

"At the end of hostilities in 1945, the United States Secretary of War and the Secretary of the Navy forwarded joint letters to the Canadian authorities requesting that the co-operation for defence which had existed throughout the war should continue in peacetime. The Canadian Government readily agreed to these arrangements and the Canadian Chiefs of Staff were authorized to initiate defence planning for the defence of North America with the United States Chiefs of Staff.

"With the signing of the North Atlantic Treaty in April of 1949 it was decided that the defence of the North American part of the NATO area would now become the responsibility of our two countries and would be guided by the Canada-United States Regional Planning Group.

Another important development which I would like to mention is the establishment of the Canada-United States Ministerial Committee on Joint Defence which was announced in a joint statement in July of last year by President Eisenhower and Prime Minister Diefenbaker. The function of this Committee is to consult on any matters affecting the defence of our two countries and to exchange information and views at the ministerial level on problems that may arise with a view to strengthening further the close and intimate co-operation between our two countries. We are, therefore, jointly responsible for the land, sea and air defence of North America.

ADVANCE PREPARATIONS

"Should our efforts to prevent the outbreak of a war fail, all of us in the United States and Canada realize the ghastly consequences which would result if a nuclear attack were launched against this continent. It is only sensible, therefore, to prepare in advance the measures which would have to be taken if a major war were to commence suddenly.

"You may be interested to hear something of the steps which have been taken in Canada in this field. We now have ready facilities from which a central corps of the Government can carry on outside of Ottawa under conditions of nuclear war even if there is serious radioactive fallout in this area. What we have tried to do in my country is to plan an organization which will preserve some degree of governmental and economic organization during the initial period of a nuclear war. The purpose we have had in mind has been to decentralize as far as possible.

"Recent studies of the probable economic situation arising from conditions of a nuclear attack indicate that the problem of providing and distributing essential commodities for both military and civilian purposes would be critical and complicated. It would be necessary to have not only an organization with clear unified control over supplies of all types, but one that could be decentralized not only to regional but, if necessary, local areas.

"In the uncertain conditions to be expected as a result of a nuclear attack, it is considered that the flexibility and widespread distribution of transport would be of major importance in helping us to survive and reorganize the economy. No one can foresee what part of our transportation resources will be left in an operating condition following a nuclear attack on this continent. Decisions will have to be taken promptly and any doubt as to where authority lay would result in serious delay and confusion. It is necessary then that we plan in advance of such a contingency in order to have unified control of all types of transportation in an emergency.

TRANSPORTATION PROBLEMS

"I would, for a moment, like to refer to some of the problems involved in the different forms of transportation which would be brought about with the outbreak of a war.

"Civil aviation is subject to some government control in peacetime and the switch-over to a complete system of security control which would be required in an emergency should not present too much difficulty. The main task during the survival period will be the preservation of aircraft, airfield equipment and operating personnel. Plans for the use of air transport after the initial period of attack will be based on the principle of pooling resources in the national interest.

"I might point out that a nuclear war will pose some serious problems with respect to aircraft operations. Aircraft may become contaminated with the radioactive residue by flight through the radioactive cloud or by fallout descending upon them. Aircraft contaminated in either way may be refuelled, re-armed and flown without undue hazard to the ground crews or aircrew. If time permits and the aircraft is not needed for immediate operational missions, simple wash down with water will remove a large portion of the contamination.

"In looking at the matter of water transport, allow me to begin by saying that deep sea shipping is a world-wide enterprise and basic plans are now being developed in co-operation with the Planning Board for Ocean Shipping under the North Atlantic Treaty Organization.

"We realize that with the opening of hostilities, a considerable quantity of ships moving in the Atlantic or Pacific may have to be diverted to Canadian anchorages until the situation is clarified and the surviving port's capacity assessed. Any ships in probable Canadian target areas would have to be evacuated and directed to a safe anchorage. An organization for receiving and dealing with ships seeking refuge in Canadian anchorages and with ships evacuated from Canadian ports is being built up within Canada at the present time.

"Great Lake shipping may prove vital for internal transportation and must be preserved.

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