

X Copy

**SUMMARY OF
REPRESENTATION & BRIEFS
SUBMITTED TO THE FACT FINDING
COMMITTEE ON NORTHERN ROADS**

MAY 1 TO 20, 1967.

ITINERARY

<u>DATE</u>	<u>PLACE</u>	<u>PERSONS MET WITH</u>
May 1	Edmonton	Mr. L.H. McManus, Deputy Minister of Highways, Alberta. Mr. R.A. Laycock Calgary Exploration Mr. John Dennison Byers Transport
May 2	Fort Smith	Town Council and Chamber of Commerce
May 3	Hay River	Town Council, Chamber of Commerce and Others
May 4	Yellowknife	Giant Yellowknife Mines Precambrian Con Mine Ltd. N.W.T. Chamber of Mines
May 5	Inuvik	Chamber of Commerce and the Town
May 9	Watson Lake	Chamber of Commerce
May 11 & 12	Whitehorse	City Council and Department of Travel and Publicity Whitepass and Yukon Corp. Ltd. Whitehorse Chamber of Commerce Yukon Development and Research Institute
May 15	Juneau, Alaska	State and Federal Highways Officials
May 18	Vancouver	Representatives of the B.C. and Yukon Chamber of Mines
May 19	Victoria	Representatives of B.C. Department of Highways
May 20	Calgary	Representatives of Canadian Petroleum Assoc. and Independent Petroleum Association of Canada.

MAY 1, 1967

MEETING WITH

CALGARY EXPLORATION SERVICES LTD.

The discussion dealt mainly with winter roads and the following points were covered:

1. Mr. Laycock's company wishes to maintain its winter road program, planning on a two- to three-year base subject to reaching some agreement with the Department on their ownership and maintenance.

He suggested that the Department might consider issuing some sort of Licence of Occupation as is done by the Alberta Government to guarantee his company an exclusive right to operate the roads for their own use and to set up a scale of charges for others using the roads for commercial purposes.

2. Mr. Laycock explained that under the existing arrangement, by which they operate the road in the Mackenzie Valley, they have established a per mile maintenance charge, which is included in a contract that his company enters into with another company wishing to use the road on a commercial basis. The charge is \$100 per mile for one company, which is reduced to \$50 a mile if three companies are involved. He indicated that the Company would reduce that amount further if five or more companies entered into a contract. He emphasized that many companies are permitted to use the road on a short-term basis without any charge by his company.
3. Mr. Laycock suggested that consideration be given to the Department making a contribution under the Tote Road Program for the maintenance and operation of the winter road in the Mackenzie Valley, indicating that the Company would continue to operate the road on the same basis with participating companies and allow the public to use the road, at no expense, for non-commercial purposes.
4. In the discussion, Mr. Yates expressed the opinion that if the Government did contribute to the maintenance of the road it would expect that Calgary Exploration Services would have to accept some liability for the safety of any person using the road.
5. Mr. Hunt suggested as an alternative that Calgary Exploration Services consider opening and maintaining a winter road each year, regardless of the use to be made of it, and enter into a contract with the Department under which the Department would maintain the road. Mr. Laycock indicated that his company would probably consider either alternative, but expressed concern about the economics of keeping equipment set aside for maintenance on such a long-term basis.
6. Mr. Laycock suggested specifically that:
 - (a) tenders for the construction of roads be called at the time of year when equipment is still in the area so that it can be kept there if the Company is successful in its bid. Alternatively, the tender should be called at a time that it is still possible to bring equipment into the area. He explained that, as neither these conditions existed in the Colville Lake Road and airstrip job, his company did not bid.

- (b) contracts for clearing be awarded before the road building contracts are awarded. He suggested that if clearing contracts were awarded in the winter and the road contract awarded the next season, there would be a saving of 25%.
 - (c) contracts for smaller sections of road building be awarded so that local contractors could get some of the work.
7. Mr. Laycock confirmed that, while they would certainly like to qualify for a government grant, they would probably go ahead anyway to operate the road up the Mackenzie. He did predict that if the Department put conditions on the basis on which the road should be operated the Company would certainly expect a contribution with respect to its operation and maintenance.

Mr. Laycock undertook to send the Department a submission outlining specifically what the Company wished to do with winter roads and the participation it would expect from the Department on a three- to five-year basis.

FORT SMITH, N.W.T.

MAY 2, 1967

MEETING WITH REPRESENTATIVES OF THE TOWN COUNCIL
AND THE CHAMBER OF COMMERCE

In the discussion, the following points were covered:

1. Mayor Kaeser listed the following as the Town's priorities for road building:
 - (a) The road from Fort Smith to Fort Reliance. This should be a Trunk Road and take priority over the extension of the Ingraham Trail if both could not be done. Such a road would save the construction of a bridge over the Mackenzie and form a good base for a road to Coppermine and Baker Lake.
 - (b) A road from Fort Smith to Fort MacMurray. Mr. Yates made the point that the possibility of such a road depended entirely on provincial participation.
 - (c) A road from Fort Smith to Talston.
 - (d) A road from High Level, Alberta, to Fort Smith through Wood Buffalo Park.
 - (e) Paving of the road from the town to the airport. Mr. Yates confirmed that this would have to be financed by the municipality or the Territorial Government, or both, as it is in the municipal boundaries. He suggested that the town should probably engage a firm to do a professional engineering assessment as to the feasibility and cost of the paving project.
2. Mayor Kaeser enquired about the possibility of building some roads in Wood Buffalo National Park. Mr. Yates confirmed that this would be the responsibility of the National Parks Branch and promised that the Committee would bring this suggestion to their attention.
3. Jim Bentley enquired whether consideration had been given to building an Area Development Road from Fort Smith into the Slave River bottomlands for possible agricultural use. Mayor Kaeser indicated that, while no such thought had been given to date, it did present interesting possibilities. Mr. Hunt indicated that such a road might qualify in the cost-sharing program, and it was agreed that Mayor Kaeser should write to the Minister about this possibility.

4. Mayor Kaeser undertook to provide the Department with some views on the possibility of building a road from Fort Smith to Uranium City, and the effect that this would have on the town of Fort Smith.

HAY RIVER, N.W.T.

MAY 3, 1967

MEETING WITH REPRESENTATIVES OF THE TOWN COUNCIL,
THE CHAMBER OF COMMERCE AND OTHERS

In the discussion, the following points were covered:

1. Mr. Eiford enquired why the Department had decided not to proceed with the second phase of construction of construction of the Mackenzie Highway past Fort Simpson. Mr. Stairs explained that the problem was, in fact, one of a shortage of funds. Contracts now under way will use all available funds for this year.
2. Mr. Porritt expressed support for the extension of the Mackenzie Highway over the extension of the Ingraham Trail to serve the people of the Valley.
3. Mr. Stewart urged the following priorities:
 - (a) Completion of the Fort Providence-Fort Simpson section of the Mackenzie Highway.
 - (b) Completion of the road from Fort Smith to Fort Reliance.

He emphasized that these roads should be completed before new projects are begun.

He suggested the following criteria to justify the priority for the Mackenzie Highway over the Ingraham Trail:

- (a) As a service to the people in the area.
 - (b) As a route to potential mining resources.
 - (c) As a route to potential oil resources.
 - (d) To make possible the development of the potential of farming in the Liard River Basin.
 - (e) As a tourist route.
4. Mr. Bellefontaine expressed some support for a road from Fort Smith to Fort Nelson while Messrs. Porritt and Eiford supported the Mackenzie Highway as a higher priority.

5. The meeting did not express strong support for a federal winter road program, emphasizing a preference for the building of area development roads and the completion of the Mackenzie Highway.

Mr. Porritt suggested, however, that some arrangements be made under which advice could be given in advance as to the type of assistance that would be available for the construction of winter roads so that truckers could make their plans well in advance. Mr. Yates indicated his agreement that, if it is decided to include winter roads as a category in the Road Policy, it would be done on this basis.

6. The Committee discussed the specific items put forward in the written brief submitted to the Committee:

- (1) Reconstruction of the Mackenzie Highway
in the Town

Mr. Stewart suggested that an additional criterion to support the reconstruction and paving of this highway was a fact that it could serve as flood control dyke if it was built to the proper standards. Mr. Yates confirmed that the Department schedule does provide for the reconstruction up to paving standards for this road but does not include provision for paving. There was discussion about the possibility that some sections of the road might be paved. Mr. Yates indicated that the timing of the completion of this project depended on the receipt of the report from the Department of Public Works dealing with the high costs of the reconstruction of the one section of the road in the built-up area of the town.

- (2) Local Road in the New
Commercial Area

Mr. Yates confirmed that this project would not be included under the criteria of the road policy. He undertook to report the concern of the town to the Commissioner of the Northwest Territories on his return to Ottawa, emphasizing that this is the Territorial and the Municipal Governments' responsibility.

(3) Area Development Road from the Mackenzie Highway on the West Side of the West Channel to the Lake

Reverend Hall suggested that such a road would provide access to a very desirable beach area and recreation area for the citizens of the town. The need is more urgent due to the fact that the present beach area is now polluted and cannot be used during the 1967 season.

(4) Area Development Roads to the Indian Village

Mr. Yates explained that the decision to suspend the work on the construction of this road had been made by the Indian Affairs Branch and the Territorial Government which had a shared cost arrangement. Both Father Grise and Reverend Hall urged that consideration be given to the construction of this road from the townsite to permit access for the residents of the Indian Village and to give them some identity with the town.

Mr. Porritt suggested that careful consideration should be given before this project is undertaken to ascertain if it would represent any direct benefit to the Indians in the near future. Mr. Yates confirmed again that this type of road largely within the municipal boundaries would not come under the new Road Policy and undertook to bring the views of the Committee and their strong opinions to the attention of the Branch and the Commissioner of the Northwest Territories.

(5) Development of a Pioneer Trunk Road between Wrigley Harbour and the Mackenzie Highway

Mr. Hupp explained that this road would cover a distance of eight or ten miles and would provide access to a fishing lodge on the islands off the south shore of the lake where the proposed road would come. Mr. Stewart mentioned that the existence of such a road would be of considerable assistance to commercial fishing as it would give at least a two- or three-week jump on the fishing season if they could begin operations in that area. Mr. Hunt indicated that consideration might be given to designating the road as a resource road to be fully financed by the Department. He confirmed that this would depend on proof of use by more than one person or group. Mr. Yates requested documentation on the Department of Fisheries support for the building of this road.

(6) Pioneer Trunk Road from
Kakisa Lake to Tathalina Lake

This road would be justified:

- (a) on the basis of the assistance it would give to commercial fishermen, avoiding the necessity to cross the Lake to reach the existing road from the Mackenzie Highway to Kakisa Lake;
- (b) as a tourist access road; and
- (c) to give access to mineral deposits in the area.

(7) Construction of an Area Development
Road from Fort Resolution to Fort Smith

Mr. Green confirmed that this item had already been foreseen by the Committee and is included in the twenty year program.

7. In Summary

The following priorities were confirmed by the meeting:

- (1) Extension of the Mackenzie Highway to Fort Simpson.
- (2) Extension of that highway past Fort Simpson.
- (3) Completion of the Fort Smith-Fort Resolution Road.

YELLOWKNIFE, N.W.T.

MAY 4, 1967

I. Meeting with Representatives of
Giant Yellowknife Mines Limited

In the discussion, the following points were covered in support of a written brief presented to the Committee:

1. The suggestion was made that a road from Fort Reliance to Bathurst Inlet would be preferable to the proposed route to Coppermine.
2. This would presuppose the completion of the road from Yellowknife to Fort Reliance.
3. The mine representatives stated that they attach no real priority to the completion of the Mackenzie Highway as, in their opinion, this area could continue to depend on water and air transport.
4. There was no support expressed for the expenditure of funds under the Policy for winter roads for periods of more than two or three years. At that point if there is still a road requirement an all-weather road should be constructed.
5. An application has already been made for Tote Trail Assistance for improvements to the road from the mine to Crestorum, a distance of 12 miles.
6. Mr. Delaporte expressed concern about administrative delays involved in processing applications for Tote Trail Assistance.
7. The representatives confirmed that the Area Development and Secondary Trunk roads are by far the most important category.

II. Meeting with Officials of Precambrian
Mining Services Limited

The following points were covered:

1. Mr. McConnell indicated that their planning was based on the assumption that the extension of the Ingraham Trail would be undertaken.
2. The Committee was reminded of the INCO holdings around Contwoyto Lake and the possible need for road access to these deposits.

