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THE CANADA ~~NORTH~~ DEVELOPMENT CORRIDOR

The Canada North Development Corridor is a new and, hopefully, dramatic concept for the opening-up of Canada over the next fifty to one hundred years.

In formulating the concept I drew upon old successes in Canadian experience during the trans-Continental push of the CPR in the 1880's and the massive growth which has occurred along the western routes pioneered by that railway.

It is a concept which recognizes that in our Centennial Year Canada has the men and the technology--the ability to envision, to conceive and to create a plan for the long-term opening of Canada North--and the wealth and resources to execute such a plan. Most important, Canadians today have the courage, imagination, farsightedness and belief in their own future to accept such a concept as a National Policy, perhaps the national policy of our second century.

This excellent, comprehensive, preliminary study by Acres Research and Planning Limited clearly demonstrates that such a concept is viable; that a Canada North Development Corridor could, in fact, be created in stages over the next fifty to one hundred years.

The Development Corridor, as it is envisioned, is a belt that traverses Canada through the mid-north and northern regions, with a railway as its spine. Within this belt will grow new towns, new industries, new highways, enlarged ocean ports, new agricultural areas and a new transportation grid for the whole of Canada.

The Acres study shatters many misconceptions which Canadians have long held and which have seriously shaded our national image to the rest of the world. Climatic conditions provide an excellent illustration of one most inaccurate element in the popular idea of Canada North. Far from being a frigid, wind-swept, barren wasteland that permits only semi-permanent life, the fact is that the effective boundary of Southern climate extends far up the Mackenzie River Valley. There are, in fact, two or three months of frost-free days and during the long summer days growth is practically uninterrupted.

Almost the entire area within the Canada North Development Corridor has climate which is acceptable to

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residents of Canada South. This factor, when combined with the advanced methods of town and community planning and construction makes the "assault" of man on Canada North one which cannot help but be successful. It is therefore an assault which Canadians are obliged to make, in their own interests and in the interests of their own future.

The promise of Canada over the next 100 years is growth, opportunity and prosperity. The results of the recent Kennedy Round more firmly than ever point Canada in the direction of being among the world's great manufacturing nations, a producer of finished goods, Canada North must be opened up, not only to provide new living regions for our people, new extraction from our natural resources but--aswell--new opportunities to build industries which will manufacture finished products for shipment to all the world.

The creation of the Canada North Development Corridor is seen as a wholly Canadian undertaking, financed and owned by individual Canadians, by wholly Canadian corporations and by the Governments of Canada. It is seen as a great enterprise in which people--from all over the world--will participate, sharing in the opening of Canada North as a mainstream of Canada's future.

The Acres Research group has made an absolutely essential contribution in establishing the validity of the planning, opening and settlement of Canada North, whether in the form of the Canada North Development Corridor as I have proposed it or in a form similar to this concept. To the Acres organization, who accepted the concept of the Canada North Development Corridor as a challenge which should be proved or disproved, I express my gratitude. That their research has substantiated and confirmed the concept, is indeed gratifying.

If there is to be a next step, it is the commissioning of a thorough research program based upon the Canada North Development Corridor concept, or a proposal similar to it. Such a research program would require a budget of between two and three million dollars which, ideally, should be provided by the Federal Government. The alternative would be a cost-sharing program with the Provincial Governments involved, in the same way that the recently commissioned Churchill study is to be cost-shared by the Federal and Manitoba Governments. If the Federal Government should fail to take the initiative, then the Provincial Governments involved should consider providing the detailed research on their own.

It is hoped that the concept of the Canada North Development Corridor, together with this excellent preliminary research document by the Acres organization, will make a dramatic, meaningful and realistic contribution to the growth and opportunity which Canadians believe will be created in Canada North in the next one hundred years. It is also hoped that the Canada North Development Corridor will find a great measure of acceptance and support among the people of Canada and among all our political parties.

R.H.R.

York North
11 July 1967.