

the region between Fort Good Hope and Aklavik. Imperial Oil, Limited, also carried out considerable geophysical prospecting on permit areas in the region between Fort Norman and Fort Good Hope, where exclusive rights to explore had been granted.

In addition to the geological and geophysical work carried on, Imperial Oil, Limited, completed seven productive oil wells for the Canol Project during 1945. They also drilled 10 wildcat wells on their own account in the areas which they hold under permit. These wildcat wells were drilled in an attempt to find new fields but, although carried to a depth of more than 5,000 feet, no oil was discovered. The proven field comprises an estimated area of 4,010 acres, of which 1,870 acres lie beneath Mackenzie River. The latest estimate of the recoverable oil reserve from the field is 36,250,000 bbl.

Late in 1945, the Frobisher Exploration Company, Limited, obtained a permit to explore in the Hay River region at the west end of Great Slave Lake. In April, 1946, the Company commenced diamond-drilling a series of test holes with the object of defining the rock structure and ascertaining whether the region is favourable for locating oil wells.

The production of concentrated pitchblende ore—from which radium is obtained—was continued at the mine and mill of Eldorado Mining and Refining at Great Bear Lake. Transportation of concentrates by water from the mine to railhead at Waterways, Alta., for shipment to the Company's refinery at Port Hope, Ont., is being facilitated by the extension of the existing road around rapids on Great Bear River. Completion of this road is expected in 1946. The revelation of the part that uranium—one of the principal products obtained from the concentrates—plays in atomic research, made it imperative that the highly valuable deposits at Great Bear Lake be placed under Government control. Consequently, the mine, mill and other assets of the Company were acquired by the Dominion Government in January, 1944, and have since been operated by a Crown Company. For security reasons, production figures are treated as confidential.

Steps to improve facilities for transportation to the Territories were undertaken in 1945. An agreement was reached between the Dominion Government and the Province of Alberta providing for the construction of an all-weather road linking Grimshaw, Alta., terminus of a line of the Northern Alberta Railways, with Hay River Settlement on Great Slave Lake. The Dominion Government will share with the Province the cost of construction of 247 miles lying within the Province, and will bear the whole cost of the building of 80 miles of road north of the provincial boundary. This route will supplement the Athabaska Slave-Mackenzie River water route northward from Waterways, Alta., and its completion is expected to facilitate delivery of freight to Yellowknife and other points in the Territories.

Surveys were also undertaken by the Dominion Government with a view to improving navigation conditions along the Mackenzie waterway. Special equipment was built to carry on dredging at the mouth of Athabaska River and elsewhere.

Aerial transportation in the Territories has been facilitated by the construction of improved landing fields equipped with weather stations at a number of the larger settlements in the Mackenzie District. These fields were constructed by United States Army engineers, with expenditures reimbursed by Canada. Development of a modern aerodrome has been undertaken by the Department of Transport at Yellowknife and one permanent strip was completed in 1945. Additional work will be undertaken in 1946 to complete the project, which permits the year-round use of modern wheel-equipped aircraft.