3. General support was expressed for winter roads and specifically between Fort Smith and Fort Reliance and on to Coppermine from Yellowknife.
4. Mr. McConnell commented on the administrative delays experienced in the processing of applications for Airstrip and Tote Trail assistance which he felt resulted in a reduction in applications being made.
5. In Summary

The following priorities were suggested:

- (a) Continuance of the Ingraham Trail.
- (b) Completion of the Fort Smith-Fort Reliance Road.
- (c) Improvement of the Crestorum-Akaiicho road mentioned by Giant Yellowknife Mines.

III. Meeting with Representatives of Con Mine

In the discussion, the following points were covered:

1. Mr. Gill suggested that there should be three priorities as follows:
 - (a) Continuation and extension of the Ingraham Trail.
 - (b) A road from Pine Point along the east arm of Great Slave Lake as preferable to the Fort Smith-Fort Reliance Road.
 - (c) A road north from Rae.

He suggested that these roads would be of most interest to his company in the mining field.

2. In the discussion, reference was also made to the value of a road from Fort Reliance to Coppermine along the route proposed via McKay Lake.
3. The representatives did not indicate much interest in putting money into winter roads.
4. With respect to the general Road Policy, Mr. Clayton expressed the opinion that it is better to construct the roads after the mines had been located rather than the other way round.

IV. Meeting with Representatives of the
N.W.T. Chamber of Mines, the
Chamber of Commerce and the Town Council

In the discussion, the following points were covered:

1. Mr. Walton emphasized that the town of Yellowknife wished to have a decision with respect to the reconstruction and paving of the airport cut-off road to the Giant Mine road. Mr. Yates confirmed that this project was still on the books and that it was hoped that the funds might be allocated to it next year. He confirmed that the arrangement was that the paving would be completed on the existing airport road, and it would then be turned over to the town.
2. There was an enquiry as to whether any funds would be allocated in the program for the oiling of the Mackenzie Highway. Mr. Yates confirmed that this was not provided for in the development roads policy but could be considered separately.
3. Mr. Finlayson and other members present urged the favourable consideration of the construction of a bridge across the Mackenzie River at Fort Providence. Mr. Walton confirmed that the City Council wished to go formally on record as being in favour of the early construction of this bridge.
4. Mr. Byrne expressed concern about the administrative details and delays in connection with applications for Tote Trail Assistance and for other resource development roads.
5. Mr. Curley, representing the Board of Trade, submitted a written brief to the Committee and emphasized the following proposals contained in it:
 - (a) The roads proposed northward to the Arctic coast should end at Bathurst Inlet rather than Coppermine.
 - (b) A bridge across the Mackenzie River at Fort Providence is justified on the basis of living cost equalization and should not be considered only in terms of the traffic that goes over it.
 - (c) The expenditure of additional funds in the Northwest Territories now rather than in the Yukon is justified in light of the fact that the Yukon is much better served with roads.
 - (d) That it would be advisable to close the areas adjacent to the road systems to commercial fishing in order to preserve this attractions for tourists.

6. On the question of allocating government funds to the construction of winter roads and low-standard tote trails, it was agreed that the Chamber of Mines would wish to look at this matter and possibly file a brief with the Department at a later date.
7. Emphasis was placed on the importance of undertaking a program dust control on the Mackenzie Highway.

A representative from the N.W.T. Anglican Hunters Association expressed support for a road around the east end of Great Slave Lake as a tourist attraction. He also supported the previous suggestion where a restriction of commercial fishing on lakes adjacent to the roads.

INUVIK, N.W.T.

MAY 5, 1967

MEETING WITH REPRESENTATIVES OF THE
CHAMBER OF COMMERCE AND THE TOWN

There was discussion on the brief submitted by the Chamber to the Committee.

1. The brief outlined the following priorities:

- (a) A road from Inuvik to Fort MacPherson to connect with the Dempster Highway. It was clear that this road had a much higher priority than the completion of the Mackenzie Highway.
- (b) A road from Inuvik via Campbell Lake to connect with the MacPherson road.
- (c) A road from Tuktoyaktuk to Inuvik via Husky Lakes.
- (d) A road from Arctic Red River to Fort MacPherson.
- (e) A winter road from Inuvik to Aklavik.

2. In commenting on the brief, Mr. Yates pointed out that there is no place in the present policy for low-standard connecting roads. He suggested that attention will be given to a possibility of developing a program to cover this type of roads.

3. With respect to winter roads, the Chamber expressed an interest in developing a winter road network if it was clear that permanent roads would be some time in the building.

4. It was suggested that the proposed road from Tuktoyaktuk to Husky Lake and from Inuvik to Campbell Lake would be valuable for both commercial and tourist fishing. It was also pointed out that the Inuvik Campbell Lake road would give access to large stands of timber.

WATSON LAKE, Y.T.

MAY 9, 1967

MEETING WITH REPRESENTATIVES OF THE CHAMBER OF COMMERCE

In the discussion on the brief submitted by the Chamber, the following points were covered:

1. The following priorities were proposed by the Chamber:
 - (a) Rebuilding of the Ross River Road from Mile 1 to Mile 7 to bring it up to trunk road standard.
 - (b) Rebuilding of the same road from Mile 7 to Ross River to bring it up to the same standard as the Carmacks-Ross River Road.
 - (c) Upgrading of the Cantung Road from Mile 69 to the mine site, including bridges.
2. Mr. Ellerman speaking for Canada Tungsten made the following points:
 - (a) An annual expenditure of \$10,000,000 may not in fact meet the demands of the Territories in relation to the willingness of companies to spend development funds. He urged that favourable consideration be given to increasing the amount.
 - (b) He suggested that companies that go into an area, open it up and then request cost-sharing assistance for road building deserve more attention than those that make such assistance a pre-condition of their going in.
 - (c) He pointed out that forty miles of the Cantung Road is sub-standard and is in fact maintained by the Company rather than the Government. He urged that this road should be designated as an area development road, not as a resource road, and that it should therefore be entitled to full financial support of the Department. He asked that specific consideration be given now to the Department undertaking to maintain an additional twenty miles of this forty mile section and bringing it up to standard.
 - (d) Mr. Ellerman suggested that a road north from the Cantung Road to connect with the Canol Road was more realistic than the proposed east-west connection now included in the policy.

3. Sergeant Ward of the R.C.M.P. referred to safety problems on the roads and recommended that:

- (a) Safety standards involving dust, sharp turns, blind corners, etc., should be an integral part of the planning of future roads.
- (b) A paving program be undertaken, particularly in and around the settled areas.

4. Mr. Taylor in speaking to the Committee made the following points:

- (a) He agreed that a north-south connection to the Canol Road was more desirable than any east-west connection into the N.W.T.
- (b) He urged that consideration be given to extending the upper Canol Road at least to the Selwyn Mountains.
- (c) He expressed the support for the three proposals made in the Chamber of Commerce brief.
- (d) He urged that the Department should begin talks with the B.C. Government concerning the possibility of completing the remaining section of the Stewart-Cassiar Road.

WHITEHORSE, Y.T.

MAY 11 AND 12, 1967

May 11

I. Meeting with Representatives of City Council
and the Department of Travel and Publicity

The following points were covered in the discussion:

1. Speaking for the Department of Travel and Publicity, Mr. Gibson emphasized that the Department was interested in developing circle routes for tourists and suggested the following priorities:
 - (a) A road linking the Aishihik Road to the Carmacks-Snag Road (about 20 miles).
 - (b) A road off the Alaska Highway to the Kukawulsh Glacier.
 - (c) A dust suppression program on the Alaska Highway, particularly where there are tourist establishments of any kind.
 - (d) Construction of a link between Carcross and Skagway.
2. Speaking for the City, Mayor Firth outlined the following priorities:
 - (a) Construction of the Carcross-Skagway link as first in importance.
 - (b) Completion of the Cassiar-Stewart Road.
3. Mayor Firth and Mr. Gibson did not assign a high priority to the completion of the Dempster Highway to Fort MacPherson, unless it could form a circle route with a completed Mackenzie Highway.

II. Meeting with Officials of the Whitepass
and Yukon Corporation Limited

The General Manager, Mr. Hoyt, submitted a letter to the Committee and suggested the following points:

1. The construction of bridges across the Yukon River at Dawson and the Pelly River should have first priority. The latter would be needed in connection with the Anvil Mine project.
2. He confirmed his support for the proposed extension of the Dempster Highway to Fort MacPherson and Inuvik.

3. In the discussion with respect to the winter roads, Mr. Hoyt confirmed that his company would certainly use winter roads to haul freight wherever there was evidence of a profit to be made.
4. There was some discussion as to the relative advantages of the Dempster Highway route to Fort McPherson as opposed to the Wind trail as winter routes.
5. Concerning the proposed Whitehorse-Skagway road, Mr. Hoyt confirmed that the White Pass Railway would haul any freight that needed to be carried between these two points, including "piggy-back" so that, in his opinion, there was not a real need for the building of this road.

May 12

III. Meeting with Representatives of the Whitehorse Chamber of Commerce

1. In the written brief to the Committee, the Chamber assigned absolute priority to the construction of a bridge across the Yukon River at Dawson. The basis on which this priority should be assigned is outlined in the brief.

IV. Meeting with Representatives of the Yukon Development and Research Institute

The Institute submitted a written brief to the Committee, and the Institute Chairman emphasized the following priorities outlined in detail in it:

1. The completion of the Carmacks-Ross River Road should be undertaken this season by the calling of bids, so that the road can actually be completed in 1968.
2. The construction of the Canol Road from Ross River to the Christie Pass area, a distance of 150 miles, should be undertaken this season. The Institute suggests that this could probably be built for about one million dollars and recommended that it be undertaken by the territorial engineers. The brief indicates that the Institute are presently carrying out a survey as to the feasibility of constructing such a road and the possible cost, the results of which will be made available to the Department shortly.
3. Surveys should be undertaken either on the Wind River Road or on a section of road running for about 50 miles west of Carmacks. The Institute indicated that it was unable to recommend the relative priority between these two roads.

4. The Wateon Lake-Cantung Road should be improved to a higher standard.
5. The Chairman indicated emphatically that it was the Institute's view that the extension of the Dempster Highway to Fort McPherson should not proceed until the other priorities which they had outlined were undertaken. He also emphasized that, in his view, the completion of the Dempster Highway should be considered a N.W.T. priority rather than a Yukon priority.

Mr. White suggested that funds for the construction of the Anvil Mine access road should be made available outside the ten million dollar road program.

The Chairman suggested that consideration be given to making the ten-year allotment for the Yukon (\$50 million) available more quickly in the initial years to permit projects to be started. He prophesied that this would not in his opinion result in any pressures to exceed the \$50 million limit.

VANCOUVER, B.C.

MAY 18, 1967

MEETING WITH MEMBERS OF THE BRITISH COLUMBIA AND YUKON CHAMBER OF MINES

In the discussion with the British Columbia and Yukon Chamber of Mines, the following points were brought forward:

1. Interest was expressed in the standard to which the Ross River-Carmacks road would be constructed.
2. There were questions on the intentions and the progress with respect to the construction of the Carcross-Skagway road. The Chamber was interested to know what plans the Americans have for completing the Alaska section of the road.
3. There was an enquiry as to why the Ingraham Trail is now proposed rather than the originally suggested route to Great Bear Lake along the edge of the Shield.
4. Interest was expressed in the possibility of opening some roads in the Keewatin District as well as in the Mackenzie.
5. There was an enquiry as to the possibility of the Department constructing a bridge across the Pelly River if it was known that there was more than one good mineral producer in the area.
6. Support was expressed for the construction of the Mackenzie River bridge.
7. The suggestion was made that in planning road priorities and their routes consideration should be given to possible hydro resource potential.
8. There was support for the paving of the Alaska Highway.

CALGARY, ALBERTA

MAY 20, 1967

MEETING WITH REPRESENTATIVES OF THE CANADIAN PETROLEUM ASSOCIATION AND
THE INDEPENDENT PETROLEUM ASSOCIATION OF CANADA

During discussions with the representatives of the petroleum associations, the following points were covered:

1. The C.P.A. indicated its general agreement with the road policy as put forward by the Department and confirmed that its first priority would be for the construction of road connections between Fort Providence and Fort Simpson and between Fort Simpson and Fort Nelson. The C.P.A.'s second priority was stated as the early completion of the Dempster Highway. Thirdly, the C.P.A. expressed support for an east-west connection via the Canol Road, or Fort Simpson, Watson Lake to Pacific tidewater.
2. The C.P.A. emphasized that in their opinion the Dempster Highway forms the logical route for pipeline and transport from the Mackenzie Delta and Eagle Plains areas to Pacific tidewater. They expressed a preference for this route over the Wind River route.
3. The C.P.A. confirmed that, in their opinion, it would be worthwhile to construct a road from Fort Simpson to the British Columbia border, even if the British Columbia Government was not prepared to continue the road to Fort Nelson.
4. The I.P.A.C. indicated that its first priority was the construction of the Fort Nelson-Fort Simpson link. Its second priority was stated as a connection between Fort Nelson and High Level. The I.P.A.C. did not support the Dempster Highway construction as strongly as did the C.P.A.
5. In discussions with respect to winter roads, the representatives at the meeting indicated that they did not think that a winter road down the Mackenzie to Inuvik was of high priority in view of the other alternative methods of transportation available. The C.P.A. suggested that some research and development on the building and maintaining of winter roads is urgently needed.

