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W.L.M. KING PAPERS

Memoranda and Notes

1940-1950

MG 26 J 4 Volume 318

Pages C219552-C220178

W.L.M. King Papers, Memoranda and Notes, 1940-1950,
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HW/AH

C218651

May 2nd, 1946.
TOP SECRET

MEMORANDUM FOR THE PRIME MINISTER.

In its meeting on April 29th, the Permanent Joint Board on Defence made two Recommendations which are attached. These follow closely the drafts considered earlier by Cabinet Defence Committee and by yourself. The Recommendations have been sent to Cabinet Defence Committee.

As regards the 34th Recommendation dealing with the exchange of military information, neither country desires that it be made public. When it has been approved by both Governments it will simply be put into effect and no question of publicity will arise. This Recommendation is of considerable value to the Canadian armed services since, until it is approved, they are refused access to a wide range of United States military information, particularly on research and development, which they are anxious to obtain.

It is proposed that the 35th Recommendation should be made public on an agreed date in Ottawa and Washington. I think that publication should take place under cover of a joint statement by the President and yourself, which could give a fuller and less formal explanation of the purposes than can be incorporated in the Recommendation itself. There will also be certain points not suitable for incorporation in the joint statement which ought to be made here, especially with respect to the bearing of the agreement on our own cooperation with members of the British Commonwealth.

The joint statement might play up the relationship of the Recommendation to the United Nations Charter and particularly to the first paragraph of Article 52 on regional arrangements. We must face the prospect that in some quarters both at home and abroad there will be a tendency to interpret this Recommendation as equivalent to the conclusion of a defensive alliance between the United States and Canada directed against the possibility of attack by Russia. Such an interpretation may well be placed upon it in the U.S.S.R., while

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in the United Kingdom, and to some extent elsewhere in the British Commonwealth, it may be regarded by some people as impeding cooperation with other Commonwealth countries.

I think it might be well, therefore, before agreement with the United States on a date for publication, to inform the United Kingdom of what we are doing and to tell them that we are willing to make an agreement with them in similar terms. We could thus establish our position clearly as prepared to cooperate closely with the United Kingdom in defence matters while ruling out schemes of exclusive Commonwealth defence arrangements.

The State Department are inclined to favour early publication. They think that the international scene is now as propitious as it is likely to become and that it would be well to have the agreement a matter of public record before any new tensions arise. I understand that they will not secure formal approval of the Recommendation from the President until the eve of publication, so that they cannot be accused of keeping secret the fact that they have entered into a defence arrangement with Canada.

From our own point of view I am satisfied that the agreement is useful and ought to be welcomed by other Commonwealth countries. The problems to which its publication may give rise relate to the interpretation which may be placed upon it and not to its substance.

ITW.

Agreed Ismay

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TOP SECRET

C219552

THIRTY-FOURTH RECOMMENDATION

The Board considered its First Recommendation made August 26th,1940, approved by the two governments and now in effect between the two Sections of the Board and through them transmitted to the armed forces of the two countries. This recommendation reads as follows:

> "It was agreed that there should be a full and complete exchange of military, air and naval information between the two Sections of the Board, with the understanding that each Section would be free to convey to its government any information they received."

The Board decided that it was advisable to substitute for the First Recommendation, the following Recommendation:

Subject to the national policies of the two governments, there shall be a free and comprehensive exchange of military information in so far as it affects the security of the two countries, the circulation of which shall be subject to such restrictions as may be specified by the originating country.

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C219554

PRIVY COUNCIL OFFICE

PJBD

MEMORANDUM

SECRET

FOR THE PRIME MINISTER:

I am sending you, herewith, copy No.1 of the Journal of the Permanent Joint Board on Defence, covering the meeting of the Board held in Ottawa on April 29th.

Copies are being sent as usual to the Minister of National Defence, the Minister of National Defence for Air and to the Minister of Reconstruction and Supply.

This Journal will be submitted at an early meeting of the Cabinet.

hcm 6/46

A.D.P.H.

May 3rd, 1946.

Y handed to PM
with text of 3rd Remarks
1/XI/46
returned to file 4/XI/46

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C219655

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, OTTAWA, APRIL 29, 1946.

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1. The Permanent Joint Board on Defence met in Ottawa on Monday, April 29, 1946, at 5.00 p.m. in the Conference Room, Department of External Affairs. The following members participated:

Canadian Section

Gen. the Hon. A.G.L. McNaughton
Captain H.N. Lay (vice Commodore H. G. DeWolf)
Major General D. C. Spry
Colonel J. H. Jenkins
Air Vice Marshal W. A. Curtis
Group Captain W. W. Bean
Mr. R. M. Macdonnell, Secretary

United States Section

Mr. F. H. LaGuardia
Major General Guy V. Henry
Rear Admiral R. E. Schuirmann
Colonel C. H. Deerwester
Mr. J. Graham Parsons, Secretary

2. The Board discussed at length the question of immediate air base requirements in Northern Canada and Labrador. It was recognized that, although the United States at the conclusion of the war in Europe had declared the Crimson Route in Northeastern Canada to possess no continuing defence value, this declaration was based on then existing considerations. In general, the Board were agreed that final decisions could not be reached until the joint Canada-United States planning groups had submitted their recommendations. It was felt, however, that the contemplated studies would reveal a need for a number of air bases in the North and that considerations of prudence and economy indicated the desirability of maintaining these bases since to close them down

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and later to bring them back into operation would involve considerable additional expense. The Board stressed the importance of the maintenance of bases required for the completion of the programme of photography for air charting and mapping. The Board agreed upon the following conclusions and requested the Secretary of the Canadian Section to bring them to the attention of the appropriate authorities:

(a) The Northwest Staging Route, including the airways system, airfields, highway and landline communication system, is vital to the defence of Canada and the United States. The operation of this Route should not be reduced below a level which will provide at all times for the safe transit of large numbers of military aircraft of all types. These facilities will be of little value if not immediately available for use on a large scale as no warning can be expected of any future attack.

(b) The facilities of the Mackenzie River Air Route should be retained pending assessment of the defence value of all parts of the system by the United States-Canada combined planning group. These facilities should be maintained in an operating condition insofar as they are required for the program of trimetrogon photography and air charting.

(c) The aerodromes of the Crimson Route, including The Pas, Churchill, Coral Harbour (Southampton Island), Frobisher Bay and Fort Chimo, are considered to possess great strategic importance, the exact assessment of which, however, must await the findings of the United States-Canada joint planning group. Meanwhile, these facilities should be retained and

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maintained on a fully operational basis insofar as they are required by the program of trimetrogon photography and air charting. The full operation of Churchill, however, is considered necessary regardless of photographic requirements.

(d) Goose Bay is considered vital to the defence of the United States and Canada and should be maintained as a military base on such a scale as to provide for the stationing of operational squadrons as required.

3. Major General Henry, Senior United States Army Member, presented a request that the Canadian Government authorize the continuation until May 1947 of the experimental program for low frequency Loran in Northern Canada initially set up to assist in air and ground navigation for Exercise Musk-Ox. A copy of his memorandum is attached as an Appendix to the Journal.

The Board noted that this program involved the operation of the present three transmitter stations at Dawson Creek, Hamlin and Gimli, continued flights of the U.S.A.A.F. B-29 aircraft presently stationed at Edmonton and operation of the necessary monitoring stations as might be agreed upon between the Canadian and United States representatives. The present monitoring stations are shown below:

Yellowknife) Norman Wells)	-	Operated by R.C.A.F.
Edmonton)		
Baker Lake	-	Operated by Canadian Army
Churchill) Ottawa)	-	Operated by R.C.N.
Fairbanks, Alaska	-	Operated by United States.

Under present arrangements the United States provides all equipment, the personnel to man the transmitter stations and the complete operation of the monitoring station at Fairbanks. Canada undertakes the operation of the remaining monitoring stations and messing, housing and transport of the

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United States personnel at the transmitter stations.

The Board agreed that the continuation of these joint tests of low frequency Loran was essential in that they were not only of the utmost importance in the development of long range aids to navigation but also valuable in the development of early warning systems, long range guided missiles, etc., and recommended approval of the United States request.

The Secretary of the Canadian Section undertook to transmit the United States request, along with the recommendation of the Board, to the Canadian Government for consideration and decision and, in so doing, to stress the necessity of such decision being reached by May 15th.

4. The Board considered its First Recommendation made August 26, 1940, approved by the two governments and now in effect between the two Sections of the Board and through them transmitted to the armed forces of the two countries. This recommendation reads as follows:

> "It was agreed that there should be a full and complete exchange of military, air and naval information between the two Sections of the Board, with the understanding that each Section would be free to convey to its government any information they received."

The Board decided that it was advisable to substitute for the First Recommendation the following Recommendation:

Subject to the national policies of the two governments, there shall be a free and comprehensive exchange of military information in so far as it affects the security of the two countries, the circulation of which shall be subject to such restrictions as may be specified by the originating country.

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5. Discussions which have taken place in the Permanent Joint Board on Defence, established on August 17th, 1940, have reaffirmed the importance of continuing to maintain in peacetime a close relationship between the armed forces of Canada and the United States. It is submitted that the obligations of the Governments of Canada and the United States under the Charter of the United Nations for the maintenance of international peace and security would be fulfilled more effectively through such a relationship. The Board, accordingly, makes the following Recommendation:

In order to make more effective provision for the security of the northern part of the western hemisphere, Canada and the United States should provide for close cooperation between their armed forces in all matters relating thereto, and in particular, through the following measures:

(a) Interchange of personnel between the armed forces of both countries in such numbers and upon such terms as may be agreed upon from time to time by the respective military, naval and air authorities.

(b) Adoption, as far as practicable, of common designs and standards in arms, equipment, organization, methods of training and new developments to be encouraged, due recognition being given by each country to the special circumstances prevailing therein.

(c) Cooperation and exchange of observers in connection with exercises and with the development and tests of material of common interest to the armed services to be encouraged.

(d) Reciprocal provision of its military, naval and air facilities by each country to the armed forces of the other country; each country continuing to provide reciprocally for transit

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through its territory and territorial waters of military aircraft and public vessels of the other country.

(e) Allocation of responsibility to each country for mapping and surveying its own territory and providing maps to the other country in accordance with agreed needs.

6. General Henry presented a memorandum dated April 26th, 1946, dealing with the Alaska landline system, which is attached as an Appendix to the Journal. The Canadian Section undertook to have this memorandum considered by the appropriate Canadian authorities.

7. Mr. Parsons informed the Board that the United States Ambassador would shortly present to the Canadian Government proposals for the establishment of civil weather stations in the western Arctic archipelago. It was the intention of the United States authorities that the Board should be kept informed of all developments and should be consulted on any defence aspects that might require consideration.

8. After agreeing to meet in Montreal on June 13th and 14th, the Board adjourned at 8.45 p.m.

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C219661

23 April 1946

MEMORANDUM FOR THE SECRETARY, CANADIAN SECTION, PJB

SUBJECT: Continuation of Low Frequency Loran Experimental Project in Arctic Regions

1. In connection with the Canadian Musk-Ox Exercise, the U.S. Army Air Forces has accomplished installation of three (3) low frequency Loran stations in Canada, and the system is in routine operation at present. The length of time these LF Loran stations will be on the air for the period of the Musk-Ox Exercise is considered insufficient to produce adequate experimental data concerning the operational characteristics of LF Loran in the Arctic for the reason that:

a. Variations in wave propagation and noice characteristics due to atmospheric, ionospheric and magnetic changes may be expected during the seasons of the year.

b. The period prior to the completion, 15 May, 1946, of the Musk-Ox exercise will be required to smooth out the flow of data, standardize on data recording procedures, perfect the training of observers and flight crews and perfect the technique of reading, recording and machine computing.

c. During the Musk-Ox exercise the prime consideration has been to keep the three ground stations in continuous operation in accordance with the prescribed schedule determined by the navigational requirement of the exercise. This does not permit the stations to be shut down for minor modification and testing or for changes in operating techniques.

2. In view of the above and in view of the satisfactory results obtained thus far, it is requested that the Canadian Government approve the extension of the operation of the low frequency Loran stations for a period of one year after the completion of the Musk-Ox exercise - this extension to include the necessary monitoring stations that may be jointly agreed upon between the Canadian and U.S. representatives, and the necessary flights of B-29 aircraft. This extension period will be devoted to a program of testing, analysis and development of LF Loran in Arctic operation. A detailed program of what is expected to be accomplished during the coming year is included in Tab A.

3. It is requested that, if possible, the Canadian Government should give its approval to the above extension prior to 1 May 1946 in order that the planning and moving of the necessary personnel and equipment may be accomplished by the RCAF and US AAF without interruption of the experimental program under way, which experimental program would more or less terminate with the completion of the present Musk-Ox exercise, 15 May 1946.

4. From initial reports from Canada and United States personnel, it is believed to date that the Loran experiments have given excellent results for navigational purposes in that the aircraft supplying the Musk-Ox exercise were able to determine their position within a few miles in the area over which they were operating, as well as were the ground force troops. Due to the experimental nature of the equipment and the speed with which it had to be transported and installed, some minor equipment failures have occurred, but it is believed that with further experiments these can be ironed out. In addition to providing navigational facilities for the Musk-Ox exercise, advantage is being taken of the operating system to determine the maximum area which can be covered by low frequency Loran. This is being accomplished by the operation of B-29 aircraft over the entire

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area, and the maintenance of a number of ground monitoring stations. Data thus obtained will be analyzed to determine the effectiveness of LF Loran as a navigational system for the Arctic regions, effects of Arctic atmospheric, ionospheric and magnetic conditions on the accuracy of the system, and development of improvements in the equipment and operational procedure.

5. It is hoped that a favorable reply to this request can be made at the coming Board meeting, 29 April 1946. If this matter is approved in principle, the necessary details can be worked out between United States and Canadian personnel concerned.

GUY V. HENRY,
Major General, U.S. Army
Senior U.S. Army Member.

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C219563

26 April 1946

MEMORANDUM FOR THE CANADIAN SECTION, PJBD:

SUBJECT: Alaska Landline System

1. At the last meeting of the Board, the matter of the United States leasing certain circuits on the Alaska Landline System was informally discussed, and Air Vice Marshal Curtis presented a proposed cost which was based on $4.00 per month, per mile, per circuit. He stated that this seemed to be the commercial rate. That is the rate which the United States has heretofore paid the Alberta Telephone Company for circuits leased between Edmonton and the U.S. Border.

2. Since the last meeting of the Board, a group of officers has been studying certain matters within Alaska and has made a tentative recommendation that the Landline System be maintained and that the United States lease one or more circuits between Edmonton and the Alaskan Border. This recommendation has been returned to this group of officers for further study in comparing this matter with the maintenance of the present cable between the United States and Alaska and present radio facilities between the same. The matter of cost is, of course, involved. At the present rates it would cost the United States approximately $300,000 a year to lease three circuits from the Alaskan Border. In addition thereto, to complete the entire system, additional circuits would have to be leased within the United States.

3. It is recommended that the Canadian Government give consideration to the minimum rate that they would feel justified in leasing to the United States one or more circuits over the Landline System from the Alaskan Border to Edmonton, and be prepared to discuss this subject with Signal Corps representatives at a proper time. The Alberta Telephone Company has already been approached and has reduced their rate from $4.00 to $3.50. It is possible that they would be willing to still reduce it provided certain financial arrangements can be made for the United States leasing circuits on the Alaska Landline proper.

4. It is known that talks have taken place between local United States and R.C.A.F. officers on duty with the Alaska Landline, but it is not known whether or not these talks have reached any high level among Canadian officials.

5. This memorandum is submitted in order to present the case for consideration, both from a financial and a defense viewpoint, and it is believed by the undersigned that the defense viewpoint will be enhanced if satisfactory financial arrangements can be made for the United States leasing of one or more circuits over this system.

GUY V. HENRY,
Major General, U.S. Army
Senior U.S. Army Member.

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PJBD June 28, 1946

[redacted]

My attention has been drawn to an article appearing in the issue of the Financial Post dated June 29th and which is headed: "Canada 'Another Belgium' in U.S. Air Bases Proposal? Hear Washington Insists Dominion's Northern Frontier be Fortified - 'Atomic Age Maginot Line' is Feared". This wholly misleading article contains so many serious inaccuracies that I am bound to take exception to it in the strongest terms. Amongst other things the article alleges that a virtual ultimatum from the United States calling on Canada to fortify her northern frontier is reported to have hastened my return from England this month.

It is, of course, absurd to imagine that the Government of the United States would present anything that could, by any stretch of the imagination, be described as an ultimatum, and there is no foundation whatever for this allegation. It is also untrue, as claimed in the article, that the United States Government has presented a plan for northern air bases. In view of what I have said, I perhaps need hardly add that my return from the United Kingdom was in no way influenced by any such imagined developments.

It is a fact, of course, that the Permanent Joint Board on Defence is charged with studying the defences of North America which includes our northern frontiers. The extent to which their vulnerability may or may not have been increased by reason of technological developments in recent years, and the measures which should be adopted for their protection, are proper subjects of study by the Board. The Board is therefore examining them, and would be remiss in its duties if it did not.

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C219665

TOP SECRET Ottawa, September 6th, 1946.

MEMORANDUM FOR THE PRIME MINISTER:

Re: Standardization of military equipment between the United Kingdom, the United States and Canada

1. The Chief of the General Staff understands that, when Field Marshal Montgomery sees you in Ottawa on Monday, he will raise the question of standizing equipment and weapons as between British, Canadian and United States forces.

2. This morning, the Chiefs of Staff Committee, with Robertson, Pearson, Wrong and myself, considered a paper on this question approved by the U.K. Cabinet Defence Committee and forwarded to External Affairs through Earnscliffe. The paper, which is in the form of a report by the U.K. Chiefs of Staff, recognizes the desirability of standardizing equipment between the Armed Forces of the three countries, outlines the difficulties which the implementing of such a policy involves and concludes by recommending the joint approach to the U. S. Government on the part of the United Kingdom and Canada. The object would be to persuade U.S. authorities to adopt a policy of immediate cooperation with a view to eventual adoption of weapons and equipment of common types.

3. Canadian military authorities have, for some time, recognized that the adoption of standard equipment as between the United Kingdom and the United States would be directly in the interest of Canada. Our industrial standards are for the most part North American; on the other hand, traditionally, our Navy, Army and Air Force have been equipped on the British model, though the recent war modified this to a considerable degree. As in so many other fields, our objective, it is felt, should be to bring the British and Americans together.

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C219666

4. Field Marshal Montgomery intends to discuss this subject informally not only with General Eisenhower, but apparently with the President. If you agree, we thought that there would be no harm in your saying to the Field Marshal that he might intimate in Washington that he had approached the Canadian authorities informally and had learned that they were in general agreement with the U.K.'s views.

5. On the other hand, we did not think that the objective could best be achieved by a formal approach by the U.K. government on the political level; nor did we feel that the Canadian government should be a party to a joint approach as is suggested in the U.K. paper. It was our view that a less formal initiative by the U.K. staff to their opposite numbers in the United States would not be so likely to encounter political difficulty. So far as Canada is concerned, the joint planning now being carried on under the auspices of the Permanent Joint Board on Defence has already given an opportunity to our officers to express a view favourable to standardization. Any further initiative which might be taken on our part might, we felt, remain on the Service level.

6. It was thought that you might wish to have our views on this subject before you see Field Marshal Montgomery and I have, therefore, prepared this note rather hurriedly in order that you may have it in good time. It has been seen by Robertson and Foulkes, both of whom concur.

7. General Foulkes tells me that he is to have a word with you privately before you see Field Marshal Montgomery.

A.D.P.H.

P.S. I have just been informed that the U.K. government now feel that any "joint approach" be left in abeyance until the results of Montgomery's informal discussions are known.

N.B. See also Cabinet Conclusions, September 26, 1946. Para 21(3)

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PRIVY COUNCIL OFFICE

MEMORANDUM

PJBD

C219667

SECRET

FOR THE PRIME MINISTER:

I am sending you, herewith, copy No.1 of the Journal of the Permanent Joint Board on Defence covering the meeting of the Board held in Montreal on November 18th and 19th.

Copies are being sent as usual to the Minister of National Defence, the Minister of National Defence for Air, and to the Minister of Reconstruction and Supply.

This Journal will be submitted at an early date.

A.D.P.H.

November 22nd, 1946.

See especially paras. 8, 13, 14, 21

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SECRET

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, MONTREAL, NOVEMBER 19-20, 1946.

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1. The Permanent Joint Board on Defence met in Montreal on Tuesday, November 19, 1946, at 11.00 a.m. at the Windsor Hotel. The following members participated:

Canadian Section	United States Section
Gen. the Hon.A.G.L. McNaughton	The Hon. F.H. LaGuardia
Commodore H.G. De Wolf	Major General Guy V. Henry
Major General Churchill Mann	Rear Admiral J. Cary Jones
Colonel J.E.C. Pangman	Colonel Charles H. Deerwester
Air Vice Marshal W.A. Curtis	Mr. J. Graham Parsons
Group Captain S.W. Coleman	
Mr. R.M. Macdonnell	
In Attendance(for Loran discussion)	In Attendance(for Loran discussion)
Group Captain M.M. Hendrick	Colonel O.C. Maier
Wing Commander G.M. Fawcett	Lieut. Colonel G.M. Higginson
Flight Lieutenant K.R. Greenaway	Major P.E. Hopkins
Commodore J.R. Foster	

2. General Henry presented a memorandum dealing with Loran coverage of the North American Arctic, which is attached as an Appendix to the Journal. As a tentative proposal, the United States believes that a long-range programme should be adopted for the emplacement of six stations, three of which would be in Canada, two in Greenland, and one in Alaska. The United States Section wish to learn in due course whether the Canadian Government would approve the programme and, if so, whether Canada would wish to install and operate the stations, or have the United States do so, or carry out the programme as a co-operative measure. In particular, it was desired to know whether the Canadian Government would approve the installation of a station at Port Brabandt near Aklavik and another at Cambridge Bay on Victoria Island during the summer of 1947. Technical officers from both the United States and Canadian Services were present for the discussions which followed and explained the proposed programme in some detail for members of the Board.

It was the view of the Board that LF Loran has proven itself as an aid to navigation which it is essential to establish in the North for defence purposes. It also appears clear that Loran is of great value to civil aviation operations, although this is outside the scope of the Board's activity. It was agreed that the Canadian Air Member would submit to the appropriate Canadian authorities the tentative programme put forward by the United States Section, and if the principle of the proposal were approved he would endeavour to ascertain as soon as possible which of the three alternative methods of operation was preferred by the Canadian authorities.

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3. Colonel Deerwester raised the question of assuring adequate cooperation between Canada and the United States in air-sea rescue measures along the Canadian-United States border. It was agreed that the details of cooperation should be carefully worked out. The Canadian Air Member stated that he would take the matter up on his return to Ottawa.

4. The Board discussed the progress made in exchanging officers of the Armed Forces between Canada and the United States and noted with satisfaction that this programme had got off to a successful start and showed every promise of working well.

5. For the information of the Canadian Section, Colonel Deerwester presented a memorandum dealing with fuelling facilities and maintenance at Goose Bay, Labrador. This information will be transmitted to the appropriate Canadian authorities.

6. The Secretary of the United States Section reported that steps had been taken in the United States to provide for the implementation of the Board's 34th Recommendation.

7. Admiral Jones raised the question of whether it would not be advantageous to establish an Advisory Committee on Communications composed of representatives of all United States and Canadian Military and Naval Services. In the discussion which followed, it was recognized that such a committee would be of great value. It was the general view, however, that rather than create a new committee it would be preferable to use and enlarge if necessary the existing sub-committee on defence communications set up under the Military Cooperation Committee. It was agreed that both sides would re-examine the membership of this sub-committee to see whether additions to its membership were desirable.

8. Admiral Jones expressed the view of the United States Navy Department that it would be desirable to draw up an over-all plan for expediting hydrographic and aerial surveys of strategic areas bordering on the Pacific, Atlantic, and Arctic Coasts. It was agreed that this field lay within the competence of the sub-committee on air photography, mapping and charting for defence. This sub-committee was designed to include consideration of hydrographic surveys, and it was the view of the Board that its title should be amended to make this clear because of the importance of hydrographic surveys. It was agreed that both sides would re-examine the membership of this sub-committee to see whether additions to its membership were desirable.

