

The range of supplies which have to be ordered and shipped by the branch go from Pabulum for Eskimo babies on to an \$800,000 rock crusher at Aklavik, from appointment for reindeers to electric generators and from creosote to wolf traps. Everything comes into the picture. It covers an area beyond Great Whale river on the southeast corner of Hudson Bay which is the furthest south and as far north as Craig Harbour on Ellesmere Island and from the east coast of Baffin Island as far west as the western part of the Yukon. It covers all this range of items and all that range of area.

In that entire area there are only, with a few minor exceptions, two means of transportation—one is air, which is too expensive for most supply services and the other is water. Virtually all the supplies go by water. To the eastern Arctic the supplies go from Montreal and the shipment begins usually in July and ends in September. There is a three month period in which all shipments must be made. For the western Arctic the shipments usually go from Waterways, Alberta, via the Slave-Mackenzie river system. The Great Slave lake usually opens about June and the Mackenzie river begins to freeze about September, so again there is about a three months' transport season, in which everything of this variety has to be moved. This complicates the situation, but in addition to that for all the construction projects there is only about a three months' construction season. It may be four months, dependent on the particular location with which one is dealing. Therefore, on any construction item to be handled in the north, there are the hazards of a short transportation season and a difficult transportation system. There is usually no storage available at the place to which the shipment is going, so items have to be shipped to try to get there at the time at which they will be required and not get there too far in advance. There is the problem of inadequate labour force with very little flexibility. Usually you cannot get what you want at short notice in terms of labour. In short, there are all kinds of hazards which get in the way of the construction program.

In addition to these natural hazards, for the last few years we have had a situation in which requirements in the north have been changing very rapidly. It has been almost impossible to know very far in advance in detail just what is going to be required at any particular point.

All these hazards and changing situations fit into a picture in which requirements have to be estimated several months in advance.

To show just how this has to be done, take the case of Aklavik at the present time. Our sub-district administrator in Aklavik is working out his requirements for the summer of 1957. His statement of requirements has to be in the hands of our district administrator in Fort Smith in June. At this present stage, when he is making out the requirements for 1957, the ice probably is not fully out of the Mackenzie river and none of his supplies for this year have arrived and his construction season for 1956 has not started. He does not know what hazards may hold up construction this year, yet he has to give a firm outline of requirements for 1957. It is on the basis of these requirements as they come in from all the points in the north that the estimates are prepared in detail.

That is the background and in that sort of situation the inevitable result is that plans do not go just exactly as they have been planned. Perhaps certain deliveries are held up, perhaps a certain construction project does not get as far advanced as was thought it would get, perhaps another construction project