

# Arctic Freight Shipments Determine Economic Pace

By JIM WHELLY  
EDMONTON (CP) — The freight that goes down north the way it goes there is the story of Canadian northern development.

Hundreds of thousands of tons of food, equipment and raw materials carried into the Northwest Territories and the Yukon before freeze-up will set the economic pace over more than a third of Canada's land area since the 1800's.

From western and eastern Canadian ports, some 16 vessels of the Canadian Coast Guard are expected to move 110,000 tons of cargo this summer to more than 50 Arctic and sub-Arctic ports. With them goes an armada of more than 100 lumber craft to put the supplies ashore.

First to hold anchor will be the C. D. Howe, scheduled to sail from Montreal in early July. Its ports of call include the bustling townsite of Frobisher, International Airline stop, to its settlements of a few Eskimo tents.

**BARGES HEAD NORTH**  
The most northerly coast guard destination is Eureka, a Joint United States-Canadian weather reporting station about 700 miles from the north pole on the west coast of Ellesmere Island. It is reached annually by icebreaker.

Barges will carry more than 100,000 tons north, from the starting from the Northern Alberta Railways terminus at Waterways, about 250 miles northeast of Edmonton.

Tugs push strings of as many as six barges, each loaded with up to 620 tons of freight or trucks, down the Athabasca and Slave Rivers to Fort Fitzgerald, Alta., near the N.W.T. border.

Giant diesel trucks will carry the freight over a 22-mile by-pass of four un navigable rapids to Bell Rock, N.W.T., a Northern Transportation Company base where a sister fleet will be waiting. From there the goods are shunted down the Slave to Great Slave Lake, into the mouth of the Mackenzie River, and as far north as the Arctic coast.

**WORK ROUND CLOCK**  
Some of the 12 tugs and 95 barges operated by Northern Transportation will detour from the Athabasca River, across Lake Athabasca to Uranium City, Sask., near the lake's north shore. They share south-bound mineral freight produced by the Northern Transportation parent company, crown-owned Eldorado Mining and Refining, along a fleet of Eldorado aircraft.

Other barges, most of them owned by the private Yellowknife Transportation Company, will be loaded at Hay River, on the south shore of the Great Slave. Their cargo is moved to Hay River on a round-the-clock schedule by trucks that start from Edmonton, 700 miles south, and rumble from Grimshaw, Alta., over the 200-mile gravel Mackenzie Commercial fisheries on the Great Slave provide a south-bound cargo for most of the

trucks. From British Columbia ports via Prince George, and from Alberta points via Grande Prairie, freight is trucked into the Yukon over the Alaska highway from Dawson Creek, B.C.

Aircraft, still complementary to ships and barges in the annual northern freight migration, have entered the competition to earnest this year for heavy commercial freight-hauling.

Pacific Western Airlines, which recently completed a 150-ton haul to Coppermine on the Arctic coast, says it expects to lift greater tonnage to Cambridge Bay, on the south coast of Victoria Island and Spence Bay, on the south coast of Boothia Peninsula.

Now that goods can be trucked to Yellowknife over the new Slave Lake Highway a Mackenzie Highway extension around west Great Slave Lake from Hay River—the cost of flying goods 670 miles north to Coppermine is little higher than for water transport. Time saved can make up the difference, since barges might not arrive at Coppermine until late summer or early fall.

Largest Canadian Arctic freight operations are the annual RCAF spring and fall supply missions to the Arctic Islands.

Operation Revoir Depot allotted about 75,000 pounds of supplies to isolated Arctic Island caches to be used by Canadian Army survey teams later this summer.

**SHIP FROM GREENLAND**  
In March, Operation Baxtop moved 900 tons of freight to Alert on the northern tip of Ellesmere Island, from the USAF base at Thule on the coast of Greenland.

Early in April, two C-130B Hercules aircraft flew more than 1,000,000 pounds of supplies to the weather stations at Alert, Incaisen on Ellef Ringnes Island, Mould Bay on Prince of Wales Island and Etah.

Chartered and company aircraft will be hauling freight and supplies for special projects at scattered points in the north.

Some, chartered by the government, will follow which carried 4½ tons of equipment and supplies and 22 persons to the northern tip of Ellef Ringnes Island in March to launch 1962 activities of the Canadian Polar Continental Shelf Project.

A group of firms headed by Dominion Explorers Limited says chances are good that they will win the assignment to Bahurst this summer for the drilling of Canada's second Arctic Island oil test well.

**MOVE TOWNSITE**  
By boat and aircraft, the materials for a new townsite will be moving to Frobisher, scheduled to be resited in an Alkavik-Inuvik type move beginning this summer.

A mill and other buildings of the new town of Tungsten, N.W.T., in the Polly Mountains about 800 miles northeast of Vancouver, are to be built this summer. An airstrip is being laid out at Tungsten and a 100-mile tote trail from Teslin, on the Alaska Highway, is being built to the area's lead, zinc and silver deposits.

Churchill, Man., again will be the busiest export centre of the Canadian north. The Hudson Bay port last year shipped more than 19,000,000 bushels of wheat to Europe through Baffin Strait during a three-month ice-free season.

Among new freight rates north the most costly is the \$80,000 Great Slave Railway, being built from the Northern Alberta Railways line at Bora, Alta., near Peace River, to Hay River, 620 miles. Its primary purpose is to haul minerals from Pine Point, to which a short spur line will run from Hay River, and it is scheduled for completion in four years. It will be the first railway to penetrate the Northwest Territories.

Yukon and Northwest Territories. Joseph P. South, chairman, Pitkin Company, third largest U.S. coal producer, in an article in "Exchange," a publication of the New York stock exchange, says:

"Coal has led about all the markets here in the last two months and much of the boom - heating fuel. With increasing demand by utilities and steel makers the U.S. coal industry may realize its immediate production goal of 600,000,000 tons sooner than expected."

Pack U.S. production was 630,000,000 tons in 1947. It sank below 600,000,000 tons in 1954 and was about 600,000,000 last year.

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## Communications Seen Prime Northland Need

By FORBES REUDE  
Canada Press Business Editor  
A co-ordinated, improved and expanded communications system is required in the north to serve the vast area adequately and to meet the demands of its changing economy, says a recently issued publication entitled "A Study of Communications in Northern Canada."

The 86-page study, made by the Trans-Canada Telephone System, says present needs are being met "by a conglomeration of agencies, some primarily concerned with communication, others not." It adds:

"In the immediate future, high frequency radio systems appear to be the most economical and effective means of connecting the sparsely settled parts of the north with the national telephone network. The Trans-Canada Telephone System should consider the possibility of complete radio coverage so that the telephone network may be reached from anywhere in the north."

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