9. Admiral Jones stated that the United States Navy was interested in the establishment of zenith tube stations throughout the world for improving the accuracy of nautical and air almanacs available for the use of navigators and scientists. In the United States, this work has been done primarily by the Navy who believe that the Canadian authorities might wish to consider the desirability of setting up such a station in Canada. It was agreed that this would be brought by the Secretary of the Canadian Section to the attention of the Dominion Astronomer whose comments would be sought.

10. For the information of the Board, Admiral Jones stated that the United States planned to station four submarines in the Great Lakes as moored armouries and for training purposes. They would be stationed at Chicago, Milwaukee, Cleveland and Detroit.

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11. Also for the information of the Board, Admiral Jones stated that, should the programme for the establishment of Arctic weather stations be approved, the United States Navy would collaborate and provide transport to northern waters in the summer of 1947. They would welcome one or more Canadian naval vessels on this expedition.

12. The Secretary of the Canadian Section referred briefly to developments which had taken place since the last meeting with respect to military planning and cooperation, the most important of which had been the discussions between the Prime Minister and the President. The Canadian Government were examining with great care the various proposals put forward by the Board or under its auspices. In particular, the Draft 35th Recommendation had been considered and it was now possible to state that a recommendation by the Board along these lines would be approved by the Canadian Government. On this, and on other current matters, the Canadian Government were impressed with the importance of the political implications which must be taken into account as, indeed, were the Board. The Canadian Government concurred with the view of the President of the United States that it would be desirable to have certain defence questions reviewed jointly by the two Governments at this time. A proposal for diplomatic discussions had, therefore, been made by the Canadian Government through appropriate channels. The Board agreed that the outcome of these discussions would have an important bearing on its work.

13. Discussions which have taken place in the Permanent Joint Board on Defence, established on August 17th, 1940, have reaffirmed the importance of continuing to maintain in peacetime a close relationship between the armed forces of Canada and the United States. It is submitted that the obligations of the Governments of Canada and the United States under the Charter of the United Nations for the maintenance of international peace and security would be fulfilled more effectively through such a relationship. The Board, accordingly, makes the following Recommendation:

In order to make more effective provision for the security of the northern part of the western hemisphere, Canada and the United States should provide for close cooperation between their armed forces in all matters relating thereto, and in particular, through the following measures:

(a) Interchange of personnel between the armed forces of both countries in such numbers and upon such terms as may be agreed upon from time to time by the respective military, naval and air authorities.

(b) Adoption, as far as practicable, of common designs and standards in arms, equipment, organization, methods of training and new developments to be encouraged, due recognition being given by each country to the special circumstances prevailing therein.

(c) Cooperation and exchange of observers in connection with exercises and with the development and tests of material of common interest to the armed services to be encouraged.

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(d) Reciprocal provision by mutual arrangement between the Governments of its military, naval and air facilities by each country to the armed forces of the other country. Each country shall continue to provide reciprocally for transit through its territory and territorial waters of military aircraft and public vessels of the other country.

(e) Subject to any special arrangement which may be entered into, each country will be primarily responsible for the mapping of its own territory and for the provision of maps in accordance with agreed needs.

(f) In time of peace certain principles should govern the joint construction or maintenance of military projects, the carrying out of joint tests or exercises and the use by one country of military facilities in the other country, when such activities have been approved by the appropriate authorities of both governments, and these principles should be applied on a reciprocal basis as follows:

(i) Military projects or joint tests or exercises undertaken within the territory of one country, or the territory leased by one country, should be under the supervision of that country.

(ii) Military projects, tests or exercises, agreed to by both countries, whether jointly conducted or not, are without prejudice to the sovereignty of either country, confer no permanent rights or status upon either country, and give only such temporary rights or status as are agreed upon by the appropriate authorities of the two countries in authorizing the projects, tests or exercises.

(iii) Public information in regard to military projects, tests or exercises, jointly conducted or conducted by one country in the other country, or in the territory leased by it, should be the primary responsibility of the country whose territory is utilized. All public statements on these subjects shall be made only after mutual agreement between the appropriate authorities of the two countries.

In discussing the interpretation of the words "by mutual arrangement between the Governments" in sub-paragraph (d) above, it was the view of the Board that this represents a continuation of present policy under which such arrangements may be delegated to appropriate service authorities.

14. There was a discussion of the extent to which information concerning defence planning in progress between Canada and the United States should be made available to the United Kingdom authorities. It was the view of the United States Section that there was no objection to passing on to the United Kingdom the general lines of planning now in progress. Moreover, in fields where cooperation with the United Kingdom is essential, such as anti-submarine convoy and routing, and the defence of Newfoundland and Labrador, there was no objection to passing on considerable detailed information. It was thought, however, that it would not be in the general interest and might even cause some confusion to arise if details of projected plans for North American defence, with which the United Kingdom had no

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functional concern, were passed on. The senior United States Army and Navy Members undertook to raise this question with the appropriate authorities on their return to Washington and to provide the Canadian Section with the views of the latter.

15. The Board was informed that discussions had taken place in Ottawa regarding financial arrangements which should govern the exchange of service personnel between the two countries. A simple and flexible scheme had been agreed upon in principle, which the Board noted with satisfaction, and the War Department were now waiting for further details from Ottawa. General Mann undertook to expedite these.

16. The Board was informed and noted that satisfactory arrangements had been made with regard to discipline and commanding at Churchill. Each country would issue orders to its personnel instructing them to obey the orders of senior officers regardless of nationality. It was also noted that inter-governmental discussions on the enforcement and applicability of civil and criminal law would shortly take place.

17. The Board received and noted reports on the following subjects:

(a) Joint planning activities
(b) The winter experimental establishment at Churchill
(c) Canadian-United States meeting to discuss withdrawal of U.S. detachments from the Northwest Staging Route.

18. The Board considered a report on the Canadian-United States meeting to discuss the Northwest Staging Route landline system. The Board recorded its satisfaction that adequate arrangements had been made to assure the maintenance of the system and expressed the hope that the recommendations of the Committee, which had been working on this problem, with regard to interim operations would shortly be implemented. The Canadian Air Member undertook to follow this up. Insofar as the landline from Skagway to Whitehorse was concerned, General Henry stated that the Chief Signal Officer of the United States Army would get in touch with the White Pass and Yukon Railroad with a view to securing the maintenance of the unused circuits along their right of way. The Senior United States Navy Member noted that circuits on the landline system were available and undertook to bring this to the attention of the Navy Department and to communicate further with the Canadian Air Member.

19. Air Vice Marshal Curtis mentioned the possibility of an international company being established to operate a hotel at Goose Bay. The Board endorsed the view of the R.C.A.F. that for reasons of security such a development would be undesirable.

20. Progress Reports were presented by the service members and discussed by the Board.

21. It was agreed to hold the next meeting in Winnipeg on February 18 and 19 and to visit the experimental establishment at Churchill in connection with this meeting. The Board adjourned at 12.45 p.m., Wednesday, November 20.

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APPENDIX 1

CANADA UNITED STATES

PERMANENT JOINT BOARD ON DEFENSE
Washington 25, D.C.

PJB 128-60 14 November 1946

MEMORANDUM FOR THE MEMBERS OF THE PERMANENT JOINT BOARD ON DEFENSE, CANADA-UNITED STATES:

SUBJECT: Loran Coverage of the North American Arctic

1. With increased aerial, weather, mapping and other activities in the North American Arctic, the Army Air Forces believe there should be an installation of low frequency loran stations in this area to furnish long distance navigational fixes in support of the activities just enumerated. This subject has already been studied in a general way in the preliminary planning discussions of the Joint Subcommittee on Air Navigational Aids for Defense. As a tentative proposal, the United States believes that a long range program should be adopted for the emplacement of six (6) stations, three (3) of which would be in Canadian territory, two (2) in Greenland and one (1) in Alaska. The tentative locations for the three Canadian stations are as follows:

Port Brabandt, Northwest Territories
Cambridge Bay, Victoria Island
River Clyde, Baffin Island

2. The U. S. Army Air Forces have requested that I present the above tentative program to the Board at this time in order to secure its favorable recommendation. The Air Forces hope that one or possibly two of the proposed Canadian stations could be installed during the summer of 1947 and the remainder during the summer of 1948, either by the Canadian Government, jointly, or by the U. S. Army Air Forces. The method adopted will, of course, depend upon the approval and desires of the Canadian Government and, in the case of the United States, the availability of funds and personnel to the Army Air Forces. The installation of six stations would provide two integrated operational units of three stations each. Each station would be manned by approximately thirty-five persons.

3. In order that the U. S. Army Air Forces may plan for the future, it is requested that the Canadian Section obtain the following information:

a. Does the Canadian Government approve of the program?

b. If so, would Canada desire to install and operate the stations, or have the United States AAF do so, or carry out the program as a cooperative measure?

c. Under the conditions laid down in b above, will the Canadian Government approve of the installation of a station in the vicinity of Port Brabandt, Northwest Territories, and Cambridge Bay, Victoria Island, during the summer of 1947?

(Sgd.) GUY V. HENRY
Major General, U. S. Army
Senior U. S. Army Member

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PRIVY COUNCIL OFFICE

MEMORANDUM

PJBD

SECRET

FOR THE PRIME MINISTER:

I am sending you, herewith, copy No.1 of the Journal of the Permanent Joint Board on Defence, covering the meeting of the Board held in Winnipeg, on February 18th and 19th.

Copies are being sent as usual to the Minister of Reconstruction and Supply and to the Minister of National Defence.

This Journal will be submitted at an early meeting.

A.D.P.H.

A.D.P.H.

February 27th,1947.

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PERMANENT JOINT BOARD ON DEFENCE

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JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, WINNIPEG, FEBRUARY 18-19, 1947

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1. The Permanent Joint Board on Defence met in Winnipeg on Tuesday, February 18, 1947, at 11:45 a.m. at the Fort Garry Hotel. The following members participated:

Canadian Section	United States Section
General A.G.L. McNaughton	Mr. F.H. LaGuardia
Commodore F.L. Houghton	Major General L.E. Oliver (vice Major General Henry)
Major General C.C. Mann	Rear Admiral J. Cary Jones
Colonel J.E.C. Pangman	Colonel C.H. Deerwester
Air Vice Marshal W.A. Curtis	Captain G.W. Anderson, Jr.
Group Captain S.W. Coleman	Mr. J. Graham Parsons
Mr. R.M. Macdonnell	Mr. Andrew B. Foster
Mr. S.F. Rae	

The Board noted with regret the absence of Major General Henry, and welcomed Major General Oliver serving in his stead.

The Board welcomed the following new members:

Captain G.W. Anderson, Jr., replacing Rear Admiral Greer;

Commodore F.L. Houghton replacing Commodore H.G. De Wolf;

Mr. Andrew B. Foster who will replace Mr. J. Graham Parsons; and Mr. S.F. Rae who will replace Mr. R.M. Macdonnell.

In announcing these changes the Chairman on behalf of the Board expressed appreciation to the retiring members for their assistance in all phases of the Board's work. Particular credit was due to Mr. Parsons and to Mr. Macdonnell whose work had greatly contributed to the preparation and implementation of the Board's Recommendation of November 20, 1946.

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2. Before the meeting of the Board a United States Army film "Alaska Highway" was shown. Brigadier Walsh of the Canadian Army then described current conditions on the Northwest Highway. After replying to questions, Brigadier Walsh circulated a list showing the present camps and related facilities located at various points on the Northwest Highway System.

3. The Secretary of the Canadian Section reported, for the information of the Board, on the progress which had been made with regard to the establishment of weather stations in the North. The Canadian Government had recently informed the United States Government of its willingness, in cooperation with the United States Government, to establish a number of weather stations in the Arctic during the years 1947, 1948 and 1949. This decision was based upon recommendations which had been made by the Interdepartmental Meteorological Committee, and closely followed earlier proposals which had been put forward by the United States Government. A meeting of officials of the two countries would be held shortly in Ottawa in order to work out the details of the joint programme.

4. Major General Mann informed the Board that the Canadian Army had prepared a draft order, which had been concurred in by the three Canadian services, and which could be put into effect at once, covering the reciprocal powers of command governing the conduct of both Canadian and United States personnel serving at Fort Churchill. Colonel Deerwester stated that the War Department concurred in principle, and submitted a similar draft order that the War Department was prepared to issue, directing United States Army personnel serving at Fort Churchill to obey the standing orders of the Canadian Commanding Officer and, in addition, to obey the orders of officers or non-commissioned officers of these forces superior to them in relative rank. Copies of the draft orders are attached.

It was anticipated that these orders could be extended to cover the situation at other points where forces of the two countries are jointly established. The Board noted with satisfaction that this

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practical solution had been reached. The service members undertook to initiate appropriate action.

5. Major General Mann reported that the procedure governing financial arrangements concerning the interchange of officers between Canada and the United States had been under review by the Canadian Chiefs of Staff Committee. It was noted that the two Governments were now in agreement in regard to the interchanges, attachments, and loans of service personnel, each Government undertaking to pay its own personnel at its own rates (both pay and allowances including travel expenses) and under its own regulations.

6. The Board was informed of the arrangements which had been made for the interchange of officers of all services, and noted that these plans, in implementation of the Recommendation of November 20, 1946, were working out satisfactorily.

Colonel Deerwester reported that the United States War Department had recently issued a memorandum embodying a directive, a copy of which is attached, regarding United States Army officers detailed for duty with the Canadian Armed Forces under the interchange programme. The Board discussed the relationships arising out of these exchanges with particular reference to a provision in the War Department's directive stating that officers thus attached would provide "an informal link" between the Service Departments of the two countries for the exchange of information, exclusive of intelligence, of mutual interest.

It was the view of the Board that officers attached to the Armed Forces of either country should under no circumstances forward official reports to the Service Department of their own country without keeping the commanding officers of the units to which they are attached fully informed of the subject matter of such reports. It was suggested that all services in both countries ensure that directives to officers interchanged stress this point.

7. Group Captain Coleman distributed copies of the Second Progress Report of the Canadian Joint Planning Committee of the Canadian Chiefs of Staff Committee for the information of the

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service members.

8. Air Vice Marshal Curtis reported on the status of the LF Loran experimental project in Canada. The proposals set forth in the United States Memorandum presented at the meeting of the Board held in Montreal, November 19-20, 1946, together with Canadian Recommendations were now before the Government of Canada for decision.

9. Air Vice Marshal Curtis reported on the progress concerning arrangements with the Canadian Customs and Immigration authorities to facilitate joint air search and rescue operations along the Canadian-United States border. The Canadian Customs authorities had indicated their readiness to cooperate in facilitating the entry of United States service aircraft on search operations subject to certain provisions regarding notification to the Canadian Customs authorities. The Secretary of the Canadian Section undertook to inform the United States authorities, through the regular channels, of the proposals of the Canadian Customs authorities.

10. Colonel Deerwester drew the attention of the Board to the informal agreement which had been reached with the United States Customs authorities providing for the payment from United States funds of over-time Customs charges incurred by Royal Canadian Air Force aircraft in the United States on official business in connection with joint defence matters. Provision has been made for payment on the certification of the United States Military Attache in Ottawa that a flight in question is of joint military interest to the Governments of the United States and Canada.

11. In view of the second paragraph of the Recommendation of November 20, 1946, providing for the adoption, as far as practicable, of "common designs and standards in arms, equipment, organization" by the Services of the two countries, the Board noted the difference in the practice followed by the Air Forces of the United States, on

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the one hand, and the Air Forces of Canada, on the other hand, in the nomenclature of Air Force units. Such discrepancies might seriously impair the efficient cooperation of the Air Forces of the two countries in periods of joint active operations. Colonel Deerwester informed the Board that the question of the reorganization of the Army Air Forces was currently under discussion in Washington. In the view of the Board, particular attention should be given to this problem in the light of the Recommendation of November 20, 1946, and it was agreed that this matter should be explored by the Air Forces of both Countries.

12. The Secretary of the United States Section reported that the stipulations made by the Newfoundland Government in respect to the proposed customs treatment of dependents of service personnel at Goose Bay raised questions of interpretation of the Leased Bases Agreement of 1941 between the United States and the United Kingdom. In addition it appeared that the treatment now accorded to Canadian and United States personnel at Goose Bay differed in several respects. Under the circumstances, the War Department had postponed granting permission to dependents to proceed to Goose Bay. The Board recognized the complexities of the situation and felt that it would be desirable for both Governments to avoid premature action which might render a mutually satisfactory solution more difficult in future. In this connection, the opinion was expressed that at an appropriate time it might be desirable to discuss with the Newfoundland authorities the significance to Newfoundland of the Recommendation of November 20, 1946, to ensure that the cooperation between the Canadian - United States armed forces therein provided for would extend also to their respective leased bases in Newfoundland territory.

13. Rear Admiral Jones drew to the attention of the service members of the Canadian Section for the consideration of the Canadian Chiefs of Staff, a proposed working formula for the security implementation of the 34th Recommendation of the Board. This working

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formula was submitted informally in order to obtain the comments of the Canadian Chiefs of Staff prior to its submission in a more formal manner by the United States Chiefs of Staff. Major-General Mann undertook to submit the draft formula to the Canadian Chiefs of Staff for informal approval.

14. Colonel Deerwester informed the Board that instructions had been issued by the United States Army Air Forces that at all installations within Canadian territory and under United States Army Air Forces control, the flags of Canada and the United States would both be flown under identical conditions and rendered correspondingly appropriate honours. A memorandum dealing with these instructions is attached.

15. The Secretary of the United States Section quoted official correspondence exchanged recording the approval by the two Governments of the Recommendation of November 20, 1946, which replaced the Recommendation of April 29, 1946. It was agreed that, in view of its importance, the text of the joint statement, issued by the two Governments on February 12, 1947 and the supplementary statement made in the House of Commons by the Prime Minister of Canada should be attached to the Journal.

The Board noted that the approval of this Recommendation ensured the continuance of peace-time collaboration between the armed forces of the two countries.

16. Major General Mann outlined the arrangements for the forthcoming visit of military attaches and press representatives to Churchill which had been approved by the Canadian Chiefs of Staff. The visit is scheduled to take place in the last week of February, and the necessary security arrangements have been made. Colonel Deerwester reported that the War Department had recently removed its security classification on the establishment at Churchill, but pointed out that this declassification did not apply to specific projects. The Department of National Defence was expected to take similar action shortly.

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17. Colonel Deerwester presented a memorandum, a copy of which is attached, with regard to weather stations in Northeastern Canada. Despite intensive efforts, it had not been possible to obtain civilian personnel for these stations as desired by the Canadian authorities. The Board noted that the United States Army Air Forces were prepared to staff the weather stations with military personnel until such time as civilians could be obtained or the Canadian authorities were in a position to take over the operation of these stations. The Secretary of the Canadian Section undertook to inform the Canadian authorities accordingly.

18. Colonel Deerwester circulated a memorandum setting forth a request from the Commanding General of the Pacific Division of the Air Transport Command for permission to over-fly Edmonton on their normal transport runs, making one stop at Fort Nelson between Great Falls, Montana, and Fairbanks, Alaska. To complete such arrangements it would be necessary to establish Canadian Customs inspection facilities at Fort Nelson, British Columbia. Air Vice Marshal Curtis undertook to take up this request with the Canadian Customs and Immigration authorities.

19. The United States Section requested information concerning a report which had been received to the effect that the Canadian National Telegraphs operating the land-line for the Department of Transport had cancelled the Schedule "F" Control Arrangements regulating flights over the Northwest Staging Route. Air Vice Marshal Curtis agreed to outline the present arrangements by letter in further detail.

20. Colonel Deerwester presented a memorandum for the information of the Board quoting a War Department directive to the Commanding Generals Army, Air and Ground Forces and the Chief of the Technical Services, covering authorizations for the shipment of material from the United States to Canada in implementation of Joint Experimentation and Development between Canada and the United States. The memorandum on this subject is attached. With regard to the provision in the directive for the

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shipment of supplies and equipment required in Canada in connection with these joint tests, the Secretary of the Canadian Section undertook to take the matter up with the Canadian Customs authorities in order to facilitate the free entry of such supplies and equipment.

21. The Board recessed on February 19 at 11 a.m. in order to permit its members to proceed by RCAF aircraft to Fort Churchill. On arrival at 4.30 p.m., the members of the Board were welcomed by the Commanding Officer Lt. Colonel Cameron, who outlined the work now being undertaken. Major Faylor, Officer Commanding the United States detachment at the camp, and Dr. Woodcock, in charge of arctic clothing research, also gave brief progress reports. On February 20 visits were made to the L.F. Loran monitoring station at Fort Churchill, and to a number of sites at the camp itself including the gun area, the airport, and the field signals station. Special demonstrations were given of the water supply facilities, arctic clothing, snowhouse building, and United States Army mechanical equipment now under test. In the evening the Chairmen of the Board briefly addressed the officers at the camp. The Board reconvened at Winnipeg on February 21 at 4 p.m.

Fort Churchill is believed to be admirably adapted to such work for a number of reasons, among them, suitable climate (including wind-chill), accessibility by rail, air, and water to the industrial centres of the two countries, presence of existing facilities, and comparative economy of transportation and operation, as well as isolation from centres of population. In addition, it should be noted that only at Fort Churchill is it at present possible for personnel of the Armed Forces of Canada and the United States to acquire the experience of working together under arctic conditions in a terrain similar to that prevailing throughout a large proportion of the northern approaches to the continent. Furthermore, convenient to Fort Churchill, a wide variety of both arctic and sub-arctic features are present.

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The members of the Board, concerned with the vital need both in Canada and the United States for material and equipment suitable for efficient functioning in arctic regions under both winter and summer conditions, and convinced of the necessity of implementing the joint test provisions of the Recommendation of November 20, 1946, were impressed with Fort Churchill as the most suitable place to carry on continuing development work of this nature.

For these reasons the Board recommends that ways and means be found by the Armed Forces of the two countries to provide promptly additional and adequate facilities to develop Fort Churchill as an efficient installation for continuing joint research, experimentation, and tests of arctic material and equipment.

22. The Board, having visited Fort Churchill, noted with satisfaction that the principles set forth in the Recommendation of November 20, 1946, are being applied successfully in regard to the development, jointly, of winter warfare training and testing by the forces of the United States and Canada established there. In this connection, the Canadian Section pointed out the importance of training Canadian personnel in amphibious operations and stated that lack of facilities and considerations of economy precluded at this time such training in Canada. The Board recommended that, as a reciprocal application of the Recommendation of Nov. 20, 1946, arrangements should be made for the use of United States facilities, climate and topography for amphibious training of Canadian personnel jointly with United States forces. The Canadian Section's memorandum on this subject is attached.

23. Progress Reports were presented by the service members and discussed by the Board.

24. It was agreed to hold the next meeting at Dayton, Ohio on May 21st. The Board adjourned at 6 p.m., Friday, February 21.

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HQS 401-15 FD 8 [redacted]

13 January, 1947.

(Para 4)

Commandant,
Fort Churchill,
Churchill, Manitoba.

POWERS OF COMMAND

It is anticipated that in the normal course of military operations and business at Fort Churchill, Canadian troops will, of necessity, be called upon from time to time to obey orders and instructions given to them both verbally and otherwise by superior officers of the RCN, RCAF, or US Army. In order to establish clearly the position of Canadian Army personnel in relation to superior officers of these other Services and/or force, and to ensure that all troops under your command are fully aware of their duty to carry out such orders and instructions, and their liability to punishment for disobedience or non-compliance therewith, you will issue the following order:

ORDER

"Members of the Canadian Army serving with Fort Churchill are hereby notified that they will obey the orders and instructions of officers, WO's, Petty Officers and NCO's of the RCN, RCAF, and US Army, superior to them in relative rank. All such orders and instructions as are not contrary to Canadian Military Law shall have the same force and effect as if they had been issued by a superior officer, WO or NCO of the Canadian Army, and will be obeyed accordingly. It will therefore be clearly understood that when Canadian Army personnel are serving with Fort Churchill in conjunction with the RCN, RCAF, or US Army, the members of such Services and force will be treated and will have over such Canadian Army personnel, as individuals only, powers of command, (but not discipline and/or punishment), as if they were members of the Canadian Army of relative rank. Similarly, pursuant to orders issued by the officers commanding the detachments of such Services and force serving at Fort Churchill, Canadian Army personnel will be treated and will have over individual members of the RCN, RCAF or US Army the same powers of command as if they were members of those forces of relative rank. Failure to observe the terms of this Order will render the individual offender liable to disciplinary action under Canadian Military Law".