**Persons and Groups attending Meetings
with the Committee**

EDMONTON, ALTA.

Meetings on May 1, 1967

Present:

a.m.

L. H. McManus,
Deputy Minister of Highways,
Province of Alberta.

p.m.

R. A. Laycock,
Calgary Exploration Services Ltd.

John Dennison

FORT SMITH, N.W.P.

Meeting on May 2, 1967

Representatives of the Town Council
and the Chamber of Commerce

Present:

Paul Kaeser - Mayor

Members of the Town Council

A. Chateauvert - Chamber of Commerce

HAY RIVER, N.W.T.

Meeting on May 3, 1967

Representatives of Town Council
the Chamber of Commerce
and others.

Present:

D. G. Green, Administrator
F. E. White, Area Administrator
A. Bellefontaine, Chamber of Commerce
Don Stewart, Chamber of Commerce
P. Monkman
R. Porritt, Member of N.W.T. Council
J. Eiford, Hay River Trucking Ltd.
Walter Hupp
Father Grise
Rev. Hall

YELLOWKNIFE

Meetings on May 4, 1967

Present:

Giant Yellowknife Mines Ltd.

10:30 a.m.

D. Deloporte, General Manager

W. Spence

W. Case

Precambrian

11:30 a.m.

George McConnell

W. Knutseu

R. Kilgour, General Manager, Discovery Mines Ltd.

Con Mine Ltd.

1:30 p.m.

W. Clayton

F. Gill

W. Irving

N.W.T. Chamber of Mines

8:00 p.m.

N. Byrne, Chairman

Mayor Wilkinson, Mayor of Yellowknife

W. Walton, Member of Town Council

D. Finlayson, Board of Trade

George Curley, Board of Trade

and 15 other Members of the Chamber.

INUVIK

Meeting on May 5, 1967

Representatives of the Chamber of Commerce
and the Town

Present:

S. Hancock, Administrator

R. Hill, Manager, Inuvik Laboratory

D. Jones, Chamber of Commerce

J. Heath, Chamber of Commerce

Tom Butters

Father Franck, O.M.I.

Don Waleski, I.A.&N.D.

D. H. Miller, I.A.&N.D.

and about 15 other persons.

WATSON LAKE

Meeting on May 9, 1967

Representatives of the Chamber of Commerce

Present:

C. H. Chapman, President, Chamber of Commerce

D. Taylor, Member of the N.W.T. Council

Sgt. Ward, R.C.M.P.

Harry George, D.P.W.

R. Ellerman)

J. Keily)

E. Hoddenot)

Canada Tungsteu Ltd.

and about 15 other persons

WHITEHORSE, Y. T.

Meetings on May 11 and 12, 1967

Present:

May 11

a.m. City Council and Department of Travel and Publicity

H. Firth, Mayor of Whitehorse

J. O. Hutton, City Manager

J. Gibson, Director of Travel and Publicity

R. Coates, D.P.W. Engineer

p.m. Whitepass and Yukon Corp. Ltd.

J. C. Hoyt, General Manager

E. Philipsen, Asst. Gen. Manager

May 12

a.m. Whitehorse Chamber of Commerce

E. Philipsen, President

A. Wright, Member

G. Gee, Member

p.m. Yukon Development and Research Substitute

Judge John Parker, Chairman

R. Hougen

Paul White, President, Yukon Chamber of Mines

JUNEAU ALASKA

Meeting on May 15, 1967

State and Federal Highways Officials

Present:

Keith Miller, Secretary of State, Alaska

Warren Gonnason, Commissioner of Highways, Alaska

Cosby Steen, Deputy Commissioner

W. J. Niem, Interim Regional Administrator,
Federal Highways Administration

H. Tipton, Ass't Interim Regional Administrator

L. D. Hubbard, State Maintenance Engineer

D. L. Fosburgh, Planning Engineer,
Federal Highways Administration

J. C. Becker, State Pre-Construction Engineer

M. R. Cherney, Administration Director

G. C. Schwaderer, State Construction Engineer

VANCOUVER, B.C.

Meeting on May 18, 1967

Representatives of the B.C. and Yukon
Chamber of Mines

Present:

<u>NAME</u>	<u>REPRESENTING</u>
B. McHale	UTAH Const. & Mining Co
Al Rugg	"
M. J. Young	"
J. Brown	Home Improvement Stores
V. M. Lewis	" " "
D. H. Hawk	PROSPECTOR
B. J. J. J.	Rentel Car & Oil
W. J. J.	" " " "
Al. J. J.	TRANS NORTH TEXAS AIR
J. J. J.	" " " "
G. C. J.	" " " "
J. J. J.	" " " "
Charles J. J.	White Pass & Yukon Route
G. J. J.	Grandue Operating Co.
J. J. J.	B. C. Hydro - Industrial Development Dept.
J. J. J.	Oranston Heights Bell Mines
R. J. J.	" " " "
E. J. J.	Caminco Ltd
J. J. J.	Hyland Pines Mines Ltd.
D. W. Tully	CYPRUS MINES CORPORATION
Tom Williamson	NADINA EXPLORATIONS LTD
K. C. Rose	GUNHEX LIMITED
A. S. Fisher	HEMESTAKE MINERAL Dev. Co.
R. W. Nusbauer	" " "

NAME

REPRESENTING

Walter E. Clarke

AKRAE EXPLORATION LTD

J.W. Hogan

DEARSON MINES LTD

Leif Ostensore

American Uranium Ltd

L. Hyler

Prompcon

J. H. Lytton

Golden Gate Exp. Ltd

George M. Guffith

Golden Gate Ex Ltd

Antoques for Geo Smith

McElhannay Assoc

Edward Tuck

Can in probal Rand

Carl Miller

Pyramid Mines

W. Chalmers

Spokane Exploration

W. Millie

HILL, MANNING & CO

D. A. M. Lead.

H. L. Hill & Associates

John Campbell

Frontier Course

W. E. Curran

S. Hill Standard Mines Ltd

R. C. Spall

Salaris Mines

Z. R. Norton

{ Haste Mine Development Ltd
{ Gold River Construction Ltd

W. W. Carrison

Cameron 17th Lynn Ltd.

J. A. Howe

Kennecott Explorations

J. H. McMichael

" "

S. K. Smyth

" "

Raymond Smith

Ralph Hill

Ron McBean

Y. P. G.

THOMAS ELLIOTT

CHAMBER OF MINES

RALPH MACDONALD

NEW JERSEY ZINC ^{EXPLORATION} CO. (Canada) Ltd

John Dawson

B. C. Hydro.

HENRY HILL

PYRAMID MINES.

TOFAN BILINSKI

CANADIAN BARRANCA MINES

Charles Hambley

Laurel Exp. San Francisco

VICTORIA, B.C.

Meeting on May 19, 1967

Representatives of B.C. Department of Highways

Present:

T. Miard, Deputy Minister

F. McLean, Ass't Deputy Minister

B. Wilkins, Design & Planning Engineer

N. Zapf, Director of Locations

A. Limacher, Executive Ass't to Deputy Minister

CALGARY

Meeting on May 20, 1967

Representatives of C.P.A. and I.P.A.C.

Present:

D. Mackenzie	Regional Manager Producing Dept., Imperial Oil Ltd. Board of Governors, Canadian Petroleum Assoc.
R. D. Jones	Land Manager Sun Oil Company Northwest Territories Committee, C.P.A.
R. A. Hemstock	Senior Research Associate, Imperial Oil Ltd. Northwest Territories Committee, C.P.A.
J. Goth	Senior Landman Shell Canada Ltd. Northwest Territories Committee, C.P.A.
J. Andriuk	Exploration Manager Dome Petroleum Ltd. Independent Petroleum Association of Canada.

NOTE: In addition to meetings with the various Associations, companies and individuals recorded in this summary, the Committee met with representatives of the B.C. and Alberta governments and the state government of Alaska.

These discussions concerned such matters as possible connecting roads between the provinces and the Territories and the state of Alaska, including possible border crossing points.

There were exchanges of views also on the possibility of having regular meetings at the official level to discuss matters of mutual interest and concern in connection with highways programs.

APPENDIX "A"

SUBMISSIONS

PRESENTED TO THE
FACT-FINDING COMMITTEE ON NORTHERN ROADS

<u>No.</u>	<u>Date</u>	<u>Location</u>	<u>Submitted By</u>
1.	May 3	Hay River, N.W.T.	Town Council and Chamber of Commerce
2.	May 4	Yellowknife, N.W.T.	Giant Yellowknife Mines Limited
3.	May 4	Yellowknife, N.W.T.	Board of Trade
4.	May 5	Inuvik, N.W.T.	Chamber of Commerce
5.	May 9	Watson Lake, N.W.T.	Chamber of Commerce
6.	May 11	Whitehorse, Y.T.	Whitepass and Yukon Corporation Limited
7.	May 12	Whitehorse, Y.T.	Chamber of Commerce
8.	May 12	Whitehorse, Y.T.	Yukon Research and Development Institute
9.	May 20	Calgary, Alberta	Independent Petroleum Association of Canada
10.	May 20	Calgary, Alberta	Canadian Petroleum Association
11.	May 24	Vancouver, B.C. (submitted to Ottawa)	Silver Standard Mines Ltd.
12.	May 31	Calgary, Alberta	Redwater Oils Ltd.

1. Hay River Group - May 3, 1967.

ROADS RECOMMENDED FOR CONSIDERATION - HAY RIVER AREA

Roads	Comments and Conclusions
<ol style="list-style-type: none">1. Reconstruction of the Mackenzie Highway in the town area to paving standards and paving on a phased program.2. The development of a "Local Road" in the New Commercial Area to bring the existing roads up to paving standards.3. The construction of an "Area Development Road" from the Mackenzie Highway on the west side of the West Channel to the lake. This can be classified as a road to be used for tourism and also for use by the Hay River residents to a beach area. The current local beach area is now polluted to the extent that it is most unlikely that it can be used during the 1967 summer season.4. The construction of an "Area Development Road" to the Indian Village which lies across the main Hay River Channel east of the existing townsite and continue the road by way of the lakeshore to the camp areas at Sandy Creek. This would require bridging the main channel close to the townsite or construction from the Pine Point road bridge north to the Indian Village.5. The development of a "Pioneer Trunk Road" between Wrigley Harbor and the Mackenzie Highway, or direct to Hay River. This can be classified as a tourist potential and a resource road, and was strongly recommended by the Department of Fisheries & Fisheries Research Board.6. The development of a "Pioneer Trunk Road" from Kakisa Lake to Tathalina Lake (approximately twenty miles.) This can be classified as a resource road to extend the fishing potential of the local people. A pioneer trunk road now exists from the Mackenzie Highway to Kakasa Lake at approximately Mile 106 on the Mackenzie Highway.7. Construction of an "Area Development Road" from Fort Resolution or Fort Smith to Snowdrift and eventually to Yellowknife.	

2. Giant Yellowknife Mines Ltd. - May 4, 1967.

A BRIEF REGARDING

TERRITORIAL ACCESS ROADS

Gentlemen:

We welcome the opportunity to present some thoughts on the development of access roads. The interest of the Government, as exemplified in the roads program, in the development of the North, is a source of considerable satisfaction to those of us engaged in industry and business in the northern area. It is apparent that the Government has recognized the important cost increment represented by transportation and its detrimental effect on northern development. Any appreciable reduction in transportation costs will undoubtedly lead to the development of new enterprises.

We would like to discuss access roads under several headings dealing first with Area Development and Secondary Trunk Roads.

Area Development and Secondary Trunk Roads

In our opinion the roads that fall into this category are by far the most important and should be given priority. It is important that these roads be planned to provide primary access to the largest possible area. It would be a serious mistake if these roads were designed to go from prospect to prospect. Rather they should be designed to pass by the shortest and best routes between two key centers. If designed properly, secondary roads can join potential mining areas to the Area Development roads with minimum mileage.

