

In Yukon Territory, a 142-mile area development road from Ross River to Carmacks is expected to be completed in late 1968. In addition to opening up a potentially rich resource area, 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, Dawson, and onward to the Alaska border where it will connect with the State of Alaska Highway System. In addition, the Federal Government has agreed to improve existing routes or build new ones to tidewater at either Haines or Skagway in the Alaska Panhandle, a distance of almost 400 miles, to facilitate shipment of lead-zinc concentrates to Japan. Surveying is under way in preparation for the extension of the Dempster Highway in Yukon Territory, now in use for 78 miles, to Fort McPherson in the Northwest Territories.

Roads to Resources.—In 1958, a federal-provincial cost-sharing program was undertaken, designed to provide access roads to areas potentially rich in natural resources or to areas with tourist potential. The share of the Federal Government was 50 p.c. of the total cost of each province's projects up to a maximum of \$7,500,000. Agreements were signed by all provinces, resulting in the construction of close to 5,000 miles of road, and the program has been completed.

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, 1967, were \$19,347,741 and \$10,652,259, respectively. (See also Chapter XXIV, Sect. 6, Subsect. 2.)

Urban Streets.—Information on urban streets is obtained from the local administrations of all areas with populations of over 1,000, all areas located within census metropolitan areas, improvement districts with over 1,000 population and rural municipalities with 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, 1965 and 1966

Item		1965	1966
Total Expenditure Reported¹.....	\$'000	329,308	378,396
New construction.....	"	165,738	201,020
Reconstruction, repair, cleaning, sanding, snow removal, administration, etc..	"	163,570	177,376
Total Urban Mileage.....	No.	44,312	44,930
Rigid pavement.....	"	7,073	7,374
Flexible pavement.....	"	20,832	21,640
Gravel and other surfaces.....	"	14,370	14,258
Earth.....	"	2,037	1,658

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

Section 3.—Motor Vehicles

Motor Vehicle Registrations.—Registrations continue to increase year by year, a record of 7,035,261 being reached in 1966. Of that total, 5,499,527 were passenger cars—one for every 3.6 persons. Registrations by province are given in Table 4 and types of vehicles registered by province in Table 5.