Signed Charles Foulkes
Lieutenant-General,
Chief of the General Staff.

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RESTRICTED

PERMANENT JOINT BOARD ON DEFENSE

Washington 25, D. C. (para 4)

AMERICAN SECTION
Room 2E844
Pentagon Building

14 February 1947.

File PJB 145-14

MEMORANDUM FOR THE MEMBERS OF THE PERMANENT JOINT BOARD ON DEFENSE CANADA-UNITED STATES:

SUBJECT: Reciprocal Powers of Command; Winter Experimental Station, Fort Churchill, Canada.

1. In letter dated 21 January 1947 the Secretary, Canadian Joint Staff Mission, Washington, D. C., presented to the Foreign Liaison Office, U. S. War Department, a proposal from the Canadian Chiefs of Staff regarding provision that should be made for reciprocal powers at Fort Churchill, and enclosed a draft order prepared for use by the Canadian Army. It was requested that the United States authorities concerned review the proposed draft order and indicate their willingness to issue similar orders covering relationship between United States and Canadian services.

2. The proposed draft order has been informally reviewed in the War Department and it is felt that the proper authorities in the War Department concur in principle with Canadian draft order and would be prepared to issue instructions in substance as follows:

"It is anticipated that in the normal course of military operations and business at Fort Churchill, Manitoba, United States troops must of necessity obey the standing orders of the Canadian Commanding Officer of that station and be called upon from time to time to obey orders and the instructions given to them orally or otherwise by superiors in relative rank who are members of the Canadian armed forces.

"In order that the United States troops may be fully aware of their duty in this matter, the United States Commanding Officer and/or Detachment Commanders will, upon arrival at Fort Churchill, issue the following order in writing:

ORDER

In order that the United States Army forces serving at Fort Churchill may work harmoniously and efficiently with the Canadian Armed Forces, the following is ordered:

Members of the United States Army forces serving at Fort Churchill are hereby directed to obey the standing orders of the Canadian Commanding Officer of the station and, in addition thereto, to obey the orders or instructions of officers or non-commissioned officers of these forces superior to them in relative rank.

Failure to obey the terms of this order will render the individual offender liable to disciplinary action by proper United States military commanders."

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3. It is the understanding in the War Department that the United States troops now at Fort Churchill are working under orders issued by the United States Commander in substance as indicated in both the Canadian proposed draft and the draft indicated above.

GUY V. HENRY
Major General, U. S. Army,
Senior Army Member.

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UNITED STATES

SECRET

PERMANENT JOINT BOARD ON DEFENSE

AMERICAN SECTION
Room 2E844
Pentagon Building

Washington 25, D. C.

(Para 6)

14 February 1947.

MEMORANDUM FOR THE MEMBERS OF THE PERMANENT JOINT BOARD ON DEFENSE CANADA-UNITED STATES:

SUBJECT: Instructions Issued Regarding U. S. Army Officers detailed for Duty with the Canadian Armed Forces.

1. The United States War Department has recently issued a directive regarding United States Army officers detailed for duty with Canadian armed forces under the program of mutual exchange of officers. For the general information of the Board, and especially for the information of the Canadian military members, the substance of this War Department directive appears below:

> "On 3 January 1946 the Joint Chiefs of Staff approved an exchange of officers between the United States and Canadian Armed Forces (JCS 1591/1). In implementation thereof the War Department has directed, to the extent practicable at this time, the exchange of certain officers between the Canadian and United States Armies for duty therein. Questions arising with reference to the assignment of United States officers to duty with elements of the Canadian Army indicate that the intent of the assignment and the proposed function of the officers so assigned is not clearly understood by all interested agencies.
>
> "The close cooperation established between the United States and Canada during World War II is well known. During the period since VJ day considerable attention has been given to consideration of continued cooperation and the following recommendations on this subject, formulated by the Permanent Joint Board on Defense, United States-Canada, have been approved by the President of the United States:
>
> > (There then followed, in the directive, the 34th Recommendation and the Recommendation of 20 November 1946 of the PJBD).
>
> "The United States officers sent pursuant to implementation of this policy constitute therefore a part of the planned cooperation between this country and the Dominion of Canada. It is expected that they will actively participate in carrying out the intent of the recommendations cited above. Although they have been relieved from duty with the War Department agencies to which they were assigned, and although their field of activity may encompass a variety of subjects of interest to the Army as a whole, it will be natural for them to continue their interest in matters of primary concern to their respective former War Department agencies. Utilization of these officers by War Department agencies concerned in the capacity of an informal link between the Canadian Army and their former or "parent" War Department agency for exchange of information of mutual interest, exclusive of intelligence, should result in the establishment of desirable multilateral channels at the various levels.
>
> "War Department agencies concerned are enjoined to take full advantage of the opportunities offered by this assignment of officers as a means for the informal exchange of ideas, thus advancing the accomplishment of planned cooperation between the two countries.

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"War Department agencies who may be receiving Canadian officers for duty at this time, or who may be assigned Canadian officers in subsequent implementation of continued coordination of the Armed Forces of the two countries, are further enjoined to:

"a. Familiarize the attached officer with United States Army procedure, administration, operation, training, equipment and development.

"b. Place the officer on such rotating duties as will best carry out the object of his attachment.

"c. Place the officer under such security regulations required to insure compliance with WD-DCMI-46.

"d. Provide such clerical assistance to the officer as may be practicable to assist him in the normal and proper performance of his duties."

2. The War Department hopes that this directive will enhance the value, to the home country, of U. S. Army officers detailed to duty in Canada and of Canadian officers detailed for duty in the U.S.

GUY V. HENRY
Major General, U. S. Army
Senior Army Member.

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GUY V. HENRY
Major General, U. S. Army
Senior Army Member.

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CANADA UNITED STATES

PERMANENT JOINT BOARD ON DEFENSE

Washington 25, D.C.

SECRET

(para. 14)

File PJB 128-91 14 February, 1947.

MEMORANDUM FOR THE BOARD:

SUBJECT: Flying of the Canadian Flag at U.S. Occupied Installations in Canada

1. It is desired to inform the Board that instructions are being issued by the U.S. Army Air Forces to the effect that at all installations within Canadian territory and under United States AAF control, and where the flag of the United States is flown, that the Canadian flag will also be flown - both flags to be approximately the same size and flown from staffs of equal height under identical conditions and rendered correspondingly appropriate honors.

2. When the Canadian flag is hoisted for the first time, it will be done with appropriate honors, by Canadian Military personnel if present, otherwise, by the Royal Canadian Mounted Police or orther suitable Canadian officials.

GUY V. HENRY
Major General, U.S. Army
Senior U.S. Army Member

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[redacted] SECRET
(para 15)

TEXT OF JOINT STATEMENT ISSUED IN OTTAWA AND WASHINGTON, FEBRUARY 12, 1947 TOGETHER WITH TEXT OF SUPPLEMENTARY STATEMENT BY PRIME MINISTER OF CANADA MADE IN THE HOUSE OF COMMONS

STATEMENT MADE BY THE PRIME MINISTER OF CANADA IN THE HOUSE OF COMMONS ON DEFENCE COOPERATION WITH THE UNITED STATES, FEBRUARY 12, 1947.

I wish to make a statement which is also being made today by the Government of the United States regarding the results of discussions which have taken place in the Permanent Joint Board on Defence on the extent to which the wartime cooperation between the armed forces of the two countries should be maintained in this postwar period. In the interest of efficiency and economy, each Government has decided that its national defence establishment shall, to the extent authorized by law, continue to collaborate for peacetime joint security purposes. The collaboration will necessarily be limited and will be based on the following principles:

(1) Interchange of selected individuals so as to increase the familiarity of each country's defence establishment with that of the other country.

(2) General cooperation and exchange of observers in connection with exercises and with the development and tests of material of common interest.

(3) Encouragement of common designs and standards in arms, equipment, organization, methods of training and new developments. As certain United Kingdom standards have long been in use in Canada, no radical change is contemplated or practicable and the application of this principle will be gradual.

(4) Mutual and reciprocal availability of military, naval and air facilities in each country; this principle to be applied as may be agreed in specific instances. Reciprocally each country will continue to provide, with a minimum of formality, for the transit through its territory and its territorial waters of military aircraft and public vessels of the other country.

(5) As an underlying principle all cooperative arrangements will be without impairment of the control of either country over all activities in its territory.

While in this, as in many other matters of mutual concern, there is an identity of view and interest between the two countries, the decision of each has been taken independently in continuation of the practice developed since the establishment of the Permanent Joint Board on Defence in 1940. No treaty, executive agreement on contractual obligation has been entered into. Each country will determine the extent of its practical collaboration in respect of each and all of the foregoing principles. Either country may at any time discontinue collaboration on any or all of them. Neither country will take any action inconsistent with the Charter of

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the United Nations. The Charter remains the corner-stone of the foreign policy of each.

An important element in the decision of each Government to authorize continued collaboration was the conviction on the part of each that in this way their obligations under the Charter of the United Nations for the maintenance of international peace and security could be fulfilled more effectively. Both Governments believe that this decision is a contribution to the stability of the world and to the establishment through the United Nations of an effective system of world wide security. With this in mind each Government has sent a copy of this statement to the Secretary General of the United Nations for circulation to all its members.

In August, 1940, when the creation of the Board was jointly announced by the late President Roosevelt and myself as Prime Minister of Canada, it was stated that the Board "shall commence immediate studies relating to sea, land and air problems including personnel and material. It will consider in the broad sense the defence of the north half of the Western Hemisphere." In discharging this continuing responsibility the Board's work led to the building up of a pattern of close defence cooperation. The principles announced today are in continuance of this cooperation. It has been the task of the Governments to assure that the close security relationship between Canada and the United States in North America will in no way impair but on the contrary will strengthen the cooperation of each country within the broader framework of the United Nations.

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SUPPLEMENTARY COMMENTS MADE BY THE PRIME MINISTER IN THE HOUSE OF COMMONS FOLLOWING THE AGREED STATEMENT ON DEFENCE, FEBRUARY 12, 1947.

There are a number of comments I should like to make on the foregoing statement:

Cooperation between Canada and the United States in matters of defence has become increasingly effective in recent years. Among the first public statements to be made by the head of either Government was the speech of the late President Roosevelt at Kingston, Ontario, 1938 when he said, "The Dominion of Canada is part of the sisterhood of the British Empire. I give to you assurance that the people of the United States will not stand idly by if domination of Canadian soil is threatened by any other Empire." Two days later at Woodbridge, Ontario, as Prime Minister of Canada I replied, "We, too, have our obligations as a good friendly neighbour, and one of these is to see that, at our own instance, our country is made as immune from attack or possible invasion as we can reasonably be expected to make it, and that, should the occasion ever arise, enemy forces should not be able to pursue their way, either by land, sea or air, to the United States across Canadian territory."

It was two years later, in August 1940, that the Permanent Joint Board on Defence was created and it has met regularly ever since to discuss common problems and to make recommendations to the Government which created it. The statement made today emphasizes the desirability of continuing the cooperation between Canada and the United States in matters of defence which has developed through the years.

As the joint statement points out, the Charter of the United Nations is the corner-stone of the foreign policy of both Governments. Certainly, the Canadian Government holds that its obligations to the United Nations are of overriding importance. In time, it is to be hoped that there will emerge--apart altogether from reduction and limitation of arms and elimination of weapons of mass destruction--a system of international security which will be adequate to preserve the peace of the world. The ultimate objective is not joint or regional defence, but collective international defence as the guarantee of national security.

It must be recognized, however, that much progress has still to be made before a system of international security becomes effective. Each nation must therefore consider what steps it should take in the meantime to defend itself against aggression, while bearing constantly in mind that these steps should contribute to the development of general security in accordance with the Charter of the United Nations. I should like to make entirely clear that, so far as the Canadian Government is concerned, and I am sure the United States Government also, defence cooperation between Canada and the United States is intended to support and strengthen the United Nations.

It will be noted that the principles of cooperation announced in the joint statement parallel closely the procedures which have long been applied between the nations

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of the British Commonwealth. Without formal agreements between Governments, we have had working arrangements with the United Kingdom and other Commonwealth countries for the interchange of personnel, the exchange of observers, and so forth. The similar arrangements envisaged between Canada and the United States in no way interfere with or replace our Commonwealth connections in matters of defence training and organization. Given the geographical position of Canada, it is important that measures of cooperation should be undertaken both with the United States and the United Kingdom.

In conclusion, I should like to comment briefly on problems of northern defence. The subject has naturally engaged the attention of many people both here and abroad and some quite unfounded suggestions have been put forward. There is a persistent rumour, for example, that the United States Government has asked for bases in the Canadian North. This is a rumour which I should like to deny emphatically. There has been talk of Maginot Lines, of large-scale defence projects, all of which is unwarranted and much of it fantastic. What we are trying to do is to view the situation soberly, realistically, and undramatically.

It is apparent to anyone who has reflected even casually on the technological advances of recent years that new geographic factors have been brought into play. The polar regions assume new importance as the shortest routes between North America and the principal centres of population of the world. In consequence, we must think and learn more about those regions. When we think of the defence of Canada, we must, in addition to looking East and West as in the past, take the North into consideration as well. Our defence forces must, of course, have experience of conditions in these regions, but it is clear that most of the things that should be done are required apart altogether from considerations of defence. We must know more about such fundamental facts as topography and weather. We must improve facilities for flying. We must develop better means of communication. The general economic development of the North will be greatly aided by tests and projects carried out by both civilian and defence services. As the Government views it, our primary objective should be to expand our knowledge of the North and of the conditions necessary for life and work there with the object of developing its resources.

Canada's northern programme is thus primarily a civilian one to which contributions are made by the armed forces. This has been the pattern for many years. Thus the Army years ago installed and has continued to maintain communication systems in the Northwest Territories. It is now responsible for administering the Alaska Highway, now known as the Northwest Highway System, extending from Dawson Creek to the Alaska boundary. The R.C.A.F. has been responsible for taking aerial photographs to be used in the production of maps and charts. It has also been given the responsibility of administering the airfields of the Northwest Staging Route from Edmonton north which are used for civil aviation. More recently, a small winter experimental establishment was set up at Churchill where various tests on clothing, equipment, transport, and so on, are being conducted which will be of general benefit to all who live in the North. Since the United States, as well as Canada, recognizes the need for greater familiarity with northern conditions, we have ar-

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ranged for its government to participate in the work of this establishment. It may be that other tests and projects will require to be undertaken on a joint basis, in order to extend with a maximum of economy and effectiveness, our knowledge of the North. Through such extension we will acquire the basic data that are needed to make more accessible the economic resources of this region and which will be valuable for defence purposes as well.

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CANADA

UNITED STATES

SECRET

PERMANENT JOINT BOARD ON DEFENSE
Washington 25, D.C.

(para. 17)

File PJB 140-6

14 February, 1947

MEMORANDUM FOR THE BOARD:

SUBJECT: Weather Stations in Eastern Canada.

1. On 14 August 1946, a letter was addressed to the Secretary of the Canadian Section, PJBD, in which a request was made that the United States Army Air Forces, Weather Service, be authorized to reopen the weather stations at Padloping Island, Baffin Island, and Indian House Lake, Province of Quebec, and continue to operate the same for the ensuing year, or until such time as Canada is prepared to take over operation. It was further stated at that time that if at River Clyde, Baffin Island, and Arctic Bay, Baffin Island, the present operating agencies are unable to furnish the additional service requested due to lack of equipment or lack of personnel, the Army Air Forces Weather Service will provide the necessary additional equipment and/or additional personnel for joint operation.

2. The Canadian authorities were further advised in this same letter that the AAF Weather Service will continue to provide weather service for Mingan, Province of Quebec; Fort Chimo (Crystal I), Province of Quebec; Frobisher Bay (Crystal II), Baffin Island; Cape Harrison, Labrador; and Mecatina, Province of Quebec.

3. On 24 September 1946, the Secretary of the Canadian Section of the Board advised the U.S. Section that permission is granted to the United States to reopen the stations at Padloping Island and at Indian House Lake and to augment the operation of stations at River Clyde, Mingan, Fort Chimo, Frobisher Bay and Mecatina, in order to provide additional observations desired by the United States.

4. With regard to Arctic Bay, our attention was called to the program of the Department of Transport, whose observations appeared very similar to those desired by the United States authorities and it was therefore believed desirable that their program be continued without U.S. assistance. It was further called to our attention that the station at Cape Harrison, Labrador, was not in Canadian territory or territory leased by Canada.

5. This approval was given by the Canadian Government on a temporary basis only and on the understanding that Canadian personnel at the discretion of the Canadian authorities might be included in the staffing of any station with a view toward eventual operation by Canada. In addition, the United States authorities were requested to employ civilian weather personnel rather than military personnel "as far as possible, if not completely."

6. This approval on the part of the Canadian Government was forwarded to the Army Air Forces Weather Office, who replied on 12 December 1946 that the United States Weather Bureau was requested to hire Canadian civilians to man the weather stations at Padloping Island and Indian House Lake and if Canadian civilians

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could not be secured to attempt to hire American civilians. In reply to this request, the United States Weather Bureau notified the Air Weather Service that they were unable to secure civilians of either nationality willing to go to this isolated region.

7. With respect to the weather station at River Clyde, the U.S. Weather Bureau contacted the Canadian Department of Transport and secured a statement as to the additional requirement for personnel and equipment to increase the scale of operations at River Clyde. However, since the directive required that civilians be placed at this station, no action could be taken toward staffing this station until civilians can be hired.

8. On 9 January 1947, the U.S. Section was advised by the Air Transport Command that there had been a temporary abandonment of the weather station at Mecatina, Quebec, due to the severity of the Arctic winter and requested that the Board take the necessary steps to notify the Canadian Government of this abandonment and the intention of the U.S. Army Air Forces to reoccupy the station as soon as the situation permits unless the Canadian Department of Transport desired to assume the responsibility for the operation of the same.

9. On 3 February 1947, the Secretary of the Canadian Section advised the U.S. Section of the Board that the Department of Transport had stated that it was impossible for its service to secure personnel for the operation of this station at the present time and, since Mecatina is an essential station in forecasting North Atlantic weather, the Department of Transport hopes that the US AAF will be able to reopen the station as quickly as possible.

10. On 4 February 1947, a conference was held at the Headquarters of the Air Transport Command with representatives from the various interested agencies with reference to the manning of Padloping Island, Indian House Lake and River Clyde. At this conference, certain decisions were reached which indicates that the weather stations at Padloping Island, Indian House Lake and River Clyde can be successfully reopened by air within approximately six weeks from the day the project gets under way, but that prior to such an undertaking, some definite decision must be made permitting the use of military personnel for this operation.

11. The Army Air Forces and the Weather Bureau have both advised that they were unable to secure civilian weather personnel for use at these stations and that it appears that neither Canadian or U.S. nationals are available for such work. The Canadian Weather Service reports further that they are most unwilling to utilize the few trained weather personnel that they might be able to procure on these projects in view of the great need for them elsewhere.

12. The above represents the entire story of the attempts of the U.S. Army Weather Service to obtain civilian personnel of either Canadian or U.S. nationality, either directly through the U.S. Weather Bureau, or through the Canadian Department of Transport. The Air Forces regret that in this matter they are unable to comply with the Canadian Government's desires to "employ civilian weather personnel - as far as possible, if not completely."

13. In view of the necessity of maintaining a continuous flow of weather information from these localities, the Army Air Forces Weather Service is preparing to man and staff the subject weather stations with military personnel until such time as civilians can be obtained or the Canadian Weather Service takes over.

GUY V. HENRY
Major General, U.S. Army
Senior U.S. Army Member

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CANADA UNITED STATES

PERMANENT JOINT BOARD ON DEFENCE
WASHINGTON 25, D. C.

CONFIDENTIAL

GVH/3607
PJB/em (para 18)

13 February 1947

MEMORANDUM FOR THE SECRETARY, CANADIAN SECTION, PJBD:

SUBJECT: Customs Setup at Fort Nelson

1. The Commanding General, Pacific Division, ATC, has requested that I call to the attention of the Canadian Government the fact that the Air Transport Command desires in the interest of efficiency both in men and equipment, to over-fly Edmonton on their normal transport runs and make but one stop between Great Falls, Montana, and Fairbanks, Alaska. This stop would be at Fort Nelson. Apparently before such arrangements could be completed some preparation would be necessary for the handling of customs, etc., at Fort Nelson.

2. The Air Transport Command proposal to my office is quoted below:

> "The plan we propose and would like to operate is just to have one stop between Great Falls and Fairbanks - that to be at Ft. Nelson as there is absolutely no advantage to us in stopping at Edmonton, and we would like to reduce that point to just one liaison officer with no civilian personnel and just use Edmonton as an alternate in bad weather. We can carry a full load by stopping at Fort Nelson, but cannot by stopping at Edmonton and over-flying Fort Nelson. The reason we are having to stop at Edmonton now is because of Canadian customs and I would appreciate it very much if you would take this up with the Canadian officials to see if they can make some arrangement for handling customs at Fort Nelson by either delegating this to the Canadian Mounted Police or any other way you desire. I took this up with my immediate headquarters and they indorsed the letter back and requested me to take the matter up with you. It will make our operation much more efficient and economical and will greatly assist in carrying out the intention of reducing military personnel along the Northwest Staging Route and we will not require as large an organization at Fort Nelson since Edmonton and Whitehorse will be only emergency stops."

3. In view of this request on the part of the Air Transport Command, it is requested that thought be given to the feasibility of establishing at Fort Nelson sufficient Canadian customs arrangements with a view toward permitting the Army Air Transport Command to utilize that location as the only scheduled landing point between Great Falls and Fairbanks.

4. It is believed that should this request be granted that such customs control as is required would be simple

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due to the fact that all personnel traveling would be "through" passengers and would merely be stopping for aircraft servicing in a rather isolated locality.

GUY V. HENRY
Major General, U. S. Army
Senior U. S. Army Member

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PENTAGON BUILDING

PJBD/GVH (para 20)
3607/jhw

CONFIDENTIAL

File PJB 6000

13 February 1947

MEMORANDUM FOR MEMBERS, PJBD:

SUBJECT: Joint Experimentation and Development, Canada-United States.

1. The War Department has issued a directive in substance as follows: This is presented to the Board for its information and also in hopes that the Canadian Department of Research and Development of the Canadian Armed Forces can assist in this matter on their side of the border.

"It is a policy of the War Department to encourage a standardization of arms and equipment between the U. S. and Canadian armed forces. In implementing this policy authorization is extended to the Commanding Generals, Army Air and Ground Forces, and the Chiefs of the Technical Services to engage in conversations with pertinently accredited representatives of Canada for the purpose of selecting material for and designing programs of joint experimentation, development and tests. In this connection consideration will be given to the reciprocal benefits accruing to the U. S. and to the advantages to be gained by conducting these joint experimentations outside the limits of the continental U. S. Joint experimentation, development, and tests may consist of:

"a. Those wherein both U. S. and Canadian representatives participate and are physically present.

"b. Those which are conducted by either the U. S. or Canada on a Coordinated basis with complete interchange of information and results but at which representatives of both countries are not necessarily present.

"Authority is hereby granted for shipment to destinations in Canada such materiel, supplies, and equipment as may be determined to be necessary to conduct this joint experimentation, development, and tests mentioned above. Such shipments will be governed by or subject to the following:

"a. Availability of personnel and project funds.

"b. Current directives and regulations governing the safeguarding of classified information.

"c. Agreement and advantages to the sharing of transportation and other services and handling costs."

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2. With the above directive in effect, it is hoped that joint cooperation in research, development, and tests may be facilitated.

