

540; Prince Edward Island, 71; Nova Scotia, 318; New Brunswick, 390; Quebec, 399; Ontario, 1,453; Manitoba, 309; Saskatchewan, 406; Alberta, 282; and British Columbia, 552. Length through the National Parks totals 140 miles.

Up to Mar. 31, 1967, contractual commitments for new construction on the Highway amounted to \$1,107,628,114, of which the federal share was \$743,588,371. Federal payments to the provinces for prior, interim and new construction totalled \$654,264,654. Paving to specified standards had been completed over a distance of 4,260 miles and 841 bridges, overpasses and other structures of more than 20-foot span had been or were being constructed.

Northern Roads.—In the past decade it has become increasingly apparent that if Canada is to benefit from supplying a large part of the world's increasing demands for minerals, a well-planned road network in the Yukon and Northwest Territories is imperative. In 1965, after thorough planning and detailed research, the Federal Government announced the Northern Road Network Program, calling for the construction of roads in the Territories to cost \$10,000,000 a year for a ten-year period. This period, in turn, is part of a 20-year plan intended to bring all resource-potential areas covered by the Program within 200 miles of the nearest permanent road. This will gradually reduce the dependence of the North on seasonal transportation for bulk shipments, reduce the cost of holding large inventories and, as the program progresses, bring the cost of living in communities more in line with that in other parts of Canada and also stimulate the growth of the tourist industry.

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

Communication and Network Roads—highways, major roads and secondary and local roads to provide a primary network in the Territories, including trunk highways, secondary trunk roads and airport roads; construction and 85 p.c. of maintenance costs will be paid by the Federal Government.

Tote Trails—low standard roads to provide temporary, seasonal or year-round access to the property of a company exploring or developing a natural resource; up to 50 p.c. or \$20,000 of the cost may be contributed by the Territory concerned.

Initial Access Roads—low standard roads to provide the same service as Tote Trails but where the contribution under the Tote Trail category would be insufficient; federal assistance may be up to 50 p.c. of the cost or 5 p.c. of expenditures on the exploration or development project.

Permanent Access Roads—from the nearest permanent road to the location of a resource development that has been brought to the preproduction stage; federal assistance may be up to but not exceeding (a) 66⅓ p.c. of the total cost, (b) 15 p.c. of the capital invested by the company before start of production, or (c) \$40,000 per mile.

Resource Development Roads—leading from the nearest permanent area in which two or more resource projects have reached the production stage; all construction costs are to be paid by the Federal Government but expenditures will not be undertaken unless it is proven that the projects to which the road leads can be operated commercially for many years.

Area Development Roads—low standard roads into or through an undeveloped region of favourable natural resource potential; construction is the responsibility of the Federal Government.

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

In the Yukon Territory under this Program, approximately 1,360 miles of road constructed at a cost of about \$34,000,000 were in use in 1966-67; in the Northwest Territories and Wood Buffalo National Park, about 1,050 miles at a cost of about \$34,000,000 were in use by March 1967. Work done on the extension of the Mackenzie Highway to Fort Simpson in 1967 amounted to approximately 20 miles; an additional 60-mile, two-year contract will be let in 1968, and eventually this road may be extended down the Mackenzie Valley, possibly to the Arctic Coast. A smaller road system exists in the Fort Smith area, including the Fitzgerald-Bellrock portage road and the park administrative roads in Wood Buffalo National Park. Total length of this road system is about 274 miles.