

To meet the needs of a greatly increased population, additions to the townsite of Yellowknife were surveyed in 1945 and 1946. Provision has been made in the newly developed areas for water and sewer services, and these installations are planned for 1947. During 1946 a large number of buildings were constructed in the settlement and vicinity, including a new Government Administration building, a modern 40-room hotel, and more than 80 new dwellings. Among the buildings planned for erection in 1947 are a 40-bed hospital and a new combined public and high school.

The development of a modern airport at Long Lake, four miles from Yellowknife Settlement, is expected to result in improved air transport services. Surfacing of the two main landing strips is planned for 1947, and when completed the airport will be capable of accommodating large transport and passenger aircraft the year round. The extensive use of aircraft to service mining properties under examination and development has resulted in investigation of sites for landing strips at suitable places in the Yellowknife mining field.

Another important project undertaken to improve transportation to and from the Mackenzie District is the construction of an all-weather highway from railhead at Grimshaw, Alta., to Hay River Settlement on Great Slave Lake. The cost of this project is being shared by the Federal Government and the Provincial Government of Alberta. Work on the highway was commenced in 1946 and, at the end of the year, approximately 194 miles of clearing and 85 miles of grading had been completed. The work schedule calls for completion of the highway by 1947. The new road will assist in the movement of mining equipment and supplies from railhead to Great Slave Lake, over which freight can be transported to Yellowknife and other places in summer by barge and in winter by truck or tractor train when conditions are favourable.

The production of pitchblende concentrates was continued at the mine of Eldorado Mining and Refining (1944) Limited, at LaBine Point, Great Bear Lake. This property is one of the world's principal sources of radium and uranium, and has been operated by a Crown Company since January, 1944. During the year landing strips for wheel-equipped aircraft were constructed by the Company at Sawmill Bay, Great Bear Lake, southwest of the mine, and near St. Charles Rapids on Great Bear River to facilitate the transportation of supplies to, and concentrates from, the mine.

Production of petroleum products was continued by Imperial Oil Limited, at Norman Wells, in the lower Mackenzie Basin. During 1946, approximately 182,000 bbl. of crude petroleum were produced. The greater part of this production was processed at the Norman Wells refinery, and oil products, including gasoline and fuel oil, were shipped for consumption at the Eldorado mine and in the Yellowknife area.

Geological surveys were continued in the Territories during the year. Detailed investigations relating to radio-active minerals were carried on in the Camsell River area and along the east shore of Great Bear Lake. Reconnaissance surveys were also undertaken in the Yellowknife area in the vicinity of the Negus-Giant gold belt, and in the MacKay Lake and Indin Lake areas. Inspection of oil operations in the Norman field was continued, and an examination was made of exploratory drilling operations in the Hay River area.