

Mackenzie District in 1943 and 1944 permits the operation of wheel-equipped aircraft the year round to these points and affords a rapid and convenient service for the transportation of passengers, express and mail.

The fur trade continues to provide the native population with a dependable means of livelihood. While the cycle in numbers of fur-bearing animals approached the lowest ebb, higher prices paid for furs more than offset the smaller catches. In the year ended June 30, 1943, a total of 385,440 pelts valued at \$3,165,107 was taken.

The Dominion Government reindeer experiment in the northern Mackenzie District was continued. A serious set-back occurred in September, 1944, when the native herders in charge of the two native herds were lost in the wreck of a schooner off the Arctic Coast. Measures were promptly initiated to protect the herds. The main herd continued to thrive, and meat from surplus stock slaughtered periodically was sold at Aklavik.

**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 was followed by a period of great activity in Yukon Territory. Work on the Alaska Highway commenced in March, 1942, and entailed the construction of 1,523 miles of road from Dawson Creek, B.C., to Fairbanks, Alaska. Of this distance 1,220 miles are in Canada, including 560 in Yukon Territory. The Highway was completed to pioneer-road stage in November, 1942, and during 1943 was developed to a condition meeting the standard requirements of a gravelled military route. In addition, cut-off road was constructed from Haines, Alaska, on Lynn Canal, to meet the Alaska Highway about 95 miles west of Whitehorse, Y.T. This route, 154 miles in length, was completed late in 1943. Travel on the Alaska Highway and connecting roads is restricted, and a Joint Traffic Control Board, set up in 1943 with headquarters at Edmonton, deals with applications and issues permits for travel.

Access roads, totalling more than 200 miles in length, were constructed to link airports and intermediate aerodromes along the Northwest Staging Route with the Alaska Highway. Flight strips also were constructed along the route of the Alaska Highway to facilitate contact flying and for emergency landings between airports.

Developments associated with the Canol Project in Yukon Territory included the construction of a pipeline and access road from Norman Wells, N.W.T., across the Mackenzie Mountains to Whitehorse, Y.T., and erection of a refinery at Whitehorse. The pipeline was completed and tested by Mar. 31, 1944, and the refining of oil products commenced in May of that year. In March, 1945, the pumping of oil from Norman Wells was discontinued, and the operation of the refinery suspended.

Mining continued to be the principal industry of Yukon Territory, and up to the end of 1944, the total value of mineral production exceeded \$239,800,000. Of this amount, gold accounted for \$210,900,000, and silver \$21,000,000. Practically all gold is recovered from placer-mining operations undertaken with the aid of electrically-powered dredges. Production for 1942 was valued at \$3,200,000, but labour shortages in 1943 and 1944 reduced the value of the output for these years