

Ross River to Carmacks in Yukon Territory. This road is of special interest to tourists since it will provide a route from Watson Lake on the Alaska Highway to and through Carmacks and Dawson, and onward to the Alaska border where it will connect with the State of Alaska Highway System.

Under the previous program, the Federal Government offered to build and pay for mine development roads where two or more companies were developing a mineralized region, and to assist with the cost of mine-access roads and tote-trails. Even so, about 10 p.c. of present exploration and development spending by private industry, which is in excess of \$25,000,000 a year, is spent merely on gaining access to properties. The more extensive road network visualized by the new program, combined with increased federal aid for certain types of access roads, will make it possible for private industry to delegate more capital to actual exploration work.

Types of roads and proportion of federal assistance under the new program are as follows:—

Permanent Access Roads—to lead from the nearest permanent road to a resource development about to produce; federal assistance may be up to two thirds of the cost but may not exceed 15 p.c. of the capital invested by a company before commercial production or exploitation.

Communication and Network Roads—to provide connecting links between the territories, the provinces, and population centres within the territories; construction and 85 p.c. of maintenance costs will be paid by the Federal Government.

Area Development Roads—to lead into resource-potential areas; construction costs will be paid by the Federal Government and maintenance shared by the Federal and Territorial Governments.

Initial Access Roads (tote-trails)—low-standard winter or year-round roads to provide an established resource project with access to a network road; federal assistance may be up to 50 p.c. of the cost of the road, which will be maintained by its primary user.

Roads to Public Airports (land or water)—to connect airports with the nearest network or local road; construction and 85 p.c. of maintenance will be paid by the Federal Government.

Construction and Improvement of Trunk Highways in the Atlantic Provinces.—This program, announced in February 1965, involves an expenditure by the Federal Government of \$30,000,000 over a three-year period to be financed from special appropriations to the Atlantic Development Board. The additional appropriations enable the Board to continue and expand a program of highway assistance begun in 1964 when \$10,000,000 was allocated from the Atlantic Development Fund to meet pressing trunk highway needs in the Atlantic region. Expenditures approved and funds disbursed by the Atlantic Development Board under this program up to Mar. 31, 1966 are included in the statement of approvals and expenditures by the Board for all purposes in Chapter XXIV, Sect. 7.

Urban Streets.—Information on urban streets is obtained from the local administrations of all areas with populations over 1,000, all areas located within census metropolitan areas, improvement districts over 1,000 population and rural municipalities over 15,000 population. Brief statistical data are given in Table 3; more detail may be obtained from DBS annual report *Road and Street Mileage and Expenditure* (Catalogue No. 53-201).

3.—Statistics of Urban Streets, 1964 and 1965

Item		1964	1965
Total Expenditure Reported¹	\$'000	283,015	329,308
New construction.....	"	144,343	165,738
Reconstruction, repair, cleaning, sanding, snow removal, administration, etc....	"	138,672	163,570
Total Urban Mileage	No.	42,177	44,312
Rigid pavement.....	"	6,884	7,073
Flexible pavement.....	"	19,177	20,832
Gravel and other surfaces.....	"	14,133	14,370
Earth.....	"	1,983	2,037

¹ Includes expenditures on sidewalks, footpaths, bridges and ferries.