

warning or DEW line, located generally where the continental land mass meets the Arctic Ocean, with extensions on both flanks of the continent into the oceans on either side.

The day before yesterday I returned from a 10,000-mile flight through northern Canada and the Arctic regions examining the progress being made in construction of both the DEW line and the Mid-Canada lines.

I was accompanied on this trip by Rt. Hon. C.D. Howe; Hon. Jean Lesage, Minister of Northern Affairs and National Resources; Mr. Charles Wilson, Secretary of Defence of the United States and Mr. Donald Quarles, Secretary for Air of that country, as well as by Hon. Douglas Stuart who is just finishing his term as United States Ambassador to Canada.

It proved to be an intensely interesting, revealing and inspiring experience.

What is going on in that vast, barren, sparsely populated area today staggers the imagination. And it is all being done in spite of a multitude of tough problems -- problems of transportation and of construction -- problems arising from the severity of the climate -- from the vast distances involved -- from the permanently frozen conditions -- and from these and a dozen other problems which hamper and delay.

Incidentally, I had the unusual experience of flying across Canada's Far North without touching Canada at all -- I left from northern Greenland by air in the morning and landed in northern Alaska in the evening, having crossed in the interval the whole of that vast, fascinating area which constitutes Canada's Arctic northland.

The construction by the United States government of the most northerly early warning line -- the DEW line, as it is called -- will constitute, if ever its story can be fully told, one of the greatest epics in the history of the Far North.

The United States Air Force, the Western Electric Company, the general contractor charged with its construction, and the thousands of workers and suppliers under their direction, will certainly have every reason to be proud of their achievement. Throughout all this vast effort, they have received the close co-operation of the Canadian armed services and of Canadian government departments and agencies. Perhaps, as I cannot disclose very many details of the construction and supply effort which is going into the DEW line at this time, it may give you some idea if I tell you that one distributing centre in the Arctic which I visited is being served by eighteen civil air lines. Including USAF and RCAF planes, over one thousand planes landed there last month -- an average of well over thirty a day.