

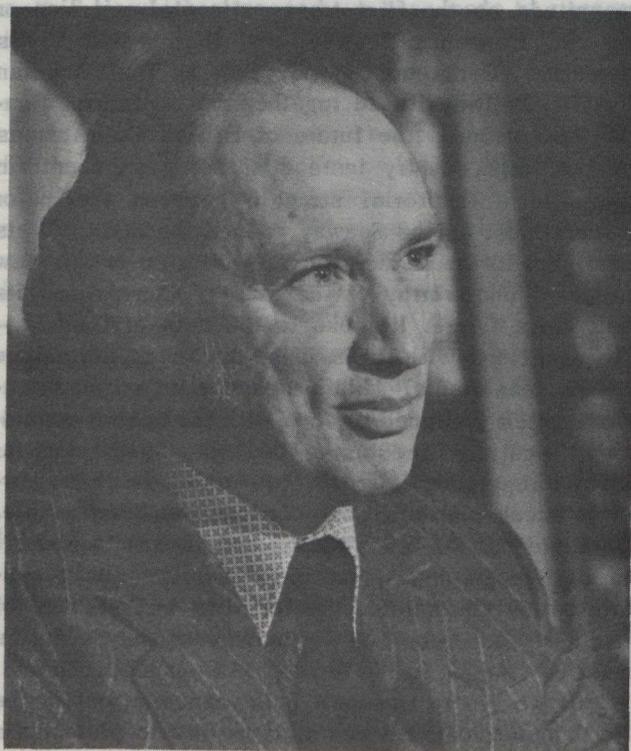
Canadians from our choice of transportation system, we must be prepared to consider concepts as bold in appearance today as the CPR appeared to Canadians a century ago.

Canada is as deep from north to south as it is wide from east to west. This fact alone is descriptive of the immensity of the challenge, and explains in part the absence to date of any but the most rudimentary of transportation links. When bitterness of climate and the formidable nature of the terrain are added to that factor of distance, the explanation becomes even more acceptable. Yet it is unthinkable that Canada can continue to regard the Arctic as an exciting but isolated appendage. All our efforts to protect the environment and assist the welfare of the native peoples will be limited unless we are in a position to ensure the rational impact of northern development. A transportation system is the key.

I don't know at this time the precise nature of that system. I do know, however, that it will be many-faceted, that it will be expensive, that it will bring immense benefits to Canadians in all parts of the country, and that it will be a reality in this decade.

#### PIPELINES AND AN ALL-WEATHER ROAD

Part of that system, without question, will include a Mackenzie Valley corridor incorporating both oil and gas pipelines and an all-weather highway – the first highway to join southern Canada with our third ocean coast. The cost of construction of that part of the northern transportation system will be in the neigh-



The Right Honourable P.E. Trudeau

bourhood of \$10 billion. To put that figure into context, you will remember that the cost of the St. Lawrence Seaway – Canada's most expensive single project to date – was half a billion. A multiplication factor of 20 in a period of only 15 or so years! That is a measurement of the size and the excitement of this country of ours.

#### WATER ROUTE

Another element in such a system will include without doubt a deep-water, all-year, port facility. A "north port". A port which will affect heavily the economics of transportation in both northern and western Canada. Such a port will extend the present shipping season from 85 days to 365 days. It will become a focal point for a variety of developmental activities.

#### AIR TRANSPORT

Still a further element will be, undoubtedly, a manifold expansion in use of today's only all-year north-south link – the airplane. The step from *Norseman* to *Beaver* was gigantic; so have been the steps since. There are now on the drawing board aircraft of gargantuan size which might, in appropriate circumstances, rival the economy and flexibility of ocean vessels in the carriage of bulk commodities. Both their size and their designed use demand a totally new assumption about the role of airplanes as a reliable, low-cost, high-capacity carrier.

This northern transportation system is mind-boggling in its size. But then, so was the very conception of a continent-wide fur trade 200 years ago. It's expensive, too, but so was the CPR a century ago. Is it too big a project for Canada? Only in the view of those who have lost faith in what Canada is all about.

#### PROTECTION OF MAN AND NATURE

Our concern is for a Canada which will continue to respond to the wishes of Canadians. In the North, the wishes of the original Canadians – the Indians and Eskimos – must be observed and respected.... A northern transportation system which encourages the outflow of resources will encourage as well the inflow of people, with the danger that ancient native customs and values may be ignored and swept aside. The protection of the interests of these Canadians must rank with the protection of the environment as a primary condition of any development policy.

A transportation system of the scope which is evolving is evidence that imagination, confidence and forward-planning are not absent from Canada in 1972, that we have in this country a combination of space, resources and a certain kind of men and women that permits us to accomplish much. We have no territorial ambitions on which to waste our energies; we have few senseless internal divisions