

to the provinces for prior, interim and new construction totalled \$573,249,165. Paving to specified standards had been completed over a distance of 4,139 miles and 841 bridges, overpasses and other structures of more than 20-foot span had been or were being constructed.

Roads to Resources.—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 Mar. 31, 1966 was as follows:—

| Province | Estimated Total Cost | Value of Approved Contracts | Provincial Expenditure | Federal Contribution | Total Mileage | Mileage Completed |
|-----------------------|-------------------------|-----------------------------------|---------------------------|-------------------------|------------------|----------------------|
| | \$'000,000 | \$'000,000 | \$'000,000 | \$'000,000 | No. | No. |
| Newfoundland..... | 16.06 | 15.56 | 11.77 | 4.90 | 322 | 270 |
| Prince Edward Is... . | 15.00 | 17.07 | 12.92 | 6.46 | 447 | 389 |
| Nova Scotia..... | 16.34 | 15.14 | 14.88 | 7.44 | 492 | 406 |
| New Brunswick... . | 20.56 | 18.07 | 13.97 | 6.00 | 425 | 263 |
| Quebec..... | 13.79 | 15.47 | 13.79 | 6.94 | 248 | 172 |
| Ontario..... | 21.66 | 17.84 | 15.65 | 6.66 | 562 | 325 |
| Manitoba..... | 14.37 | 15.86 | 14.76 | 7.38 | 693 | 334 |
| Saskatchewan..... | 23.88 | 16.37 | 12.96 | 6.48 | 811 | 419 |
| Alberta..... | 20.38 | 15.09 | 14.83 | 7.41 | 416 | 337 |
| British Columbia... . | 20.50 | 15.00 | 13.72 | 6.86 | 321 | 185 |
| TOTALS..... | 182.54 | 159.47 | 139.25 | 66.54 | 4,738 | 3,100 |

As the statement shows, the total estimated cost in most provinces exceeds \$15,000,000, the amount sharable under the agreement, but the federal contribution to each province will remain at \$7,500,000. Private industry shares in the cost of certain roads where construction is 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. 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.

Development Roads.—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, approximately 1,300 miles of development roads, constructed at a cost of about \$30,000,000, were in use in 1965-66; in the Northwest Territories and Wood Buffalo National Park, about 750 miles costing about \$29,000,000, were in use by the end of March 1966.

In late 1965, a new ten-year road-building program in the Yukon and Northwest Territories was announced, calling for an average expenditure of \$10,000,000 a year, an amount double the annual roads investment in the previous ten-year period. This is the first phase of a 20-year roads network program which should bring all potential areas of resource development in the Territories within 200 miles of the nearest permanent road and thus gradually reduce the North's dependence on seasonal transportation for bulk shipments, reduce the cost of holding large inventories and, as the program progresses, bring the cost of living more in line with that in other parts of Canada. In addition, improved access should result in substantial growth of the tourist industry.

An immediate result of the new program is the speed-up of construction now under way on the 165-mile highway from just south of Hay River to Fort Smith. Also forming part of the new program is the 127-mile area development road being constructed from