ ᑕᒫᓂ 6ᓂᒃ 12ᓂᓪᓘᓐᓃᑦ ᐃᖅᑲᓇᐃᔭᖅᑎᖃᕐᓂᐊᖅᑐᑦ ᐃᓕᓯᒪᔪᓂᒃ. ᐅᔭᕋᓂᒃ ᖃᐅᔨᓴᖅᑎᓂᒃ, ᐅᔭᕋᓂᐊᕐᓂᕐᒥᒃ ᐱᓕᕆᔨᓂᒃ, ᑕᐃᒪᓐᓂᒃ ᐃᑰᑕᖅᑎᓂᒃ, ᓂᕿᓕᐅᖅᑎᒥᒃ, ᑕᒻᒫᖅᓯᒪᔪᓂᒃ ᑲᒪᔨᐅᓂᐊᖅᑐᒥᒃ ᐊᒻᒪᓗ ᖁᓕᒥᒎᓕᖕᒥᒃ ᐊᕐᑯᖅᑎᒥᒃ.

ᑕᒻᒫᕐᕕᐅᑉ ᓴᓇᔭᐅᓂᖓᓄᑦ

ᑕᒻᒫᕐᓯᒪᓂᐊᖅᑐᑦ ᑕᓯᐅᑉ ᖃᓂᒋᔮᓂᑦ ᐅᔭᕋᕐᓯᐅᕐᕕᐅᓯᒪᔫᑉ BRS44ᒥ ᓇᓗᓇᐃᒃᑯᑕᓕᐆᑉ ᖃᓂᒋᔮᓂᑦ 66°19' N, 109° 15' Wᒥ, ᓄᓇᖑᐊᓕᐅᖅᑕᐅᓯᒪᔫᑉ ᒪᒃᐱᖅᑐᒐᕐᒥᑦ 76K/6.ᒥᑦ ᐊᕐᕕᓂᓕᖕᓂᒃ ᑐᐱᖃᕐᓂᐊᖅᑐᑦ 14' x 16'ᒥ ᐊᖏᓂᖃᖅᑐᑦ ᕿᔪᕐᒥ ᐊᕙᓗᖃᖅᑐᓂᒃ. ᐃᓚᖓ ᓂᕿᓕᐅᕐᕕᐅᓪᓗᓂᒃ ᐊᒻᒪᓗ ᐅᐊᓴᕐᕕᒃᑕᖃᕆᓪᓗᓂ, ᐊᓪᓚᒃᕕᖕᒥ ᐊᒻᒪᓗ ᐱᖓᓱᑦ ᓯᓂᒃᑕᕐᕕᐅᓪᓗᑎᒃ. ᒪᕐᕈᕐᓂᒃ ᐃᒡᓗᕋᓛᖅᑕᖃᕐᓂᐊᕐᒥᔪᑦ ᖁᕐᕕᖕᒍᑦ ᐆᒻᒪᕐᑯᑎᓕᐅᕈᑎᒧᓪᓗ. ᐆᒻᒪᕐᑯᑎᓕᐅᕈᑎᖃᕐᓂᐊᕐᖢᑎᒃ ᐅᖅᓱᐊᓗᒃᓴᒥ ᐊᑐᖅᑐᒥᒃ.

