

knife were in operation during 1949 and day schools were under construction at Aklavik, Fort Simpson, Fort Resolution, Coppermine, Coral Harbour, N.W.T. and Chimo, Que.

The Mackenzie Highway, an all-weather gravelled road from Grimshaw, Alta., to Hay River settlement, Great Slave Lake, was completed in 1948. This highway, the cost of which was shared by the Federal Government and the Government of Alberta, enables heavily loaded trucks to convey goods to the south shore of Great Slave Lake for transshipment by water to the various settlements in Mackenzie District. On the return trip, the trucks transport fresh fish from Great Slave Lake.

The fur trade continued to be an important factor in the economy of the Northwest Territories during the year. Although prices were low, a catch of 482,420 pelts worth \$1,872,302 was recorded for the year ended June 30, 1948. Trapping is the chief occupation of the native population, and hunting and trapping in the Northwest Territories are restricted mainly to natives and to half-breeds leading the life of natives.

Considerable progress was made in the organization and development of an improved forest conservation and wildlife protection service. Headquarters is at Fort Smith. Regular patrols are maintained and modern fire-fighting equipment has been provided, and it is anticipated that the improved operations will show satisfactory results in increasing the wildlife resources of Mackenzie District.

The annual Eastern Arctic Patrol, which carries new personnel as well as mail and the year's supplies to Royal Canadian Mounted Police detachments, medical centres, radio and weather stations, trading posts, missions and schools, was carried out in 1949 by a number of small vessels engaged by the Federal Government. A new phase of the Patrol, introduced in 1949, was the inspection by air of conditions in a number of districts. An officer of the Northwest Territories Administration and medical personnel covered both sides of Hudson Bay and parts of Baffin Island on spring and summer flights.

Recent Developments in Yukon.—Mining activity was stimulated in Yukon during 1948 by world demand and high prices paid for strategically and industrially required metals. Gold production in that year showed a favourable increase, total production being 60,614 fine oz. valued at \$2,121,490.* This was an increase of 12,869 oz. over 1947. As in past years, most of this production was obtained from placer operations in the Dawson Mining District. Increased activity was apparent in the base-metal field, particularly in the vicinity of Mayo where United Keno Hill Mines, Limited, established a record production of silver-lead concentrate. In 1948 the silver production of Yukon amounted to 1,718,618 fine oz. valued at \$1,288,964 and lead production to 4,598,665 lb. valued at \$829,599.*

Yukon Consolidated Gold Corporation, Limited, in the Dawson District, remained the principal producer of placer gold in Yukon in 1948. Operating seven dredges and one dragline, this Corporation recovered 47,538 fine oz. of gold and 9,998 fine oz. of silver. Although a late spring delayed operations, by the end of August, 1949, this Corporation had produced 31,830 fine oz. of gold. Yukon Explorations, Limited, operated one dredge in the Sixty-Mile Creek area and, in addition to a number of individual miners, other companies which produced gold from placer operations were: Reno Gold Mines, Limited; Miller Creek Placers; Clear Creek Placers, Limited; Kluane Dredging Company, Limited; Burwash Mining Company, Limited; and Bates Creek Placers.

* Later figures than those given at pp. 529 and 532-533.