

Governments built all the roads it allows for, the total expenditure would run as high as \$135 million. In the northern territories the Federal Government alone holds jurisdiction, and must bear the entire cost burden. The programme for that area therefore is known as "Territorial Roads" and is expected to produce \$70 million worth of roads in the next seven years.

In both the provinces and the territories the objectives of this vast scheme are identical: to give access to known and potential resources in promising under-developed areas, in the hope and expectation that the development and production of those resources will speedily follow. Thus the horizons of settlement and industry will be extended, and all of us, wherever we may live, will benefit through fuller employment, and through the variety of other economic and social gains which accompany an expansion of the gross national product.

Our programme therefore, will produce new roads in both of the northern territories and in nine of ten provinces. Under "Roads to Resources", agreement in principle has already been reached with all provinces except Quebec, and negotiations between the Federal and Provincial Governments leading to the signing of formal agreements are well in hand. To date, one agreement has been executed between Canada and British Columbia: it covers the construction of a road between Stewart and Cassiar at an estimated cost of something over \$15 million. Work actually started on this road during the 1957 season.

In the other eight provinces with which negotiations are nearing conclusion, the Provincial Governments have received authorization to commence work on roads already agreed to. Some of these roads have been reported by the press - I have seen several references to the Ontario programme for example, and Time magazine carried a story on the programme in Saskatchewan. However, because of an undertaking given the various provinces that information on individual roads will not be made public until formal agreements have been signed, I cannot give you the details of any of these projects at this time.

You may be wondering why Quebec alone remains apart, why it has not responded to the Federal Government's development vision. One reason may be that the province is already enjoying a development boom, a boom financed by private capital, and it sees no necessity to stimulate additional development at the present time. But there may be other reasons too, among them one - economic climate - which will be readily apparent to all geographers.