GUY V. HENRY
Major General, U. S. Army
Senior U. S. Army Member

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M E M O R A N D U M

CONFIDENTIAL

(para 22)

The Canadian Section proposes the initiation of joint amphibious training in the United States as the counter-part of the winter warfare training and testing now proceeding so satisfactorily at Fort Churchill, Canada.

From the Canadian standpoint, the proposal would have the following advantages:-

(a) Due to climatic and topographic conditions a suitable location in Canadian territory is difficult to find and one could only be developed at considerable expense and delay, and when developed would still face substantial disadvantages due to meteorological circumstances.

(b) Canadian resources in landing craft and specialized equipment are limited and the strength of personnel available in the Canadian post war plans do not justify the expenditures involved in a separate Canadian establishment of this nature.

(c) Canadian personnel attached to a United States military establishment would have the advantage of participating in exercises with United States personnel with the result that training could proceed with appropriate resources properly proportioned.

(d) In addition, Canadian personnel would be familiarized with United States organization, training and equipment, which would leád to increased efficiency in joint operations and, furthermore, an opportunity would be created by which the Canadian services would, we consider, be able to make a contribution to the development of the methods and technique of these difficult operations. Finally, it is desirable that the principles of the Recommendation of November 20th should be reciprocally applied.

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PERMANENT JOINT BOARD ON DEFENCE

(Canada - United States)

ROYAL CANADIAN NAVY

Progress Report - December 1946 - January 1947.

NATIONAL DEFENCE MINISTRY

On 12th December, 1946, the Honourable Brooke Claxton was appointed Minister of National Defence for all Services. The Navy, Army and Defence Research had previously been administered by one Minister and two Deputy Ministers, with a separate Minister and Deputy Minister for Air. Now there will be one Minister and one Deputy Minister. There will be three Chiefs of Staff for Navy, Army and Air and a Director General of Defence Research, together with separate Headquarters' staffs. The Minister, Deputy Minister, three Chiefs of Staff, Director General of Defence Research, Naval Staff, Air Staff, and Army Staff are now accommodated in the same building (ex-Naval Building).

ECONOMY MEASURES

In order to effect a saving in the 1947-48 Defence Estimates, it has been decided that the three Defence Services will only recruit to 75 percent of their Interim Force manpower ceilings during the coming fiscal year. In addition, the numbers of reserves to be trained will be considerably curtailed, although there has been no reduction in the ultimate ceilings.

With reference to the R.C.N. Progress Report for October, 1945, the above will mean a reduction in the number of ships which can be retained in commission to exactly half that reported (one Light Fleet Carrier, one Cruiser, and five Destroyers only will be in commission).

TRAINING CRUISES

H.M.C.S. "WARRIOR" (C.V.L.) carried out a cruise from Halifax to Esquimalt during November and December, 1946. She was met by the Cruiser "UGANDA" and the Destroyer "CRESCENT" at Acapulco, Mexico, where the Canadian Squadron took part in the inauguration ceremonies of President Licenciado Miguel Aléman.

"WARRIOR" will leave Esquimalt 18th February on return passage to Halifax, arriving on the 27th of March. She will have "UGANDA" and "CRESCENT" in company with her as far as Balboa, and the Destroyers "MICMAC" and "NOOTKA" who have been carrying out a training cruise in the West Indies, will join her at Colon. Exercises will be carried out en route on both coasts.

"WARRIOR", "MICMAC" and "NOOTKA" will carry out exercises in the Bermuda Area from the 15th of April to the 15th of May, approximately.

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SENIOR CANADIAN OFFICER AFLOAT

Commodore H. G. DeWolf, C.B.E., D.S.O., D.S.C., R.C.N., until recently, the Assistant Chief of Naval Staff, and R.C.N. Member of the P.J.B.D., has been appointed in command of H.M.C.S. "WARRIOR", and as Senior Canadian Officer Afloat.

EXCHANGE OF OFFICERS, R.C.N. - U.S.N.

To date, due to shortage of personnel, no R.C.N. Officers have been loaned to the U.S.N. However, 8 R.C.N. Officers have recently been nominated to act as Observers during the forthcoming exercises of the U.S. Atlantic Fleet and the U.S. Pacific Fleet. One U.S.N. Officer has been appointed on loan to the R.C.N. Signal School as an Instructor.

U.S.N. COMMUNICATIONS BOOKS AND TACTICAL DOCTRINE

As a result of previous recommendations of the Board, arrangements are now being finalized for the supply of U.S.N. Communication and Tactical Books to H.M.C. Ships. U.S.N. procedure is already being taught at the R.C.N. Communications School at Halifax and its use in the Fleet has commenced.

Distribution:

American Section 1 - 34
Canadian Section 35 - 58
File copies 59 - 60

Naval Service Headquarters,
11th February, 1947.

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PAPIER DE COULEUR

SECRET C219704

OTTAWA, 13 Feb 47

PERMANENT JOINT BOARD ON DEFENCE

Canadian Army Progress Report

11 Feb 47

1. Powers of Command - Churchill

A draft order covering reciprocal powers of command (but not discipline and/or punishment) governing the conduct of personnel, both Canadian and United States, serving at Fort Churchill has been concurred in by the three Canadian Services. This order is now under consideration by the United States authorities.

2. Joint Experimental Station - Churchill

(a) Armoured and Infantry test teams have completed their winter trials. Trials for various other Corps teams are now in active progress and will be continuing until 5 Mar 47.

(b) The following personnel were stationed at Churchill on 11 Feb 47:

	Offrs	ORs
Administrative Unit	18	190
Test Teams	20	59
RCAF	7	45
US Forces	4	107*
Civilians employed on Station		63
Total	49	464

* Enlisted Men and Civilians.

(c) The major problem during the present winter has been the difficulty of providing water for all the plants and laundry. Measures have been taken to improve this situation and plans are now under consideration to install a pipe-line and pumping station for next winter.

(d) Priority for new construction in the camp is as follows:

(i) Water Supply
(ii) Married Quarters
(iii) Workshop facilities
(iv) Central Heating System.

3. Financial Arrangements - Exchange of Officers - Canada-US

The procedure governing financial arrangements concerning the exchange of officers between Canada and the United States is still under review.

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At present an informal arrangement is in effect under which each country pays for all the expenses of its own officers and ORs when they are on interchange, attachment or loan to the other country.

A memorandum now under consideration provides that in regard to the interchanges, attachments and loans of Service personnel between countries, each government pays for all financial benefits accruing to its own personnel at its own rates (on both pay and allowances including travelling expenses) and under its own regulations.

4. The Exchange of Officers between Canadian and US Armies

Canadian Army liaison with the US Army is to be achieved by general liaison visits and by the exchange of approximately 20 Officers between the two countries. These will be attached to various Army and Research establishments.

Four Canadian Officers are now with the US Army, ten will be proceeding at an early date and the remainder are now being selected. Three US Army Officers are now with the Canadian Army and approximately thirteen more have been selected and are expected to join Canadian units before the end of March.

5. The Northwest Highway System

The Army continues to be responsible for the maintenance and traffic control of the Highway.

British Columbia has assumed normal responsibilities along that portion of the Northwest Highway lying within its jurisdiction. This removes restrictions upon the activities within one mile on either side of the Highway and will encourage civilian enterprise. This jurisdiction does not apply to road maintenance or traffic control.

The standard of maintenance during the winter has been very satisfactory. Except for a few short periods (up to 36 hours) the highway has been kept open and traffic has proceeded without difficulty. The Haines Cut-Off has not been maintained during the winter months.

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COPY NO. 8

Ottawa, 11 Feb/47.

PERMANENT JOINT BOARD ON DEFENCE

CANADA-UNITED STATES

ROYAL CANADIAN AIR FORCE
PROGRESS REPORT

1. Composition of the RCAF (Fiscal year 1947-48)

Advice has been received from the Government covering the proposed financial appropriation for the RCAF for the fiscal year from 1st April, 1947 to 31st March, 1948. This has resulted in a change in composition the operational headquarters and units of which are now planned as set forth below.

RCAF Regular

(a)	North West Air Command	Edmonton, Alta.
	(i) No. 11 Group (ie U.S. Wing)	Winnipeg, Man.
	(ii) No. 12 Group	Vancouver, B.C.
(b)	Central Air Command	Trenton, Ont.
	(i) No. 10 Group	Halifax, N.S.
(c)	No. 9 Transport Group	Ottawa, Ont.
(d)	Operational Units	

Units	U.E. Aircraft
1 Bomber Reconnaissance Sqn.	8 Lancaster
1 Transport Squadron	6 North Star (C-54)
No. 21 Interceptor Fighter Wing (ie U.S. Group)	
2 Fighter Squadrons	8 Vampire
	2 Harvard
No. 20 Tactical Wing	
1 Fighter Reconnaissance Sqn.	8 Harvard
1 Fighter Bomber Squadron	8 Mitchell
	2 Harvard
1 Transport Flight	4 Dakota
1 Air Observation Post Sqn. (ie Artillery Liaison)	12 Auster
No. 22 Photographic Wing	
1 Photo Survey Squadron	4 Lancaster
	2 Canso (PBY-5A)
	3 Norseman
1 Photo Survey Squadron	12 Dakota
2 Search & Rescue Flights	1 Lancaster
	1 Canso
	1 Norseman
2 Composite Flights	1 Dakota
	1 Harvard
	2 Expeditor
	1 Norseman
3 Composite Flights	1 Dakota
	1 Harvard
1 Composite (Communication) Squadron	5 Dakota
	4 Expeditor
	2 Harvard
	2 Norseman
	2 Goose
	1 Liberator

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RCAF Auxiliary

Units	U.E. Aircraft
2 Light Bomber Squadrons	4 Mitchell 3 Expeditor
8 Fighter Squadrons	5 Harvards 4 Vampire 8 Harvard
3 Composite (Communication) Flights	

Supporting the above are the normal administrative and service Headquarters, training and maintenance units, amounting to a total strength of approximately 17,000 personnel.

2. Mobile Ground Radar Equipment - RCAF

Twenty-three convoys (184 vehicles) of mobile ground radar (AMES Type II) manufactured in Canada for the RAF have recently been secured for the RCAF. It is planned to employ this equipment for both regular and auxiliary training and also to provide a strategic reserve of mobile radar equipment.

Each convoy consists of eight self-propelled vehicles as follows:

Vehicle 1 - Main operations room
" 2 - Aerial pedestal
" 3 - Aerial reflectors and supports
" 4&5 - Diesel power supplies
" 6 - Workshop and spares
" 7 - IFF operations room
" 8 - IFF equipment and tower

This radar equipment provides:

(a) Early warning to 150 miles on targets at 20,000 ft.
(b) Limited control of aircraft from the ground for interception operations.
(c) IFF MK III ground facilities
(d) Operations room facilities
(e) Rapid changing of frequency as an anti-jamming feature

3. Helicopters - RCAF

The RCAF has recently purchased three Sikorsky S-51 Helicopters. It is anticipated that two of these will be delivered during the month of March 47 and the remaining one during August 47. Ultimately it is planned to station one of these machines at Greenwood, N.S. to be employed primarily on air/sea rescue duties in the East Coast area. Another will be ferried to the Joint Army/Air School, Rivers, Man. to be employed in conjunction with Army manoeuvres and at the same time remain available to assist in air/sea rescue operations in the area as required. The location of the third Helicopter has not yet been decided.

4. Hotel Accommodation - Goose Bay, Labrador

In the past, considerable discussion has taken place between the interested departments of the Government and representatives of the airlines concerned looking to the provision of accommodation for passengers and crew members of airline aircraft diverted to and deterred at Goose Bay airport because of unfavourable weather conditions. In this connection, it has now been agreed that, at the airport in question, a 150 bed hospital will be converted to a hotel by the Department of Transport and that this hotel will be operated by Trans Canada Airlines as the agency of the Department. To facilitate coordination of all civil activities at Goose Bay, a department of Transport representative is being appointed to supervise these activities.

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5. Alaska Highway Telephone System

Canadian National Telegraphs are operating a school at Dawson Creek where technicians are being trained to replace RCAF personnel who are at present manning the various stations along the system. The CNT have advised that they expect to have sufficient personnel by the take-over target date 31st March 47 to operate the systems, it is expected that all RCAF personnel will be available for other duties two months after take-over of the system by the C.N.T. All inventories have been checked and the Dept. of Transport have been requested to confirm that the handover will take place on the 31st March 47.

6. Withdrawal of U.S. Personnel from the Northwest Staging Route

Following the Canadian-U.S. governmental agreement regarding the withdrawal of U.S. Forces from the North West Staging Route, the RCAF was directed to assume the added obligations consequent on this withdrawal. On 12th November, 45, a joint Canadian-U.S. meeting was held and agreement was reached on the details of the necessary changes in responsibility.

Due to lack of personnel in some key trades, particularly radio technicians and operators, the RCAF found it impossible to assume all obligations on the agreed dates. In some cases the U.S.A.A.F. agreed that there was no immediate requirement for the facility and it was discontinued while in others they continued the operation pending posting of RCAF personnel. Therefore comparatively large numbers of U.S. personnel remained at various stations on the route.

As recruiting and training progressed to the point where target dates for the posting of all personnel required for complete operation of the N.W.S.R. by the RCAF could be set, the question of progressive withdrawal of the remaining U.S. Forces was raised. On the 5th November at a meeting in Ottawa, agreement was reached on several of the problems involved and General Olds, U.S.A.T.C., undertook to discuss the remainder with his headquarters. At this meeting it was suggested that the U.S. should attempt to reduce to a maximum of fifty personnel as an interim target.

At a subsequent meeting held at Edmonton on 11th December, General Olds advised that he intended to reduce his personnel to a maximum of twenty divided between Edmonton and Fort Nelson and further details of the necessary arrangements, including plans for contact training of some RCAF personnel on C.54 servicing, were completed.

As of the 15th January the following arrangements had been made:

(a)	Post Engineer Services	Taken over by W.&.B. Section of RCAF Station, Edmonton.
(b)	Workshops Equipment, #2 Hangar.	Taken over by Maintenance Section, RCAF Station, Edmonton.
(c)	#1 Hangar	Being used by B.29 Detachment.
(d)	Theatre	Taken over by RCAF Station, Edmonton.
(e)	U.S.A.A.F. Officers Club	Take-over to be completed by 31 Jan.
(f)	Motor Pool	Motor Pool and vehicles taken over - space and certain vehicles allotted to U.S.A.A.F. on loan; latter providing own drivers, mechanics and tools.
(g)	Refuelling	Active planning underway to take over this activity.

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(h) Aircraft Maintenance	Twelve maintenance personnel proceeding to Great Falls on 18th Jan. for 14 day maintenance course on U.S. aircraft.
(i) Signals	U.S. aircraft to use RCAF frequencies, a speaker listening watch being kept on one U.S. frequency for use by aircraft not equipped for RCAF frequencies.

Consequent on these arrangements the following changes in U.S. personnel have been made:

	Strength as of 15 Dec/46	Strength as of 14 Jan/47
Headquarters	17	6
Director Personnel and Admin. Services	11	8
Operations	10	11
Supply and Service	107	84
Aircraft Maintenance	39	20
B.29 Flight	41	41
AACS	60	60
Weather	7	7
TOTAL	292	237

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PERMANENT JOINT BOARD ON DEFENSE
CANADA-UNITED STATES

UNITED STATES NAVY PROGRESS REPORT

SECRET 18-19 February 1947

1. The following changes in status of U. S. Naval installations which affect Joint Canadian-United States Operations have been made since the last Progress Report:

Base	Location	Activity	Remarks
Adak	North Pacific	Naval Air Station	Placed in reduced operational status 15 November 1946
Attu	North Pacific	Naval Air Facilities	Reduced to maintenance status, 25 November 1946
Narsarssuak	Greenland	Naval Air Facilities	Placed in maintenance status, 15 January 1947
Reykjavik	Iceland	All Naval Activities	Disestablished, January 1947

2. The governments of Canada and the United States made a public announcement on December 13, 1946 of a further interpretation of the Rush-Bagot agreement of 1817 regulating the presence of naval vessels upon the Great Lakes. The new agreement allows for the stationing of minor war vessels on the Great Lakes for the purpose of training personnel.

3. The transfer of title of the Loran Station at Spring Island (Vancouver, B. C.) to the Canadian Government is being arranged by the Foreign Liquidation Commission of the Department of State. At present the United States Coast Guard is drawing up the necessary surplus declaration forms.

4. Surplus material in excess to the needs of the U. S. Navy continues to be made available for sale to the Canadian Navy. Requests for material are received by the Senior U. S. Navy Member, Permanent Joint Board on Defense, Canada-U. S., and forwarded to the Navy Department for the necessary action. The actual sale of material is handled by the Foreign Liquidation Commission of the Department of State.

5. The Navy Department approved a request, made by the Royal Canadian Navy, to be supplied with United States Navy communications and tactical publications necessary for communications and operations between the United States Navy and the Royal Canadian Navy.

6. In accordance with orders issued 30 December 1946, Captain George W. Anderson, Jr., U. S. Navy, has relieved Rear Admiral Marshall R. Greer, U. S. Navy, as U. S. Navy Member, Permanent Joint Board on Defense, Canada-United States.

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7. In compliance with a request of the Royal Canadian Navy for the loan of a communications officer of the U. S. Navy for a period of one year for instructional duties at H.M.C. Communications School, Halifax, N. S., the Navy Department is issuing orders for Lieutenant Commander Eugene E. Ball, Jr., U.S.N., Serial 85094, to report for duty as instructor at the aforementioned school. Lieutenant Commander Ball will probably arrive at Halifax shortly after 1 March 1947.

8. The Atlantic Fleet of the U. S. Navy is conducting fleet exercises from 3 February to 18 March. The Pacific Fleet is conducting fleet exercises from 24 February to 31 March. Arrangements have been made for four Royal Canadian Naval officers to observe the Atlantic Fleet Exercises and four to observe the Pacific Fleet Exercises. Arrangements have also been made for one Canadian Army officer to observe Phase II of the ~~Pacific~~ ATLANTIC Fleet Exercises.

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PERMANENT JOINT BOARD ON DEFENSE
CANADA-UNITED STATES

U. S. ARMY
PROGRESS REPORT

14 February 1947

1. Charges for Customs Services for RCAF Aircraft Visiting the United States. Arrangements have been made to relieve Canada from payment of charges for overtime customs services for RCAF aircraft visiting the United States on official business in connection with matters pertaining to joint defense of Canada and the United States. Heretofore, the RCAF has been billed for such overtime services. Details as to how this can be accomplished have been furnished the RCAF.

2. Initiating commercial telephone service on the Alaska Highway Telephone System. A joint Canadian-United States meeting was held in Ottawa on 2 November 1946 to discuss the Alaska Highway Communications System. It was unanimously recommended that the United States lease certain circuits on the Alaskan Landline System and that interim arrangements be put into effect until formal agreement is completed. This recommendation was concurred in by the RCAF and the Department of Transport. The RCAF Landline Construction Unit at Edmonton, which is responsible for the operation of the system, has been instructed to deal directly with representatives of the Alaska Communications System at Skagway to put the interim agreement into effect. Implementation of the agreement awaits completion of negotiations between United States authorities and the Yukon White Pass Railway for use of the Company's wire facilities between Skagway and Whitehorse.

3. Personnel Along the Northwest Staging Route. A meeting was held in Ottawa on 4 November 1946 between the Commanding General, Pacific Division, ATC, the local U. S. Commander at Edmonton, and interested Canadian Air Force officials in Ottawa to discuss the reduction of ATC personnel along subject route. As a result, the Commanding General, ATC, directed:

a. Withdrawal of all ATC military personnel from the stations at Whitehorse, Fort Nelson, and Edmonton, except as follows:

> A total number of twenty (20) officers and enlisted men may be retained for necessary air traffic control and liaison purposes, disposed as determined by Headquarters, ATC.

b. Complete withdrawal of all AMS units and turning over of responsibility for operation and maintenance of such services to the RCAF.

c. Complete withdrawal of all AACS personnel and turning over of responsibility for operation and maintenance of air communications and navigation facilities to the RCAF.

d. Transfer of responsibility for air-rescue service to the RCAF.

As of 17 January 1947, 117 U. S. military personnel remained along the entire route awaiting the RCAF to take over.

4. Financial Plans for Joint Canadian-United States Project at Fort Churchill, Manitoba. Following a joint Canadian-United States meeting held 4 November 1946 in Ottawa by interested agencies, a financial arrangement, similar to that made for the Canadian Army Pacific Force operating with the American Army in the USA, was made. Financial adjustments will be made upon

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basis of terms contained in Mr. Ross' (Deputy Minister of National Defence, Canada) letter to Fiscal Director, Headquarters, Army Service Forces, Washington, D. C., dated 7 December 1946. Canadian representatives will present to the Commanding Officer of United States Forces at Fort Churchill monthly statements covering the services and supplies furnished. The Commanding Officer will then take appropriate action to effect reimbursement.

5. Flying of the Canadian Flag at U. S. Occupied Installations in Canada. It was found that at the Canadian-owned airfields at Kingan, Fort Chimo and Frobisher Bay, occupied by U. S. troops, the American flag only was flown. Instructions have now been issued by the US AAF to insure the flying of the Canadian flag, in addition to the American flag, at all Canadian-owned, U. S. occupied installations.

6. Rations Desired by Canadian Armed Forces. Arrangements were made whereby the Canadian Army could obtain 10,000 5-in-1 rations through the Department of Agriculture when delivery begins in the near future. The Quartermaster-General, Canadian Army, is taking action to arrange the details for procurement of the rations.

7. Combined Committee on Air Training in North America. This Committee met at Barksdale Field, Louisiana, on 3 December 1946, principally for the purpose of clarifying future activities of the Committee. The original Charter was amended to delete purely war time responsibilities which are now no longer applicable to the peace time relationships of Canada, the United Kingdom and the United States. It was agreed that the Committee should convene twice a year.

8. Liaison on Cold Weather Activities. As a result of a joint conference held on 28 September 1946 at Edmonton on this subject the following was accomplished:

a. Liaison. The RCAF was advised that they might send a representative to Ladd Field to act as an observer with the AAF Cold Weather Detachment for the winter season 1946-47.

b. Exchange of Information. The U. S. has requested the RCAF to advise as to the administrative channel it feels would be most proper and expeditious in the exchange of information.

c. AAF Aircraft to the RCAF. The Air Proving Ground Command Headquarters, AAF, has made available one B-29 aircraft to the RCAF for use in joint winter tests with the RCAF, 1946-47.

d. Trips of short duration of CWD aircraft to Canada and RCAF aircraft to Alaska. The Air Proving Ground Command Headquarters, AAF, has made available one P-80 aircraft for dispatch to Namao Airfield for a period of two weeks during which time comparisons would be made between the P-80 and "Meteor" and constructive test work advantageous to both the RCAF and the AAF would be conducted. The Commanding Officer of the Experimental Establishment, "WEE," Namao Airfield, would dispatch aircraft to Ladd Field for like periods.

9. Check-Out of RCAF Crews in C-54 Aircraft. Arrangements were made with the AAF to train two RCAF crews on C-54 aircraft. The aircraft, with necessary crew, reported to the RCAF Station, Dartmouth, Nova Scotia, 7 January 1947, for a temporary duty period of approximately two weeks, in order to give the training contemplated.

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10. Interchange of Officers. The following officers have been interchanged to date between our respective services in accordance with the terms of the mutual agreements that have been reached:

Canadian Officers to U. S.

