

Northwest transportation plan – 1972

A plan to meet transportation requirements in the Northwest over the next decade was made public last month by Transport Minister Jean Marchand, following meetings between Mr. Marchand and Regional Expansion Minister Don Jamieson, Urban Affairs Minister Ron Basford, Environment Minister Jack Davis, and Premier Barrett and Resources Minister Williams of British Columbia. The governments of Alberta, the Yukon and Northwest Territories have also been informed of the plan.

The object of the Northwest Transportation Plan – 1972 is to identify the key roles to be played by transportation systems in the development of northern British Columbia, the Yukon and the Northwest Territories during the 1970s and 1980s, and to formulate specific plans for the region.

Additional major transport investment will be necessary over the next ten-to-15-year period by both the public and private sectors to support and stimulate growth in areas that have already begun to develop.

“New transport commitments will be essential,” Mr. Marchand stated, “in order to open up resource development, and later to sustain growth in areas in the Canadian Northwest where significant potential lies.”

Mr. Marchand pointed out that the purpose of the transportation plan was to encourage detailed planning, in consultation with other levels of government and transportation companies, which would lead to the adoption of optimum air, marine, railway, highway and pipeline facilities at a time and on a scale consistent with the area's needs.

The Minister explained that the study area consisted of two distinct parts. One, dealing with the development of mineral and forest resources in the Northwest, is concerned mainly with the role of the port facility at Prince Rupert, the rationalization of transportation facilities in the area tributary to the port and the ultimate extension of the rail network into the Yukon. The other part relates largely to oil and gas developments in the North Slope and Mackenzie River Delta areas and focuses on possible

pipeline routes and the transport-logistics problems related to the construction of these facilities.

Recommendations

In summary, the key recommendations in the Northwest regional plan are that:

- (1) The Federal Government proceed with the initial development of both a forest-products and bulk facility at Prince Rupert.
- (2) Definitive agreements be concluded with British Columbia on a program of northern railway development.
- (3) The northern extension of the railway be stopped at Dease Lake to allow time for mineral exploration to concentrate in the area served by the line and thus to speed up economic development of the region.
- (4) The setting of a final railway strategy for the Yukon itself await the completion of an interdepartmental study.
- (5) Detailed hydrographic work on the Mackenzie River and detailed aerial photography of a highway route down the Mackenzie Basin be proceeded with, and the associated economic work on both the waterway and the highway be carried forward.
- (6) The Federal Government proceed with a reconstruction and paving program on the Alaska Highway between Fort St. John and Fort Nelson, to be completed over a five-year period.
- (7) The appropriate agencies within the Ministry of Transport and the Department of Indian and Northern Affairs pay particular attention to developments occurring in the Northwest area so that additional air and road facilities related to social and economic growth are provided as demand develops.

Recent developments in the performing arts

The modern history of the Canadian theatre began a few years before the birth of the Canada Council with the arrival of television, the establishment of the Stratford Shakespearean Festival, the emergence of Le Théâtre

du Nouveau Monde and Le Rideau Vert in Montreal and of the Crest Theatre and the itinerant Canadian Players in Toronto. The early 1950s saw the first round in a struggle to develop a wholly professional theatre where an actor could begin to earn a living from the exercise of his talents. Television is part of the story because it initially provided more and better-paid employment than radio had been able to offer to many who could not support themselves from intermittent work in the live theatre.

A full account of the developments since then should include reference to such significant events as the evolution of the French-Canadian theatre, the progress of the Stratford Festival and the other important summer festivals, the rise of the National Theatre School and the National Ballet School and the emergence of the English-speaking “separate” stage. It should also be concerned with the development of a nation-wide chain of professional theatre organizations, the emphasis on the provision of productions and performances for young people and the search of the Dominion Drama Festival to find new ways to contribute to a changing situation.

Resurgence in French Canada

Since the Second World War, the most widely acknowledged and exciting advances in French-Canadian cultural life have taken place in the theatre. Before the war, the Province of Quebec had no theatrical company of professional standing, no repertory available for continuous performance. Starting almost from scratch, the movement has gained so much momentum that Montreal today boasts several professional companies presenting regular seasons. Montreal is now the most important French-speaking theatre centre outside Paris and Brussels....

The rebirth dates to the establishment, in 1938, of Les Compagnons de Saint-Laurent, who, for almost 15 years, set the pace for theatrical revival in French Canada. A rival group, L'Equipe, composed of radio actors, and with a realism in their productions borrowed from the American stage, was formed in 1944 and held its own for five seasons. In 1948, several actors from L'Equipe