

The fullest possible use was made of existing government agencies: Defence Research Board in initial development; Department of Defence Production for procurement of equipment; the inspection services of the Department of National Defence for carrying out tests and inspections of equipment; Defence Construction Limited for the placing and overseeing of all construction contracts and representatives of the chief treasury office of the Department of Finance for checking all accounts on a continuing basis. All these agencies and branches of government worked closely together, each in its respective field and provided a degree of teamwork that deserves high commendation.

In addition, assistance was provided by the Department of Northern Affairs and National Resources and by the Department of Transport especially as regards movement of materials by water in the Hudson's Bay area.

Invaluable co-operation has also been extended by all provincial governments and I should like to express our appreciation to each of them in that respect.

On the construction side, Defence Construction Limited is responsible, working in conjunction with the management contractor, for letting regional contracts to major contracting firms across Canada. These regional contractors in turn employ sub-contractors to carry out the bulk of the actual construction. Defence Construction Limited and the management contractor also provide the technical staff for direct on-site supervision and installation of special equipment.

Through the Department of Defence Production, contracts, frequently running into millions, are being awarded to all branches of Canadian electrical and electronic industry and to industries supplying building materials. I might note here that in many instances such contracts are concurrent with similar commitments to United States authorities in connection with their DEW line requirements. In the interests of economy and effectiveness the two countries are working closely together in that regard.

The responsibility for maintaining the many and varied phases of the line and co-ordinating it with the operation of the DEW line lies, of course, with the Department of National Defence and particularly the Royal Canadian Air Force under whose jurisdiction the mid-Canada line will be operated as an integral part of the air defence of the North American continent.

Construction of the mid-Canada line involves many difficulties. These vary with the nature of the terrain.

In the western provinces, where a certain degree of settlement has taken place, advantage can be taken of existing transportation facilities such as the railways to Dawson Creek and to Waterways and the airfield at Grand Prairie.

In the Hudson's Bay and James Bay areas the railways to Fort Churchill and Moosonee are also available as water transport during the limited summer season. However, in much of this region muskeg abounds and the only practicable means of transportation--particularly for large amounts of heavy construction materials--is by tractor train during the winter months. A tractor train usually consists of one or two heavy caterpillar diesel tractors pulling up to twelve