

Calder Camp 550, Edmonton, Alberta.

Cabinet War Committee on August 3rd, 1944, approved arrangements for the partial conversion of Calder Camp 550, Edmonton, by the National Housing Administration into a large number of housing units. It was to be understood that the United States would make this property available immediately, subject to eventual settlement in accordance with the general principles to be agreed upon by Canada and the United States regarding the disposition of United States immovables in Canada.

Subsequently advice was received through the Permanent Joint Board on Defence that the United States wished to hand over the entire property to Canada.

This question has been considered by the Joint Defence Construction Projects Panel who recommend:

- (a) that the National Housing Administration be authorized to take complete possession of all buildings for conversion (National Housing Administration have advised that the entire camp is convertible and essential to their plan),
- (b) that the War Assets Corporation be authorized to negotiate with the United States government for the acquisition of this property, following the procedure laid down in the 55rd Recommendation of the Permanent Joint Board on Defence, as approved by Cabinet War Committee on September 27th, 1944; and
- (c) that the National Housing Administration be empowered to complete a lease in the right of the government of Canada with the City of Edmonton for the lands on which the Camp is situated, subject to cancellation of the existing lease between the United States government and the City.

Dawson Creek Railhead Depot

At a meeting of the Permanent Joint Board on Defence on September 6th, 1944, the United States representatives proposed that Canada take over control of the railhead depot at Dawson Creek, British Columbia. This matter was referred by Cabinet War Committee on September 27th, 1944 to the Panel, for examination and report.

The Dawson Creek railhead depot is a very extensive system of buildings and railroad sidings, constructed in the first place as an ancillary to the Alaska Highway. There are a number of problems involved in the disposal of these facilities, some relating to the future of the highway itself, and some dependent upon contracts presently in existence with the railroad companies concerned.