

The Mackenzie District and Western Arctic were served by water transport during the navigation season and the all-weather Mackenzie Highway from Grimshaw, Alta., to Hay River was used extensively. Most settlements were served by aircraft carrying mail, passengers and freight, and radio communication through Government and private stations was maintained between settlements and outside points. The Government vessel, *C. D. Howe*, carried out its annual Eastern Arctic Patrol, transporting replacement personnel, mail and supplies as well as Government officers engaged in the study of Eskimo economy, food and health conditions, trade, family allowances, relief, old age allowances, education and vital statistics. The Department of Resources and Development provided the Canadian Handicrafts Guild with a grant of \$5,000 to organize handicraft work among the Eskimos. Carvings in stone, ivory and wood, and articles made of skins and furs are being successfully marketed.

Progress continued in forest conservation and wildlife protection. Regular patrols were conducted and modern fire-fighting equipment was provided from headquarters at Fort Smith. The program of aerial photography was continued by the Royal Canadian Air Force.

Commercial fishing in Great Slave Lake produced a catch of 6,813,706 lb. during the summer and winter seasons of 1950-51 and federal experimental substations carried on field work in agriculture in the Mackenzie District. During the year ended June 30, 1951, fur production amounted to 643,579 pelts valued at \$2,038,339; 79 p.c. of the pelts taken were muskrat. Reindeer herds continued to be maintained in the Mackenzie Delta.

**Recent Developments in Yukon Territory.**—Yukon gold production in 1950 amounted to 93,339 fine oz. valued at \$3,551,549, an increase of 11,369 fine oz. over 1949. Silver production amounted to 3,202,779 fine oz. valued at \$2,588,486, lead 12,885,518 lb. valued at \$1,861,957, zinc 5,507,173 lb. valued at \$861,873, and cadmium 56,410 lb. valued at \$130,871.

In 1951, five field parties under the Geological Survey of Canada, Department of Mines and Technical Surveys, continued their investigations in connection with the production of a series of standard geological maps, reports on the main geological features, and detailed studies of certain areas. A mining inspection service was maintained under the Yukon Mining Safety Ordinance.

Leases, licences, permissions to occupy and agreements in effect in Yukon on Mar. 31, 1951, numbered 117, and during the fiscal year ended Mar. 31, 1951, 237 timber permits and 35 commercial timber berth permits were issued.

A railway connects Whitehorse with Skagway, Alaska, on the Pacific coast, and steamers ply the Yukon River and its tributaries. Aircraft service connects Yukon settlements with Vancouver and Edmonton, and bus services are provided on the Alaska Highway. A 246-mile all-weather gravel road was completed by the Federal Government in 1950 to connect the silver-lead mining area of Mayo with the Alaska Highway and railhead at Whitehorse. A similar type of road 58 miles in length was completed in 1950 as a joint project of the Federal and British Columbia Governments to give the gold mining settlement of Atlin, B.C., access to the Alaska Highway at Mile 867, Jake's Corner. These roads, with the exception of that portion of the Atlin Road lying within the Province of British Columbia, are maintained by the Territorial Government with federal financial assistance. Accommodation and roadside facilities are provided by private enterprise.