

specified standards had been completed over a distance of 3,414 miles and 699 bridges, overpasses and other structures of more than 20-foot span had been or were being constructed.

Roads to Resources and Roads in the North.—The *Roads to Resources Program* is a national undertaking designed to provide access to areas potentially rich in natural resources. Negotiations commenced in 1958 led to agreements being signed with all ten provinces that will eventually result in the construction or reconstruction of more than 4,700 miles of road. Progress of the program to June 30, 1964 was as follows:—

Province	Estimated Total Cost	Value of Approved Contracts	Provincial Expenditure ¹	Federal Contri- bution	Total Milage	Milage Completed
	\$	\$	\$	\$	No.	No.
Nfld.....	16,058,800	18,807,800	8,217,358	4,108,679	319	242.9
P. E. I.....	15,000,000	15,917,223	10,944,029	5,472,006	447	336.9
N. S.....	16,880,437	14,547,718	13,462,608	6,731,304	489	359.6
N. B.....	20,562,000	15,187,532	11,370,212	5,249,999	426	152.5
Que.....	13,435,000 ²	11,753,886	9,211,138	4,425,307	248	123.0
Ont.....	21,668,765	16,062,953	12,619,167	6,309,588	562	263.0
Man.....	19,370,000	15,263,350	11,654,399	5,162,925	693	322.4
Sask.....	22,950,000	11,941,689	10,708,389	5,353,194	811	357.9
Alta.....	20,380,000	14,804,879	13,634,438	6,817,219	416	296.0
B. C.....	20,500,000	14,305,000	12,373,267	6,186,813	321	170.9
TOTALS.....	186,805,002	148,592,030	114,193,005	55,817,034	4,732	2,625.1

¹ Includes only the amounts reported by the provinces to the Federal Government. ² The Agreement with Quebec provides for additional projects to be included at a later date to bring the total to \$15,000,000.

As shown above, the total estimated cost in several provinces exceeds \$15,000,000, the amount shareable under the agreement, but the federal contribution to each province will remain at \$7,500,000. Private industry has shared in the cost of certain roads where construction has been of most direct benefit to the company concerned.

In any province the program may consist of as many projects as can qualify for inclusion and for which funds are available. At mid-1964 there were approximately 100 roads completed or under way, varying considerably among the provinces in number, mileage and purpose. In Prince Edward Island, 30 comparatively small projects had been undertaken, but the one project under way in British Columbia was a 321-mile road being constructed over very difficult terrain to a mining area in the northern interior. In most provinces, the majority of the roads being built under the program are intended for the purpose of opening up regions to primary resource development and exploration. In Prince Edward Island and Nova Scotia, on the other hand, a number of routes have been chosen for their tourist potential.

The *Development Road Program* in the Yukon Territory and the Mackenzie District of the Northwest Territories is distinct from the Roads to Resources Program in that the Federal Government is responsible for construction; in the Roads to Resources Program, the contribution of the Federal Government is wholly financial. Maintenance costs of Roads to Resources are borne by the provinces but Northern Roads costs are shared by the Federal and Territorial Governments on an 85-15 basis.

In the Yukon Territory about 900 miles of road will be built at an estimated cost of \$36,000,000, the largest projects under way being the construction of the Watson Lake-Ross River road and the reconstruction of 16 miles of the Whitehorse-Keno road. In the Northwest Territories, more than 1,300 miles of road will be built at a cost of \$64,000,000; the largest single project under construction is the Hay River-Fort Smith highway with its branch road to Pine Point.