

ing feeling of permanence," says Helen Parker, wife of Northwest Territories Commissioner John Parker and a Yellowknife resident since 1955.

"Most of the houses were tiny, partly for economy's sake, but also because people didn't plan to stay long. People were shocked when a few people started building large homes because it looked as if they meant to stay. But lots of us who didn't mean to stay, did."

Thousands have come and gone over the years and no one knows it better than Barbara Bromley, a nurse who married her childhood sweetheart and joined him there 36 years ago. She has more than 300 names on her Christmas card list.

Bromley operates the only bed-and-breakfast place in Yellowknife. For \$35 a night, guests have the run of her magnificent cedar home overlooking Great Slave Lake's Black Bay. The spectacular view can be enjoyed from cathedral windows under the sloping roof or from the full-length sun deck. Guests can take advantage of Bromley's jacuzzi and, if they are lucky, they might wangle an invitation to join the neighbours in their outdoor hot-tub.

City landmark

Bromley lives on Latham Island in Old Town, where the streets snake around the water or the rock outcrop or become unpaved laneways climbing the steep hill to the Pilot's Monument. The stainless steel structure and stone cairn is a city landmark dedicated to the bush pilots who helped open up the North.

Old Town also is the "in" place to live. Ecology-minded residents in shacks without running water live beside massive cedar houses designed by architects and filled with every modern gadget.

Old Town is the original site of Yellowknife, where weary newcomers settled after disembarking from barges that were little more than "four inches of plywood bearing all their worldly possessions", as Helen Parker puts it.

It is also the home of the Wildcat Cafe, an old miners' restaurant still housed in its original log building, and Weaver and Devore, a general store that sells everything from rubber boots and scarves to sleeping bags and bush gear.

The store, started in 1936 by Harry Weaver and Bud Devore, two Americans who met at a mining camp, is run by the third generation of the Weaver family. Three Weaver sons still make up bundles of food and gear for campers, hunters and prospectors heading into the wilderness.

AMC to build cars in Ontario

The federal and Ontario governments have signed an agreement with American Motors Corporation (which is 46 per cent owned by Renault of France) and American Motors Canada Inc. (100 per cent owned by American Motors Corporation) to participate in the establishment of a state-of-the-art car assembly facility in Brampton, Ontario. The total project cost will be \$764 million — \$422 million for construction of the plant and \$342 million for tooling and land purchase.

The governments' investment in the facility, which will have a North American product mandate to manufacture a new line of intermediate-size cars beginning in July 1987, was announced recently by Ontario Premier William Davis and federal Industry Minister Ed Lumley.

The two governments will invest an equal amount up to \$121 million. The remainder of the investment is being provided through equity from AMC and loans from Canadian banks. AMC's partner, Renault, will assist in the financing.

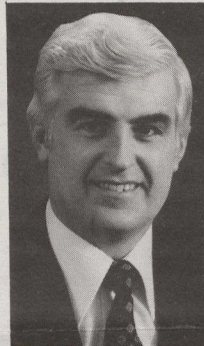
Mr. Davis says that with a sales target of more than 150 000 cars a year by 1990 — more than five times AMC's production at Brampton in 1983 — the project promises expanded, upgraded and long-term employment and production. "This translates into increased profitability, growth and international competitiveness for the Canadian automotive industry," Mr. Davis said.



William Davis

Mr. Lumley said that the governments of Canada and Ontario were entering into this agreement as risk-sharing partners, and "we expect to achieve a return on our investment through the payment of a royalty on the cars produced in the facility". This, said Mr. Lumley, was one more example of how close federal-provincial co-operation could lead to initiatives that benefit Canada.

Construction of the plant is scheduled to start in the fall. It will incorporate optimum plant layout, automated manufacturing, robo-



Ed Lumley

tics and highly skilled labour. The location of satellite parts facilities nearby will increase the technological capability of the parts sector and foster joint ventures between Canadian and European parts companies.

Mr. Lumley welcomed the opportunity that the project offers to develop closer trading links with both France and the United States and to strengthen industrial co-operation between Canadian, American and French companies. Emphasizing the international nature of the project, he said, "It brings together state-of-the-art French design and technology developed by Renault, US technology and marketing know-how and Canadian production capability in a manner that will benefit each country's automotive industry."

Hydro-power to New England

New England governors and eastern Canadian premiers have signed a \$4.5-billion agreement under which Canadian hydro-power will be shipped into the northeast US to help ease the region's long-term energy needs.

The contract signed by officials from the New England Power Pool (NEPOOL) and Hydro-Quebec, a provincially-owned electric utility, is designed to provide 2 000 megawatts of low-cost Canadian power beginning in 1990. The amount is equivalent to 10 per cent of New England's current energy needs.

The ten-year agreement is the second phase of a two-part co-operative energy effort between the two countries. The first phase of the plan calls for 696 megawatts of power beginning in 1986.

The agreement in principle was signed at the conclusion of a three-day conference of the New England governors and eastern Canadian premiers who endorsed the contract.

At the twelfth annual discussion, the chief executives also vowed to look into a possible third phase of the energy project that could include tidal power exchanges between the two nations.

"The exchange of power between the two nations is one of the most important issues of this time," Quebec Premier René Lévesque told about 50 state, provincial and federal energy experts. "We will continue to investigate how we might work together."

Rhode Island Governor, Joseph Garrahy, conference chairman, called the hydro-power agreement "a significant move toward mutual co-operation between the two nations".