

**Roads to Resources and Roads in the North.**\*—"Roads to Resources", a national program of resource development roads begun in 1958, approached the half-way mark in work completed in 1962. Entering the fifth year of the program, more than \$64,000,000 worth of work had been carried out in the ten provinces, contracts exceeding \$101,000,000 had been approved, and federal payments to the provinces amounted to more than \$31,000,000. The length of the new or reconstructed roads to be built under the program is almost 4,500 miles, of which over 1,700 had been completed. An expenditure of more than \$18,000,000 is expected during 1962-63; under the terms of the Roads to Resources agreements, the Federal Government will reimburse the provinces for half the amount.

Construction carried out under the program is designed to provide a series of resource development roads, for industries based on mining, forestry, commercial fishing, or the tourist trade. The roads vary in length from the less-than-one-mile French River Spur in Prince Edward Island to the 505-mile Uranium City road in northern Saskatchewan. No single date has been set for completion of all the roads, but the national average will be about eight years. The purpose of the program is essentially to open up and explore resource areas off the beaten track of established transportation routes. When completed, it will represent a joint investment by the federal and provincial governments of at least \$150,000,000. However, most provinces are carrying out work in excess of \$15,000,000 so that direct expenditures may reach a national total of \$177,000,000. The federal contribution to each province will remain at \$7,500,000.

Approximately 100 projects make up the Roads to Resources program. In any province the construction program may consist of as many projects as can qualify for inclusion and for which there are funds available. It is difficult to measure the effect that these access roads will have in the years to come on regional economies. A number of routes, such as those in Prince Edward Island and Nova Scotia, were chosen for their tourist potential and will no doubt play an important role in the growth of tourism. The tourist industry is now second only to newsprint as a dollar earner for Canada. The building of the roads also provides thousands of man-hours of employment, work that is spread over many levels of skills and labour.

Leading the provinces in length of routes are Saskatchewan with 811 miles and Manitoba with 692 miles. In British Columbia, the 320-mile Stewart-Cassiar Road to be built at an estimated cost of \$20,500,000 will open up new mining areas. In contrast to this one-project program of British Columbia, there are in Prince Edward Island 30 different projects with a total length of approximately 442 miles being constructed at an estimated cost of \$15,000,000.

Some of the more important projects in Western Canada will eventually be linked with the system of roads that is being built by the Federal Government in the Yukon and Northwest Territories. Under the development road program, the Federal Government will build 900 miles of road in the Yukon Territory on which will be spent an estimated \$36,000,000 and some 1,300 miles of road in the Northwest Territories at an estimated cost of \$64,000,000. Three hundred miles of road have been completed in the Yukon Territory and 395 miles are in use in the Northwest Territories. These two types of road system are distinct. In the Roads to Resources program, the contribution of the Federal Government is wholly financial; in the northern roads program, the Federal Government is responsible for construction. Maintenance of resource roads in the North is shared by the Federal Government and the territorial government concerned on an 85-15 p.c. basis.

The largest single project being carried out in the Northwest Territories is the reconstruction of the Mackenzie Highway. The first 60 miles of an extension to the Enterprise-Yellowknife Road, leading from Yellowknife to MacKay Lake, will be completed in 1962. In the Yukon Territory, a \$4,500,000 road construction program will be carried out during 1962. More than 100 miles of road will be built during the year as part of two major projects—the Watson Lake-Ross River Road and the Nahanni Range Road.

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