Name	Canadian Assignment	U. S. Selected Assignment
Klaehn, R. A., Major ZA2254 *	Office, Dir. of CW & Smoke, AHQ, Ottawa	Chemical Warfare Establishment Edgewood Arsenal, Maryland
Taylor, E. D., Major ZK103 *	Office, Dir. of Eng. & Office, Dir. of Eng. Development, AHQ, Ottawa	Engineer Board Ft. Belvoir, Virginia
Heuchan, E. R., Major ZB1047 **	Dir. of Military Intel. Office, Canada	Office, Dir. of Intelligence Washington, D. C.
McCoy, T.R., Lt.Col ZB1095 **	Dir. of Military Intel. Office, Canada	Office, Dir. of Intelligence Washington, D. C.
Reesor, S. K., Major ZM123 **	Dir. of Military Intel. Office, Canada	Office, Dir. of Intelligence Washington, D. C.
Stewart, E.Z., Major ZG170 **	Dir. of Military Intel. Office, Canada	Office, Dir. of Intelligence Washington, D. C.
Campbell, W. A., Major, ZA2007 ***	Office, Dir. of Vehicle Development, AHQ, Ottawa (For all Development Agencies)	Vehicle - Detroit Arsenal Center Line, Michigan
Forsyth, H. L., Major ZP1650 ***	Office, Chief of Ord. Canada	R&D, WDGS, Small Arms Branch
McClennan, J. W., Major ZB121 ****	Office, Development Dir. of Armament Dev. Office, Development Dir. of Vehicle Development	R&D, WDGS
Oliver, D.A.W., Major ZU2604 ***	Office, Director, Armament Development, AHQ, Ottawa, Canada	Vehicle - Aberdeen Proving Ground Aberdeen, Maryland
Armstrong, J.G., Major ZD2559 *	Office, QMG Branch in Ottawa, Canada	QM Food & Container Inst. Chicago, Illinois
Raney, S. E., Lt. Col.*	Office, Director of Signals, AHQ, Ottawa	Office, Chief Signal Officer Washington, D. C.
Patterson, L.J., Major ZL2322 *	Office, Director General of Medical Service, AHQ, Ottawa, Canada	Office, Surgeon General Washington, D. C.
Bertrand, J.G.A.P., Major, ZD2308 ***	Office, Adjutant General AHQ, Ottawa, Canada	Office, Director of Personnel & Administration, WDGS

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SECRET

KEY: * In U. S. and Serving
** Actually Integrated
*** Cleared and will be in shortly
**** Received Appointment and expecting clearance

United States Officers to Canada

Name	U. S. Assignment	Canadian Selected Assignment
Irvine, Richard H. Major, AGD 0-36705 *	Reserve Branch, TAG Personnel Bureau Washington, D. C.	Office, Director of Organization Ottawa, Canada
Steidtman, Carl A. Capt., CWS 0-38896 **	Pine Bluff, Arsenal Pine Bluff, Arkansas	Chemical Warfare Research Laboratories, Ottawa, Canada
Brackett, Morris E. Major, MC 0-25162 *	136th Medical Bn. Camp Campbell, Kentucky	Office, Director General of Medical Services, Ottawa, Canada
Honeycutt, Robert Lt. Col., GSC (FA) 0-29946 **	Research & Development Division, WDGS	Office, Director of Weapons & Development, AHQ, Ottawa, Canada
McDermott, Austin J. Major, Ord 0-402183 **	Ordnance Training Center Aberdeen Proving Ground, Maryland	Office, Vehicle Design & Develop- ment Establishment, Ottawa, Canada
Supensky, John A. Lt. Col., Ord 0-173637 *	Headquarters, Second Army Baltimore, Maryland	Office, Director of Ordnance Services, Ottawa, Canada
Harrington, Patrick Lt. Col., QMC 0-33372 *	QM Depot Alexandria, Virginia	Office, Director of Supplies & Catering, Ottawa, Canada
Duncan, Carl O. Major, SC 0-1633182 **	Signal Corps Engineering Laboratory	Canadian Signals, Research & Development Establishment, Ottawa, Canada
Billings, Eugene D. Lt. Col., GSC (Ord) 0-30816 **	Service, Supply & Procure- ment Division, WDGS	Canadian Armament Research & Development Establishment, Valcartier, Quebec, Quebec, Canada
Button, Ronald E. Lt. Col.,GSC (CAC) 0-118810 **	Personnel & Administration Division, WDGS	Director, Staff Duties, AHQ, Ottawa, Canada
Lemmon, J. G. Lt. Col., GSC(Inf) 0-22653 **	Plans & Operations Division WDGS	Office, Dir. Military Operations & Planning, AHQ, Ottawa, Canada.

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Name	U. S. Assignment	Canadian Selected Assignment
(cont'd)		
Ryan, Ward S. Lt.Col., GSC(Inf) O-21339 **	Organization & Training Division, WDGS	Office Director of Military Training, AHQ, Ottawa, Canada

Key: * In Canada and serving
** Cleared and will be in shortly

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PRIVY COUNCIL OFFICE WJ/PJBD

MEMORANDUM

SECRET

C219717

FOR THE PRIME MINISTER:

I am sending you, herewith, copy No.1 of the Journal of the Permanent Joint Board on Defence, covering the meeting of the Board held in Dayton, Ohio, on May 21st and 22nd.

Copies are being sent as usual to the Minister of Reconstruction and Supply and to the Minister of National Defence.

This Journal will be submitted at the next meeting of the Cabinet Defence Committee.

A.D.P.H.

A.D.P.H.

May 30th, 1947.

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, DAYTON, OHIO, MAY 21-22, 1947

The Permanent Joint Board on Defence met at Wright Field, Dayton, Ohio, on Wednesday, May 21, 1947, at 10:30 a.m. The following members participated:

Canadian Section	United States Section
General the Hon. A.G.L. McNaughton	The Hon. F. H. LaGuardia
Commodore F. L. Houghton	Major General Guy V. Henry
Captain H.N. Lay	Rear Admiral J. Cary Jones
Major Gen. C. C. Mann	Colonel Charles H. Deerwester
Lt. Col. F. Le P.T. Clifford	Captain G. W. Anderson, Jr.
Air Vice Marshal W. A. Curtis	Mr. Andrew B. Foster
Group Captain S. W. Coleman	
Mr. S. F. Rae	

1. Cold Weather Program, Winter 1947-48. General Henry reported that the War Department, in response to an inquiry from the Canadian Army, would welcome Canadian participation in any installation that might be developed in the future in Alaska comparable to Fort Churchill, and would also welcome the presence of Canadian Army observers at a joint Air-Ground manoeuvre in Alaska in the winter 1947-48 involving air-lift and the rotation of four Reinforced Rifle Companies (A copy of General Henry's memorandum is attached hereto as Appendix 1).

2. Status of the Loran Project. General Henry and Air Vice Marshal Curtis reported satisfactory progress on the installation of the western stations of the Loran Project in the vicinity of Campbell Lake, Y.T.,

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Cambridge Bay, Y.T., and Point Barrow, Alaska. The Board was informed of the arrangements which have been made to transport equipment, supplies, and personnel to the stations partly by air-lift and partly by water. The target date for the completion of construction and commencement of operations is October 1947. (Copies of General Henry's and Air Vice Marshal Curtis' reports are attached hereto as Appendix 2).

3. Weather Stations in Eastern Canada. The Board was informed that the Canadian Department of Transport had agreed to provide the necessary radio operating staff for the weather stations at Padloping, Indian House Lake, Mecatina, Mingan, Fort Chimo and Frobisher, and that the United States War Department had furnished for the use of the Department of Transport full information regarding the communications, personnel, equipment, circuits, and frequencies at the stations in question. The U.S.A.A.F. would endeavour to transport the Canadian radio operators on the regular supply trips to the stations.

4. Rehabilitation of Airfields in Eastern Canada. General Henry reported that the War Department had approved certain rehabilitation work for the coming summer at the airfields at Mingan, Quebec; Ft. Chimo, Quebec; Frobisher Bay, Quebec; and the weather stations at Indian House Lake, Quebec; Mecatina, Quebec; Padloping Island, Baffin Island; River Clyde, Baffin Island; and, in addition, certain work at Goose Bay, Labrador, and the weather station at Cape Harrison, Labrador. Details had been furnished to Air Vice Marshal Curtis.

5. Development of Fort Churchill Project. General Henry and General Mann reported satisfactory progress in expending the facilities at Fort Churchill since the Board's visit in February. During the coming summer it is proposed to install a water and sewerage system to the site of the permanent station; a workshop and garage; additional barrack accommodation for 100; and as many new married quarters as funds will permit. It is estimated that the 1947-48 allotment of personnel will be 515 Canadian and 300 United States, as compared with the 1946-47 allotment of 470 Canadian and 100 United States. The United States Corps of Engineers is furnishing a construction company to arrive at Fort Churchill late in May. A long range

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plan for the further development of Fort Churchill, now under consideration, provides for increase in accommodation and facilities between now and 1952, when it is anticipated that there will be an over-all requirement for 2310 personnel at the station. The Board noted with satisfaction the progress made in the development of Fort Churchill. (A copy of the Canadian Army memorandum is attached hereto as Appendix No. 3).

6. Search and Rescue. Colonel Deerwester reported that following the meeting of the Board at Winnipeg in February, he and the Secretary of the United States Section had obtained from the United States Customs and Immigration Services agreement to a reciprocal formula facilitating customs and immigration clearance of Search and Rescue parties crossing the border. It remains to coordinate the arrangements with the United States Coast Guard, which is charged with certain responsibilities in connection with Search and Rescue. It is believed that this can be achieved in the near future and the Canadian and United States Secretaries undertook to see that the arrangements were completed by an exchange of notes.

7. Reciprocal Powers of Command at Fort Churchill. General Henry reported that the order concerning reciprocal powers of command which was discussed by the Board at its meeting in February 1947 had been issued by the War Department. This order directs United States Army personnel serving at Fort Churchill to obey the standing orders of the Canadian commanding officer and, in addition, to obey the orders of officers or non-commissioned officers of these forces superior to them in relative rank. (A copy of this Order is attached hereto as Apendix 4).

8. Channels for Transmitting Information by Interchange Officers. The Board was informed that the Canadian Army and the United States War Department have issued instructions to the officers interchanged between the Armed Forces. These instructions were based on the views of the Board as expressed in Paragraph 6 of the Journal of the February 1947 meeting and provide that "officers attached to the Armed Forces of either country should under no circumstances forward official reports to the service departments of their own country without keeping the commanding officers of the units to which they are attached fully informed of the subject matter of such reports."

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9. General Henry referred to the desire of the Canadian Government to purchase two sets of four-channel type CF-2B telegraph carrier equipment for use of the Canadian Department of Transport in connection with its North Atlantic air traffic control centre at Moncton, N.B. and submitted reports of the Commanding General, Newfoundland Base Command which it is believed will solve the problem of air traffic control.

10. Declassification of Loran Project. General Henry informed the Board of the final decision which had been reached concerning the security classification of the LF Loran Project:

> "The American Ambassador in Ottawa, Canada, in Note No. 5134 dated at Ottawa April 21st, informed the Secretary of State that, in future, Canadian authorities would regard the Joint Low Frequency Loran Project in the Canadian Arctic as unclassified.
>
> This was in accordance with the recommendations of the Canadian-American representatives at a meeting held in Ottawa on 13-14 March regarding the implementation of the Joint Low Frequency Loran Project in the Canadian Arctic.
>
> The U.S. Army Air Forces concur in the declassification of all matters pertaining to this project, except data and charts indicating coverage provided by the system and flights of military aircraft monitoring this coverage. The US AAF consider it desirable to retain the RESTRICTED classification on the information just referred to, at the present time, and request that the proper Canadian authorities take similar action in retaining as RESTRICTED the data pertaining to charts indicating the coverage provided by the system and flights of military aircraft monitoring this coverage.
>
> "The U.S. Army Air Forces will use the above-indicated classification until Canadian comment is received."

Air Vice Marshal Curtis confirmed this declassification with the qualification set forth above.

11. Amphibious Training for Canadian Personnel at U.S. Navy Amphibious Bases. Admiral Jones referred to the recommendation made by the Board at its meeting in February 1947 that arrangements should be made for the use of United States facilities, climate, and topography for amphibious training of Canadian

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personnel with United States forces. He reported that the Navy Department welcomed this recommendation and had held preliminary conferences with Canadian representatives with a view to putting it into effect. General Mann expressed satisfaction with tentative arrangements made for the amphibious training of two cadres (about 10 officers and 10 enlisted men) at the Naval Amphibious Base at Little Creek, Virginia, and agreed also with the further plans outlined in Admiral Jones memorandum (A copy of which is attached hereto as Appendix 5). The plan for the attendance of Canadian Army officers at the Marine Corps School at Quantico, Virginia was also approved. It was decided that the Canadian representatives would submit formal requests to Chief of Naval Operations for the above training. It was understood that the Canadian personnel would draw their equipment, weapons and supplies from the Marine Corps. The Board noted with satisfaction the progress in these plans for amphibious training.

12. Northern Amphibious Training Area for U.S. and Canadian Forces. Admiral Jones informed the Board that operations of the United States Atlantic Fleet projected for the period October 1 - December 31, 1947, include exercises for a carrier task force in the Newfoundland-Greenland area and limited amphibious operations in the Argentia area. There were plans for more extensive exercises of this nature in subsequent years. He referred to the problem of determining which area in the Far North was most suitable for full scale amphibious exercises. It was the view of the Board that combined exercises would be of great value and that as a first step in preparing for them the two Naval Services should study the problem of locating the most suitable area.

13. Logistic Study by U.S. Navy of Facilities in Canada. Admiral Jones referred to a logistic study which the Navy Department is making of facilities in Canada which could be used to support Naval operations. It was agreed that the study would be transmitted to the Canadian Naval Service for comment.

14. U.S. Submarine Training with Canadian Surface and Air Forces. Admiral Jones reported, with reference to a previous inquiry from the Canadian Naval Member, that the United States Navy would be interested in having submarines take part in antisubmarine exercises with Canadian surface and air forces. One submarine could be made available about every three months for a

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week or ten days at a time. It was agreed that there should be training of Canadian personnel at one of the U.S. Navy antisubmarine warfare schools, such as Key West. Air Vice Marshal Curtis said that inasmuch as the U.S. Naval Aviation officers were given this training it would be desirable for RCAF officers to have it also. It was agreed that detailed arrangements would be worked out by the services concerned.

15. Target Practice on the Great Lakes. Admiral Jones reported to the Board concerning the plans for target practice by U.S. Naval Reservists during 1947 on the Great Lakes. The Secretary of the Canadian Section referred to the interest of the Canadian Departments of Transport and Fisheries in this matter. The areas for the target practice are now being determined and the plans of the Navy Department will be submitted for consideration by the appropriate Canadian departments.

16. Request by U.S. Navy for LVT Tests at Devon Island. Admiral Jones referred to a request of the United States Navy for permission for two officers and several enlisted men to conduct material tests of two tracked landing vehicles on Devon Island while supplies were being brought in to Winter Harbor, Melville Island, in connection with the weather station program. It was agreed that the additional information given by Admiral Jones would be submitted to the appropriate Canadian authorities as the basis for reconsideration of the matter.

17. Rights at Goose Bay. Reference was made to Paragraph No. 12 of the Journal of the Board's meeting of February 18-21, 1947, concerning this matter. The Board considered that as there had been no substantial change in the situation since February, it continued to be desirable to avoid premature action so that a mutually satisfactory solution might be reached in the future.

18. The Alaska Highway and the Haines Cut-Off Road. The Secretary of the United States Section reported for the information of the Board concerning the interest of the northwestern United States and Alaska in the maintenance of the Alaska Highway and the Haines Cut-Off. General Mann undertook to ascertain for the information of the Board the present condition and prospects of the existing road from Edmonton to Dawson Creek

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and of the projected highway from Prince George by the Pine Pass to Dawson Creek.

19. The St. Lawrence Seaway. The Board considered the significance of the St. Lawrence Seaway project from the point of view of the joint defence of the United States and Canada. It was recognized that the completion of a deep water navigation route from the sea to the heart of the continent would provide additional facilities for the movement of ships and essential supplies in wartime and would also make possible the construction of ocean-going vessels in inland areas. Furthermore, the new source of power made available by the St. Lawrence project would greatly increase the defence potential of the two countries. It is therefore the view of the Board that the early completion of this long-delayed enterprise on a cooperative basis satisfactory to both Governments would directly contribute to the security of the North American Continent.

20. Security Implementation of the 34th Recommendation of the Board. General Mann reported that the working formula for the security implementation of the 34th Recommendation of the Board had been accepted by the Canadian Chiefs of Staff Committee on April 1, 1947. The formula provides in substance for mutual respect of the security classifications of both nations with regard to information furnished consequent to the Thirty-Fourth Recommendation. It restricts passage of information to a third country without the consent of the originator, and finally provides for protection of patent and production rights.

21. Standardization: (a) Nomenclature. The Canadian Section submitted to the Board a memorandum (a copy of which is attached hereto as Appendix No.6) concerning progress made in the preliminary consideration of the standardization of nomenclature.

(b) Use of Terms "Combined" and "Joint." The Board agreed that it would be highly desirable to standardize the use of these two expressions by the armed services of each country as follows: The word "Joint" should continue to describe the PJBD, Canada-United States; the title of any other committees or subcommittees which exist or may exist in the future should be described simply as "Canada-United States" and the use of either term "Joint" or "Combined" in their description should be avoided; and the words "Combined" and

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"Joint" with the meanings as agreed by Western Allies in the recent war be used in the context of any document dealing with the Basic Security Plan and its Appendices. (A copy of the Canadian memorandum is attached hereto as Appendix No. 7).

(c) Screw Threads. The Chairman of the Canadian Section reminded the Board of the basic importance in the general program of standardization of reaching agreement on the standardization of screw threads. He referred to the Conference on Unification of Engineering Standards held in Ottawa in September-October 1945, under the authority of the Combined Production and Resources Board, at which Canadian, United States, and United Kingdom representatives were present. At this Conference it had been agreed that the Standards organizations in the three countries should make up samples and conduct tests of a composite type thread. The present position in the three countries was reviewed. The Board agreed that since no real progress can be made in the standardization of equipment between the forces of Canada and the United States until there is standardization of screw threads, the attention of the appropriate agencies in each country should be drawn to the need for early action on this important matter.

22. Permission for ATC Planes to Over-Fly Edmonton. Air Vice Marshal Curtis reported that the Canadian authorities had considered the request of the United States Pacific Command, ATC, to over-fly Edmonton, Alberta, and make one stop at Fort Nelson on normal transport flights between Great Falls, Montana, and Fairbanks, Alaska. Arrangements have been completed for the appointment of an RCMP constable to act as a part-time immigration inspector at Fort Nelson on the understanding that the only passengers concerned will be personnel of the United States armed services. The Department of National Revenue in Canada has appointed the postmaster at Fort Nelson as the customs official on the understanding that these arrangements will be valid only for aircraft of the United States Armed Forces. It is expected that final approval to over-fly Edmonton will be granted in the immediate future.

23. Status of Basic Security Plan. Air Vice Marshal Curtis submitted for the information of the Board a report of the progress on the Basic Security Plan. The Board decided that in accordance with Section X of the Basic Security Plan, a review and any necessary revision of the Plan and Appreciation should be undertaken before July 1, 1947. The Board noted with

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satisfaction that this action has already been initiated.

24. Liaison in Connection with Development of Air Warning and Interceptor Annex. The Secretary of the Canadian Section reported that following receipt of a letter from General Henry concerning the need for the coordination of research and development in connection with the Air Warning and Interceptor Appendix to the Basic Security Plan it had been agreed that liaison with the United States Army Air Forces representative, Brigadier General Tom C. Rives, Headquarters of the Electronics Section, Materiel Command, Wright Field, Dayton, Ohio, would be conducted on the Canadian side by Group Captain J.A. Easton as the RCAF representative, and by Captain (L.) E.G. Cullwick, RCN (R.), Headquarters of the Electronics Research Group of the Defense Research Board. Detailed liaison arrangements will be made in the course of the Board meeting in Dayton.

25. Acceptance by the Canadian Government of the Final Act of the ICAO Agreement on North Atlantic Ocean Weather Stations. The Secretary of the Canadian Section drew the attention of the Board to the International Agreement on North Atlantic ocean weather stations signed in London in September 1946 and to a subsequent decision of the Canadian Cabinet to undertake the provision and operation of one weather ship (i.e., one-half station) in the North Atlantic, a decision of which the United States Government had been informed.

26. Status of Loran Stations in Newfoundland. The Secretary of the Canadian Section reported that the Canadian Naval Service was unable to undertake the operation of the standard loran stations in Newfoundland, but that the Department of Transport was considering the possibility of operating the stations. The Secretary of the United States Section undertook to obtain for transmission to the Department of Transport through the Secretary of the Canadian Section certain information required by the Department of Transport concerning the basic rights and titles involved in the arrangements with Newfoundland.

27. Legal Status of United States Forces in Canada. The Board was informed that a draft Bill, which had been submitted informally to the United States authorities for comment, is in preparation and is shortly to be introduced in Parliament. This legislation was made necessary by the expiry on May 15, 1947, of a previous Order-in-Council passed under the War Measures Act. The Secretary of the Canadian Section undertook to furnish members of the Board, on completion of the draft of the Bill, with a statement clarifying its provisions.

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28. Exchange of Progress Reports. Progress Reports were presented by the Service members and discussed by the Board.

29. Visit of the Board to the Establishments at Wright Field. The Board spent a day and a half visiting various establishments at Wright Field, including the Power Plant Laboratory, the Photographic Laboratory, the Equipment Laboratory, the Armament Laboratory and the 4140th AAF Research and Development Display Unit. The Board witnessed a flight line demonstration. The Board was impressed with the extraordinary achievement evident in all phases of technological research and development, the efficiency and organization of the establishment and the competence and morale of the personnel at the station. The activities at Wright Field constitute a major factor contributing to the security of the North American continent. The Canadian Section of the Board was particularly pleased to note that Canadian personnel were now participating in the research undertakings at Wright Field in accordance with the previous recommendations of the Board.

30. Next Meeting. The Board agreed to hold its next meeting at New York on September 11-12. The Board adjourned at 10:20 on Thursday, May 22.

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APPENDIX I

(PARA I)

PERMANENT JOINT BOARD ON DEFENCE

Washington 25, D. C.

14 May 1947.

NOTES FOR MEMBERS, PJBD:

SUBJECT: Canadian-U.S. Cold Weather Developments

1. The Canadian Army has made inquiry regarding the feasibility of sending small detachments to Alaska, including the Aleutians, for the purpose of testing Canadian equipment in that climate already developed at Fort Churchill.

2. The Canadian Army has been informed that any requests to send a small detachment to any occupied station or stations in Alaska for the above-mentioned purpose will be reviewed favorably in the War Department. The U.S. Army does not now have in Alaska any installation comparable with Fort Churchill. It does hope, however, to develop such an installation. When such plans are firmly outlined, the Canadian Army will be informed and invited to participate.

3. The United States Army is conducting a joint Air-Ground maneuver in Alaska for the Winter 1947-48, involving air-lift and rotation of four (4) Reinforced Rifle Companies. The general concept of this maneuver is that one reinforced company per month will be air-lifted from the United States to Alaska and return for training and maneuvering in Alaska during the period 1 November 1947 to 1 March 1948 with approximately a twenty-five (25) days cycle per company. While in Alaska, each reinforced company will execute a sustained maneuver of approximately five (5) days elapsed time. Maneuver problems will be those of the defense or attack of an area.

4. The War Department will welcome Canadian Army observers during the maneuver described in paragraph 3, above.

(Sgd.) GUY V. HENRY
Major General, U.S. Army
Senior U.S. Army Member

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APPENDIX 2a

(PARA 2)

PERMANENT JOINT BOARD ON DEFENSE

Washington 25, D. C.

19 May 1947.

MEMORANDUM FOR MEMBERS OF THE BOARD:

SUBJECT: The Loran Project

1. Installation of the western stations of the Loran Project is progressing according to schedule. There are 19 C-54's working out of Fort Churchill and landing equipment and supplies on the ice at Cambridge Bay. 832 tons were landed to include 17 May, leaving approximately 270 tons still to be landed, plus approximately 35 tons of personnel, recreational and like equipment to reach Churchill and be landed by the middle of June.

2. 100 tons have been air-lifted from Edmonton to Point Barrow by ATC and 100 tons remain to be air-lifted between the same two points by American Airlines. The remainder of the material for Point Barrow and Barter Island, 30 miles east, will be taken to those points by the U.S. Navy. It is expected that the material needed for the stations at Aklavik or Campbell Lake, and Great Bear Lake or Tinney Point will be moved from Edmonton down the McKenzie through contact with the Hudson Bay Company.

