

What better preparation for the hundredth anniversary of Confederation could there be than to spend the last decade of our first century as a nation in concentrating on the development of that sparsely populated but tempting four-fifths of our national territory that makes up the Canadian north.

Transportation is undoubtedly the key to northern development and in all our plans roads must occupy a prominent place. To this end, the Federal Government has already embarked on two large-scale and imaginative programmes that can and will have the most far-reaching consequences for northern development.

First, under the Roads to Resources policy announced last spring, federal and provincial governments will share equally in the cost of over a \$100 million programme of development roads to be undertaken over the next five or six years. The object of this programme is to make possible by joint contribution of the participating provinces, the construction of roads into undeveloped and underdeveloped areas in the provinces, and eventually to provide links with the northern territories beyond provincial boundaries.

Since this is a matching programme, an effort has been made to keep its total dimensions within the limits of the financial capacities of the participating provinces. Although formal agreements have not been concluded, projects have been agreed to in several provinces on a number of roads that will open to development new areas of known resource potential.

The second road programme is in the two territories - the Yukon and the Northwest Territories - which do not yet have the population or the economic strength to discharge the normal provincial role. These two territories will, in the foreseeable future, have provincial status and will take their place as partners in the Canadian Confederation. The Federal Government is a trustee for the people of these future northern provinces and must take responsibility for the provision of the basic transportation facilities necessary for resource development.

Over the next six or seven years the Federal Government will invest upwards of \$100 millions on development roads in the two territories. Existing roads such as the Mackenzie Highways, the Alaska Highway and the Whitehorse-Dawson road are being used as points of departure. From these, new roads will be pushed into areas which, according to the best technical appraisal available, present the most favourable prospects for development. It is not possible to be entirely assured that development will inevitably result from the construction of these roads any more than the railway builders of the 1880's could be certain that the Canadian West would develop following the railroad construction.