ᐃᒪᖅ ᐊᑐᖅᑕᐅᓂᒃᑯ ᓂᕿᓕᐅᕐᕕᒻᒦᖓᕐᑐᖅ ᑯᕕᑎᑕᐅᖃᑦᑕᕋᔭᕐᑐᖅ ᓄᐊᑦᑎᕕᖕᒧᑦ ᓱᕈᐃᔭᐃᓂᕐᒧᑦ ᐊᑐᖅᑕᐅᔭᕆᐊᖃᖅᑐᑦ ᐊᑐᖅᑕᐅᓪᓗᑎᒃ. ᖁᕐᕕᖕᒦᖓᖅᑐᓕᒫᑦ ᐃᑭᑕᐅᓂᐊᖅᑐᑦ. ᑕᓯᕐᒥ ᐃᒥᖅᑕᕐᓂᐊᖅᑐᑦ, ᐃᒥᕐᓗ ᖃᑦᑕᐅᔭᐅᑉ ᐃᓗᐊᓂ ᓄᐊᑕᐅᓯᒪᓂᐊᕐᑐᖅ. ᐃᒥᖅ ᓱᕈᐃᔭᖅᑕᐅᓯᒪᓂᐊᕐᑐᖅ ᒥᑭᔪᒥᓪᓗ ᖁᐱᕈᐃᔭᐃᔾᔪᑎᒥᒃ ᐃᓚᔭᐅᓯᒪᓂᐊᕐᑐᖅ. ᓵᓂᑦ ᔮᓗᓇᐃᕝᒧᑦ ᐊᐅᓪᓚᖅᑎᑕᐅᖃᑦᑕᕐᓂᐊᖅᑐᑦ ᖃᖓᑕᓲᒃᑯᑦ.

ᐅᖅᓱᐊᓗᒃᓴᖅ

ᖁᓕᒥᒎᓕᒃᓯᐅᑦ, ᐅᒻᒪᕐᑯᑎᓕᐅᕈᑎᐅᑉᓗ ᐅᖅᓱᐊᓗᒃᓴᖓ ᒫᓯᓗ ᓄᐊᑕᐅᓯᒪᓂᐊᖅᑐᑦ ᑕᒫᕐᕕᐅᓯᒪᔪᒥᑦ. ᑖᒃᑯᐊ ᐅᖅᓱᐊᓗᒃᓴᐃᑦ ᓴᕕᕋᔭᓂᑦ ᖃᑦᑕᐅᔫᓂᑦᑐᑦ 205 1ᒥ ᓇᓗᓇᐃᒃᑯᑕᓕᖕᓂᑦ ᑕᒫᓂᑎᑕᐅᓯᒪᓂᐊᖅᑐᑦ ᓄᓇᐅᑉ ᐊᑐᖅᑕᐅᓂᖓᓄᑦ ᐊᑐᐊᒐᐅᔪᑦ ᐊᑐᖅᑕᐅᓪᓗᑎᒃ. ᑯᕕᔪᖃᖁᖏᖢᒥᑦ ᖃᐅᑕᒫᑦ ᖃᑦᑕᐅᔭᐃᑦ ᖃᐅᔨᓴᖅᑕᐅᖃᑦᑕᕐᓂᐊᖅᑐᑦ, ᑯᕕᔪᖃᕐᓂᕈᓂᒃ ᑯᕕᓯᒪᓂᖓ ᐊᓯᐊᓄᐊᖅᑎᑕᐅᓂᐊᕐᑐᖅ ᖃᑦᑕᐅᔭᕐᒧᑦ ᐃᓗᓕᖃᖏᑦᑐᒧᑦ. ᐅᖅᓱᐊᓗᒃᓴᐃᑦ ᐆᒻᒪᕐᑯᑎᓕᐅᕈᑎᒃᓯᐅᑎ ᐊᑐᖅᑕᐅᓂᐊᕐᒥᔪᑦ ᐅᖁᓴᖅᑕᐅᓂᖏᓐᓄᑦ ᑐᐱᑦ. ᒫᓯᑐᐃᓐᓇᖅ ᐊᑐᖅᑕᐅᓪᓗᓂᒃ ᒥᓪᓗᐊᕈᑎᒧᑦ ᐃᒥᖅᑕᕐᓂᕐᒧᑦ. ᖃᑦᑕᐅᔭᐃᑦ ᒪᑐᐃᖓᔪᑦ ᐅᖅᓱᐊᓗᑦᓗ ᓱᑦᑐᓕᖏᑕ ᓯᓚᑖᒍᑦ ᓱᕈᐃᔭᐃᒃᑯᑎᖅᑕᐅᓯᒪᓂᐊᖅᑐᑦ. ᐅᖅᓱᐊᓗᒃᓴᒥᒃ ᑯᕕᔪᖃᖅᑎᓪᓗᒍᒃ ᓴᓗᒪᖅᓴᖅᑕᐅᓂᖓᓄᑦ ᐊᑐᖅᑕᐅᔭᕆᐊᖃᖅᑐᑦ ᑕᒻᒫᕐᕕᖓᓂᑎᑕᐅᒐᔭᖅᑐᑦ. ᑯᕕᔪᖃᕐᓂᖅᐸᑦ ᑐᓴᐅᒪᑎᑕᐅᒐᔭᖅᑐᑦ ᒐᕙᒪᓕᕆᔨᒃᑯᑦ ᑕᐃᒪᐃᑦᑐᓂᒃ ᑲᒪᔩᐅᔪᑦ. ᖃᑦᑕᐅᔭᐃᑦ ᐃᓗᓕᖃᕈᓃᖅᑎᓪᓗᒋᑦ ᔮᓗᓇᐃᕝᒧᑦ ᐊᐅᓪᓚᖅᑎᑕᐅᖃᑦᑕᕐᓗᑎᒃ ᖃᖓᑕᓲᒃᑯᑦ.

