

Dec. 31, 1959, contracts for 3,290 miles of grading had been approved and the equivalent of 3,045 miles built; contracts for base-course had been approved for 3,000 miles and the equivalent of 2,731 miles completed; paving to specified standards had been completed over a distance of 2,373 miles; 448 bridges, overpasses and other structures of more than 20-foot span had been approved for construction.

Roads to Resources and Roads in the North.—Canada's ranking resources are often the hardest to reach. The richest mineral discoveries do not occur close to the main highways; roads must reach out to them. Access to the most valuable timber stands is almost always provided by roads built expressly for that purpose. The main freshwater fisheries do not operate next door to supermarkets. Indeed, few countries have more to gain from the provision resource roads than Canada.

This was the thinking behind the Roads to Resources program proposed by the Federal Government to the provinces early in 1958. The Federal Government at that time offered to contribute \$7,500,000 to each province for the construction of resource roads if the province would contribute the same amount. The program was not intended at any point to replace a province's normal highway commitments but to assist it with road construction which it otherwise could not undertake. The initiative in proposing routes was to lie with the provinces and they were to be responsible for construction and maintenance. No single time-ceiling was established, since the programs in each province would differ and obviously some would require more time than others. Projects submitted by the provinces were to be studied by the Interdepartmental Roads Appraisal Committee, a small continuing body set up to advise the Minister of Northern Affairs and National Resources. The provinces were keenly interested in the program and all have since signed Roads to Resources agreements and have programs in operation.

Excellent progress was made during 1960 and, by mid-summer, work to the value of more than \$26,000,000 had been done since the beginning of the program. To this amount, each partner concerned—federal and provincial—made equal contribution. The entire program calls for a joint investment of \$150,000,000 which will finance the construction of more than 4,000 miles of road to benefit the mining, forestry and commercial fishing (both inland and sea) industries and tourism. The significance of this mileage is indicated by the realization that if these resource roads were built as a single east-west route, that route would almost link the capital of Newfoundland with the capital of British Columbia.

Concurrently with the Roads to Resources program, the Federal Government is carrying out a Territorial Development Road program in the Yukon and Northwest Territories. These roads, to be constructed through promising resource areas, will link up with and form part of the existing Territorial roads system. The program envisages the construction of more than 1,200 miles of road and a number of bridges at an estimated cost of some \$70,000,000. Such trunk roads through promising areas will provide the travel surfaces over which equipment for resource development, construction workers and settlers will pass. Most of them are to be financed entirely by the Federal Government although the Territorial Governments will pay a share of the maintenance costs. However, where an access road leads from a development road to link up with an individual mine or other similar type of company operation, its cost may be shared by the Government and the company. The development roads are primarily designed to reach new mineral sources, particularly oil and gas.

Although two programs, Roads to Resources and Territorial Development Roads, are distinct—their location and method of financing make this clear—they are nevertheless related. In the western provinces most roads to be built under the first program will lie within, or head towards, the northern part of the province and so towards the 60th parallel of latitude. The Territorial program has been planned so that, in time, the new roads being built in the North will connect with the resources roads in the provinces.

An example already exists at the Alberta-Northwest Territories boundary. Here the provincial highway from Grimshaw, being improved as part of Alberta's Roads to Resources program, meets the federal Mackenzie Highway and forms one continuous road into the Northwest Territories.