

trade in 1957 -- a slightly lower proportion than in 1956 -- but Europe, Latin America and the Commonwealth (excluding the United Kingdom) increased their shares to 8.2 per cent, 5.8 per cent and 4.6 per cent, respectively. Total Canadian exports to the United States reached a record \$2,942,000,000 in 1957, exceeding the previous peak in 1956 by about 2 per cent. Imports from the United States amounted to almost \$3,999,000,000, nearly 4 per cent less than in 1956, and thus declined for the first year since 1954. Total exports from Canada to the United Kingdom fell some 9 per cent in 1957 to \$743,000,000 and imports from the United Kingdom increased almost 8 per cent to \$522,000,000.

Although there was relatively little overall change in Canadian exports in 1957, the main commodity groups showed considerable and diverse movement. Wood, wood products and paper and agricultural and vegetable products, which together accounted for more than 48 per cent of total domestic exports, declined around 15 per cent and 4 per cent, respectively. These decreases were offset by increases of around 5 per cent, 13 per cent and 19 per cent, respectively, in non-ferrous metals, iron and its products, and non-metallic minerals, which three groups accounted for almost 40 per cent of the domestic export total. The other four main groups all recorded relative increases: animals and animal products, fibres, textiles and products, and chemicals reversed previous declines and gained respectively about 16 per cent, 20 per cent and 7 per cent, and miscellaneous commodities rose some 24 per cent compared to an increase of more than 54 per cent in the previous year.

Newsprint paper was still the leading commodity export in 1957 and accounted for almost 15 per cent of total domestic exports.

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\$100 MILLION FOR ROADS

(Continued from P. 1)

Highway system and the Mississippi Parkway now under construction.

These facilities will enable development of Quetico Park and tie the U.S. Midwest into Northwestern Ontario and the Trans-Canada Highway system.

In this connection, Premier Frost noted that while the Federal Government is contributing to one Trans-Canada route through Ontario, the province is developing a number of branches and alternatives in Northern Ontario built to Trans-Canada standards.

They will be considered all together as the Trans-Canada system in Ontario and include: The Lake Superior route, from the Manitoba border through the Lakehead, thence by No. 17 Highway to Sault Ste. Marie and North Bay.

The Chapleau route, No. 129 Highway from Wawa to Chapleau to Thessalon, connecting with No. 17 Highway.

The Northern route, from the Lakehead via No. 11 Highway to Geraldton, Hearst, Kapuskasing, Cochrane and down to North Bay.

The Ottawa Valley route, from North Bay to Ottawa, Hawkesbury and the Quebec border.

The Georgian Bay and Southern Ontario route, from Sudbury to Parry Sound, via No. 69 Highway, to Waubauskene via No. 103 Highway, to Orillia, and Lindsay via No. 12 Highway, to Peterborough and Ottawa via No. 7 Highway.

The programme when completed in about five years will effectively tie Ontario's major road system - No. 401, the Trans-Canada complex and the Queen Elizabeth Way - into the great network of American Thruways.

It will provide first-class access to Ontario's summer playgrounds for the vast tourist pool in the United States from the Atlantic seaboard the Mississippi.

"The province is going out after business and proposes to develop traffic from the United States", Mr. Frost said.

The Government approached the scheme from the point of view of avoiding interference with its present 10-year \$3,000,000,000 programme which includes completion of No. 401 Highway and extension of No. 400 Highway.

Hence the decision to impose tolls, though Mr. Frost was firm in stating that there was no intention of tolling ordinary bridges or highways in Ontario. If any other structures should be contemplated for tolling it would be referred to a select committee of the Legislature, he said.

The works to be tolled, Mr. Frost noted, are continuous to very large U.S. developments which are very largely tolled, and offer the opportunity to have these extraordinary works paid for, at least in part, by U.S. traffic.

Because the structures will be built by the province and run on a non-profit basis, lower tolls than prevail in the United States will be charged. The rate structure is specifically designed to favor local traffic, the premium rate being imposed against the one-shot user.

In a year, Mr. Frost observed, about 6,000,000 U.S. vehicles enter Ontario of which about a third stay more than 48 hours.

In addition to relieving congestion in the areas affected, this (programme) will provide modern connections with the great traffic sources in the United States, with a method of financing comparable to that used in those states.

Except at Fort Frances-Rainy River, where none now exist, Mr. Frost said, the province would better the existing free facilities. Tolls, except in the case of the international structures, are not expected to pay all the cost of the facilities.