ᓱᓇᑐᐃᓐᓇᐃᑦ ᐊᔾᔭᖅᑕᐅᓂᖏᓐᓄᑦ ᐊᑐᖅᑕᐅᓂᐊᖅᑐᑦ

Bell 206 Jet Rangerᒥᒃ ᐅᕝᕙᓘᓐᓃᑦ Hughes 500Dᒥᒃ ᖁᓕᒥᒎᓕᖕᒥᒃ ᐊᑐᕐᓂᐊᖅᑐᑦ ᓱᓇᑐᐃᓐᓇᐃᑦ ᐃᖅᑲᓇᐃᔭᖅᑏᓪᓗ ᐊᔾᔭᖅᑕᐅᓂᖏᓐᓄᑦ.

ᓄᓇᒃᑯᑦ ᖃᐅᔨᓴᕐᓂᕐᒧᑦ

ᑎᓴᒪᓄᑦ ᐃᓄᖕᓄᑦ ᐅᔭᕋᐃᑦ ᖃᓄᐃᑑᓂᖏᑦ ᖃᐅᔨᓴᖅᑕᐅᓯᒪᓂᐊᕐᑐᑦ ᐊᕕᒃᑐᖅᓯᒪᓂᖓᓂᑦ. ᐅᑦᑐᓄᑦ 60ᓄᑦ ᐱᓕᕆᐊᕆᔭᐅᑦᑐᓂᒃ. ᑖᒃᑯᐊ ᖃᐅᔨᓴᖅᑎᖏᑦ ᑕᒻᒫᕐᕕᖕᒥ ᓯᓂᒃᑕᖃᑦᑕᕐᓂᐊᖅᑐᑦ ᐅᑦᑐᒃᑯᑦ ᖁᓕᒥᒎᓕᒃᑰᕐᓗᑎᒃ ᖃᐅᔨᓴᕆᐊᖅᑐᖃᑦᑕᕐᓂᐊᕐᑐᑦ.

ᐅᔭᕋᐃᑦ ᖃᓄᐃᑑᓂᖏᓐᓂᒃ ᓇᓗᓇᐃᔭᐃᓂᖅ

ᑎᓴᒪᓄᑦ ᐅᔭᕋᕐᓂᒃ ᖃᐅᔨᓴᖅᑎᓪᓚᕆᖕᓄᑦ ᖃᐅᔨᓴᖅᑕᐅᓂᐊᖅᑐᑦ ᐅᔭᕋᐃᑦ ᖃᓄᐃᑑᓂᖏᑦ ᐊᕕᒃᑐᖅᓯᒪᔪᓂᑦ ᐅᔭᕋᖅᓯᐅᕐᕕᐅᓯᒪᔪᓂᑦ. ᐅᓪᓗᓄᑦ 120ᓄᑦ ᑕᒪᓐᓇ ᐱᓕᕆᐊᕆᔭᐅᓪᓘᓂᒃ. ᖁᓕᒥᒎᓕᒃ ᐊᑐᖅᑕᐅᓪᓗᓂᒃ ᓇᒧᖓᕈᓘᔭᕈᓐᓇᖁᓗᒋᑦ.

