

addition much government development is taking place in the form of highway construction and utility development.

One branch of the Federal Government is currently carrying out extensive surveys aimed at the development of power for the territories and their new industries.

Comparison economics and feasibility studies are being made between thermal (nuclear and fossil fuels) and hydro electric power.

The lands and waters north of 60 are ecologically delicate. Conservationists are concerned that the Alaskan oil strike and Canadian development may lead to pollution of the continent's last true wilderness.

Speaking on this in the House of Commons last year Canadian Prime Minister Pierre Elliott Trudeau said:

"... Canada regards herself as responsible to all mankind for the peculiar ecological balance that now exists so precariously in the water, ice and land area of the Arctic archipelago.

"Canada will not permit (destruction of this balance) to happen. ... It will not permit this to happen either in the name of freedom of the seas, or in the interests of economic development."

## Native people benefit

The new boom is expected to benefit the indigenous people of the North, both Indians and Eskimo. There are less than 30,000 people living north of the 60th parallel and more than 60 per cent of them are natives.

Several companies have pledged



A helicopter services this oil derrick in the Arctic: transport remains a major problem north of 60.

themselves to hire qualified native help on a quota basis that increases yearly, particularly for skilled technical jobs that bring higher pay rates.

## Transport remains a major problem

More tonnage of supplies for development and exploration is now being flown into the Canadian north each week than was hauled during the entire two years of the Berlin airlift. Much of this is being carried in huge Hercules aircraft at the charter price of \$2,400 an hour.

The main problem, however, is to get the mineral treasures recovered from the ground shipped out at a reasonable price. The oil industry is already hard at work trying to devise a pipeline that can withstand the vagaries of permafrost. Perma-

frost, or frozen soil, goes down 1,600 feet in places. But there is a possibility that heat generated from an operating pipeline might melt some of the permanently frozen ground and cause the line to bend and break.

## Deep sea port studied

Another study has been started to see if it is feasible to build a deep sea port on Banks Island, between the Mackenzie River delta and the Alaskan border.

This could be the port for all cargo ship traffic through the Northwest Passage for five ice-free months a year as companies race to send their hard-won oil, gas and minerals to market between freeze-ups.

As with all booms there will come boom towns, but this time, hopefully, a cut above the old gold rush stamping grounds of Dangerous Dan McGrew.

Work has begun on a \$16 million development to turn the settlement of Frobisher on the southern tip of Baffin Island into a modern shopping-office-housing and recreation complex including a hotel.

One Montreal-based charter airline flying regularly north of 60 has already launched its own private program to fly tourists into the Eastern Arctic for sightseeing, fishing and hunting. Public interest in the land north of 60 has exceeded expectations, the airline says.

A prospectus for resource and economic development in the Yukon and Northwest Territories is available from the Department of Indian Affairs and Northern Development, Ottawa. 

# First Canadian-U.S. international historic park planned

An international park in Alaska, British Columbia and the Yukon to commemorate the 1897-1905 Klondike Gold Rush is being planned with the United States. When development is approved by both federal governments, it will become the first trans-border historical park on the continent.

The proposal calls for the development of the Chilkoot and White Pass Trails leading northward from the old Gold Rush jumping off place at Skagway, just north of Juneau, Alaska. During the Rush of 1898 thousands of miners and treasure-seekers from the United States, Canada and Western Europe made their tortuous way along



these mountain trails and onto the Yukon waterway to Dawson, in Canada's Yukon Territory.

Also under consideration is the establishment of a Yukon Historic Waterway, including the water route to Dawson City and designed to preserve the historical environment of its more significant features.

United States historical development would be centered at the Skagway-Dyea areas of Alaska. Canada already has begun historic preservation of a section of Dawson, with Bonanza Creek, Whitehorse and Bennett included in future plans. 