

metalliferous area mapped. Four-mile mapping continued in the Carp Lake Christie Bay and Fort Reliance areas as well as detailed mapping in the Carp Lake gold area northeast of Yellowknife. Geological mapping was continued on southern Baffin Island and similar work in relation to coal, oil and gas on Cornwallis Island. Geological exploration was carried on in the northern Arctic and a specialized study made of temperature and formation of quartz veins in the gold-producing Yellowknife area.

**Lands and Timber and Other Developments.**—For the first seven months of the fiscal year 1950-51, 810 leases and permits to occupy land were in force in the Northwest Territories. In the same period 73 timber permits and 12 commercial timber berth permits were issued.

The water and sewage systems for the new section of Yellowknife settlement, commenced in 1947 and brought into operation in December, 1948, were completely installed by October, 1949. This utility was operated by the Department of Public Works until Mar. 31, 1950, when the Northwest Territories Administration assumed the responsibility. During the summer of 1950, a summer pure water supply system was constructed and brought into operation at Aklavik; an all-year system was scheduled for completion at Fort Smith by the end of 1950. School buildings were erected at Coppermine, Cape Dorset, and Fort Simpson in 1950, and at the end of the year schools in operation included the public and high school at Yellowknife, operated by the Local Administrative District, and territorial day schools at Fort Smith, Aklavik, Port Radium, Fort Simpson, Fort Resolution, Port Brabant, Cape Dorset, Coppermine, Coral Harbour on Southampton Island, Port Harrison, Que., Fort Chimo, Que., and Lake Harbour on Baffin Island.

The Mackenzie Highway, an all-weather gravelled road, was completed in 1948, from Grimshaw, Alta., to Hay River settlement, Great Slave Lake, with joint Federal and Province of Alberta funds, 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. A commercial passenger bus service also began operations in 1950 between Edmonton and Hay River. This was supplemented by a passenger boat service between Hay River and Yellowknife.

The fur trade continues to be an important factor in the economy of the Northwest Territories; a catch of 922,136 pelts valued at \$1,535,461 was recorded for the year ended June 30, 1949. Trapping is the chief occupation of the native population. Hunting and trapping in the Northwest Territories are restricted mainly to natives and to half-breeds leading the life of natives.

Progress continues in the development of an improved forest conservation and wildlife protection service. Headquarters is at Fort Smith and regular patrols are maintained and modern fire-fighting equipment has been provided.

Inspections of conditions in settlements in the Mackenzie District were carried out during 1950 by officers of the Administration from Ottawa, and by the district administrators at Fort Smith and Aklavik.

In 1950, the annual Eastern Arctic Patrol, carrying replacement personnel, 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 by the new Government vessel, the *C. D. Howe*, assisted by vessels belonging to the Hudson's Bay Company and the missions. Officers of the Administration also covered certain parts of the Canadian Arctic by air to investigate and report