

for 1961-62 call for a combined expenditure of \$22,500,000. Under the terms of the Roads-to-Resources agreements, the Federal Government will reimburse the provinces for half this amount.

When the program is completed it will represent a joint investment of at least \$150,000,000. Most provinces, however, are carrying out work in excess of \$15,000,000 so that direct expenditures may reach a national total of \$175,000,000. This will not affect the federal contribution, however, which remains at \$7,500,000 to each province. The current mileage—4,504—will be increased when Quebec, Ontario and Newfoundland have fully developed their programs.

The Roads-to-Resources program is made up of at least 100 separate projects. While it is not possible to measure the impact of these access avenues on regional economies, the scope of the program and the nature of the work represent thousands of man-hours of employment—work, moreover, spread from coast to coast and throughout many levels of skill and labour. In any province the program may consist of as many projects as can qualify for inclusion and for which there are sufficient funds available. For example, in British Columbia the Roads-to-Resources program is concentrating on a single road, while in New Brunswick it is spread over some 17 separate projects. Except in Nova Scotia and Prince Edward Island where the programs are being devoted to tourist development roads, surfaces will be built of rock or gravel. Road and bridge specifications vary between provinces and within a province, depending on location and type of traffic to be carried. A common characteristic, however, is the effect each will have in increasing productiveness of important resources and in spear-heading exploration of promising areas.

Most of the major resource roads west of the Atlantic Provinces lie within the northern, less-developed half of the provinces. This northern characteristic offers practical aid to provincial initiative already looking beyond more settled regions for fresh sources of minerals, timber and fish, and new prospects for tourist development. Most of the more accessible resource areas of value have been appraised and brought into production and it is realized that exploration must broaden the traditional east-west approach and consider the economic prospects to the north.

Some of the more important Roads-to-Resources routes in Western Canada will eventually link with the system of roads that the Federal Government is building in the Yukon and Northwest Territories; one link has already been achieved by the Mackenzie Highway. The two types of road system are, however, quite distinct. In the Roads-to-Resources program the contribution of the Federal Government, through the Department of Northern Affairs and National Resources, is financial; in the Roads-in-the-North program it includes responsibility for building and maintenance. The Territorial Governments contribute to the construction of certain types of resource roads and maintenance of all resource roads is shared by the Federal and Territorial Governments on an 85-15 p.c. basis.

In September 1960, the first of the new Territorial roads was officially opened—the Great Slave Highway connecting Yellowknife, the largest town in the Territories, with the highway systems of southern Canada. The first passenger bus to make the direct run from Edmonton reached Yellowknife on Jan. 18, 1961. The first 20 miles of an extension to this road from Yellowknife to McKay Lake will be started in 1961. However, the largest single project currently under way in the Northwest Territories is the reconstruction of the Mackenzie Highway, which includes the building of a major bridge near Hay River.