As an aside we believe that a strip of five miles on either side of the proposed roads should be protected from commercial fishing. Potentially the tourist industry is the one industry other than mining that can make a large dollar contribution to northern development. Sport fishing is the major tourist attraction and should be given a reasonable amount of protection.

Going from the general to the particular, we agree with the proposed extension of the Ingraham Trail to Ft. Reliance. This particular road will pass through or near a number of areas of favourable geology and should prove a valuable addition to the Territorial Road network. We feel strongly that this road be given priority.

Next in importance is the road between Ft. Smith and Ft. Reliance. We feel that the route used should give due consideration to the location of the Proterozoic rocks of the Nonacho Group and at least skirt the edge of this basin. It would be helpful if this link were completed when the Ingraham Trail reaches Ft. Reliance. Quite apart from the advantages of possible mining developments, this could provide an alternate all-weather route into Yellowknife not subject to the break-up and freeze-up on the Mackenzie River.

We have mixed feelings about the proposed road to Coppermine. A road between Ft. Reliance and Bathurst Inlet would serve a number of areas of favourable geology. It would also provide a transportation route nearly midway between the existing water routes on the Mackenzie River and Hudson Bay.

We would like to re-emphasise our opinion that Area Development Roads should be designed to open up as much country as possible by the shortest routes. Areas of particular immediate interest could be joined to these roads by an auxiliary network. Area Development Roads are, we feel, the potential highways of the future and should be planned with this in mind.

It is difficult to consider this major road program without comparing it to the building of the Ontario Northland Railway. When this railway was built Northern Ontario was a waste of muskeg and black flies. Only the faith and optimism of the government caused this railway to be built. The resulting development in mining, agriculture and forest industries has more than justified that optimism.

Cost Shared Roads

In the matter of cost shared roads we have little to say at the present time. When we have specific proposals to make in the future, we will be prepared to justify our projects.

However we would like to make a submission regarding the administration of this program. Generally these roads are required fairly rapidly to help in the development of new projects. At present there is very long delay between the submission of proposals and final acceptance or rejection. This delay can and often does seriously hinder the project under consideration. We feel that the administration of these projects can be best handled in the north. Action can be quicker, supplemental information can be supplied more readily and the expenditures can be supervised more readily.

I would like to thank you again for the opportunity to present these views. Giant Yellowknife Mines Ltd. would be pleased to help at any time with suggestions and opinions on road location. We feel that the road program is a vital step in improving communications, reducing costs and generally promoting the development of the North.

DRD/nh
May 1, 1967

Presented May 4, by Mr. D. R. Delaporte, Yellowknife.

A BRIEF CONCERNING THE NORTHERN ROADS POLICY
AS OUTLINED BY NORTHERN ADMINISTRATION BRANCH

January 1967

Gentlemen:

The Yellowknife Board of Trade is pleased to have this opportunity to express some general remarks on the northern roads policy as defined by the government several years ago. We can agree wholeheartedly with the statement that there is no substitution for a network of roads to assist the development of new territory. We also agree that the government should adopt a firm annual spending level in order to accomplish its program. We do not, however, agree that ideal routes and priorities have been established at the present time but it is obvious that flexibility is one of the keynotes of the policy and we are hopeful that our views on specific routes and their order of implementation will be considered from time to time.

The policy, as presently modified, should be presented to the general public in clear terms so that those persons interested and affected by the program are aware of the progress and can take advantage of such assistance as may be available. Our understanding of the road categories recognized by the government policy may be summarized as follows:

- I RESOURCE ROADS (Lateral Roads)
 - (a) Tote Trails
 - (b) Initial Access Roads
 - (c) Permanent Access Roads
 - (d) Resource Development Roads

- II COMMUNICATION ROADS (Network Roads)
 - (a) Trunk Highways
 - (b) Secondary Trunk Highways
 - (c) Airport Roads
 - (d) Local Roads

As we understand the policy, Resource Roads are to be cost shared between government and industry (under various formulas) while Communication Roads are solely a government responsibility. This generalization is not completely accurate as Resource Development Roads would probably be built entirely from government funds under certain circumstances. We would recommend that as soon as practicable a general policy statement be issued presenting a complete analysis of road categories and related cost-sharing formulas.

We note that there is an understandable temptation to justify road construction by reference to such economic terms as "resource potential", "cost equalization", "probably development capacity" and "value of goods expected to move over the roads". We submit that it is dangerous if not impossible to make effective appraisals of the economic potential of one area as opposed to another, or of the eventual value of traffic to be carried. While the government may not be able to resist the temptation to make such comparisons it is urged that no decision be based entirely on such exercises. The only sensible generalization would be to pick the least expensive route where all other factors are equal or immeasurable.

We would like to submit the following observations concerning the program outlined in past government policy statements.

- . We believe that the "loop concept" is probably valid if it is economically realistic.
- . We believe that the route to the Arctic Ocean could be shortened materially if the terminus was at Bathurst Inlet rather than Coppermine.
- . We deplore the fact that there is no mention of a bridge over the Mackenzie at Fort Providence and insist that this is a major factor in any plan of "cost equalization" north of Great Slave Lake.
- . We believe that a more rapid implementation of the roads program in the Northwest Territories is warranted even at the expense of delaying some construction in the Yukon Territory.
- . We feel it would be advisable to consider closing all lakes adjacent to the road system to commercial fishing in order to preserve the attraction for tourists.

We would like to thank you for giving us this opportunity to express our views concerning the Northern Roads Policy and we sincerely hope that we will have an opportunity to discuss specific routes and the construction program with your planners in the near future.

Yellowknife Board of Trade

Yellowknife, N.W.T.
May 4, 1967

Inuvik, N.W.T.
May 5th, 1967

A.B. Yates, Esq.
Assistant Director
Northern Administration Branch
Dept. of Indian Affairs & Northern Development
Inuvik, N.W.T.

Dear Mr. Yates:

We are pleased to have this opportunity to present the attached brief outlining priorities for road construction in the Western Arctic.

You will notice that opinions from the surrounding settlements have been solicited by the Inuvik & District Chamber of Commerce and elements of the suggestions received are contained in this brief.

The Chamber wishes to make a special thanks to all those who submitted briefs and also to Father Franche of Inuvik who sat in with the Chamber Roads Committee when drafting this submission.

Yours truly,


E. S. SHIERON
Vice-President

DJ/cad

A BRIEF FOR PRESENTATION TO THE NORTHERN ROADS
POLICY STUDY COMMITTEE PROPOSING A PLAN FOR THE
PRIORITY OF ROAD CONSTRUCTION IN THE WESTERN

ARCTIC

PREAMBLE

Following a detailed examination of the Northern Roads Policy, announced by the Minister of Indian Affairs & Northern Development, the members of the Inuvik and District Chamber of Commerce purport themselves to be in full and unanimous agreement with the policy. On the basis of this agreement a Chamber of Commerce Roads Committee was formed and contacts were established with all the settlements of the Mackenzie delta. As a result of these contacts the plan of a regional roads network was formulated and an order of priorities was assigned to proposed construction. These proposed priorities are considered to be requisite to the development of the individual communities within the Mackenzie delta and the region as a whole.

PRIORITIES

The development of a region's natural resources is recognized as the prime factor in the achievement of regional economic stability. Further, the development of a region's natural resources is entirely dependent on access by both the developer/producer and consumer.

In recent years developers have shown an increased interest in the latent resources of the western arctic and in particular the Mackenzie delta region. Their continued interest, although severely restricted by lack of access and limited seasonal (water) transport, has resulted in an almost visible expansion of the growth of Mackenzie delta communities. In order to enhance the growth of the seed of development a first priority must be assigned to the provision of an all-weather artery linking the Mackenzie delta with the south.

We envisage the realization of this artery to the south in the form of the Dempster Highway, linking Dawson City, Y.T. with the Fort McPherson region of the N.W.T. Construction of this link is imperative. It is strongly recommended that construction plans for the Dempster Highway be formulated to provide simultaneous construction starts at both terminal zones. This will alleviate local unemployment and provide capital expansion to both areas.

2. In conjunction with the construction of the Dempster Highway, we urge immediate commencement of initial stages of the Mackenzie Delta Region Road Network, the completion of which, we deem to be second in priority.

Specifically this project should entail construction of all-weather roads per se :

- (a) The completion of the present trail to link the settlement of Aklavik with the foothills, a distance of approximately 11 miles, will provide the community with year round access of the source of gravel necessary to sustain development. A continuation of this route along the elevated flat (100-200ft), running southward from the foothills, should present no major obstacles in completion of the Aklavik to Fort McPherson link of the Mackenzie Regional Road Network.

- (b) The construction of a road from Tuktoyaktuk to the western shores of the Husky Lakes is considered the logical first stage of any road linking Tuktoyaktuk and Inuvik thereby providing access to the Arctic coast. This will further open the area to the development of possible latent resources, facilitate current and proposed petroleum exploration and additionally enhance an infant tourist industry.
- (c) Bring the present trail, constructed by the C.N.T., to all-weather status as far as the upper reaches of Campbell Lake. This point will provide Inuvik with access to a timber loading point and additionally open an already budding regional tourist development. The link between Inuvik and Campbell Lake is imperative as a stage in any link between Inuvik and the south which logically should be completed via Arctic Red River and Fort McPherson finalizing the Mackenzie Delta Regional Road Network and southern access.

3. The regional development foreseen by the completion of the Dempster Highway and the Mackenzie Delta Regional Road Network will probably necessitate the expansion of these facilities in both north-south and east-west directions. On this basis we recommend that subsequent planning be programmed for future completion of :

- (a) An all-weather road linking the lower Mackenzie Valley to the upper Mackenzie reaches. Such a road should link Inuvik to Fort Simpson (with a branch to Colville Lake), Norman Wells, Fort Norman (branch to Great Bear Lake), and Wrigley.
- (b) A series of loop roads providing initial access to undeveloped regions, e.g. east of Inuvik in the direction of Paulatuk and Coppermine, etc... Linking the Western and Eastern Arctic. Additional consideration should be given to a similar western loop from Aklavik to open up the northern regions of the Yukon.
- (c) In this category should be considered construction of certain winter trails. A trail of this type across the Mackenzie delta would halve the distance between Inuvik and Aklavik accelerating communication and local development.

APPENDICES

A resume of the priorities contained in this brief was presented to a meeting of the Council of the Village of Inuvik which voted to endorse the brief.

Included with this report are letters from the advisory bodies of regional communities which were included in the formulation of the brief.

APPENDIX I

AKLAVIK ADVISORY COUNCIL
Aklavik, N.W.T.

April 10, 1967.

Mr. D.S. Jones,
Chairman,
Road Development Committee,
Inuvik, N.W.T.

Dear Sir:

Your request for expression of our views on the question of 'Road Development in the N.W.T. and Yukon Territory' has been received, and the subject was brought to the attention of and discussed by the members of the Aklavik Advisory Council, at their last monthly meeting of April 6. Here are the conclusions of the discussion and the expression of the wishes of this Council.

a) Road connections to the South - It is our opinion that the best and most urgent connection to the South for the district should be to Dawson and the Alaska Highway, and eventually to the nearest point (with good harbour facility) of the Pacific Coast.

We imagine that there is a plan of continuing down the Mackenzie highway, reaching already or soon to reach Fort Simpson, all the way up to Inuvik. We are not opposed to it. But we think that the road from Inuvik to Dawson and to the Pacific Coast is more urgent and of greater interest for this district. There are likely more mineral resources to be found on the side of the Mountains than along the Mackenzie valley; and the road through the mountains should be also more attractive to the tourists. Finally, for the Western Arctic as for the Yukon Territory, an access to the Pacific long and difficult by boat, easier by road, seems of primary importance.

Some of the road has been already done, North of Dawson coming our way. It should be continued, and, to go faster, work should be started also from Inuvik South. The road, having crossed the Mountains, should come close to Fort McPherson, and cross the Mackenzie at Arctic Red River or very near.

b) Regional network of all-weather roads - In this connection we would request for Aklavik,

1) The immediate completion of the road that has been started from the Settlement to the foothills (about 11 miles), which is of foremost importance for the development of the Settlement.

2) Connection of Aklavik to McPherson, by continuation of the former road in a Southward direction, in taking advantage of the elevated flat (100 to 200 ft.) that runs all the way along the foothills and present little or no major obstacle for the construction of an all-weather road. Through that road, of much interest for tourists, Aklavik could eventually have its link to the South, through McPherson and Dawson.

