

Canada's eighteen National Parks; certain roads in and around civilian airports and defence installations; and a number of important driveways forming part of the development of the national capital.

The outstanding example of federal interest in good roads has been until last year, the Trans-Canada Highway. Working in the very closest co-operation with the various participating provinces, the Federal government has already invested more than \$160 million and is committed to an additional expenditure of nearly \$100 million on this national undertaking.

Furthermore, it is the Federal Government's intention to contribute one half of the costs, up to a maximum of \$2 million, to an important auxiliary project of setting up picnic areas and campgrounds at regular intervals along the route of the Trans-Canada Highway, suggested by a number of the provinces at last year's Federal-Provincial Tourist Conference.

This offer has been sympathetically received by a majority of the provinces and the work on this programme will, I hope, get underway during the coming winter.

The provisions of facilities of this kind along the Trans-Canada Highway should do much to promote tourist traffic - a growing source of revenue to Canada; to make travel on the Highway safer by providing attractive resting places; and to strengthen national unity by encouraging more interprovincial travel by Canadians and to provide winter employment.

I have said that, until recently, the Trans-Canada Highway has been the most important example of federal interest and participation in road building. This is so because road construction has been concentrated very largely in the southern and settled parts of Canada - that narrow band extending northward some 200 miles from the United States border in which nine out of every ten Canadians now live. But beyond this to the north is a vast and largely undeveloped area that is one of the last great frontiers left anywhere on the face of this earth. It is a promising and strategic area, literally unmatched in its resource potential but practically unscratched in its resource development.

Canada produces nickel, asbestos, zinc, lead and copper, titanium, beryllium, iron, etc. As the world enters the atomic age Canada's Northland has become a gigantic carrier of potential defence minerals. The United States is running low. Since 1914 industry in the United States for peace and war has used more minerals and mineral fuels than were consumed by all the world in all the ages. With its mineral potentialities, its forests, its tourist attractions, the great Northland of Canada is no longer a forbidding waste of ice.