

Yukon Territory.—An account of the administration of Yukon Territory is given at p. 948 of the 1941 Year Book. The following paragraphs bring that review up to date.

The initiation of joint defence projects in northwestern Canada in 1942, including the Alaska Highway, the Canol Project, and related undertakings, ushered in a period of great activity in Yukon Territory. Construction of the Alaska Highway from Dawson Creek, B.C., to Fairbanks, Alaska, entailed the building of approximately 570 miles of road in Yukon Territory, in addition to 689 miles in British Columbia and 315 in Alaska, or a total of 1,574 miles. In addition, the construction of about 200 miles of branch roads connecting the Alaska Highway with airports along the Northwest Staging Route was undertaken.

During 1943, the road was developed from pioneer stage to a condition meeting the standard requirements of a military highway and is now capable of handling a flow of heavy vehicular traffic from Dawson Creek to Fairbanks with little interruption. A joint Canada-United States Traffic Control Board was set up in 1943 to deal with applications and issue permits for travel on the Alaska Highway. Supplementing the highway project are pipelines from Skagway, Alaska, to Whitehorse, Y.T.; from Carcross, Y.T. to Watson Lake, Y.T.; and from Whitehorse to Fairbanks, Alaska. Flight strips have been constructed along the route of the Alaska Highway by United States authorities to facilitate contact flying and for emergency landings between airports.

Mining continued to be the principal industry of Yukon Territory, and up to the end of 1942 the value of mineral production exceeded \$237,000,000. Of this amount, gold accounted for \$208,000,000, and silver, \$21,000,000. Practically all gold is recovered from placer-mining operations, and production in 1942 was valued at approximately \$3,200,000. Labour shortages in 1943 resulted in reduced operations, and the value of gold production for that year was approximately \$1,600,000. In the Mayo district, important deposits of scheelite, the tungsten-bearing ore, were worked, and some silver-lead ore was also produced by lode mining.

Construction of the Alaska Highway through what has hitherto been almost inaccessible country attracted the attention of mining companies to the southern Yukon, and the area bordering the highway between Teslin Lake and Watson Lake was examined by a number of prospecting parties in 1943. Applications for grants for mineral locations in other parts of the Territory also were received.

Subsection 2.—Provincial Public Lands

In the Maritime Provinces and in Quebec, Ontario and British Columbia (except the Railway Belt and the Peace River Block) the public lands have been administered by the Provincial Governments since Confederation. Since the transfer by the Dominion Government of the natural resources of the Prairie Provinces and of the sections of British Columbia mentioned (see also p. 1019 of the 1931 Year Book), public lands in all provinces have been under provincial administration. In Prince Edward Island, all the land is alienated and there are no provincial public lands.

Information regarding provincial public lands may be obtained from the following officials of the respective provinces: Minister of Lands and Forests, Halifax, N.S.; Deputy Minister of Lands and Mines, Fredericton, N.B.; Deputy Minister of Lands and Forests, Quebec, Que.; Deputy Minister of Lands and