

There are many difficult problems to be solved in establishing this additional early warning system in the Canadian north. The system will extend over thousands of miles and its survey will involve the examination of a great number of possible sites. Much of the ground is inaccessible except by tractor train and helicopter. In many areas, extreme temperatures are confronted for several months of the year. Many technical problems, including the interference of the auroral belt with electronic devices, have had to be overcome. In overcoming the various technical problems involved the United States Air Force is working closely with the Royal Canadian Air Force.

It is obviously just as important to have early warning of aircraft approaching target areas in North America from over the sea as from over Northern Canada. For this reason, the United States Government is extending the early warning barrier across the north-eastern and north-western seaward approaches to North America. The Alaska radar system is co-ordinated with those in Canada and the continental United States, and the development of airborne radar is well advanced.

In addition to these measures of common concern, both countries are working continuously to improve the air defence installations in the vicinity of the major target areas. Here too, cooperation between the United States and Canadian air defence commanders is close, and unidentified aircraft are investigated by the most immediately available interceptor force, whether Canadian or American.

The defence of North America is part of the defence of the North Atlantic region to which both Canada and the United States are pledged as signatories of the North Atlantic Treaty. Thus, the cooperative arrangements for the defence of this continent and for the participation of Canadian and United States forces in the defence of Europe are simply two sides of the same coin, two parts of a world-wide objective, to preserve peace and to defend freedom.

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