ᐃᑰᑕᖅᑐᑦ ᑕᐃᒪᓐᖑᓂᕋᖅᑕᐅᔪᓂᒃ ᐅᔭᕋᒃᓯᐅᖅᑕᐅᔪᒥᓇᕐᑐᕐᑕᖃᕐᒪᖔᑦ ᖃᐅᔨᓴᖅᑎᓪᓗᒋᑦ

ᐃᓄᖕᓄᑦ ᖁᓕᖕᓄᑦ, ᐊᒥᓲᖏᓐᓂᖅᓴᓄᓪᓘᓐᓃᑦ ᑕᒪᓐᓇ ᐱᓕᕆᐊᕆᔭᐅᓯᒪᓂᐊᕐᑐᖅ. ᐊᑕᐅᓯᕐᒥᒃ ᑲᒪᔩᖃᕐᓗᑎᒃ, ᒪᕐᕉᓂᒃ ᐃᑰᑕᖅᑎᓂᒃ ᐊᒻᒪᓗ ᒪᕐᕉᒃ ᐃᑲᔪᖅᑏᑦ. ᑕᓪᓕᒪᒃᑲᓐᓂᐅᓪᓗᑎᒃ ᑲᒪᕇᑦ, ᖁᓕᒥᒎᓕᓕᕇᑦ ᐊᓯᖏᓐᓂᓪᓗ ᐱᓕᕇᑦ. A Boyles 17Aᒥ ᓇᓗᓇᐃᒃᑯᑕᓕᒃ ᐃᑰᑕᖅ ᐊᑐᖅᑕᐅᓂᐊᕐᑐᖅ ᖃᖓᑕᓲᒃᑯᑦ ᑕᒪᐅᖓᖅᑎᑕᐅᓪᓗᓂᒃ
ᐊᓯᐃᓛᒃ ᐃᑰᑕᕐᕕᐅᓯᒪᓂᐊᖅᑐᓄᑦ ᐊᔾᔭᖅᑕᐅᓗᓂᒃ ᖁᓕᒥᒎᓕᒃᑯᑦ. ᐃᑰᑕᖅᑕᐅᓯᒪᔪᓕᒫᑦ ᓄᓇᒦᖓᕐᓂᐊᖅᑐᑦ ᑕᓯᕐᒦᖃᑦᑕᔾᔫᖏᑦᑐᑦ. ᐃᑰᑕᖅᑕᐅᓯᒪᔪᑦ ᓄᓇᓪᓚᓇᒻᒧᑦ ᐊᑕᑎᑕᐅᖃᑦᑕᕐᓂᐊᖅᑐᑦ ᐃᑰᑕᕐᒦᖓᖅᑐᑦ ᑯᕕᔪᑦ, ᐅᔭᕋᓛᓪᓗ ᑲᒪᒋᔭᐅᑦᑎᐊᕈᓐᓇᖁᓗᒋᑦ. ᑖᒃᑯᐊ ᓯᐅᕋᐅᔭᐃᑦ ᐃᑰᑕᖅᑕᐅᓯᒪᔪᒦᖓᖅᑐᑦ ᒥᓪᓗᐊᖅᑕᐅᖃᑦᑕᕐᓂᐊᖅᑐᑦ ᓄᐊᑦᑎᕕᖑᑦ ᐃᒫᓄᐊᖃᑦᑕᕐᑯᖏᓗᒋᑦ. ᐃᑰᑕᖅᑕᐅᓯᒪᔪᖅ ᐱᔭᕇᖅᑕᐅᓯᒪᓕᖅᑎᓪᓗᒍᒃ ᐊᑐᖅᑕᐅᓚᐅᖅᑐᓕᒫᑦ ᐲᔭᖅᑕᐅᒐᔭᖅᑐᑦ. ᑕᒪᕐᒦᒃ ᐃᑰᑕᖅᑕᐅᓯᒪᔪᑦ ᖃᐅᑕᒫᑦ ᓴᓗᒪᕐᓴᖅᑕᐅᖃᑦᑕᕐᓂᐊᖅᑐᑦ, ᓴᓃᓪᓗ ᑕᕝᕚᖓᖅᑐᑦ ᑕᒫᕐᕕᖑᐊᕈᔾᔭᐅᖃᑦᑕᕐᓂᐊᖅᑐᑦ ᐃᒋᑕᐅᑦᑎᐊᕈᓐᓇᖁᓗᒋᑦ.