We would wish to mention a connection between Aklavik and Inuvik, - a short distance of 40 or 42 miles on a straight line, - but we realize the sheer impossibility of an all-weather road through the Delta with such obstacle as the crossing of the Middle Channel, not to mention the Aklavik Channel or the Peel Channel. We wonder, however, if some sort of winter road couldn't be worked up between the two places, reducing the distance of 75 to 80 miles to be run, in the present, by the Bombardier snowmobiles or other

APPENDIX I - cont'd

vehicle who must follow all the detours of rivers and channels.

Although it is not our immediate concern, it seems to us that Tuktoyaktuk should be connected to Inuvik by an all-weather road, and we would recommend it as of a general interest for all the district.

c) Priorities in road construction -

- 1) The first priority should be given to roads that are in the immediate vicinity of Settlements and of vital interest to them. Such as, for Aklavik, the piece of road to the foothills, on which we depend for our supply of gravel, easy access to hunting grounds, promotion of tourism, etc..
- 2) The road Inuvik to Dawson, starting by the parts that can link together several Settlements, - Inuvik to Arctic Red River to McPherson, and further South...
- 3) Completion of regional network of connecting Settlements between themselves and to the main highway South, - Inuvik to Tuktoyaktuk, Aklavik to McPherson and South road.
- 4) Link of lower Mackenzie to upper Mackenzie valley, - that is, road Inuvik to Fort Simpson via Fort Good Hope (with branch to Colville Lake), Norman Wells, Fort Norman (branch to Bear Lake), and Wrigley.
- 5) Initiate road East of Inuvik, in direction of Paulatuk, Coppermine, etc.. Link Western Arctic with Eastern Arctic.

In the above, our concern has been mostly with the immediate interests of our district and of the Western Arctic as a whole. We presume that, at the same time, some work should be done also in the Eastern Arctic. Both parts, indeed, should be developed in parallel, - not one at the detriment of the other, - and this for our common interest.

Hoping that this expression of our views on the question of Road Development in this part of the country will answer your request to your satisfaction, I am

Yours sincerely,

Father V. Philippe,
Chairman,
Aklavik Advisory Council.

APPENTIX II

FORT MCPHERSON, N.W.T.
Krutko Enterprises

April 13, 1967.

Mr. D.S. Jones,
Chairman,
Road Development Committee,
Inuvik & District Chamber of Commerce,
Inuvik, N.W.T.

Dear Mr. Jones:

In this town I was asked by members of the Inuvik and District Chamber of Commerce, prospective members and some residents to write this letter concerning Road Development in the N.W.T.

We feel very strongly that continuation of the Dempster Highway should be completed in the earliest possible time, this Highway should join the settlements of Fort McPherson, Arctic Red River and Inuvik and continue to Tuktoyaktuk or the Arctic Ocean if construction possible, but the road

. 5

APPENDIX II - cont'd

should continue from Inuvik going south and making connections with Fort Good Hope, Norman Wells, Fort Norman, Wrigley, Fort Simpson and to the Mackenzie Highway.

The purpose of this road would be to create Tourism, Development, Work, Growth and Economy and means of travel.

The Mackenzie Highway is a very good example as to why we should have the Dempster Highway completed at the earliest.

Gravel is available in several locations near the proposed Dempster Highway.

We feel that the Dempster Highway should have priority due to necessity of opening and developing this part of the lower Mackenzie Basin.

Yours truly,

Mike Krutko.

APPENDIX III

TUKTOYAKTUK ADVISORY COUNCIL
Tuktoyaktuk, N.W.T.

April 12, 1967.

Inuvik & District Chamber of Commerce,
Inuvik, N.W.T.

Dear Sirs:

In reply, your request for our view on a road system to serve the Northwest Territories and in particular the Mackenzie River Delta Settlements.

On Road connections South: We feel it is more necessary to the economy and toward achieving a stable economy than any other item.

On a regional network for the MacKenzie River Delta: We are particularly interested in seeing a road connection between Tuktoyaktuk and Inuvik for the following reasons. We feel it would be a major step to the economical development and support of a steady economy for the settlement of Tuk. Why? Because it would open a further line of communication, of freighting and of transportation between settlements. It would supply further jobs and create more industry adding still further jobs. It would stimulate the business's already in operation by opening the town to new tourist appeal, that of land travel between an inland and coastal point. It would allow the people to get out and buy at more competitive prices in a larger settlement, (Inuvik) and thereby stimulate local business there with new customers. It would allow freight brought by barge to get to Tuk both earlier and later as barges reach Inuvik earlier and later and the freight could be trucked in stimulating that industry.

On priorities in road construction: We feel that although we would like to see all the settlements linked by road that priority should be given to a road between Tuk and Inuvik because it would be of the biggest assistance and one of the easiest to build. Once there is a road system in existence to add to it would be natural. There being none now we feel that a priority such as this once finished would be a greater incentive to have a road come all the way from the south.

Secretary for
President,
Tuktoyaktuk Advisory Council.

APPENDIX IV

ARCTIC RED RIVER

April 21, 1967.

Dear Dave:

This letter is kind of out-dated, but since I was in the bush and just come in I thought I still had time.

Arctic Red is one of the best fishing spots on the river, and since the sawmill is up the Red River, we the people of Arctic Red River are really in favour of the road project.

In behalf of the people of Arctic Red River.

Thank you.

Edward Nazon.

NORTHERN ROADS

A RESUME OF THE PRIORITIES ASSIGNED TO THE PROPOSED CONSTRUCTION OF ROADS IN THE WESTERN ARCTIC TO BE DETAILED IN A BRIEF FOR PRESENTATION TO THE STUDY COMMITTEE, HEADED BY MR. A.B. YATES - ASSISTANT DIRECTOR OF THE NORTHERN ADMINISTRATION BRANCH OF THE DEPARTMENT OF INDIAN AFFAIRS AND NORTHERN DEVELOPMENT ON BEHALF OF THE INUVIK AND DISTRICT CHAMBER OF COMMERCE

1. Realizing the prime need of assuring North-South communication on a year-round basis, as apposed to the present seasonal linkage, provided by water transport, First Priority is addressed to the completion of an all-weather road extending from Dawson City, Y.T. to Fort McPherson, N.W.T. and referred to as the Dempster Highway. The brief will stress the desirability of having construction commence simultaneously from both terminal points in order to provide a source of employment within both terminal regions.

2. In conjunction with the construction of the Dempster Highway, secondary priority is directed to the commencement of construction on resource roads in the vicinity of the Settlements of Aklavik, Tuktoyaktuk and the Village of Inuvik.

Specifically this project should entail construction of all-weather roads:

- (a) Completing the present trail from Aklavik to the foothills (approximately 11 miles)...
- (b) From Tuktoyaktuk to the Husky Lakes ...
- (c) From Inuvik to the upper end of Campbell Lake...

The aforementioned projects will constitute an initial approach to the completion of the MacKenzie Delta Regional Road Network linking:

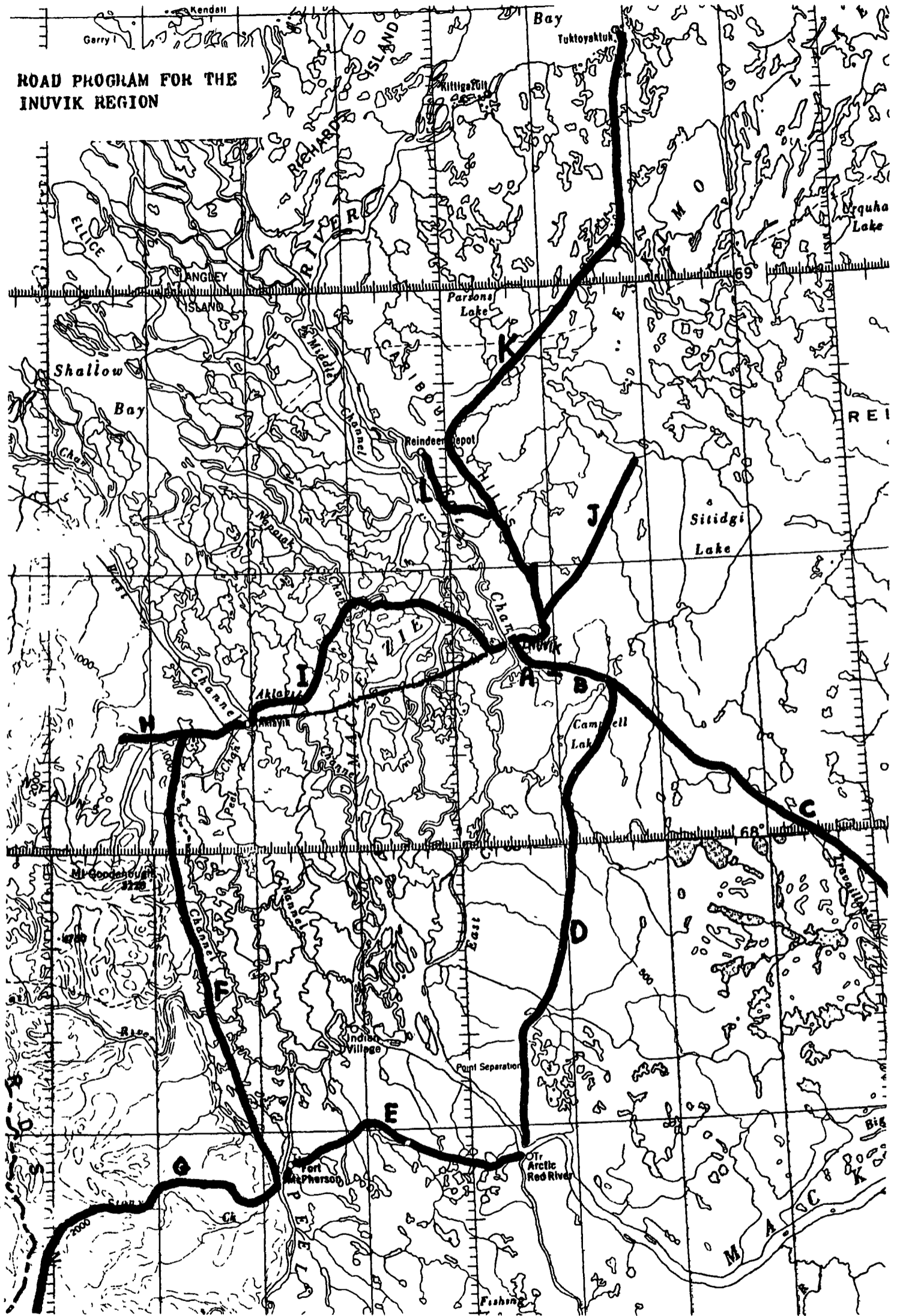
- (a) Aklavik to Fort McPherson
- (b) Tuktoyaktuk to Inuvik (possibly via Reindeer Station)
- (c) Inuvik to Arctic Red River thence to Fort McPherson.

3. Subordinate priorities will be assigned to the provision of a winter trail between Aklavik and Inuvik, N.W.T.; a series of loops to link the western and eastern arctic regions; and future extension of roads linking the northern and southern Mackenzie Valley regions.

This resume has been prepared by the Inuvik & District Chamber of Commerce for the Council of the Village of Inuvik to enlist support in the form of an endorsement to the proposed brief.

J. Heath & D. Jones.

**ROAD PROGRAM FOR THE
INUVIK REGION**



5. Watson Lake Chamber of Commerce - May 9, 1967.

Watson Lake, Yukon,
April 1 1967

Northern Roads Appraisal Committee,
Ottawa, Ontario.

We respectfully present this brief for your consideration and it is based on the following facts;

1. That in the Watson Lake area there is one proven producing mine, i.e., The Canada Tungsten Mining Corporation Ltd., at Cantung, N.W.T., which produces 15% of the western worlds tungsten and which will employ 250 men this summer.
2. That the area between Watson Lake, Yukon, Cantung, N.W.T., and Ross River, Yukon with many prospecting and development projects being carried on in this area.
3. That the existing Rail, road and Steamer route from Whitehorse to Vancouver, B.C., is already fully committed for all the ore that they are capable of handling to Vancouver, B.C., from Cassiar Asbestos Corp., Clinton Creek, and from United Keno Hill Mines Ltd.

