

while the drop in rates for adults charged under municipal by-laws was almost identical to the drop in total persons charged.

The rates for juveniles charged rose also for the first three categories. Because of the smaller number of juveniles involved, the percentage increases are much higher than for adults as is the decrease for juveniles charged under municipal by-laws.

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### MODERN PIONEERING IN THE NORTH

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and Mackenzie District of the Northern Territories. This will be a flexible programme, in that the decisions as to where and when each road will be built within the context of the overall programme will depend on the best available information and advice at the time regarding access to resources and upon the changing social, educational, commercial, tourist and other needs which must be served by a dynamic and flexible road policy.

There is a provision for north-south transportation within the Territories and for road links between them and the provinces. For the first time, there will be an east-west link between the two Territories. Under this programme, we will be able to reduce transportation costs, link many communities, in the Northwest Territories particularly, and make some progress in closing the gap between costs in the North and those in southern Canada.

### KINDS OF NORTHERN ROAD

The programme provides for several categories of road, ranging from tote trails, which are low-grade exploration roads, to trunk highways, which are roads of high construction standards and which provide a connection between the Territories and the southern part of the country, as well as between the principal centres of population within the Territories. You have probably also heard of the Great Slave Lake Railroad running north from near Grimshaw, Alberta, for 377 miles to Hay River on Great Slave Lake. This railway which includes a 55-mile long branch line into Pine Point, the site of the big new lead, zinc, mining project in the Northwest Territories was financed by the Federal Government.

It was built and is operated by the Canadian National Railways for Canada and was finished months ahead of schedule. It has not only made the development of the mine at Pine Point and the potential of the surrounding area possible, but it has opened

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up 5 million acres of potentially arable land to farm settlement and 13 million acres of forest land to the timber industry. It has also had, and will continue to have, a considerable effect on the economy of British Columbia, as the ore concentrates move over this line to the smelter at Trail, B.C.

The Government must continue to provide to the people in the North social and welfare benefits equal to those received by other Canadians. It is also striving to give the schooling, vocational, occupational training and university opportunities which will enable the people of the Yukon and Northwest Territories to be competitive in the twentieth century. By and large, only 15 per cent of the people of the Northwest Territories had the benefit of schooling 10 years ago. Eighty-five per cent of the children of school age are now receiving a schooling which - by programmes especially adapted to their needs but based on southern Canadian school standards - are equipping them for the years ahead. It is too soon - after 10 years only - to know what the effects will be. We do know, however, that in many cases they are taking advantage of the knowledge to improve their lot.

There is no question in my mind that two important results will be achieved by active government measures to enhance the education of the people of the North. They will be given an opportunity to lead a more meaningful and satisfactory life and achieve a higher material standard of living. The active partnership of the public and private sectors will mean the development of those resources upon which the investments now being made on social services and education can be supported.

The Northerners have been questioning, recently, the form of governments they have. This is a healthy development. You have heard of the recently appointed Advisory Commission on the Development of Government in the Northwest Territories. This Commission... had been given a task of major importance to the Northwest Territories and to the people of Canada.... They will review the governmental services and administration which have grown rapidly during the last 10 years and will search out and recommend the best pattern for government to meet the present situation there and to provide for the years of expansion that lie ahead.

The future changes will be designed to lead to as efficient an organization of government as possible with increasing devolution of authority and responsibility to territorial and municipal levels of government. At the same time, our present policies, programmes and service are being closely reviewed to ensure that the means of achieving Canada's objectives in the North are being made available....