

mid-Canada line, while the United States undertook to construct the DEW line, with Canada contributing such resources and assistance as could be made available. The United States also became responsible for the seaward extension down each flank of the continent.

Actually, as the work on the DEW line goes ahead, we have found that we could help out in many practical ways. Valuable assistance has been given to United States authorities by aircraft and ships of the R.C.A.F. and R.C.N. respectively and the Canadian Army, too, has helped out, especially through our base at Churchill, Manitoba. The Departments of Northern Affairs and National Resources and Transport have also assisted and, as you know, Canadian civilian air operators, contractors and industry generally have undertaken a good deal of the work in connection with specific DEW line sites.

Coming now to the mid-Canada line itself, this line is being constructed, as I have said, roughly along the 55th parallel and is, as you may imagine, a job of magnitude, fraught with great difficulties and new problems and accompanied by a good deal of hardship and discomfort.

When it was announced about a year ago that Canada had undertaken the construction of the mid-Canada line, the public, I think, fully understood that for security reasons very little could be said about it. This applied as well to its counterpart further north, the Distant Early Warning line or DEW line, being constructed by our southern neighbour, the United States.

As a matter of fact, for reasons of national and NATO security it will still be a good while before the full construction story of these lines can be unfolded in all their gripping, challenging detail of risk, improvisation and achievement.

It is, however, already clear that these two extensive achievements--as construction feats alone--will have an impact on the development of the Canadian North commensurate with that which the building of our transcontinental railway lines at the turn of the century had on the opening up of our Canadian West.

In establishing these protective and early warning lines to meet the threat of thermonuclear war, we are rolling back the map of Canada more rapidly and to a far greater degree than our people realize. We are pioneering the unknown. We are opening up the Canadian North.

As the job progresses, many of the unknowns which made the sub-Arctic so forbidding to all but the most venturesome are being steadily dispelled. The techniques required for successful living and working in the sub-Arctic are becoming known to more and more Canadians and gradually the North is yielding its air of mystery and haunting fear.

An approximate idea of the scope of the job may be formed from the fact that early this year it was estimated that about 170 million dollars would be required to provide the basic elements for getting the line into operation. That is enough money to build brand new modern housing along one side of a street well over 100 miles long. Over 1,200 men were at work on the line soon after it started and as the project goes forward, thousands of others are being employed across the country in workshops and in industrial and electronic plants.