

from the coast and immune from enemy attack--to the American forces.

Early in 1942 a second project, complementary to the Northwest Staging Route, was undertaken by the United States. Following the general route of the airway, the American army constructed the Alaska military highway from Dawson Creek, British Columbia, to Fairbanks, Alaska. In spite of great engineering difficulties, the road was in operation by November, 1943.

Since all but 250 miles of the 1500-mile road are in Canada, it was agreed that the Canadian section of the road would come under the administration of the Canadian government at the end of the war--subject to the understanding that there would be no discrimination at any time against United States civilian traffic on the road.

At the same time joint measures were being taken for the defence of the north-eastern approaches to the North American continent. The construction of the Goose Bay (Labrador) field by Canada and of fields in Greenland and Iceland by the United States made it possible to ferry relatively short-range aircraft across the Atlantic.

In order to provide more extensive ferrying routes, the United States in June, 1942, secured the agreement of the Canadian Government and began the construction of a chain of airfields across north-eastern Canada. The project was never completed: the mastery of the submarine menace permitted more aircraft to be transported across the Atlantic by ship and reduced the threat of enemy action against the northeastern section of the continent.

Canada reimbursed the United States for its expenditures on permanent defence installations in northern Canada--the staging routes and communication lines. In all, Canada had spent some \$120 million on airfields and related projects in the north by 1944.

During 1942 a Canadian Joint Staff Mission was set up in Washington to assist the military co-ordination of the two countries. Canadian and American soldiers served jointly in Newfoundland, Iceland and Alaska; squadrons of the Royal Canadian Air Force flew alongside United States squadrons in Alaska, Newfoundland and Labrador; the Royal Canadian Navy and the United States Navy cooperated in North Atlantic escort and patrol duties.

Canadian soldiers were teamed with U.S. troops in a Special Service Force. Canadian parachute troops were trained in the United States prior to the establishment of parachute training facilities in Canada; American units used a Canadian camp as a cold-weather base for training and testing equipment. The occupation of Kiska in the Aleutians in 1943 was a joint operation.

Some 15,000 American citizens enlisted in the Canadian armed forces; after the United States entered the war, an agreement was adopted whereby they might transfer to their own services if they so desired.

WARTIME ECONOMIC COOPERATION

The Hyde Park Declaration

As in the case of military cooperation, the basis for complete economic liaison was laid before the United States entry