Therefore we suggest that the following road development programme be considered for this District;

- a. That the Ross River Road from mile 1 to Mile 7 be completely rebuilt and brought up to the same standard as the Ross River Road from Carmacks to Ross River. The existing 7 miles of road, commonly known as the Airport Road is narrow and very crooked and is not suitable for heavy trucks hauling ore etc., and as there is also considerable traffict both to and from the Airport it makes this a very hazardous seven miles.
- b. That the Ross River Road from mile 7 to Ross River, Yukon be brought up to the same standard as the road now under construction from Ross River to Carmacks. i.e. 21 foot travel surface.
- c. That the Cantung Road from mile 69 on the Ross River Road to the Cantung Mine be improved to the same standard as the Whitehorse, Mayo, Elsa Road by the addition of proper bridges to replace the existing bailey bridges and to widen and improve this much used road.

In support of the foregoing we claim that the improvements in a & b above would provide the new mining companies in the Ross River District with a fast and alternate route to Edmonton and Vancouver for hauling in repairs, mail and perishables etc. For instance by routing their mail over this road from Watson Lake, to Ross River, Anvil Mines, Carmacks, Dawson and Mayo, Yukon there will be a saving of at least one day or more to all points.

It is also common knowledge that the Cassiar Asbestos Corp.Ltd., Clinton Creek interests and United Keno Hill Mines Ltd., have large financial interests in the existing facilities of the White Pass and Yukon Route and their Steamer F.H.Brown. They also own the East Indies Dock in Vancouver B.C., which is the only dock equipped to handle the containers from the Steamer F.H.Brown. This combination and the danger of Strikes on the U.S.A. docks in Skaguay, Alaska could make a bottleneck that could seriously hamper the important mining developments now about to take place in this part of Yukon.

In support of c above we feel that the improvemnt of this road is important for the continued successful operation of the Cantung properties. There are also several other properties being currently examined on this road and in the vicinity. The development of this road up to the same standard as that provided in the Mayo-Elsa area would greatly reduce the operating costs of mining in this area and increase the life of this mine.

Respectfully submitted,
Watson Lake and District Chamber of Commerce.

J. Tibbelsad, Secretary

Charles H. Chapman, President

6. Whitehorse:
White Pass & Yukon Corporation Ltd. -
May 11, 1967.

WHITE PASS & YUKON ROUTE

PACIFIC AND ARCTIC RAILWAY AND NAVIGATION COMPANY
BRITISH COLUMBIA YUKON RAILWAY COMPANY
THE BRITISH YUKON RAILWAY COMPANY
THE BRITISH YUKON NAVIGATION COMPANY, LIMITED

TELEX No.
049-810

P.O. Box 1089
WHITEHORSE, Y.T., CANADA

TELEPHONE
667-2511

May 5th, 1967.

Mr. A.B. Yates
Assistant Director
Northern Administration Branch
Department of Indian Affairs and
Northern Development
OTTAWA 4, Ontario.

Dear Sir:

RE: ROADS PROGRAMME - YUKON AND NORTHWEST TERRITORIES

Thank you for giving us the opportunity to present our views in connection with the Government's long range road building programme.

We have examined the general outline of the programme as set out in the memorandum which you gave us entitled "Northern Roads Policy" and the map attached thereto.

Generally speaking, this appears to be a well thought-out plan, and should prove very beneficial in promoting general development and exploration within the Territory.

It has not been the policy of our Company to advocate expansion of Government expenditures for road building or any other purpose. However, our long years of experience in providing transportation services throughout the Yukon Territory, can, we feel, be of some assistance in recommending priorities, and the most advantageous areas for the expenditure of such funds as may be allocated to road development.

At the present stage of it's development, we believe it can be said that the Yukon Territory has an adequate system of trunk highways linking it with the more Southern areas of Canada (the Alaska Highway) with tide-water (the Haines Highway) and with the State of Alaska (the Alaska Highway and the Sixty Mile Road). These are heavy duty roads which would be very expensive to duplicate and maintain. We feel it would be unwise and unproductive to utilize road building funds to parallel any part of these main links between the Territory and other areas. It will serve

a much more useful purpose in the development of the economy of the Territory to extend and improve the basic network of local roads as visualized in the Government's programme.

Roads currently under construction, such as the Ross River - Carmacks Road, and the improvement of a portion of the Sixty Mile Road to service Clinton Creek and other potential exploration and mining areas are good examples of road links which will promote the development of the Territory's resources.

It is our understanding that the Government's plan calls for construction of a road West from Carmacks to service that potential mineral area, and also eventual completion of the Dempster Highway to service the oil-field area, and to complete a land link to the Lower Mackenzie area. These roads will certainly serve a useful purpose in promoting new resource development.

There is another very important type of road link which presumably falls within the province of your Committee, namely bridges. Here is one area in which we can speak from long and costly experience with the alternative to bridges, i.e. ferries and ice bridges. We respectfully suggest that your Committee take a long look at the very real benefits to be derived, both from a cost-saving standpoint and from a standpoint of improvement in year round communications which are provided by permanent bridges. We feel that high priorities should be given, first to a bridge at Dawson, and second, across the Pelly River to service the Anvil-Van Gorda areas. We feel that the benefits to be derived would justify giving these bridge links priority, before considering further road building.

Essentially, roads represent one form of transportation, and in this connection there is another aspect of the overall transportation picture which probably does not concern your Committee directly; nevertheless it is a very important and related subject. Here we refer to railroad service. Providing there is a sufficient volume of bulk freight, the railroad offers a much more economical method of transportation than do roads.

Mr. A. B. Yates

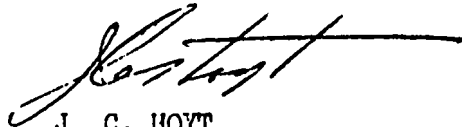
-3-

May 5, 1967

We do not know of any high-volume, low-value mining operation in Canada which is being serviced by a long truck haul. While we cannot be certain of any specific timetable, we think it is reasonable to expect that the present railroad will be extended North from Whitehorse toward Carmacks, and thence Eastward to the Pelly River Crossing in the Anvil-VanGorda area. It is likely that this rail extension would be constructed to standard gauge specifications as regards grades, curvature, bridges and length of ties, but that a narrow-gauge track will be laid initially, to correspond with the existing railroad. Later the line will be extended Northward from the Carmacks area.

Our purpose in mentioning rail extension at this time is that we feel some consideration should be given to this factor when making long range projections of a road network. So far as we can see at the present time, the roads which are now under construction would fit in very well with, and complement such a rail road extension.

Yours very truly,



J. C. HOYT
GENERAL MANAGER

JCH/br

7. Whitehorse Chamber of Commerce - May 12, 1967.

A BRIEF CONCERNING A BRIDGE ACROSS THE YUKON RIVER AT DAWSON CITY, Y.T.

This brief considers the desirability of the construction of a bridge across the Yukon River at Dawson City, Y.T. from the point of view of the probable inadequacies of the present traffic arrangements.

The present and future output of the Clinton Creek property, and the necessary delivery schedule, is considered in its relationship to the vulnerability and operating timetable of the ice bridge, the ferry, and the skyline; and to the increased traffic resulting from the mine and road construction operations and the growth of tourism in the Yukon Territory.

Finally, some indication of the possible operating costs of these systems is given, and these costs are related to the capital cost of the proposed structure.

A BRIEF CONCERNING A BRIDGE ACROSS THE YUKON RIVER AT DAWSON CITY, Y.T.

The Chamber of Commerce of the City of Whitehorse, Y.T. is convinced that to ensure trouble-free and uninterrupted delivery of asbestos fibre from the Clinton Creek property of Cassiar Asbestos Corporation to tidewater, and to encourage further exploration and possible development in the Sixty-mile and Forty-mile areas, a bridge across the Yukon River at Dawson City is both justified and essential, and that the present arrangements in effect for crossing the River at Dawson are costly makeshifts that very possibly will not for long serve the purpose for which they were intended.

At present, it is proposed that fibre will be shipped across the River by ferry during the navigation season, by skyline during the periods of break-up and freeze-up, and by ice bridge during the winter months. This hodgepodge of a transportation system is expected to handle the outbound shipment of an initial annual production of 60,000 tons of asbestos fibre, and the inbound annual shipment of 2.3 million gallons of diesel fuel, as well as the considerable volume of general freight necessary to maintain the corporation's day to day operations. In this connection, it should be noted that the present mill is reportedly capable of an output of 80,000 tons of fibre a year - a production figure which is expected to be reached shortly - and is designed for an ultimate expansion to 120,000 tons annually, requiring only the installation of additional equipment and plant. This will, of course, result in a corresponding increase in diesel fuel and inbound freight.

In terms of haul units, this initial production will involve the movement of nine trucks per day one way, each with a load of 20 tons, and this rate of haul must be maintained on a year round basis in order to have sufficient asbestos on hand at the point of distribution to anticipate customers' demands. Any interruption in the delivery schedule must be compensated for by additional deliveries: it also requires the maintaining of greater than normal inventories both at the mine and at the Vancouver dock. During the period the ice bridge is in use this schedule will present no problems except the normal ones encountered in trucking in an extreme climate - this phase of the crossing operations being most closely analogous

to a permanent bridge. During the ferry operation, in spite of an undoubted increase in efficiency when the new vessel goes into service, there will be inevitable delays waiting for traffic to clear, and the extreme vulnerability to ferry break-downs or delays inherent in this type of operation. The skyline is as yet untried, but it is even more vulnerable to break-downs or broken cables and in trials to date has operated with only moderate success. The bucket has a capacity of 12 tons, but fibre has to be fork-lifted on and off the bucket, adding both to the time and expense in shipping. Diesel fuel, already noted as the major item in the backhaul to the property, cannot be handled by this means.

The ferry is able to operate for an average period of 145 days a year, and for the two years, 1965-66 and 1966-67, that the ice bridge has been in use, a period of about six weeks has elapsed from the time the ferry is pulled out of service until the ice bridge is opened to heavy traffic, with a further period of about one week in the Spring between the time the ice bridge goes out and the ferry is back in operation. At the same time, the number of vehicles using the ferry has skyrocketed with the start of the Clinton Creek operations and an increase in tourist traffic, and will be further swollen in 1967 and 1968 with the start of construction operations on the Boundary Road. The operating times and the traffic figures for the present river crossing system over an eight year period are summarized in the following table:

<u>Year</u>	<u>Ice Bridge Out</u>	<u>Ferry Operations</u>	<u>Ice Bridge Open</u>	<u>No. of Vehicles Using Ferry</u>
1959	*	May 25 - Oct. 9	-	3,624
1960	-	May 14 - Oct. 25	-	4,569
1961	-	May 26 - Oct 12	-	5,060
1962	-	May 22 - Oct 9	-	9,268
1963	-	May 23 - Oct 18	-	7,152
1964	-	June 1 - Oct 23	-	6,921
1965	-	May 27 - Oct 18	NOV 22	10,956
1966	MAY 11	May 18 - Oct 25	DEC 1	18,594

It is worth noting that the spurt in traffic in 1962 was only partially due to the festival held at Dawson City that summer. On June 18, Koidern Bridge

2 at Mile 1146 on the Alaska Highway was washed out by the Spring run-off, and the road was not re-opened until June 25. During this period the normal highway traffic was routed through Dawson City, severely straining the capacity of the ferry in use at that time. Such an emergency could conceivably occur again, a situation which would hamper the asbestos delivery schedule. Another problem in the ferry operation is the seasonal fluctuation of the water level of the Yukon River, which creates difficulties in ramping vehicles on and off the ferry, particularly in the Fall when the water is low. This adds considerably to the operating expense and this problem will still exist after the new ferry goes into operation.

The vehicle count presents impressive evidence of the spurt in traffic already referred to that resulted from the Clinton Creek operations. While this traffic may be expected to slacken once mill and road construction is completed, some of this reduction will be taken, and possibly eventually exceeded, by the increasing volume of tourists visiting the Yukon Territory and Dawson City. The Yukon Department of Travel and Publicity, established in 1962, reports that in the time that they have kept records the number of annual visitors has increased from approximately 40,000 in 1962 to 108,000 in 1966, including a 32% increase in 1966 over 1965; that the average length of a stay in the Territory increased in the same period from 4.7 days to 7.2 days; and the proportion of tourists visiting Dawson City has increased from 13.6% to 46%. Sooner or later a summertime clash between Clinton Creek fibre trucks and increasing tourist traffic appears inevitable as long as the ferry is in operation.

