

gap in the Yukon road system. "The progress of the Territory depends on resource development," he stated. "For this, adequate year-round transportation is essential. These bridges are the first completed stage of a programme to make available a reliable road network for the region."

The Pelly bridge consists of three main 219-ft. trusses and two 98-ft. approach trusses, and is 865 feet wide. The Stewart River bridge, 692 ft. wide, consists of a 262-ft. centre span and two approach spans, each about 167 feet. Both bridges have a clearance of 25 feet above the extreme high-water level of the rivers at the crossing points. They have been under construction since 1959.

* * * *

ADMINISTRATION OF CANADA'S HARBOURS (Continued from P. 2)

DEVELOPMENT FACTORS

"You will appreciate that the establishment and improvement of harbours in Canada involves considerations of engineering, economic, and administrative factors. Any specific harbour development can only be carried out to the best advantage of the local community and of the country at large if these three elements have been properly considered and decisions made in the light of this combined assessment. The problem, of course, is complicated to some extent by the fact that harbour construction and maintenance are, as I have already mentioned, the responsibility of the Department of Public Works, while the administration of the finished works comes under the Department of Transport.

INTERDEPARTMENTAL GROUP

"During the summer of 1957, with the imminent completion of the Seaway and with the many requests for harbour development and improvement, it became apparent to me that a joint approach to harbour problems was a real necessity. For this reason I recommended to the Federal Government that we should establish an Interdepartmental Group that would include economists, engineers, and harbour administrators from the Department of Transport and the Department of Public Works. The first survey this Group was directed to make was at the head of the Lakes. The cities of Fort William and Port Arthur had requested a major harbour development to handle package freight, and to provide the Canadian West with a modern outlet to the new Seaway system. Since this original survey, the Group has studied the problems of many harbours, not only those related to the St. Lawrence Seaway and Lakes, but also on both the East and West Coasts of the country. Some of you may have met members of the Group during their visits to Belleville and Cobourg. In all cases, this Group makes

specific recommendations to the heads of both departments. Its reports have the advantage of covering all of the relevant aspects involved in the particular harbour investigated.

"When the two departments consider that a local request for harbour works calls for a special review, the group is directed to take the necessary steps. As a general procedure, these officials first study engineering, economic, and other data available in Ottawa and in the district offices of the two departments. The preliminary review of these data is always followed by a visit to the harbour concerned. During the course of these visits, the members of the Group are accompanied by district officers. Discussions are held with municipal authorities, boards of trade, chambers of commerce, local industrial interests directly involved with water transportation, as well as with any other parties who may also wish to present their views. As a result of these discussions, the Group obtains a much better understanding of the local points of view supporting the requests for harbour works. For example, talks with potential industrial users often provide information on expected markets, the types of materials which might be brought in, and the nature of the ships to be utilized. This enables judgments to be made regarding the depths required in the harbour and the type of structures needed. The Group always inspects the harbour in detail, in company with interested local representatives.

"A report is then prepared in the light of the information available from the survey, as well as from other relevant sources.

WORK OF GROUP

"As I indicated before the standing Committee on Railways, Canals and Telegraph Lines last May 24, the Interdepartmental Group will be directed to review future requests for the establishment of new local commission harbours. Furthermore, the Group will review proposed works in existing commission harbours. In addition, the Departments of Transport and Public Works may direct the Group to examine major harbour projects in any part of the country.

"I hope I have given you a fairly clear picture of how government harbours are constructed and administered. I would like to emphasize that the Federal Government is anxious to ensure that necessary developments take place at the right ports, at the right time. It rests with the local people to make sure that our attention is drawn to their specific needs, and that their requests are realistically based. How these needs fit into the overall development of an area clearly varies from case to case. What I have said may be of assistance to you in your efforts to put the resources of your area to work to encourage the growth and welfare of the people...."