

continent that can produce better vegetables or berries than are to be found under the long summer sun of the Mackenzie Valley or in the garden plots of Dawson and Whitehorse, but grain crops can be more economically produced in the prairies to the south. The raising of cattle is likewise an expensive and doubtful project except for certain local and special needs.

In some parts of the North there are timber resources which it will one day be economic to exploit but, in general, this must wait, except for the satisfaction of local needs, on increased prices or a great reduction in the costs of transportation.

The possibility of fisheries on such a scale as to provide a new national asset is not to be disregarded. Already supplies of whitefish, lake trout and the succulent goldeye are being taken in commercial operations from the great northern lakes. Game fish also are found in numbers to satisfy the most ardent followers of Izaak Walton.

Attention should likewise be given to the possibility of further developing local handicraft industries in leather, wood, bone and other materials among the native population. The social as well as the economic values of such activities are of particular importance.

But the real development of the North will depend upon the discovery and development of mineral resources. The Yukon, having lain quiescent for nearly two generations, is experiencing a revival of mining. With cheap power in prospect and easier means of access being developed, the Trail of '98 may again become a road to achievement. But any development that now takes place will lack the ephemeral quality of the first gold rush. Yellowknife, the most exciting town on the continent, is only awaiting the return of a reasonable price for gold as compared with other commodities, or a reduction in the costs of transportation, to develop into a city of many thousands. On the Labrador boundary, between Quebec and Newfoundland, there are iron deposits of exceptional quality and of an extent that must be measured in scores of miles. \$200,000,000 are being spent on their exploitation. Base metals on the shores of Great Slave Lake, copper in many places throughout the Territories, oil in the Mackenzie Valley, all give promise of spectacular and perhaps permanent development. Most significant, of all are the established radium and uranium deposits at Great Bear Lake, deposits which alone would have made Canada one of the most important of countries in the new atomic age.

III

Apart from the discovery of resources, the fundamental problem of northern development is the problem of transportation. The whole history of the Canadian North can be divided into two periods - before and after the aeroplane. Except for certain difficulties resulting from the cold and from the "break-up" and "freeze-up" conditions that exist briefly in spring and fall, the northern mainland of Canada is a country ideally suited for service by air. Distances are enormous, the surface of rock, water and muskeg in summer, of snow and pressure-ridged ice in winter, makes surface travel slow and arduous. All this can be overcome by air travel. It is true that great difficulties must be overcome in establishing landing fields of a size to carry the largest commercial and military planes. But for the small plane equipped with pontoons in the summer and skis in winter, the Great Shield provides ideal conditions. There are few spots in the whole region in which it would not be possible for a plane, flying at five thousand feet, to find a safe landing - according to the season - on water or on ice. Recognizing this fact and aware of the mineral potentialities of the Shield, the early bush pilots of Canada made a fabulous record that placed this country in the forefront of commercial aviation. As a result of the work done in the northern bush and on isolated mail routes by such men as Dickins, May, Berry, Brintnell