The cost of operating this assortment of services is a considerable one. The ferry operations are costing at present approximately \$62,000 a year, a figure that has been steadily increasing annually, and the new ferry, though increasing the efficiency of the operation, is not expected to reduce the cost trend. The ice bridge cost approximately \$6,000 to install in 1965-66 and about \$9,000 in 1966-67, an increase due largely to a new location no longer crossing necessary to avoid a creek discharge on the north end of the bridge. The cost of the skyline operation has not yet been determined but it is estimated that it will cost the Territorial Government about \$25,000, annually to start, a figure which may be too low, and which does not take into account the cost of off-loading and re-loading fibre. The

construction of a bridge, estimated to cost between three and four million dollars, would save, therefore, the greater part of an operating expenditure approaching \$100,000. annually, irrespective of depreciation on the ferry and skyline. This expenditure may be expected to increase over the years. Over a 20 year period, at least half the capital cost of the structure would be saved.

The Government of Canada saw fit to eventually bridge the Yukon, the Pelly, and the Stewart Rivers on the Whitehorse, Keno Road, thus ending a situation in which an average of 98 days a year was lost to truck-hauling during the break-up, and freeze-up cycle on these three rivers. They also erected a new bridge over the McQuesten River on the Stewart Crossing - Dawson Road. The completion of this programme by constructing a bridge across the Yukon appears both logical and desirable, and it is hoped that the reasons outlined in this brief will contribute to this decision.

BRIEF OF YUKON RESEARCH AND DEVELOPMENT INSTITUTE
FOR PRESENTATION TO THE MINISTER'S COMMITTEE
RESPECTING PLANS FOR THE BUILDING OF FEDERAL ROADS
IN THE YUKON TERRITORY.

INTRODUCTION:

Our Institute has consulted with prospectors, mining interests and others concerned with road transportation in the Yukon and makes the specific recommendations contained in this short brief.

CURRENT ROAD BUILDING PROJECTS:

We note with satisfaction that the mining access road from the Boundary Road leading to Clinton Creek Asbestos Mine has been completed, including bridge construction, and is fully operational. We are informed that the contract covering the rebuilding of the Boundary Road from the Yukon River to the point where it is intersected by the mine access road referred to above has been let to Western Construction and that it is expected that this work will be completed in the 1967 construction season. We endorse this fully and are glad to know that the road will be ready by the time the Clinton Creek Asbestos Mine goes into production.

We note that Poole Construction is currently engaged in building part of the Carmacks-Ross River Road and that their section of the work will be completed in 1967. While it is true that there is already a road leading from Johnsons Crossing to the Ross River area, none the less, we are very much interested in the completion of the Carmacks-Ross River Road because the equipment and supplies destined for Ross River normally are shipped up the coast and a link between Ross River and Carmacks materially shortens the distance that the equipment and supplies must follow under existing transportation arrangements.

You will be aware that the Johnsons Crossing- Ross River Road (a section of the Canol Road) is built to lower standards than the Carmacks-Ross River Highway now under construction and inevitably the costs of transportation over the lower grade road are greater than they will be when the Ross River-Carmacks link is completed.

We are also aware that the Territorial Government (largely financed by the Federal Government) is up-grading the Stewart-Dawson Road in contemplation of the heavier traffic which will run on this highway when Clinton Creek comes into production later this year.

We are not aware of any other highway construction work currently being undertaken in the Yukon.

RECOMMENDATIONS FOR ADDITIONAL CONSTRUCTION, INDICATING PRIORITIES:

Our first recommendation would be that the Carmacks-Ross River Road should be completed this season but it appears that this is impractical and we therefore recommend that the bids for the completion of that road be called in July and certainly not later than August of this year for construction to be commenced at the opening of the 1968 season with completion before the end of the road building season in 1968. We appreciate that there are some difficulties in the way of committing funds before these have been voted by Parliament but, if the calling of bids is left until early 1968, there is a serious risk of delays in commencing the work and there is a lively chance that the cost to the taxpayers will be higher than if bids are called in the summer of 1967. We believe that Treasury Board would take a realistic view of the matter and that the Federal Government could, in fact, make the necessary commitments in the summer of 1967. One should not forget that Poole Construction already have their equipment working on the Ross River-Carmacks Road and they could give a lower bid this summer than they could next spring when their equipment will have been moved 1500 miles away from the place where the work is to be done. We recommend that the completion of the Carmacks-Ross River Road have first priority for the 1968 building season.

We do not regard the 1967 building season as being lost to additional highway construction. We are currently doing a reconnaissance of that section of the old Canol Road running from Ross River to the height of land between the Yukon and Northwest Territories (Christie Pass). That section has a length of about 150 miles. Our present information is that the road itself is in

reasonably good condition but that many of the wooden bridges require rebuilding. If our examination of the 150 mile stretch indicates that something under a million dollars would put this piece of road back into use, then we recommend that this work be undertaken forthwith by the Territorial Engineers and that Federal funds be found to pay for it. We fully recognize that Federal funds are not inexhaustible but we attach high importance to the immediate re-activation of this section of road. Yukon mining development has achieved a good momentum but if this is to be maintained, then additional highly promising mineral areas must be linked to our highway system. Hudson's Bay Mining & Smelting, one of the major Canadian base metal companies, has already flown two drilling crews and rigs to their lead-zinc property, approximately 140 miles along the Canol Road west of Ross River. This Company is sending three prospecting teams to the area. There are three major fault zones between Ross River and the height of land and there are excellent mineral possibilities. Hudson's Bay Mining & Smelting has already proven a 10 million ton deposit of lead-zinc and the purpose of sending the drilling crews to this area is to prove additional ore. Every encouragement should be given to Hudson's Bay and to prospectors who want to get into this district.

The Canol Road was constructed by the Americans for the purpose of facilitating the construction and maintenance of the pipeline from Norman Wells to Whitehorse during the last War. There seems little doubt that the whole Canol Road will be re-activated in due course and it has already been put into good usable condition between Johnsons Crossing on the Alaska Highway and Ross River. Potential mining developments indicate an urgent need to place the next 150 miles in usable condition. We recommend that this work be done by the Territorial Engineers because they have the capacity to perform it and are available. It would not be practical to let this work to contract because the surveys of the road are quite inadequate and, in any event, the work could not be put to contract during the 1967 building season. It appears that all that is necessary to put the work in hand is for the Minister to secure the required funds and to tell the Commissioner of the Yukon Territory to get on with the job.

We shall give you a supplementary report on this matter by May 20th when our reconnaissance will have been completed and more detailed information will be available.

You will be fully aware of iron ore developments in the Yukon Territory during the past few years. These give promise of providing the major economic base for the Yukon Territory during the years ahead. Very briefly it may be stated that Crest is waiting for discovery of a source of hydrocarbons within reasonable distance of its iron range so that it can pelletize the ore before shipping to tidewater. Pacific Giant Steel is currently drilling its iron ore deposit with the object of proving 200 or 300 million tons of ore. This deposit is thought to be of high enough grade to permit direct shipping without employing a concentrating process. Pacific Giant has tentative arrangements with C. Itoh of Japan for the sale of some millions of tons of iron ore annually. C. Itoh wants this flow of ore to begin at the earliest possible moment.

North of Crest and Pacific Giant are lands with oil and gas potential and exploration programs there are under way.

There is substantial interest in the mining area west of Carmacks where Mt. Nanson is believed to be heading toward production and Casino has a continuing development program. The Geological Survey of Canada will be working in that general area and it is reasonable to expect that intensified prospecting and development will take place.

Writing this brief in May of 1967, we are unable to recommend the relative priorities of the Wind River Road into the iron country and a road running for say 50 miles west from Carmacks. In our view, it is not essential to establish the priorities of these two highways at this early date. By early fall of 1967 developments in the field should make it clear which highway should be built first and we shall submit a supplementary recommendation to you at that time.

It is our view that the need for these roads is substantially greater than the need for an extension of the Dempster Highway. While we agree that the Dempster Highway should be extended in due course to Fort McPherson and possibly Inuvik, we give this work

a relatively low priority. The area which would be served by the Wind River Road has, at present, a very much greater mineral potential than has the Dempster Highway route. If one of the iron ore deposits becomes commercial, a standard gauge railway will be required and this would be of great long benefit to McPherson and Inuvik.

If possible, surveys should be undertaken this summer on the Wind River route. Initially, the road should be of adequate quality to serve large trucks operating at moderate speeds. Up-grading of the highway can be considered later.

We lack first-hand knowledge on the Watson Lake-Canada Tungsten Road but are informed that this needs improvement. We are hopeful that such improvement could be brought about without delaying the construction of the roads to which we have referred above.

We also believe that a bridge at or near Dawson City to cross the Yukon River and provide reliable year-round access to Clinton Creek is a desirable project and we recommend that further work be done, this season if possible, on the selection of a crossing site, if a definite crossing location has not already been selected.

We assume that an announcement will be made shortly that the Government of Canada and Anvil Mining Ltd. have reached an agreement which will result in the mine being put into operation. As soon as it has been decided whether the concentrate will find its way to tidewater by Skagway or Haines, the necessary up-grading of existing highways and building of highway cut-offs (if required) should be undertaken. It is known that Travacon have submitted an interim report to the Government but this is a restricted document and the information contained in it is not available to us. We have no information on the rates which White Pass would charge Anvil to ship from Whitehorse to Skagway. The Department of Public Works report on a possible Whitehorse-Skagway highway is also restricted and unavailable to us. In these circumstances, we can make no recommendation respecting the building of highways to assist in getting the Anvil product to the sea.

SUBMISSION
by
INDEPENDENT PETROLEUM ASSOCIATION
OF CANADA
to
DEPARTMENT OF INDIAN AFFAIRS
AND NORTHERN DEVELOPMENT
regarding
THE NORTHERN ROAD DEVELOPMENT PROGRAMME

The Independent Petroleum Association of Canada strongly recommends that the Federal Government take the initiative in renewing discussions with the British Columbia Government for the construction of a secondary Trunk road from Fort Nelson, British Columbia to Fort Simpson, Northwest Territories, following the Simpson Trail route.

The lack of this recommended all-weather road restricts the exploration and development of the natural resources in the Liard Area to the winter months, when the Muskeg is frozen and ice bridges can be built along the Simpson Trail.

This recommended secondary trunk road would complete a network of access roads into the southern Northwest Territories from Alberta and also from British Columbia (See attached plat).

The proposed network of all-weather roads would form a road grid which would make most parts of the Liard River - Tathlina Lake area accessible during the summer to wheel equipment, and would establish Fort Simpson, Northwest Territories, as a central point for supply depots and future northern road development along the MacKenzie River to Norman Wells.

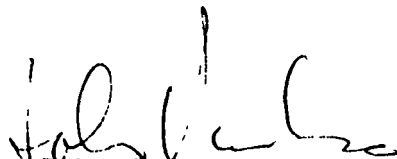
SUMMARY:

We are not endeavouring to make life more comfortable for persons living in the Yukon but are recommending projects which, in our view, will speed the economic development of the Territory and benefit not only the Yukon but Canada as a whole. We give hearty endorsement to the road building projects on which the Federal Government is now engaged in this Territory and recommend the re-activation of 150 miles of the Canol Road from Ross River to the height of land if our present views on this enterprise are borne out by the reconnaissance now being undertaken. You will receive a supplementary report of this from us within two weeks.

We want the contract for the balance of the Ross River-Carmacks Road let this summer (and not next spring) and we recommend a start on the Wind River Road or the road from Carmacks west in 1968.

It is our belief that all of the above projects are soundly based on mineral resources already known to exist.

We recommend that the further extension of the Dempster Highway be postponed until the above projects have been completed.


John Parker
Chairman

The only all-weather road access into the southern Northwest Territories is via the MacKenzie Highway which extends from northern Alberta to Hay River. No all-weather access road is presently available into the southern Northwest Territories from British Columbia. This leaves a very large area which is inaccessible during the summer.

That portion of the MacKenzie Highway from Fort Providence to Fort Simpson, which is scheduled for completion in October of this year, will certainly aid in the transportation of equipment from northern Alberta along the northern side of the sedimentary basin.

By virtue of its location near the Liard River and on the Alaska Highway, Fort Nelson is a key center for assembling equipment and supplying exploratory and development programmes which are conducted in the southern Northwest Territories. Airport facilities and commercial airline services are also well established at Fort Nelson.

Roads to local areas could easily be constructed from a network of secondary trunk roads as is presently planned and proposed in this submission. Future development of the Enterprise Trail is one such example.

A possible all-weather road from Fort Nelson, British Columbia, through Rainbow Townsite to High Level, Alberta, would strongly compliment the recommended road and expedite transportation of

heavy equipment throughout northwestern Alberta, northeastern British Columbia and the southern Northwest Territories.