ᐅᖅᓱᐊᓗᓕᕆᓂᖅ

ᐅᖅᓱᐊᓗᒃᓴᒥ ᑯᕕᔪᖅᑲᕐᓂᖅᐸᑦ ᓴᓗᒪᖅᓴᖅᑕᐅᒃᑲᐅᑎᒋᓂᐊᕐᑐᖅ, ᑎᑎᕋᖅᑕᐅᓯᒪᒋᐊᖃᖅᑐᓪᓗ ᒐᕙᒪᒃᑯᑦ ᐱᓕᕆᕝᕕᖏᓐᓄᑦ ᑐᓂᔭᐅᓯᒪᓂᐊᕐᓗᑎᒃ. ᐅᖅᓱᐊᓗᒃᓴᖅ ᐃᑰᑕᕐᓄᑦ, ᖁᓕᒥᒎᓕᖑᓪᓗ ᐊᑐᖅᑕᐅᔭᕆᐊᖃᖅᑐᖅ ᑕᒫᓂᓐᓂᐊᕐᑐᖅ ᑕᒫᕐᕕᖓᓂᑦ. ᐅᖅᓱᐊᓗᒃᓴᖅ ᐃᑰᑕᖅᑎᓪᓗᒋᑦ ᐊᑐᖅᑕᐅᔭᕆᐊᖃᖅᑐᖅ ᐃᑰᑕᕐᕕᖏᓐᓃᑎᑕᐅᓯᒪᓂᐊᕐᒥᔪᖅ. ᓱᕈᐃᔾᔭᐃᒃᑰᑎᖅᑕᐅᓯᒪᓂᐊᕐᒥᔪᑦ ᐊᐅᓚᐅᑎᓖᑦ ᖃᑦᑕᐅᔭᐃᓪᓗ ᒪᒃᐱᖓᑎᓪᓗᒋᑦ. ᖃᑦᑕᐅᔭᐃᑦ ᐅᖅᓱᐊᓗᖃᖅᑐᑦ ᖃᐅᑕᒫᑦ ᖃᐅᔨᓴᖅᑕᐅᖃᑦᑕᕐᓂᐊᕐᑐᑦ ᑯᕕᔪᖃᖏᒃᑲᓗᐊᕐᒪᖔᑦ.

ᐱᓕᕆᐊᖑᔪᖅ ᐱᔮᕆᖅᓯᒪᓕᖅᑎᓪᓗᒍᒃ

ᑕᐃᒪᓐᓯᐅᕐᓂᕐᒍᑦ ᐃᑰᑕᖅᑕᐅᓯᒪᔪᑦ ᖃᐅᑕᒫᑦ ᓴᓗᒪᖅᓴᖅᑕᐅᓂᐊᖅᑐᑦ, ᐱᔮᕆᖅᑕᐅᓯᒪᑎᓪᓗᒍᒃ ᑭᖑᓕᖅᐹᒥ ᓴᓗᒪᖅᓴᖅᑕᐅᓪᓗᓂᒃ ᐃᑰᑕᖅ ᑕᒫᓂᑦᑐᓐᓃᖅᑎᓪᓗᒍᒃ. ᐅᔭᕋᒃᓯᐅᖅᑕᐅᔪᒥᓇᖅᑐᒥᒃ ᓇᓂᓯᖏᑉᐸᑕ ᐊᑐᓚᐅᖅᑕᓕᒫᖏᑦ, ᓯᓇᑰᑕᓪᓗ ᑕᒻᒫᕐᕕᒻᒦᓚᐅᖅᑐᑦ ᓴᓃᓪᓗ ᐲᔭᖅᑕᐅᒐᔭᖅᑐᑦ.