

The point I am making here, of course, is this: our conventional maps may be quite adequate for courses in civics, or for delineating the centres of manufacturing; but they fail us for trans-polar travel, and they are rapidly becoming outdated for northern development.

What we need is a polar projection map to emphasize our northernmost territories. Only on such a map will Frobisher and Resolute and Tuktoyaktuk appear in proper perspective, oriented towards the markets to which their products may some day flow. By contrast, those northern areas in more southerly latitudes which we are developing today will appear "down north" on our map, that is in the direction of industrial Canada and of the map's lower extremity.

In point of fact, geographers or economists should consider our national territory as consisting of two dissimilar entities. Here in the south, along a narrow band stretching from coast to coast, lies the urbanized, industrial Canada, the part of the country which furnishes the economic backbone of our entire national structure. All the rest of Canada - almost nine-tenths of it - is "the North", a vast underdeveloped frontier land that includes the northern half or more of every province outside the Maritimes, and in addition the Yukon and the Northwest Territories. This enormous area is little known, poorly explored, and accessible only with difficulty. It contains, it is true, a few small mining communities, some defence and government establishments, and numerous trading and missionary outposts; but these are mere pinpricks on an otherwise empty map. Taken as a whole, the area remains today what it has always been in the past - the habitat of nature rather than of human progress.

Yet this vast area is our second Canada, "the North" we are really talking about when we refer to northern development. That parts of it are federal territory, and parts come under provincial jurisdiction, should make no material difference.

Problem of Transportation

The vastness of Canada and her limited financial resources, have created one fundamental problem: the provision of adequate transportation facilities. Wherever, in the past, no form of transport has been available, economic development too has lagged. It is in this field of transportation that the Federal Government is making its most imaginative contribution toward the development of the Canadian North. It has undertaken to spend upwards of \$100 million of federal funds over the next 5 - 10 years on a national roads programme to stimulate the development of the national resources of Canada. In the provinces, where Federal and Provincial Governments are working co-operatively and sharing costs on a 50-50 basis, the programme has been named "Roads to Resources". If these