The requirement of all-weather roads in areas where large undeveloped natural resources are believed to be present are a "must" for the development of these resources. In this respect the recommended road along the Simpson trail would traverse the heart of the most potential "hydrocarbon" area of the southern Northwest Territories.

The effective operational season in the southern Northwest Territories is limited to approximately 100 days because of access difficulties thereby forcing oil companies to cram a whole year's exploration program into this short period. Being restricted to winter operations, the industry automatically faces a shortage of equipment as this is the season when operations, traditionally, are carried out in all the inaccessible areas. Due to the tremendous activity in northern Alberta, seismic crews and drilling rigs are almost unavailable and, in many cases, companies are obliged to settle for inferior equipment because they must get the job done during the winter.

The cost of exploratory work (seismic and drilling) is substantially higher in the southern Northwest Territories because no easy access route is available. Each year individual oil companies spend considerable money in opening up the Simpson Trail and building ice bridges in order to conduct exploratory programmes.

This money could otherwise be spent in actual exploration. The cost of opening up the Simpson Trail to Trout Lake is estimated at \$40,000 per year. The cost of a summer exploratory programme is prohibitive, since this requires stock-piling of supplies and equipment and construction of airstrips for landing light aircraft. Often equipment is entrapped in the Northwest Territories throughout the summer because of an early spring thus involving considerable stand-by cost to the operator.

Since the discovery of oil in the Rainbow and Zama areas of northwestern Alberta, interest in the southern Northwest Territories has been greatly increased. However, due to the inaccessibility to the Northwest Territories very little exploratory work has been carried out.

To date, the lack of all-weather roads has been one of the main obstacles in planning and carrying out effective exploration programmes in the Northwest Territories.

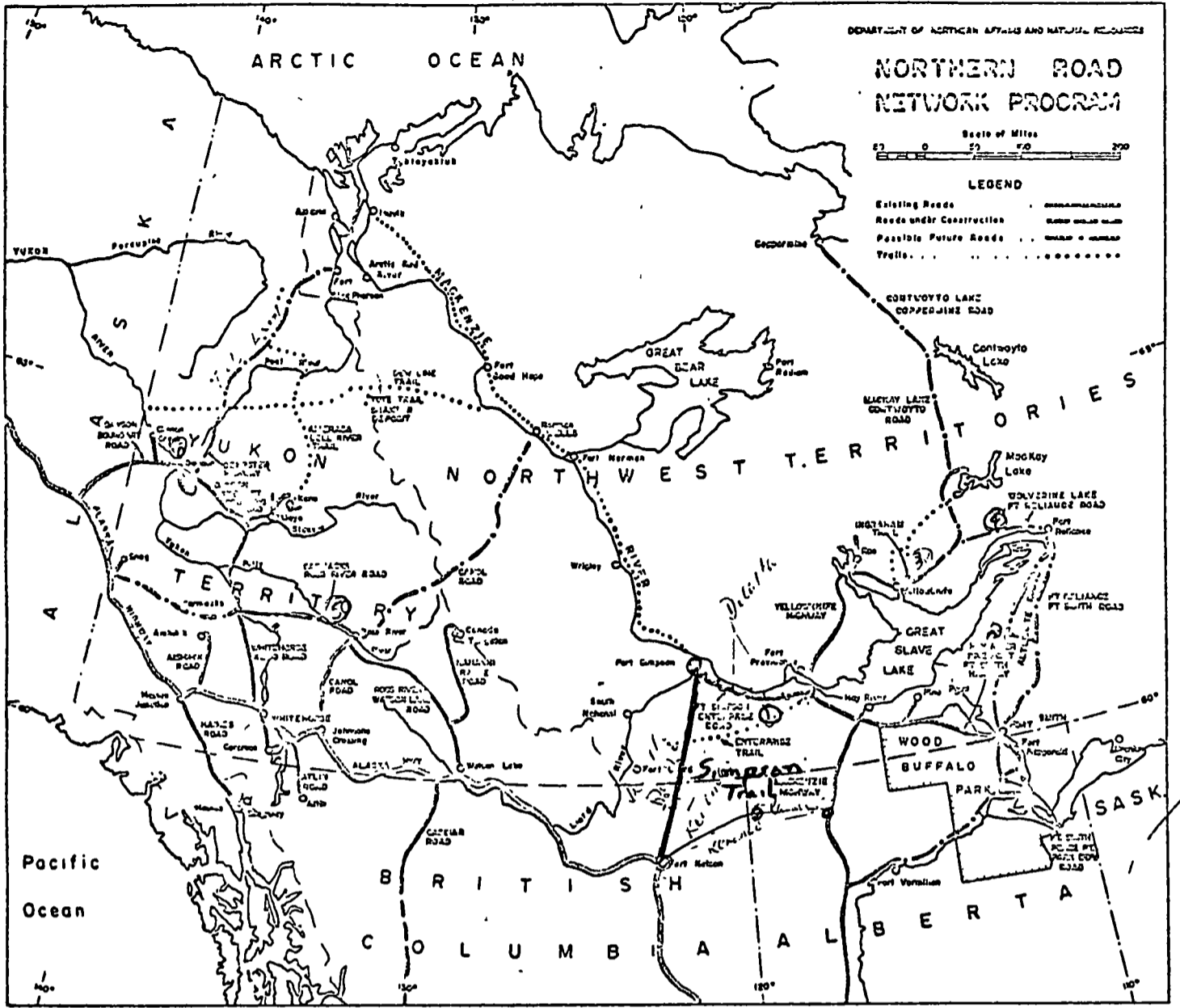
ARCTIC OCEAN

NORTHERN ROAD NETWORK PROGRAM

Scale of Miles 0 25 50 75 100

LEGEND

- Existing Roads
- Roads under Construction
- Possible Future Roads
- Trails



ROADS PROGRAM - YUKON AND NORTHWEST TERRITORIES

The Canadian Petroleum Association is in basic agreement with the Northern Roads policy enunciated by the Minister of Indian Affairs and Northern Development in 1965. The problems lie in determining priorities as the program develops and we welcome the opportunity to review these priorities with you at this time.

The petroleum industry has two basic areas of interest in the Northwest Territories and at present there is a somewhat indistinct line between the two.

The first area involves the Hay River, Simpson, Fort Nelson triangle.

Exciting discoveries in Rainbow and Zama Lake and the possibility of extension into the Northwest Territories has focused the need for better transportation routes into this country. We believe this justifies present plans for the highway from Fort Providence to Fort Simpson and also puts a high priority on early completion of the proposed highway from Fort Nelson to Fort Simpson.

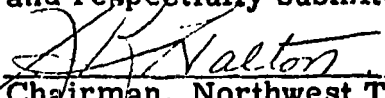
The second area involves the Mackenzie Basin, the delta and coastal plains and the Eagle Plains to the west. This area is presently in the early exploration stage and no large oil or gas reserves have been located. However, if reserves are located here (and large sums have been provisionally programmed) then we would expect these reserves would seek markets on Pacific tidewater. This would mean pipeline and production facility access would come from the West. The early completion of the Dawson, Fort McPherson road would therefore not only be important for the oil industry but would also serve mining interests in the Yukon and provide road access to the settlements in the Lower Mackenzie Valley.

We realize that there will be many who would like to see a road along

the Mackenzie to the delta area completed as soon as possible. However, we believe that the greatest need along the river other than the servicing of the small settlements is for petroleum exploration. Freight requirements for this activity are relatively small and the river and winter road presently provide good access albeit on a seasonal basis. Moreover, large mineral or oil resources located as far up the river as Simpson would probably seek markets on Pacific tidewater and would therefore eventually require an eastwest connection such as the old Canol road or say, Fort Simpson, Watson Lake, Skagway.

These two examples illustrate a principle which we believe may be helpful in planning a Northern Roads policy. That is, that even without knowing the specific location of any resource we can determine where resources from certain land blocks would logically enter world markets. Thus, Yukon, the Lower Mackenzie Valley and part of the Pre-Cambrian Shield in the Great Bear Lake area would logically market their products on Pacific tidewater. The products, however, from mines and oilwells in the Great Slave and Upper Mackenzie drainage will go by rail and pipeline to their respective markets through Alberta or B.C. Similar analogies can be drawn for the Eastern Arctic. Thus, the most important road networks will emanate from the potential marketing sites. Interlocking of these networks will be useful later as resources develop but should initially command a lower priority.

Approved by the Board of Governors
and respectfully submitted by


Chairman, Northwest Territories
Committee, Canadian Petroleum Assoc.

May 16, 1967.

ADDENDUM

At a May meeting of the Board of Governors of the Association it was considered appropriate and timely to advise the visitors from Northern Affairs

that an ad hoc committee is commencing a study of the possible impact on the industry if the recommendations on taxation by the Carter Commission are enacted by Parliament. In the initial discussions all companies (large, small and intermediate in size) have agreed that the current depletion provision, and, the current treatment of capital gains are essentially exploration incentives. Exploration must be financed from equity capital either new or from reinvested earnings or from both. Exploration cannot be financed from debt sources -- it is high risk and you cannot mortgage an exploration hope. It is the opinion of all the companies working on this committee that if the Carter recommendations are adopted the first industry reaction will be a substantial reduction, and in the judgment of some, a virtual elimination of primary exploration in the pioneer areas. It is true that programs might be sustained in some mature areas, but to finance the primary exploration, industry must almost annually compete in the money markets for their risk dollars. It matters little whether the competition is within a company doing exploration, on a global or hemispheric basis, or in a public offering of equity, or both; the fact remains that other countries have exploration incentives and a Canadian proposal stripped of incentives will lose out every time in this competition. To put it bluntly far north roads to potential hydrocarbon resources will be unnecessary for some time if incentives are eliminated.

11. Vancouver: Silver Standard Mines Ltd. - May 24, 1967.

SILVER STANDARD MINES LIMITED
(NON-PERSONAL LIABILITY)

May 19, 1967

Director of Northern Administration Branch
Dept. of Indian Affairs & Northern Development
OTTAWA 4, Ontario

4188
MAY 24 1967
File No. 357-1
Revised 5-1

SUBJECT: Roads in the Yukon

Dear Sir:

After attending the meeting of your committee in Vancouver yesterday I would like to bring to your attention one of our interests in the Yukon.

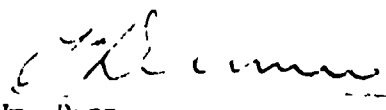
We have held claims in the Nansen Creek area since early in 1958 and have carried out geological and geophysical surveys on the group. We are still very interested in the area and would be encouraged to do more work on our claims if transportation to the area were less costly.

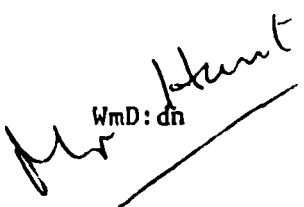
For this reason we would like to see a reasonable priority placed on the building of the road west from Carmack. Naturally we realize such roads as the Ross River-Carmack road will have a higher priority.

As a sidelight I might mention that the occurrence of good silver values in the Nansen Creek mineral showings will encourage more exploration in this area with any increase in the price of silver, and as a price increase appears imminent, I feel we will see more activity in this area.

Yours very truly,

SILVER STANDARD MINES LTD. (N.P.L.)


Wm. Dunn
Superintendent of Exploration


WmD:dn

12. Calgary: Redwater Oils Ltd. - May 31, 1967.

R E D W A T E R O I L S L T D .

200 838 Eleventh Ave. S.W.

Calgary, Alberta.

April 26, 1967.

Director,
Resource and Economic Development Group,
Department of Indian Affairs and Northern Development,
400 Laurier Avenue W.,
Ottawa, Ontario.

Dear Sir:

Re: Roads Program - Yukon and Northwest
Territories

We have recently been advised that the Department is currently obtaining the views of interested parties with respect to the road building program in the Yukon and Northwest Territories.

As you know, Western Minerals Ltd. and its partners have carried out an extensive exploration program in the Eagle Plain area over the past fourteen years. During this period substantial costs have been incurred in building and maintaining winter roads into the area. We believe you are familiar with our operations in this respect.

It is our view that the Dempster Highway should be extended north into the Eagle Plain area and that this road should be classified as an "Initial Access Road". We further feel that the large expenditures we have made constructing winter roads over this route should be considered as our contribution to the project, as much work has been done clearing and locating the site for this road.

We would be pleased to provide you with any further information you might require.

Yours very truly,

REDWATER OILS LTD.

H. W. Meech
President

HWM/sjm

CC: Canadian Petroleum Association

YUKON CHAMBER of MINES

P. O. Box 1146

Whitehorse, Yukon

JUL 18 1967