

In neither winter nor summer does climate present any insuperable obstacles to living or to industry. Houses require good insulation, consumption of fuel oil is high. But the only real problem of cold is paying for it.

Distance is a more serious problem than climate. Transportation increases production costs more than any other single factor. The Yukon has good roads linking development areas and connecting them with the highway network of the south, and it has a railway to tidewater. The Northwest Territories, however, has only one main highway from the south and it ends at Great Slave Lake. For the rest transportation is by water, dog sled, tractor, train or air. The Mackenzie River transportation system is extremely important, but it has the disadvantage of being ice-free only three or four months a year.

Transportation, serious a problem as it now seems, can be met by man. A railroad has been proposed to link the rich Great Slave Lake area with Canada's trans-continental railway network. The effect of such a railway, its proponents point out, would be not only to open up the most extensive zinc-lead deposits in North America near its terminus: it would also hasten the development of many other mineral resources now awaiting the approaching day when costs (largely transportation costs) can be reduced to the point where the operations are not only commercially profitable, but even more profitable than other mineral developments far to the south. It would, in fact, open up the 530,000 square miles of the Mackenzie District.

### Other Factors

It would be both unrealistic and unfair to think of the place of Canada's growing north in the growing world merely in terms of the material wealth which it is about to yield. The north has importance to Canadians in other ways. It is a defensive zone used to warn of the approach of hostile aircraft, a zone used to protect the settled areas of the south from their onset. Colourful and dramatic as the building of radar lines across the Arctic and sub-Arctic are, their importance to the future of the north is largely confined to the transportation routes which they encourage as well as for the knowledge of northern conditions to which their construction and operation will undoubtedly contribute. The north of Canada is not being developed for defence, nor does the development of the north depend upon defence. It is, however, an activity which might, if worst ever came to worst, make the free world even more grateful for the existence of the Canadian Arctic.

The north is also important because of its people, the 10,000 Eskimos who inhabit some of the farthest and bitterest climates of the earth. They are people watched carefully by their fellow Canadians for they are now facing difficult problems of adjustment as the south moves at an accelerated pace into their homeland. With their closely-linked problems of health, education and new economic outlets to replace traditional ways, the people of Canada are closely concerned. This is neither charity nor condescension. They are important citizens of Canada, citizens who, particularly in the light of their numbers, have had a unique impact on the art world through the quality of their remarkable stone carving. They are also the people who know the High Arctic best, and upon whom Canada and the rest of the world will have to rely for its progressive development.