(Sgd.) GUY V. HENRY
Major General, U.S. Army
Senior U.S. Army Member

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APPENDIX 2b

(PARA 2)

C219730

Ottawa, Ontario
14th May 1947.

MEMORANDUM FOR THE MEMBERS PERMANENT JOINT BOARD ON DEFENCE
CANADA-UNITED STATES

FROM: CANADIAN AIR MEMBER

SUBJECT: Report on Operation "Beetle"

1. On 25th March 1947 a combined United-States Canadian Sitting Party proceeded by air to select sites in Northwest Canada for the location of a Loran system. This system is to consist of three stations, with the master station at Campbell Lake, Yukon Territories and two slave stations at Cambridge Bay, Yukon Territories and Point Barrow, Alaska. Two Loran Control Monitoring Stations are also to be established to monitor this system. The slave station at Point Barrow and the westerly control monitoring station at Barter Island are to be constructed and operated entirely by the USAAF. The master station at Campbell Lake, slave station at Cambridge Bay and easterly control monitoring station in the Port Radium area are being constructed and operated as a joint project. On completion of the selection of sites, action was begun to provide personnel and equipment for the construction of these sites.

2. All technical Loran equipment, huts for working and domestic accommodation, and air-lift of Cambridge Bay equipment is being provided by the USAAF. The RCAF is responsible for all transportation where Canadian transportation is used. Construction, domestic and technical equipment (other than technical Loran equipment) is being supplied by the RCAF. The total tonnage of equipment for each of the Loran stations is approximately 1,500 tons and approximately 700 tons for the control monitor station.

3. The majority of equipment for the Cambridge Bay site is being airlifted by C-54's of Air Transport Command from Churchill, Man., to Cambridge Bay. Airlift operations commenced on 21st April and by 11th May 465 tons of equipment had been transported to the ice-strip at Cambridge Bay. It is hoped to complete the airlift of all equipment to this site before the break-up of the ice (approximately 15th June). Effective 13th May the number of aircraft at Churchill is being increased from ten C-54's to eighteen C-54's and two C-47's. The major difficulty encountered in this airlift has been keeping the ice strip clear of drifting snow. Heavier tractor equipment has now been flown in and this problem has been solved.

4. The entire equipment for the Campbell Lake site and the control monitoring station in the Port Radium area is being transported by water via the MacKenzie River through contracts with the Hudson Bay Company, and the Northern Transportation Company. Shipment of this equipment will begin approximately 6th June 1947 from Waterways.

5. Target date for the completion of construction and the commencement of operations of these sites is 1st October 1947.

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Appendix 3.
(Para 5)

HQS 5199-W-1, Vol 7 (DMO & 3)

OTTAWA, 19 May 47

S E C R E T

CANADA UNITED STATES

PERMANENT JOINT BOARD ON DEFENCE

MEMORANDUM FOR MEMBERS, PJBD.

SUBJECT: FORT CHRUCHILL.

PREPARED BY: DMO & P, 19 May 47

1. All testing for the winter of 1946-47 at Churchill has now been completed and the bulk of the personnel so engaged have returned to their home Stations. A total of 334 all ranks (including 72 U.S.) still remain.

2. Fort Churchill is being utilized in connection with Operation BEETLE for the collection and air despatch of supplies and equipment for installation of the Loran Stations at Cambridge Bay. The RCAF have prepared a memorandum on this operation.

3. The question of providing adequate banking facilities at Churchill for the use of Canadian and U.S. troops has been taken up with the Department of Finance. It develops that the Government has no legislative authority over the opening and closing of branches of the various chartered banks. The matter has, however, been brought to the attention of the Secretary, Canadian Banker's Association, with a request that he, in turn, acquaint the various banks with the situation to ascertain whether or not adequate arrangements can be made.

4. The Cabinet at their meeting of 8 May approved the expenditure of $773,200 at Churchill during the fiscal year 1947-48. This includes $350,000 made available by the United States War Department.

5. A long range plan for the development of Fort Churchill, now under consideration, will provide facilities for developing the art of warfare in the Arctic through study, experimentation and training. This plan provides for a gradual increase in accommodations and facilities between now and 1952, when it is anticipated that there will be an overall requirement for 2310 personnel at the station. The following are the main points of interest:

(a) The construction programme for the summer of 1947 would include the following in relative priority as listed:

/2

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(i) Water and sewage system.
(ii) Workshop and garage.
(iii) Additional barracks for 100 men.
(iv) As many married quarters as possible.

(b) Construction in future years would continue in line with the long range plan and as permitted by funds and resources. Year by year estimates of requirements for accommodations are as follows:

1947-48	926
1948-49	1242
1949-50	2024
1950-51	2260
1951-52	2310

(c) Utilization of Fort Churchill during the winter 1947-48 would have the following objectives insofar as Canada is concerned.

(i) Technical and user trials on weapons, supplies and equipment on issue to the Canadian Armed Forces.

(ii) Training of an instructional cadre.

(iii) Development of a tactical doctrine for Arctic warfare.

6. Canadian orders covering reciprocal powers of command (but not discipline and/or punishment) governing the conduct of personnel of the three Canadian Services and the United States serving at Fort Churchill have been issued. The United States War Department has concurred in principle but has not yet issued similar orders governing the conduct of United States personnel serving at Fort Churchill.

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APPENDIX 4 (a)

(Para 7)

C219733

PERMANENT JOINT BOARD ON DEFENSE

WASHINGTON 25, D. C.

File PJB 145-14 14 May 1947

NOTES FOR MEMBERS OF THE BOARD:

SUBJECT: Reciprocal Powers of Command, Ft. Churchill

The subject of powers of command at Fort Churchill came up at both the 19-20 November 1946 and 18-21 February 1947 meetings of the Board. I am presenting herewith a copy of the order which the War Department has issued in this matter, which, it is believed, combined with the Canadian order already published, will provide a satisfactory solution to the subject for all concerned.

/s/ Guy V. Henry
GUY V. HENRY
Major General, U.S. Army
Senior U.S. Army Member

1 Incl
Order (Tag ltr
dtd 9 May 47)

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APPENDIX 4
(Para 5)

C219734

WAR DEPARTMENT

The Adjutant General's Office

Washington 25, D.C.

AGAO-C 259 (5 May 47) WDGPO 9 May 1947

SUBJECT: Instructions to United States Army Forces Serving at Fort Churchill, Manitoba, Canada.

TO: Commanding Officer
United States Army Forces
Fort Churchill
Manitoba Province, Canada

1. It is anticipated that in the normal course of military operations and business at Fort Churchill, Manitoba, United States troops must of necessity obey the standing orders of the Canadian Commanding Officer of that station and be called upon from time to time to obey orders and the instructions given to them orally or otherwise by superiors in relative rank who are members of the Canadian Armed Forces.

2. In order that the United States troops may be fully aware of their duty in this matter, the United States Commanding Officer and/or Detachment Commanders will, upon arrival at Fort Churchill, issue the following order in writing:

ORDER

In order that the United States Army Forces serving at Fort Churchill may work harmoniously and efficiently with the Canadian Armed Forces, the following is ordered:

Members of United States Army Forces serving at Fort Churchill are hereby directed to obey the standing orders of the Canadian Commanding Officer of that station and, in addition thereto, to obey the orders or instructions of officers and noncommissioned officers of the Canadian Forces superior to them in relative rank.

Failure to obey the terms of this order will render the individual offender liable to disciplinary action by proper United States military commanders.

Members of the Canadian Armed Forces have been issued like instructions regarding their relationship with the United States Army Forces.

BY ORDER OF THE SECRETARY OF WAR:

/s/ Edward F. Witsell
EDWARD F. WITSELL
Major General
The Adjutant General

Copies furnished:
All War Department General and Special Staff Divisions
Commanding Generals:
Army Air Forces
Army Ground Forces
Chiefs of all Administrative and Technical Services
Senior U.S. Army Member, Permanent Joint Board on Defense, Canada and United States.

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S E C R E T

Appendix 5

(Para 11)

PERMANENT JOINT BOARD ON DEFENSE

WASHINGTON, 25, D.C.

1735 New York Avenue, N. W.

21 May 1947

U. S. NAVY AGENDA ITEM - P.J.B.D.

Subject: Amphibious Training for Canadian Personnel at U. S. Navy Amphibious Bases.

1. The Permanent Joint Board on Defense at its meeting in Winnipeg, Canada, on 18-21 February 1947, made the following recommendation, vix:-

> "that, as a reciprocal application of the Recommendation of November 20, 1946, arrangements should be made for the use of United States facilities, climate and topography for amphibious training of Canadian personnel jointly with United States forces".

2. The above recommendation was submitted to the Chief of Naval Operations by the Senior U. S. Navy Member and the Chief of Naval Operations agreed that continued training of Canadian personnel in amphibious warfare can best be provided at one of the U. S. Naval Amphibious Bases. While no assurance can be made that elements of the U. S. Marine Corps will be under training at all times concurrently with the training of Canadian personnel, there will be Marine Corps personnel of the Troop Training Unit continuously available to provide such instruction as required. In addition, schools and courses of predominantly naval character will always be available through the Naval Amphibious Training Units at the Bases.

3. The Commander Amphibious Training Command, U. S. Atlantic Fleet, located at the Naval Amphibious Base, Little Creek, Virginia, is the agency charged with the administration of the amphibious training of Canadian personnel. The number of personnel to be taken under training at any time will necessarily be a function of available capacity and of budgetary considerations. Team training of Tactical Air Control Squadrons in the control of close air support of troops can be conducted only at the Naval Amphibious Base, Coronado, California. Arrangements for such training can be made as desired. Facilities at Little Creek are such that training of individual and small units can be afforded on moderately short notice.

4. Preliminary conferences have been held in the Office of the Chief of Naval Operations with Canadian representatives and between the latter and Commander Amphibious Training Command, U. S. Atlantic Fleet, regarding the curricula for an initial student quota.

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5. Informal discussion with members of the Canadian Army Staff have resulted in tentative arrangements for the amphibious training of two cadres (about 10 officers and 10 enlisted men) at the Naval Amphibious Base, Little Creek, Va. It is understood that it is the desire that one cadre commence training in October and the other in January. Curricula for courses extending over a period of six weeks have been prepared. If desired, the October course can be commenced earlier and the cadre thus complete training in time to accompany a cold weather exercise of one BLT (Battalion Landing Team) to take place in November, probably in the vicinity of Argentia. The January instruction can be completed in time to permit students to accompany the 2nd MarDiv on the winter exercises in the Caribbean in February-March 1948. Would this be desired?

6. Interest has been exhibited in the attendance of one Canadian Army Officer at the MarCorps School, Quantico, for the senior amphibious course and the possible assignment of a second officer either to the junior or senior course. MarCorps has signified willingness to set up a quota for two officers.

7. Will the Canadian representatives submit formal request to CNO for the above training, or shall CNO issue an invitation? The former appears preferable.

8. A question has been raised regarding future training of small units such as a platoon or company. Will the Canadians arrive fully equipped with their own weapons, equipment and supplies or will they be equipped by our MarCorps? This looks like a high level decision, particularly as it will require advance planning by MarCorps, for equipment and budgetary reasons particularly if training eventually ever reaches a battalion or regimental level. Incorporation of the Canadian units into the FMFlant organization for training is understood to be desired and can be arranged. However, it is believed that a firm understanding regarding administrative and disciplinary matters must be reached in advance of arrival of troops.

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Appendix 6.
(Para 21)

Ottawa, Ontario,
20 May 1947.

MEMORANDUM FOR THE MEMBERS PERMANENT JOINT BOARD ON DEFENCE
CANADA-UNITED STATES

FROM CANADIAN SECTION.

STANDARDIZATION

A. Nomenclature of Air Force Units - Canada-United States

1. The Board at their last meeting in Winnipeg noted the difference in practice followed by the United States Air Forces on one hand and the Canadian Air Force on the other respecting nomenclature of units. It was felt that such discrepancies might seriously impair the efficiency of cooperation between the air forces of the two countries when engaged in common operations. In view of the November 20th, 1946 recommendation of the Board providing for the adoption, as far as practicable, of common designs and standards in arms, equipment and organization by the Canadian and United States Armed Services. It was agreed that the question of standardization of nomenclature of the units in question should be explored by the air forces of both countries.

2. In respect to the above, the Canada-United States Military Cooperation Committee at their meeting in Washington on 1st and 2nd April, 1947 discussed in a general way the necessity of initiating early action toward achieving Canada-United States standardization in many matters pertaining to tactical doctrine, operating procedures, forms of orders and definition of military terms and phraseology. It was agreed that in order to begin study of these matters the United States section would initiate a request to the United States Joint Chiefs of Staff to refer the following items to the United States Joint Logistics Committee:

(a) Preparation and layout of order forms.

(b) Definition of military terms and phraseology.

3. Further to the above, the Canada-United States planners at recent meetings dealing with the Canada-United States Basic Security Plan have informally discussed the probability of forming a further sub-committee to prepare an initial appendix concerning command relations and the delineation of responsibility for joint tasks contained in the Basic Security Plan.

4. In view of the foregoing it is expected that further Canada-United States consultation concerning the development of the Basic Security Plan will result in proposals for the standardization of nomenclature of air force units and similar associated problems.

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APPENDIX 7

(PARA 216)

MEMORANDUM FOR MEMBERS PERMANENT JOINT BOARD ON DEFENCE CANADA-UNITED STATES

FROM CANADIAN ARMY MEMBER. 20 May 1947.

PART B.

Standardization Nomenclature - Use of terms "COMBINED and JOINT"

1. In August 1940 the Prime Minister of Canada and the President of the United States issued a joint statement to the effect that the PERMANENT JOINT BOARD ON DEFENCE was to be set up to make recommendations to the two Governments in respect to the defence of Canada and United States.

2. Subsequent to that time and after the United States had entered the war the following definitions of terms were adopted by the Combined Communication Board (UK-USA).

(a) Joint

Between all of the services of one nation, but not necessarily within the services of that nation.

(b) Combined

Between all of the services of one nation and all of the services of another nation, but not necessarily within a particular service of either nation or between the services of either nation.

(c) Limited Combined

Between one or more specifically designated services of one nation and one or more specifically designated services of another nation, but not between all of the services of one nation and all of the services of another nation; and not necessarily within a particular service of either nation or between the services of either nation. The specifically designated services in all cases should be included in "Limited Combined" after the term.

Consequent on their adoption by the CCB, the definitions as given above were accepted by all parts of the Commonwealth and the United States and it is understood are still in force in all of the above countries.

3. For political and historical reasons the designation of the PJBD, which more properly should be referred to as the Permant Combined Board on Defence has never been altered to conform to the definitions outlined above. The reasons for retaining the word "Joint" in the title of the Board are considered valid and the continued use of the word in this title is acceptable.

4. However, stemming from the recommendations of the Board with reference to the revision of ABC-22 and the production of a Canadian-United States Basic Security Plan, there have been formed the Joint Cdn-US Military Cooperation Committee and certain Joint Sub-Committees. In their deliberations and the draft appendices which these sub-committees produce, the word "JOINT" continually occurs when describing Cdn-US defence activities, installations, measures of collaboration and the like.

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5. When the Basic Security Plan and its Appendices are turned over to other branches of the military staffs of both countries for further detailed planning and implementation, such staffs will be confused by the indiscriminate and incorrect use of the words "JOINT" and "COMBINED". Particularly will it be difficult to decide whether the word "Joint" in any context should have an "international" or an "interservice" meaning.

6. It is recommended that the following procedures be adopted -

(a) The word "JOINT" continue to describe the PJBD Canada-United States.

(b) That the title of any other committees or sub-committees which exist or may exist in the future be described simply as "Canada-United States" and the use of either the term "JOINT" or "COMBINED" in their description be avoided.

(c) That the words "COMBINED" and "JOINT" with the meanings as agreed by Western Allies in the recent war be used in the context of any document dealing with the Cdn-US Basic Security Plan and its Appendices.

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PERMANENT JOINT BOARD ON DEFENCE

(Canada - United States)

ROYAL CANADIAN NAVY

Progress Report - February - May, 1947.

OPERATION OF H.M.C. SHIPS AND NAVAL AIR SQUADRONS

H.M.C.S. "UGANDA" (CL) and H.M.C.S. "CRESCENT" (DD) made an informal visit to San Diego from the 20th to the 23rd of April, whilst on a spring cruise with Cadets from the Royal Canadian Naval College, H.M.C.S. "ROYAL ROADS".

H.M.C.S. "WARRIOR (CVL) in company with H.M.C.S. "NOOTKA" (DD) sailed from Halifax on the 15th of April for Bermuda and returned 14th May. During this period extensive flying exercises were carried out in the Bermuda area with units of the America and West Indies Squadron, the Commander-in-Chief, America and West Indies, flying his flag in H.M.S. "SHEFFIELD".

883 (Fighter) and 826 (T.B.R.) Naval Air Squadrons were formed at Dartmouth, N.S., on 15th May as No. 15 Carrier Air Group.

NAVAL RESERVES

Two Naval Reserve Divisions were recommissioned on St. George's Day, 23rd April, 1947. They are H.M.C.S. "MALAHAT" at Victoria, B.C., and H.M.C.S. "SCOTIAN" at Halifax, N.S. This brings the number of Reserve Divisions in Canada to 20.

Recruiting is continuing in the Naval Reserves and as of 1st May the approximate numbers were:-

University Naval Training Divisions	- 885
R.C.N. (Reserves)	- 1424

H.M.C.S. "PORTAGE" (AM) on the East Coast, and H.M.C.S. "ANTIGONISH" (PF) on the West Coast are continually employed on Naval Reserve training. It is expected that some 1600 Reserve personnel will be given training between April and September, 1947.

There is at present a serious shortage of bunker fuel oil in Canada and the stocks at all ports in Quebec, the Maritimes, Newfoundland and British Columbia are in such short supply that the Oil Companies are limiting supplies to only their contract customers.

CORRECTION TO LAST PROGRESS REPORT

The December - January Progress Report of the R.C.N. should be corrected as follows:-

Under "Economy Measures" - last line - for 5 Destroyers read 6 Destroyers.

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N.S.H.Q.,
15th May, 1947.

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OTTAWA, 14 May 47

PERMANENT JOINT BOARD ON DEFENCE

CANADIAN ARMY PROGRESS REPORT

14 MAY 47

Reorganization Army HQ (Absorption of MGO Duties by QMG)

1. Effective 1 Apr 47 the office of the Master General of the Ordnance was abolished and responsibility for its duties was assumed by the Quartermaster General.

2. In connection with the above the various Directorates previously operating within the MGO Branch have been absorbed in the QMG Branch. Necessary reorganization of the QMG Branch has now been completed. The resultant organization will consist of the QMG and VQMG with five principle Directorates, namely: Works and Accommodation, Supplies and Transport, Ordnance Services, Mechanical Engineering and Design and Development. In addition an Inspectorate of Ordnance and RCEME Services will be provided.

The Northwest Highway System

3. There have been no significant developments in this regard since the last report. The Army continues to be fully responsible for highway maintenance, although the British Columbia Government is currently considering the assumption of maintenance responsibility for the southern fifty miles of the Highway.

Combined Operations Training

4. The Director of Military Training has conferred with the Commander, amphibious Training Command, U.S. Atlantic Fleet, with regard to utilization of United States facilities for amphibious training of Canadian personnel. As a result tentative plans have been formulated which call for the training at the US Amphibious Training Centre, Quantico, Virginia of a Canadian Instructional Cadre consisting of a total of 23 officers and 19 other ranks. This cadre would be divided into two groups, one to commence training in October 1947 and the other in January 1948.

5. The entire plan is dependent on the method of approach which would be most suitable from the United States point of view. Information is now awaited from the United States as to which of the following procedures is most desirable:

/2

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(a) Canada to request that the United States make available the necessary training facilities.

(b) The United States to invite Canada to participate in this type of Training.

6. Although the above plan is oriented on US Navy doctrine and teaching, it is realized that in future emergencies Canadian Army units are more likely to be operating in conjunction with US Army divisions rather than with US Marine Corps divisions. Consideration is being given, therefore, to formulating a policy that will result in Canadian units receiving the same type of training as comparable US Army units.

Exchange of Officers

7. With respect to the exchange of officers between the Canadian and U.S. Armed Forces, the following are the postings which have been approved and filled by officers of the Canadian and United States Armies:

(a) Canadian officers with the US Army -

Name		Rank	Assignment
Armstrong	JG	A/Major	QM Food & Container Institute, Chicago.
Bertrand	JGAP	Major	G-1, H, Army Ground Forces.
Campbell	WA	Major	Detroit Arsenal, Centre Line, Mich.
Doerkson	CJ	Capt	War Dept Gen Staff.
Fast	J	Lt	War Dept Gen Staff.
Forsyth	HL	Major	Rock Island Arsenal, Illinois.
Heuchan	ER	Major	War Dept Gen Staff.
Kinsman	JL	A/Major	Army Medical Centre, Ft Sam Houston.
Klaehn	RA	Major	Edgewood Arsenal, Maryland.
McClennan	JV	Major	War Dept Gen Staff.
McCoy	TR	A/Lt Col	War Dept Gen Staff.
Olliver	DAW	Major	Aberdeen Proving Ground, Maryland.
Raney	RJ	Lt Col	Fort Monmouth, New Jersey.
Reesor	FK	Major	War Dept Gen Staff.
Stewart	EN	A/Major	War Dept Gen Staff.
Taylor	ED	Major	Fort Belvoir, Virginia.

... /3

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(b) US Army officers with the Canadian Army -

Name	Rank	Assignment
Billings ED	Lt Col	Armament Res & Dev Establishment.
Brackett, Morris J	Major	Director General of Med Services.
Button RE	Lt Col	Directorate of Staff Duties.
Duncan, Carl O	Major	Signals Research & Dev Establishment.
Hallinger EE	Lt Col	Directorate of Military Int.
Harrington PW	Lt Col	Directorate of Supplies & Catering.
Huneycutt RE	Lt Col	Directorate of Weapons & Dev.
Irvine, Richard H	Major	Directorate of Organization.
Lemmon JG	Lt Col	Directorate of Mil Operations & Plans.
McDermot, Austin	Major	Directorate of Vehicle Development.
Ryan, Ward S	Lt Col	Directorate of Military Training.
Steidtmann, Carl A	Major	Defence Research Establishment.
Supensky, John A	Lt Col	Directorate of Ordnance Services.

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Ottawa, Ontario.
14th May, 1947.

PERMANENT JOINT BOARD ON DEFENCE
CANADA-UNITED STATES

Royal Canadian Air Force
Progress Report

1. RCAF Photographic Operations (1948)

Approximately 293,470 square miles of tri-camera photography will be attempted this year by 413 Squadron employing either two or three Mitchell aircraft and from approximately the 1st of July onward one Lancaster aircraft. Geodetic survey operations will be conducted by a detachment of 413 Squadron equipped with two Cansos and three Norseman aircraft. It is expected that approximately 50 to 80 ground control points will be established along the Arctic coast north and northeast of Great Bear Lake. A party of 13 geodetic surveyors will accompany the detachment which is expected to leave Norman Wells on 15th June.

Vertical photography covering approximately 276,284 square miles will be undertaken by 414 Squadron employing 4 Detachments of three Dakotas each. In addition one vertically equipped Mitchell will assist in these operations. A number of gaps from the year 1945-46 remain to be flown and have not been included in the above total. An effort will be made to complete these, where possible, before starting this year's operations.

Operating bases with the square mileage to be covered from each are as follows:

VERTICAL (Scales of 3333 and 2640)		TRI-CAMERA (Altitude 20,000 ft.)	
Penticton	21,300	Kapuskasing	71,000
Prince George	2,613	Armstrong	102,000
Calgary	23,276	Churchill	120,470
Suffield	3,430		
Fort Nelson	50,200		
Whitehorse	15,000		
Edmonton	23,276		
Fort Smith	8,000		
(Yellowknife (Port Radium	47,845		
The Pas	38,000		
Norman Wells	17,000		
Fort Simpson	24,000		
Churchill	27,000		
Baker Lake	6,200		
Fort Chimo	18,670		
Goose Bay	4,300		

2. Magnetic Survey

The Department of Mines and Resources Engineering and Survey Branch are being supplied with one Canso and crew for a period of approximately 60 days to permit them to carry on a magnetic survey in northern Canada and the Archipelago. The survey necessitates ground observations at several points and is intended to reveal the exact location of the Magnetic Pole.

