

CANADA - U.S. SURVEY TO MT. KENNEDY

A Canada - United States geodetic survey team will fix the exact position and height of Mount Kennedy in a project scheduled to get under way on April 15. The project is sponsored by the Coast and Geodetic Survey of the United States Department of Commerce and the Surveys and Mapping Branch of Canada's Department of Mines and Technical Surveys.

Mount Kennedy, recently named to honour the late President John F. Kennedy, is located in the southwest corner of the Yukon Territory near the juncture of the Yukon - British Columbia - Alaska boundaries.

"The primary purpose of this project" said Mr. Benidickson, the Minister of Mines and Technical Surveys, "is to link up known control-points in the Yukon to similar control-points in Alaska through a previously unsurveyed and isolated region. Mount Kennedy is in the area to be surveyed and officials of both government departments involved feel it is a good opportunity to determine its precise geographical co-ordinates and height."

A RUGGED TERRAIN

The area to be traversed is one of the most rugged in North America. Great glaciers, some of the world's largest outside the Arctic Circle, dot the region, and transportation is difficult. Mount Kennedy is described by the National Geographic Society as "magnificent, a granite peak sheathed in snow and ice on the south and west sides, which, on the north and east sides, has fantastic rock cliffs." A Society expedition discovered the mountain in 1935 while studying glaciers in the Yukon.

The eight-man field party, made up of U.S. Coast and Geodetic Survey and Surveys and Mapping Branch personnel, will start out from a point on the Alaska Highway near Kluane Lake, 125 miles west of Whitehorse. The group will work their way through the St. Elias range to Yakutat Bay on the Alaska coast, some 75 miles to the southwest. With the aid of a helicopter and electronic distance-measuring instruments, the job is expected to be completed in less than a month.

At Mount Kennedy a brass geodetic marker will be embedded in the rock at the mountain's highest point. However, the surveyors do not plan to climb the mountain on foot - the helicopter will land them at or near the summit.

MID-CANADA LINE CLOSED

The following statement was issued on April 2 by Mr. Paul Hellyer, the Minister of National Defence:

The remaining portion of the Mid-Canada Line, part of the early-warning radar network in the North American Air Defence system, ceased operations March 31, 1965.

The move is in keeping with recent close examination, by both the U.S. and Canadian defence departments, of resources invested in anti-bomber defences to bring them more into line with the threat from that source. It is also consistent with the forecast of the White Paper on Defence, in which it was stated that: "Failing the wide-scale deployment of

an anti-ICBM system, the proportion of Canada's resources directed to air defence will gradually decline through the balance of the decade".

BEGINNING OF SHUTDOWN

When it went into operation in 1957, the Mid-Canada Line extended roughly along the 55th Parallel, from Dawson Creek, B.C., to Hopedale, Labrador. In January, 1964, a portion of the Line was closed because improvements to the Pinetree Line, the most southerly line of the early-warning and control system, had reduced the usefulness of a part of the Mid-Canada Line.

Since then, only the remaining 1,000-mile portion of the line in the Hudson's Bay area has been maintained. Improvements to Pinetree radar stations to the south have now made the additional coverage formerly provided by the Mid-Canada Line no longer necessary.

The annual saving resulting from the closing down of the remaining portion of the line will be approximately \$7 million. The original cost of running the complete line was about \$13 million annually.

STATIONS INVOLVED

The line being closed comprises three sector-control stations, located at Winisk, Ontario, Great Whale River, Quebec, and Knob Lake, Quebec, and 39 unmanned doppler detection stations. Each sector-control station employs one RCAF officer and eight airmen to control the operations function. The line is maintained by civilian contractors and the automatic detection stations are checked periodically by them.

MAJOR CIVIL SERVICE CHANGE

Management as well as staff representatives are to be consulted on the proposed classification revision of Canada's federal Civil Service.

According to Mr. R.G. MacNeill, chairman of the Civil Service Commission of Canada, six advisory committees will examine and comment on the classification revision of the federal service. The senior officials who will make up the committees will look at the proposed occupational categories and the assumptions and techniques underlying the revision. "The Commission considers it important that the Bureau of Classification Revision have access to criticism and advice from senior government administrators who are involved in administering the service", Mr. MacNeill said. "The views of employees are also being obtained through consultation with representatives of the major staff associations."

Mr. MacNeill pointed out that the senior officials on the committees had a good understanding of the operating problems in the different parts of the public service and that their observations and recommendations would be of great value to the Bureau and to the classification-policy group. The latter is made up of the three Civil Service Commissioners, the Secretary of the Treasury Board and the Chairman of the Preparatory Committee on Collective Bargaining.