

pose to operate a patrol at the entrance to Hudson Strait during the time that water is open composed of a mother ship and approximately four smaller patrol vessels to give information only. They do not propose these patrol vessels should be sufficiently armed to prevent passage of the Strait.

With the advent of the United States into the war it should be possible with U.S. material resources to provide for mining of the Strait of Belle Isle and provision of suitable patrol to prevent it being swept by enemy forces.

One of the United States' intentions is to place an Army division in Newfoundland and transportation of these troops is a matter which is exercising them at the present time. I suggested that the simplest transportation would probably be via Quebec and Cornerbrook, but explained to them for some reason not known to us troops for Botwood were not landed at St. John's but at Botwood itself and that I would make a point of finding out why this change had been made. If it is connected with the lack of facilities for rail travel in Newfoundland presented by a narrow gauge railway, it may be necessary to land troops more closely to the spot in which they will be quartered.

The importance of a common method of inter-communication was stressed and agreed to by the U.S. Officers. If the United States Navy should come to Canada they will provide the R.C.N. with sufficient codes and cyphers and a sprinkling of personnel to ensure their proper use at the beginning, in order to make this inter-communication possible.

The question of command was discussed and it is the expectation of the United States Navy that if they come to Canadian waters, ports, local defence and A/S patrols connected with local defence will be carried out as now by the R.C.N. and under R.C.N. authority. They will, of course, expect to command their own fleet and I went so far as to inform them that in all probability H.M.C. Ships then operating on the East Coast would be attached to the larger command of the U.S. Navy for operational purposes, though still being administered by the R.C.N.

...

L. W. MURRAY  
Captain, R.C.N.,  
D.C.N.S.

[PIÈCE JOINTE 2/ENCLOSURE 2]

*Annexe au rapport d'une réunion tenue à Washington pour discuter de la défense de la côte atlantique*

*Appendix to Report of a Meeting at Washington to Discuss the Defence of the Atlantic Coast*

**MOST SECRET**

[Ottawa, July 14, 1940]

APPENDIX C

U.S. NAVY AVIATION OUTLOOK

1. On the morning of 11th July I proceeded with Captain Hill, U.S. and Captain Murray, R.C.N. to the U.S. Navy Department, where we met Commander Forest Sherman, U.S., Chief Naval Aviation Officer with Plans