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The main base for the operation is to be Cambridge Bay and it is here that the Canso will be refuelled. Three or four observations will be made on the way to Cambridge Bay and nine to twelve observations will be made within a radius of 600 miles north and east of Cambridge. The RCAF are providing the Canso and crew as their share of the operation. The Department of Mines and Resources are providing 2 geologists and the necessary magnetic survey instruments. The commencement of this operation is planned for 15th July 1947.

3. Foreign Exchange Control Regulations - United States Forces with the RCAF

Certain officers of the United States Army who are in Canada with the RCAF on an exchange basis raised a query as to their position under Canadian Foreign Exchange Control regulations if they should purchase houses in Canada and later, upon their return to the United States re-sell them and desire to take the resultant funds back to the United States. A query was directed to the Foreign Exchange Control Board which has provided a memorandum containing the following provision:

> "3. Other Investments - A non-resident who makes a new capital investment in Canada (other than in marketable securities) and records the investment with the Board when it is made, is permitted under the Board's present policy subsequently to liquidate the investment in Canada either in whole or part and withdraw the proceeds from Canada in Canadian dollars which may be converted into United States dollars in the open exchange market in the United States. The investment should be recorded with the Board by letter giving full particulars including the name and address of the investor and of the Canadian enterprise in which the investment is made."

The Foreign Exchange Control Board is not able at present to give an indication as to what future regulations may be in effect in the event of any such sale of real property and could not undertake to provide at that time United States dollars at the official rate for Canadian dollars. It was understood, however, that United States exchange officers would be permitted to export Canadian dollars to the United States for conversion to United States Dollars in the United States free market.

Copies of the relevant correspondence were passed to each United States exchange officer for his information and retention.

4. Goose Bay - Customs Duty

The RCAF has not been able to effect satisfactory arrangements with the Newfoundland authorities in respect of articles imported from Canada for the benefit of dependents of RCAF personnel stationed at that unit. The Newfoundland authorities insist upon the collection of customs duties, which means that such Canadian personnel, who are subject to Canadian rates of income tax, are placed in a highly disadvantageous position. It may be that more satisfactory arrangements could be worked out by the Joint Board on Defence in collaboration with the United States authorities.

5. Combined Committee on Air Training in North America

In May 1942 a Conference of United Nations was held in Ottawa to discuss air training. It was decided to form a Committee to be known as "The Combined Committee on Air Training in North America."

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The members of the Committee consisted of representatives of the United States, United Kingdom and Canada. A United States representative was to be the Chairman of the Committee.

On 3rd December 1946 a meeting was held to decide whether the Committee should continue to function and, if so, to establish new terms of reference. Representatives of the USAAF, USN, RAF and RCAF were present. It was decided that the Committee would continue to serve a useful purpose in peacetime. The representatives recommended that the functions of the Committee should be advisory, including:

(a) Exchange information on air training questions.
(b) The submission of reports to the appropriate authorities.

19th May 1947 was set tentatively as the date of the first meeting to discuss air training matters. Unfortunately, due to changes in training policy and re-organization of the training programme of the American Services, the Chairman found it necessary to delay the meeting indefinitely.

6. Exchange of Officers

With respect to the policy to exchange officers between the Canadian and United States Armed Services, the following is a list of the exchange postings which have been approved and filled by officers of the RCAF and United States Services:

RCAF Officers on Exchange with United States Forces

C860	W/C JG Stephenson	USAAF Headquarters, Washington, D.C.
C1467	S/L RA Gordon	USAAF Headquarters, Washington, D.C.
J15521	S/L H Malkin	HQs Tactical Air Command, Langley Field, Hampton, VA.
C2912	S/L KC Cameron	HQs Technical Division, Air Training Division, Scott Field, Ill.
J6284	S/L JE Bythell	HQs Flying Division, Air Training Command, Randolph Field, Texas.
C2545	S/L MB MacKinnon	HQs Air Materiel Command, Wright Field, Dayton, Ohio
C11755	F/L RG Elliott	HQs Air Materiel Command, Wright Field, Dayton, Ohio
J16553	S/L A Lehn	USN VP Sdn. 114, Naval Air Stn., Atlantic City, NJ.
J16164	F/L EW Smith	ATC, 501 AAF Base Unit, Gravely Point, DC.
C7135	F/L SD Gillis	HQs Air Materiel Command, Wright Field, Dayton, Ohio.

USAAF Officers on Exchange with the RCAF

0-29425	Lt Col JC Barlow	Air Force Headquarters, Ottawa
0-293360	Lt Col JT Brown	Air Force Headquarters, Ottawa
0-40353	Lt Col CH Irby	Maintenance Command Headquarters, Ottawa
0-22524	Lt Col OB Hardy	Maintenance Command Headquarters, Ottawa
0-23402	Major HK Avery	Air Force Headquarters, Ottawa
0-665217	Major JJ Meyers	Central Air Command Headquarters, Trenton
0-437924	Major DW Corley	Central Air Command Headquarters, Trenton
0-859552	Capt JR Bernard	Maintenance Command Headquarters, Ottawa
0-477973	Capt CA Proctor	Air Force Headquarters, Ottawa
0-434146	Capt L Nixon	9 Transport Group, Rockcliffe
0-432976	Capt JJ Obert	1 Equipment Depot, Trenton
0-1645237	Lt AE Murray	Radio & Communication School, Clinton

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PERMANENT JOINT BOARD ON DEFENSE

CANADA-UNITED STATES

U. S. ARMY
PROGRESS REPORT

19 May 1947

1. Customs Setup at Fort Nelson. At the 18 February 1947 meeting of the Board in Winnipeg a memorandum was presented to the Secretary, Canadian Section, PJBD, requesting on behalf of the Air Transport Command, AAF, that thought be given to the feasibility of establishing at Fort Nelson sufficient Canadian customs arrangements with a view toward permitting the Army Air Transport Command to utilize that location as the only scheduled landing point between Great Falls and Fairbanks. The customs setup at Fort Nelson would be in lieu of that at Edmonton, permitting the ATC to over-fly Edmonton. Air Vice Marshal Curtis, Canadian Air Member, PJBD, has advised that it is considered that for planning purposes it can be assumed official permission for the customs setup at Fort Nelson will be available shortly and that the U.S. Section, PJBD, will be informed when necessary arrangements have been finalized. The Commanding General, Pacific Division, ATC, has been advised of the above.

2. Fort Churchill.

a. Removal of Classification. The general classification of the Churchill project was changed from RESTRICTED to UNCLASSIFIED. Individual projects under development, experimentation, or tests at Fort Churchill will retain such classification as seems desirable.

b. Construction. Necessary action has been taken by the Canadian Department of National Defense and the U.S. War Department to increase the general housing and other facilities at Fort Churchill for the coming winter. A construction company of U.S. Engineers will arrive there during May, 1947 to assist in the reconstruction work. Upon its completion, Fort Churchill will house approximately the following personnel with improved facilities for water sewerage and research and development:

515 Canadian
300 United States

The 1946-47 allotment provided for 470 Canadian and 100 U.S. personnel. It is proposed to put in a water and sewerage system to the site of the permanent station, a workshop and garage, additional barrack accommodation for one hundred enlisted personnel, and as many new married quarters as funds will permit.

c. Powers of Command. The Canadian Army and the U.S. War Department have each issued the necessary instructions for reciprocal powers of command at Fort Churchill. The subject was discussed at both the 19-20 November 1946 and the 18-21 February 1947 meetings of the Board. Copies of the U.S. order have been furnished appropriate Canadian agencies.

3. Low Frequency Loran Project.

a. Work has been started and is progressing on the

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establishment of Loran installations in the North American Arctic.

b. Official announcement, agreed to by the proper United States authorities, was made before the Canadian House of Commons 25 March 1947, which announcement automatically downgraded classification of the Loran Project to UNCLASSIFIED.

4. Goose Bay Airport.

a. Petroleum Products. At the request of the RCAF, the AAF has ceased selling petroleum products to commercial airlines at Goose Bay and arrangements have been made whereby a representative of the Canadian Department of Transport will handle these matters.

b. Tankage. The US AAF is negotiating with the RCAF for the lease of tankage at Goose Bay for storage of gasoline.

5. Airfields and Weather Stations, Northeastern Canada, Baffin Island and Labrador.

a. River Clyde and Mecatina. In March the AAF Weather Service augmented the Canadian personnel at River Clyde, Baffin Island, The AAF plans to reopen the weather station at Mecatina, Quebec, about 15 June. This station had been temporarily abandoned.

b. Rehabilitation. Fulfilling responsibilities of the U.S. under the 31st and 32nd Recommendations of the PJBD, the WAR Department approved rehabilitation work for the coming summer at the airfields at Mingan, Quebec; Fort Chimo, Quebec; Frobisher Bay, Quebec; and the weather stations at Indian House Lake, Quebec; Mecatina, Quebec; Padloping Island, Baffin Island; River Clyde, Baffin Island; and also certain work at Goose Bay, Labrador, and the weather station at Cape Harrison, Labrador.

6. Liaison on Cold Weather Activities. The US AAF concurs in the RCAF proposal that, with respect to the RCAF observer at Ladd Field, Alaska, "Exchange of Information" be govered as follows:

(a) All communications from this observer originating from United States territory be submitted to the United States Commanding Officer for signature of approval of the substance of the letter. In matters directly connected with the work in hand, the letter would then be forwarded directly to the Winter Experimental Establishment headquarters at Edmonton.

(b) In questions of major policy and security, clearance be made between the respective headquarters, RCAF or USAAF.

(c) The final report be made between RCAF Headquarters and USAAF Headquarters.

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7. Shipment of Materials, Supplies and Equipment for Experimentation and Development Purposes in Canada. Instructions covering this subject have been issued by the War Department and the Canadian Army. It is hoped that publication of these directives will assist the technical services in their joint or cooperative research and development work in Canada.

8. Exchange of Officers, Canada-United States.

a. Forwarding of Official Reports by Exchange Officers. At the last meeting of the Board 18-21 February 1947 at Winnipeg a statement was made "that officers attached to the Armed Forces of either country should under no circumstances forward official reports to the service department of their own country without keeping the commanding officers of the units to which they are attached fully informed of the subject matter of such reports". It was suggested that all services in both countries insure that directives to officers interchanged stress this point. The United States and Canada have now issued instructions to their respective exchange officers which will fully meet the requirements set forth at the above-named meeting.

b. U.S. Exchange Officers to Canada. The following US AAF officers have been assigned to duty with Canadian installations:

Name	Canadian Selected Assignment
Major Maurice G. Long, O-36683	Office of the Deputy Director for Air, Army Hqs, Ottawa
Major Hamilton K. Avery, 024032	Directorate of Intelligence, AFHQ, Ottawa
Lt.Col. James C. Barlow, O-29425	Personnel Div., AFHQ, Ottawa
Capt. Joseph R. Bernard, 0859552	Maintenance Command Hq., Uplands, Ontario, Canada
Lt.Col. John T. Bohn 0393360	Directorate of Signals, AFHQ, Ottawa
Maj. Donald W. Corley, 0437924	No. 1 Air Command Hq., Training Div. Trenton, Ontario
Lt.Col. Otha B. Hardy, 022524	Maintenance Command Hq., Uplands, Ontario
Lt.Col. Claude H. Irby, 040353	Supply & Organization, Directorate of Organization & Establishments, AFHQ, Ottawa
Maj. John J. Meyers, 0665217	Personnel Div., No. 1 Air Command Hq., Trenton, Ontario
Capt. Robert L. Nixon, 0434146	No. 9 Transport Group, Rockcliffe, Ontario

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US Army Progress Report (Cont'd), 19 May 47

Name	Canadian Selected Assignment
Capt. John J. O'Bert, 0432976	No. 1 Equipment Depot, Toronto, Ontario
Capt. Clark A. Proctor, 0477973	Research and Development Div., AFHQ, Ottawa, Ontario

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PERMANENT JOINT BOARD ON DEFENSE

CANADA-UNITED STATES

UNITED STATES NAVY PROGRESS REPORT

SECRET 21 May 1947

1. The following changes in status of U. S. Naval installations which affect Joint Canadian-United States operations have been made since the last Progress Report:

Base	Location	Activity	Remarks
Kodiak	Alaska	U. S. Naval Supply Depot, Naval Operating Base	Disestablished, 1 April 1947

2. The transfer of title of the Loran Station at Spring Island (Vancouver, B.C.) to the Canadian Government has been completed.

3. Surplus material in excess to the needs of the U. S. Navy continues to be made available for sale to the Canadian Navy. A number of deliveries of equipment have already been made and it is expected that deliveries will increase in the near future.

4. The U. S. Navy Department is making plans for training cruises by U. S. Naval Reserve personnel for two-week periods in the Great Lakes. It is desirous that these plans include firing of elementary target practices with various weapons by the Naval Reservists.

The total ships by types which may fire during one or more Naval Reserve cruises during the remainder of the calendar year 1947 are estimated to be as follows: 15 PC, 10 YMS, and 6 LCI. It is to be understood that in no case will guns larger than 3 inch be fired in the Great Lakes, and that no depth charges or impulse charges will be issued, carried or fired in the Great Lakes.

The Canadian Government has been notified of the above plans through the Secretary of the U. S. Section of the Permanent Joint Board on Defense. It has also been proposed that specific Firing areas be agreed upon by the United States and Canada.

5. The Canadian Navy Member of the Board has requested informally, through the Senior U. S. Navy Member, whether there would be any likelihood of one or more United States submarines paying visits to the ports of Halifax, N. S., and Esquimalt, B. C., and whether, during these visits, the United States Navy would be interested in permitting these submarines to take part in anti-submarine exercises with the Canadian surface and air forces.

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The U. S. Navy Department's reaction to the above idea is favorable and it is expected that detailed arrangements will be made in the near future.

6. Conforming with the recommendation made by the Board at its meeting in Winnipeg, 18-21 February 1947, concerning the use of United States facilities, climate and topography for amphibious training of Canadian personnel jointly with United States forces, the U. S. Navy Department has agreed to provide for training of Canadian personnel in amphibious warfare at one of the U. S. Naval Amphibious Bases.

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PRIVY COUNCIL OFFICE

CABINET SECRETARIAT

OTTAWA, September 20th, 1947.

MEMORANDUM FOR THE PRIME MINISTER:

I send you herewith a copy of the Journal of Discussions and Decisions of the Permanent Joint Board on Defence at their meeting of September 11th-12th, 1947.

Certain of the items recorded therein emerged from the special meeting of the Cabinet Defence Committee with the Canadian Section of the Board held on August 12th last. These are listed below:

Para. 5 - Joint Ship-and-Shore Manoeuvres at Georgia Straits.
Para. 6 - Differentiation Between "Basic Security Plan" and "Implementation Programme".
Para. 7 - The Character and Responsibility of the Board.
Para. 8 - Goose Bay Airbase.
Para. 9 - Publicity Relating to Joint Defence Arrangements.

In each of these cases General McNaughton made known to the Board the views of the Canadian Government in accordance with the decisions taken at the August 12th meeting of the Cabinet Defence Committee.

The Journal will be submitted in the normal manner at the next meeting of the Cabinet Defence Committee, at which time consideration will be given to the Board's recommendation contained in para. 13.

E.W.T. Gill,
Secretary,
Cabinet Defence Committee.

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TOP SECRET

(except where otherwise indicated)

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, NEW YORK, NEW YORK, SEPTEMBER 11-12, 1947

The Permanent Joint Board on Defence met at New York, New York, on Thursday, September 11, 1947, at 10.00 a.m. The following members participated:

Canadian Section	United States Section
General the Hon. A.G.L. McNaughton	Major General Guy V. Henry
Air Marshal W.A. Curtis	Rear Admiral C.W. Styer
Major General C. Churchill Mann	Captain G.W. Anderson, Jr.
Rear Admiral F.L. Houghton	Colonel Chas. H. Deerwester
Mr. S.F. Rae	Mr. Andrew B. Foster

The following officers were also in attendance: Air Vice Marshal A.L. Morfee, who will replace Air Marshal Curtis; Lt. Col. W.S. Murdoch, Canadian Army; Group Captain S.W. Coleman, RCAF; Captain H.N. Lay, RCN; and Mr. David Johnson, Department of External Affairs.

The Chairman of the United States Section, Mayor LaGuardia, was prevented by serious illness from attending the meeting. He had expressed every intention of being present but at the last moment his doctors forbade it. He telegraphed the President and the Secretary of State on September 10th to this effect. Inasmuch as Mayor LaGuardia is the only original member still on the Board and as he had never missed a meeting during the seven years since the Board was established in 1940, his guidance and wisdom were sorely missed. It was arranged

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that the Secretary of the United States Section should report to Mayor LaGuardia immediately after the meeting and should give him full details concerning the Board's deliberations. General Henry acted as Acting Chairman of the United States Section in Mayor LaGuardia's absence.

Congratulations were extended to Air Marshal Curtis and Rear Admiral Houghton on their recent promotions.

The Board expressed to General Henry and Air Marshal Curtis, who were attending their last meeting as members, its deep appreciation of the outstanding service rendered by each of them as members of the Board. General Henry was first appointed in October, 1943, and Air Marshal Curtis in January, 1944. Their energy, imagination, resourcefulness and perception were responsible in large measure for the achievements of the Board. The Board also expressed to Mr. Rae its appreciation of his valuable services, which it greatly regrets losing, and welcomes his successor, Mr. Johnson. The Board welcomed Rear Admiral C.W. Styer, who has replaced Rear Admiral J. Cary Jones. (UNCLASSIFIED)

1. Administrative Matters Relating to the Board. Bearing in mind the nature of the Board's discussions and the classification of many of the problems with which it deals, the Board decided that its Journal should be classified henceforth as "TOP SECRET". It was further decided that the Board would establish a security classification for each numbered paragraph in the Journal so that paragraphs classified below the "TOP SECRET" level might receive wider distribution than those classified as "TOP SECRET"

The Board decided that it would be the responsibility of the Section in whose country the meeting takes place to furnish adequate security for the documents brought to the meeting by the members. In particular, it was agreed that

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when a meeting takes place in a hotel an armed guard should be provided to protect the documents at night and during luncheon or other intervals.

The Board decided that the Secretary in the country where the meeting takes place should bring to the meeting a complete set of the Journal from its inception in 1940 to date. (TOP SECRET)

2. Personnel for Weather Stations in Eastern Canada. The Secretary of the Canadian Section informed the Board that the Canadian Department of Transport had agreed in principle to furnish necessary radio personnel for the weather stations in Eastern Canada but was unable to do so at present because of the fact that such a considerable number of trained personnel were required. Meanwhile, the United States has transmitted to the Department of Transport detailed information concerning United States personnel now on duty at these stations. (RESTRICTED)

3. The "Visiting Forces (United States of America) Act." The Board noted with satisfaction the Act of the Canadian Parliament entitled the "Visiting Forces (United States of America) Act", effective from April 1, 1947. The Act established the legality, under Canadian law, of the functions of the service courts and service authorities of the United States forces in Canada in connection with offences committed by members of the United States forces there (a copy of the Act is attached hereto as Appendix No. 1). (UNCLASSIFIED)

4. Communications Circuits of the Alaska Highway. The Board noted that the United States forces have definite need of the voice and teletype circuits along the Alaska Highway and that the Canadian authorities have made the circuits available. The Board approves this arrangement and recommends

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that the contract covering it be signed by the competent Canadian authorities as soon as possible, in order that accounts may be paid. (UNCLASSIFIED)

5. Joint Ship-and-Shore Manoeuvres at Georgia Straits. The Chairman of the Canadian Section explained to the Board the recent decision of the Canadian Government not to approve the proposed joint ship-and-shore manoeuvres which were to have been held at Georgia Straits, British Columbia. He stated that, for one thing, the general area in question was a well-populated one and that this of itself cast a question on the enterprise. Furthermore, it had been felt that press and public reaction would be unfavourable toward the presence of a considerable number of United States forces in Canada on such manoeuvres unless there was a substantial participation by Canadian forces. The Canadian Army was unable to contribute more than a very small token force, and consequently it was considered that the manoeuvres were inadvisable at the present time. General McNaughton remarked that inasmuch as the principles of joint Canadian-United States military cooperation were not as well established in the public mind as they some time no doubt would be, it was felt that on balance the manoeuvres might do more harm than good to the over-all defence programme. (SECRET)

6. Differentiation Between "Basic Security Plan" and "Implementation Programme". The Chairman of the Canadian Section reminded the Board of the importance of distinguishing clearly between the "Basic Security Plan" and the "Implementation Programmes" which would carry the plan into effect. The Board agreed that the "Basic Security Plan" is a military war plan setting forth the requirements of the two countries in terms of the personnel, materiel, organization, communications, support and deployment needed in the event of war. The "Basic Security

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Plan" is based upon the best estimates of the potential enemy's capabilities and probable intentions. "Implementation Programmes", on the other hand, are concrete measures taken from year to year to ensure that the Plan can be brought into operation when the time comes. Political, financial and personnel considerations necessarily limit implementation programmes in varying degrees, but should not limit the scope of the Basic Security Plan, assuming the latter is founded upon a realistic appreciation of the maximum war potential of Canada and the United States. (TOP SECRET)

7. The Character and Responsibility of the Board. The Chairman of the Canadian Section considered it appropriate to recall for the record that the Permanent Joint Board on Defence, United States-Canada, is an advisory body which makes recommendations to the two Governments and is in no sense an executive instrument which takes concrete action or engages in operations. Nevertheless, it is clearly the responsibility of the Board to keep track of the recommendations made by it and to inform the two Governments if it considers that its recommendations are not promptly and effectively acted upon. In this connection, the Board has a general responsibility only; it is not competent to review and decide upon the details of programmes initiated or actions taken in accordance with its recommendations, this being of course wholly a responsibility of the Joint Chiefs of Staff of each country. (UNCLASSIFIED)

8. Goose Bay Airbase. The Board discussed at some length the related problems of customs rights, jurisdictional problems, and long-term rights at the Canadian Airbase at Goose Bay, Labrador. General Henry remarked that since the Board's last meeting on May 21-22, 1947, at Dayton, Ohio, arrangements had been made for the dependents of the United States forces to proceed to Goose Bay and that Brigadier General C.V. Haynes, Commanding General, Newfoundland Base Command, had agreed to the stipulations imposed by the

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Newfoundland authorities with respect to the admission of foodstuffs and merchandise for the dependents in question. The Secretary of the United States Section explained that General Haynes had merely effected a temporary modus operandi and that his action was not to be considered as formal acceptance of the Newfoundland stipulations by the Government of the United States. The Secretary of the Canadian Section referred to Paragraph 12 of the Journal of the Board's meeting of February 18-21, 1947 and Paragraph 17 of the meeting of May 21-22, 1947; he stated that there was still no substantial change in the situation with respect to long-term rights at Goose Bay and that therefore it continued to be desirable to avoid any premature action which might compromise the possibility of a mutually satisfactory solution being reached in the future. (TOP SECRET)

9. Publicity Relating to Joint Defence Arrangements. The Board discussed this difficult subject at some length and expressed its dissatisfaction with the existing lack of definite policy and coordination. The Board considered it a fundamental principle that Canadian-United States joint defence arrangements should be made known to the peoples of the two countries within the limitations necessarily imposed by military security. Apart from the fact that secrecy is counter to the Canadian and American tradition, the Board believed that the strength of the joint defence arrangements depended in some degree upon their acceptance and support by the two peoples. Again, secrecy often led to wild speculation in the press, with the result that more harm was done by restrictions than good was gained in the effort to prevent possible enemies from knowing the facts.

Accordingly the Board believed that in the case of those projects which in the judgment of the appropriate

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authorities of the two countries could be classified as "UNRESTRICTED", simple factual announcements should be issued at an early stage. The announcements should always have the approval of both Governments and, in this connection, it was recalled that it is the approved policy of both countries that the primary responsibility for public announcements rests with the country whose territory is utilized.

The Board noted that each project must be examined on its own merits in so far as possible publicity is concerned, and must be reviewed in terms of the prevailing international situation, political considerations in each country, their relationship with the United Nations, and of course and above all else, the military security aspects. The latter aspects were for determination by the military departments of each Government; while the international, political and United Nations considerations were of primary interest to the Department of External Affairs and the Department of State.

The Board recommended that each Government, taking into account the foregoing considerations, should establish a clearly defined policy with respect to publicity relating to joint defence arrangements; that appropriate directives should be issued from a high level in the interested departments of each Government and that measures should be taken to coordinate and expedite through prescribed channels proposed publicity concerning a given project. (SECRET).

10. Standardization of Screw Threads. The Board reviewed the progress which had been made in the standardization of screw threads following the recommendation on this subject at the last meeting. Colonel Deerwester reported that the U.S. Secretary of War had communicated on August 19 with the National Bureau of Standards, the American Standards Association and the American Society of Mechanical Engineers,

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emphasizing the need for an early conference of United States, Canadian and United Kingdom representatives to consider this matter further. Similar action has been taken by the Secretary of the Navy. The National Bureau of Standards has already approved the suggestion and replies are awaited from the other two agencies. Colonel Deerwester stated that there was no objection to furnishing the Canadian Standards Association with these letters (copies of which are attached hereto as Appendix No. 2). (UNCLASSIFIED).

11. Alaska Highway-Haines Cut-Off. With reference to Paragraph No. 18 of the Board's meeting of May 21-22, 1947, Major General Mann reported to the Board concerning the road from Edmonton to Dawson Creek and the road from Prince George to Dawson Creek via the Pine Valley Pass. He said that the road from Edmonton to Dawson Creek is open at present; is gravelled for the greater part of the distance and completion of this surfacing is expected to be achieved this year; is of standard commercial highway specification; and bridge classifications are such as to sustain all classes of commercial traffic. The road from Prince George to Dawson Creek via Pine Valley Pass is expected to be completed by November, 1948. It will have a maximum grading of seven percent and a gravel surface. No part of this road is at present fit for travel. (UNCLASSIFIED).

12. Northwest Staging Route. The Board noted with satisfaction that the Canadian Government had approved the following recommendations agreed to by the Canada-United States Military Cooperation Committee, concurred in by the Canadian Chiefs of Staff:

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"(a) that maintenance of present facilities along the Northwest Staging Route is essential in war to the defence of Alaska and necessary in peace for military and civilian traffic;

"(b) that because of the training value and opportunity provided for cooperation between the Services of the two countries and in the interests of rapid and uninterrupted expansion in time of emergency, there are distinct advantages in having this Route maintained by a military agency during peace". (TOP SECRET).

13. Transportation of Service Personnel in the Military Airplanes of the Other Country. The Board adopted the following recommendation:

RECOMMENDATION OF SEPTEMBER 11, 1947

that as a measure contributing directly to the efficiency of joint United States-Canadian cooperation and security arrangements, the service personnel (civil and military) of each country should be carried reciprocally in the military airplanes of the other country without charge for reimbursement. (SECRET).

14. Permission for United States Military Planes to Over-fly Edmonton. Air Marshal Curtis informed the Board that arrangements had been completed to authorize U.S. military planes to over-fly Edmonton to Fort Nelson which had been designated as a port of entry and where necessary immigration and customs services had been established. (UNCLASSIFIED).

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15. Northern Amphibious Training Area. Rear Admiral Houghton informed the Board that the Royal Canadian Navy, in cooperation with the U.S. Navy, was engaged in determining the most favourable area in the far north for joint amphibious training exercises. (SECRET).

16. U.S. Submarine Training with Canadian Surface and Air Forces. With reference to Paragraph No. 14 of the Journal of the Board's meeting of May 21-22, 1947, Rear Admiral Houghton informed the Board of details concerning the training and exercises carried out by U.S. submarines and HMC ships as well as of plans for future training and exercises. (CONFIDENTIAL).

17. Status of the Basic Security Plan and Appendices. The Board received Progress Report No. 4 from the Joint Planning Committee of the Chiefs of Staff Committee concerning the status of the Basic Security Plan and the twelve Appendices thereto (this paper is attached hereto as Appendix No. 3). The Board noted that satisfactory progress is being made by the Military Cooperation Committee in its work upon the Appendices. (TOP SECRET).

18. Canadian Participation in United States Cold Weather Programme in Alaska, Winter 1947-48 (Exercise Yukon). With reference to Paragraph No. 1 of the Journal of the Board's meeting of May 21-22, 1947, Major General Mann presented a list of eleven Canadian observers selected to attend the United States Army cold weather programme in Alaska, winter 1947-48 (Exercise Yukon). General Henry undertook to transmit the list to the appropriate officers of the U.S. War Department. (UNCLASSIFIED).

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19. Developments at Fort Churchill. Major General Mann informed the Board concerning recent developments and prospects at Fort Churchill. Strength now stands at a total of 467 Army and Air Forces, all ranks, which includes 160 U.S. Engineers and 52 R.C.A.F. personnel. Operation BEETLE was completed on May 30. Construction has proceeded according to plans; water and sewerage systems are under way while workshops, garages, married quarters and barracks are under construction, with target date of November, 1947 for completion. Joint water drilling tests were carried out in July with little success. Estimates of accommodations availability are as follows:
October 1, 1947 - 634 (including 120 civilian workmen); December 1, 1947 - 814 (including 120 civilian workmen); April 1, 1948 - 814 (including 30 civilian workmen). Reserve force artillery units in Prairie Command carried out field training at Fort Churchill in July. Arrangements have been completed by the Canadian Army to provide indoctrination courses at Camp Shilo for U.S. forces en route to Fort Churchill during the coming fall and winter. The Board noted with satisfaction these developments and plans. (SECRET).

20. Low Frequency Loran Programme in Northwestern Canada. Air Marshal Curtis reported that every effort was being made to expedite the completion of the construction of the low frequency loran stations within Canada in the north-western chain. He said that unforeseen difficulties had been caused by the conditions of climate and terrain and by the limited river transport available for the site at Kittiguzuit. The concrete construction is expected to be completed by September 10, 1947. A further report will be submitted shortly. (RESTRICTED).

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21. Air Search Rescue. With reference to Paragraph No. 6 of the Journal of the Board's meeting of May 21-22, 1947, the Secretary of the U.S. Section informed the Board that an unfortunate delay had occurred in obtaining the clearance of the interested departments in Washington for the reciprocal formula suggested by the Canadian Government early in the year to facilitate customs and immigration clearance of air search rescue parties crossing the border. It is hoped that final clearance can be obtained within a week, whereupon it is proposed that the two Governments should exchange diplomatic notes confirming the arrangements. It was noted that the arrangements, which relate only to the military aircraft of the United States and Canada, are in harmony with the more general arrangements of the International Civil Aviation Organization concerning air search rescue. (UNCLASSIFIED).

22. Collaboration in Medical Programmes. Admiral Styer submitted to the Board a memorandum dated September 5, 1947 (a copy of which is attached hereto as Appendix No. 4), recommending coordination and collaboration between appropriate U.S. and Canadian agencies in connection with medical research; the medical aspects of atomic and biological defence; standardization of medical equipment; common training, manuals, nomenclature relating to war casualties; control of communicable diseases; utilisation of medical facilities; and vaccine manufacture. Admiral Styer's paper also recommends the cooperation with regard to special Arctic considerations as applied to medical problems; educational material for indoctrination of personnel for operations in the Arctic; packaging, storage and use of biological products and medicines; emergency rations; water supply and waste disposal systems; insect and pest control; and housing design. The

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Board noted Admiral Styer's recommendations and decided that those members who are also members of the Military Cooperation Committee should initiate action in the MCC as soon as possible to set up a subcommittee to undertake coordination and collaboration with respect to the matters outlined above. (SECRET).

23. Operation of SOFAR Project Vessel USS HIDATSA in Canadian Territorial Waters. Admiral Styer informed the Board that the necessary clearance had been secured from the Canadian Government for the operation of the USS HIDATSA in the vicinity of the Queen Charlotte Islands, it being provided by Canada that the exercises should be on a joint basis and that no landings should be made for reconnaissance purposes. Admiral Styer stated that these two conditions had been agreed to by the U.S. Navy Department and that preparations for the joint exercise were going forward. The Board expressed its satisfaction over progress made in this matter. (SECRET).

24. Procurement in the United States by the Canadian Services. The Board noted with concern the difficulties standing at present in the way of procurement by the Canadian services of arms, munitions, and material from the United States. Although it is obviously a necessity under the joint defence arrangements existing between the two countries that each should be able to procure from the other whatever it needs for defence purposes (assuming that the other is able to furnish it) the fact is that the U.S. Government is able to make available to the Canadian services only those items which have been declared technically surplus to the needs of the U.S. armed forces. The present system under which Canada acquires these items from the United States is extremely cumbersome, involves an extraordinary degree of

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paper work, and usually entails long delays. It was noted, for example, that negotiations have continued for nine months or more with regard to the procurement by Canada of certain VT fuses which were originally manufactured in the United States for the use of the British and which are not of a type which can be used by the United States forces. Again, negotiations have been going on since about February 1947 for the procurement by Canada of certain spare parts needed for the U.S. tanks acquired by Canada last winter. The members of the U.S. Section explained that these difficulties would be overcome if the Inter-American Cooperation Bill, now pending in Congress, were enacted.

The Board expressed the view that all possible steps should be taken to remove technical difficulties such as these which stand in the way of effective cooperation in the joint defence arrangements between the two countries. (UNCLASSIFIED)

25. Loran Stations in Greenland. The Secretary of the U.S. Section informed the Board that the Department of State had not yet been able to instruct the American Legation at Copenhagen to initiate negotiations with the Danish Government with a view to obtaining the latter's approval for the two LF Loran stations in Greenland which, with the third station on Baffin Island, would form the eastern chain. The delay had been caused by the fact that the frequency of 180 kilocycles required for the Loran project lay within the regular European broadcast band. Moreover, the United States delegation to the Communications Conference at Atlantic City some months ago had agreed that the United States would not use a system which came within the European broadcast band. It was understood that the Danes would strongly object to the United States using the

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180 kc frequency because of the interference with European governmental and private broadcasting. The Secretary of the U.S. Section said he understood that the War Department, which had been represented at the conference at Atlantic City, now had the whole matter under consideration. (TOP SECRET).

26. Submission to the UN of Evidence that Canada and Newfoundland Agree to the Presence of US Forces in their Territories. The Secretary of the U.S. Section reported to the Board for its information that the United States Government was required by a resolution of the United Nations Assembly of December 14, 1946, to submit to the United Nations a statement concerning the explicit agreements given by Canada (and also by Newfoundland) with regard to the presence of United States forces in their territories. The Department of State had prepared a statement in draft, which was being submitted to the Canadian Government and to the Newfoundland authorities for comment and approval before submission to the UN. The Board took note of the draft statement (a copy of which is attached hereto as Appendix No. 5). (RESTRICTED).

27. St. Lawrence Seaway and Power Project. With reference to Paragraph No. 19 of the Journal of the Board's meeting of May 21-22, 1947, the Secretary of the U.S. Section informed the Board concerning developments in Washington relating to the St. Lawrence Seaway and Power Project. He mentioned the hearings before the Foreign Relations Committee of the United States Senate in May and June, 1947, where General George C. Marshall, Secretary of State, testified in behalf of the project and quoted the recommendation made by the Board at its meeting of May 21-22, 1947. The Senate Foreign Relations Committee had favourably reported the legislation, which is to come up in the Senate when Congress

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reconvenes in January, 1948, with what seems a fair chance of passage. On the House side, hearings had been started before the House Committee on Public Works; these hearings had been adjourned and would be resumed in January, 1948. It was difficult to predict the chances of the legislation in the House Committee or in the House itself.

The Board reaffirmed its interest in the St. Lawrence Seaway and Power Project and its recommendation of May 21-22, 1947, that the project "would directly contribute to the security of the North American Continent". (UNCLASSIFIED).

28. Implementation of the Canada-United States Basic Security Plan. General Henry presented a memorandum to the Board outlining his personal views on the subject of the implementation of the Canada-United States Basic Security Plan.

The Board discussed the memorandum at length and concurred in the views expressed therein. The Board decided to invite the attention of the appropriate agencies of the two Governments to the memorandum (copy of which is attached hereto as Appendix No. 6) and noted that realistic defence planning by military agencies requires specific answers to the questions a and b of the memorandum.

.....

General Henry's paper points out that in the foreseeable future the main hazards to our peoples and our great industrial areas is by an attack by air over the Arctic. The Board noted that there is an equally grave situation in being cut off from our strategic supplies entering both countries by sea by the very great submarine menace.

.....

The U.S. Naval Member noted that the paper submitted by the Military Cooperation Committee on July 23, 1947, "Implementation of Canada-United States Basic Security Plan"

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(attached hereto as Appendix No. 7) had been approved by the U.S. Joint Chiefs of Staff on August 29. It was the hope of the Board that the Canadian Chiefs of Staff would make their decisions before the next meeting of the Military Cooperation Committee scheduled for October 14, 1947, in order that both countries can observe the same standards of interpretation as outlined in Paragraph 5 of the above paper. Admiral Styer pointed out that the principles enunciated therein have no application as to apportionment of cost between the two countries.

The Board, therefore, having regard to the magnitude of the planning task felt it necessary to urge the earliest possible reconsideration by the Canadian Chiefs of Staff of the MCC paper of July 23, 1947, as planning cannot proceed intelligently until clear directions are given. (TOP SECRET).

29. The Next Meeting. The Board agreed to hold its next meeting at Toronto on November 20-21, 1947. The Board adjourned at 6 p.m. on September 12. (UNCLASSIFIED)

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Appendix No. 1.

(para 3)

11 GEORGE VI.

CHAP. 47

An Act to make provision with respect to Forces of the United States of America when visiting Canada and with respect to the exercise of discipline and to the internal administration of such Forces.

(Assented to 27th June, 1947.)

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:-

1. This Act may be cited as The Visiting Forces (United States of America) Act. — Short title.

2. In this Act, unless the context otherwise requires — Definitions.

(a) "home forces" means the naval, military or air forces of His Majesty raised in Canada; — "home forces."

(b) "home force" includes any body, contingent or detachment of any of the home forces; — "home force."

(c) "service authorities" means naval, military or air force authorities; — "service authorities."

(d) "service court" means a naval, military or air force court and includes a service Court of Inquiry, and any officer of a United States force who is empowered by the law of the United States of America to review the proceedings of a service court of the United States of America, or to investigate charges, or himself to dispose of charges, and the expression "sentence" shall be construed accordingly; — "service court."

(e) "United States force" means any body, contingent or detachment of the military, naval or air forces of the United States of America that, with the consent of the Government of Canada, is lawfully present in Canada or on board any of His Majesty's Canadian ships or aircraft. — "United States force."

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Discipline and internal administration of United States force.

3. Subject to the provisions of this Act, when a United States force is present in Canada or on board any of His Majesty's Canadian ships or aircraft, the service courts and service authorities of the United States of America may exercise within Canada or on board any such ship or aircraft in relation to members of that force all such powers as are conferred upon them by the law of the United States of America.

Jurisdiction of civil courts in Canada not affected.

4. (1) Nothing in section three of this Act shall affect the jurisdiction of any civil court in Canada to try a member of a United States force for any act or omission constituting an offence against any law in force in Canada whether or not proceedings with respect to such act or omission have been instituted by a United States service authority or before a United States service court.

In case of subsequent trial by civil court.

(2) If a person sentenced by a service court exercising jurisdiction by virtue of section three of this Act to punishment for an offence is afterwards tried by any civil court in Canada in respect of any act or omission that constituted that offence, the civil court shall, in awarding punishment in respect of that act or omission, have regard to any punishment imposed on him by the said sentence.

In case of previous trial by civil court.

(3) A service court shall not have jurisdiction by virtue of section three of this Act to try any person for any act or omission constituting an offence for which he has been acquitted or convicted by any civil court in Canada.

Privileges and immunities of service court.

5. The members of any service court of the United States of America exercising jurisdiction by virtue of this Act, and witnesses appearing before any such court, shall enjoy the like immunities and privileges as are enjoyed by a service court exercising jurisdiction by virtue of the laws of Canada, and by witnesses appearing before such a court.

Legality of sentence, constitution of court, and proceedings.

6. (1) Where any sentence has, whether within or without Canada, been passed upon a member of a United States force by a service court of the United States of America, then for the purposes of any legal proceedings within Canada the court shall be deemed to have been properly constituted, and its proceedings shall be deemed to have been regularly conducted, and the sentence shall be deemed to be within the jurisdiction of the court and in accordance with the law of the United States of America, and if executed according to the tenor thereof shall be deemed to have been lawfully executed, and any member of a United States force who is detained in custody in pursuance of any such sentence, or pending the determination by such a service court as aforesaid of a charge brought against him, shall for the purposes of any such legal proceedings be deemed to be in lawful custody.

(2)

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Certificates as evidence.

(2) For the purposes of any legal proceedings within Canada a certificate under the hand of the officer commanding a United States force that a member of that force is being detained in either of the circumstances described in subsection one of this section shall be conclusive evidence of the cause of his detention, but not of his being such a member, and a certificate under the hand of such an officer that the persons specified in the certificate sat as a service court of the United States of America shall be conclusive evidence of that fact.

Power of Minister to order arrest, if so requested.

7. For the purpose of enabling the service courts and service authorities of the United States of America to exercise more effectively the powers conferred upon them by this Act, the Minister of National Defence, if so requested by the officer commanding a United States force or by the Government of the United States of America, may from time to time by general or special orders to any home force direct the members thereof to arrest members of the United States force alleged to have been guilty of offences against the law of the United States of America and to hand over any person so arrested to the appropriate authorities of the United States force.

Temporary detention.

8. (1) Any member of a United States force, if sentenced by a service court of the United States of America to penal servitude, imprisonment or detention may, under the authority of the Minister of National Defence, given at the request of the officer commanding the United States force, be temporarily detained in custody in a detention barrack in Canada.

Imprisonment, treatment while in custody and release.

(2) Where a member of a United States force is subject to detention in a detention barrack in Canada, pursuant to subsection one of this section, the provisions of any enactment in relation to the reception of prisoners from and their return to the service authorities of the home forces, their treatment while in custody in such detention barrack, and the circumstances in which they are to be released, shall, with any necessary modification, apply in relation to the member of the United States force in like manner as they apply in relation to members of a home force.

"Enactment" defined.

(3) In subsection two of this section the expression "enactment" includes the King's Regulations for the Government of His Majesty's Canadian Naval Service, King's Regulations and Orders for The Canadian Army, King's Regulations for the Royal Canadian Air Force, and any rules, regulations and orders made under any enactment.

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Certain provisions of Criminal Code, R.S., c. 36, not applicable.

9. (1) Nothing in sections ninety-nine, one hundred and fourteen to one hundred and sixteen, inclusive, and one hundred and eighteen to one hundred and twenty-one A, inclusive, of the Criminal Code shall apply to a member of a United States force acting in the course of his duty.

Lawful to carry firearms, etc.

(2) It shall be lawful for a member of a United States force, acting in the course of his duty, to possess and carry explosives ammunition, and firearms.

Coming into force.

10. This Act shall be deemed to have come into force on the first day of April, one thousand nine hundred and forty-seven.

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Appendix No. 2 (Para 10)

Appendix to Can. C-9

COPY

Aug. 19, 1947

WDGSP/E3 35500

Honorable E. U. Condon
Director, National Bureau of Standards,
Department of Commerce

Dear Dr. Condon:

In September-October, 1945, the third conference on Unification of Engineering Standards was held in Ottawa, Canada, under the auspices of the Combined Production and Resources Board. At that Conference a basic screw thread form was agreed upon. The National Research Council of Canada undertook at its own expense to provide some steel for fabricating samples of the new form of thread for comparative tests with the existing American National (60°) and British Standard Whitworth (55°) screw thread forms. I have been informed that these unthreaded samples have been delivered to the United States National Bureau of Standards in Washington, D. C.

Undoubtedly, the action above-indicated is a step forward in providing a basic uniformity that will have far-reaching and most beneficial results, not only from the purely industrial viewpoint but from the viewpoint of those charged with the security of our continent as well.

In that connection, I desire to inform you that this matter was presented by the Chairman, Canadian Section, Permanent Joint Board on Defense, Canada-United States, to that Board for its consideration during its last assembly on 21-23 May 1947, and the Board agreed that "no real progress can be made in the standardization of equipment between the armed forces of Canada and the United States until there is standardization of screw threads."

The War Department is intensely interested in the standardization of military equipment leading toward greater security for our country, and recommends that an early decision be reached for (1) the convening of another meeting of those concerned in order that final agreement for the screw thread form may be consummated, and (2) the calling of the next meeting of the United Kingdom, Canada and the United States representatives for the purpose of advancing the matter of standardization of screw threads.

Sincerely yours,

(s) Kenneth C. Royall
Secretary of War

Same letter sent to Mr. P. G. Agnew, Vice-Pres. and Secy, American Standards Assn. and to Mr. C. E. Davies, Secy. American Society of Mech. Engineers.

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Appendix No. 2

U. S. DEPARTMENT OF COMMERCE
National Bureau of Standards
WASHINGTON 25 DC

August 28, 1947

Honorable Kenneth C. Royall
Secretary of War
Washington 25, DC

Subject: Unification of Screw Threads.

My dear Mr. Secretary:

In reply to your letter of August 19, 1947, there are two separate phases of the work on Screw Threads at the National Bureau of Standards, a proposed revision of Handbook H28, "Screw Thread Standards for Federal Services", and research on the fatigue of screw threads.

The ABC basic screw thread form was adopted at the Ottawa Conference after the screw thread research in England had shown little correlation between thread angle and fatigue strength. The adoption of this basic screw thread form now makes possible a unified revision of Screw Thread Standards in the three countries as soon as agreement on a few details can be reached.

The agreement on the ABC basic screw thread form made it useless to carry out the whole cooperative research program planned at the London Conference. The research program was therefore revised at Ottawa to place the major emphasis on an investigation of the effect of root radius on the fatigue strength. However, inasmuch as a root radius is a feature of the ABC form and it is known that a radius at the root will increase the fatigue limit, there is no object in delaying the development of a general purpose standard for screw threads based on the ABC form until the optimum root radius is discovered. This research may take several months, or perhaps years.

A preliminary series of tests on the effect of root radius was agreed upon by representatives of the National Physical Laboratory of England, the National Research Council of Canada and our Bureau. The results of these tests are not necessary for interchangeability of products.

The National Research Council of Canada purchased the steel, we arranged for the cutting, heat treating of the specimen blanks, and storing them in our laboratory. A committee of the Combined Production and Resources Board agreed to arrange with manufacturers for machining the specimens. The dissolution of the C. P. R. B. left this committee without authority to act.

Since then we have endeavoured to secure the cooperation of American Manufacturers in this program through the American Standards Association. On May 15, 1947, acting upon urgent letters from the Canadian Standards Association a "Special Research Committee on Fatigue Strength of Screw Threads" of the American Society of Mechanical Engineers was appointed with this object in view.

The members of the Committee are:

George S. Case, Chairman, The Lamson & Sessions Company
John S. Davey, Russel, Burdsall & Ward Bolt & Nut Company
Paul J. DesJardins, Pratt & Whitney Division, Niles-Bement-Pond Co.
William C. Stewart, American Institute of Bolt, Nut & Rivet Mfgrs.
L. B. Tuckerman, National Bureau of Standards.

As yet no meeting of this committee has been held.

From correspondence it seems probable at least part of the delay comes from the uncertainty as to how the expense of making the tools and machining the specimens is to be provided for.

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Our Bureau has borne the expense of buying the fatigue machine, setting it up, cutting and heat treating and storing the specimens. We are prepared to start testing the specimens as soon as they are available.

With the dissolution of the Combined Production and Resources Board the task of securing an agreement as to details of the standard was undertaken by the Section Committee B1, of the American Standards Association, "On Standardization and Unification of Screw Threads." David R. Miller and Irvin H. Fullmer of our Gage Section are members of this Sectional Committee but the National Bureau of Standards is only one of 18 organizations represented on that committee. The committee has endeavored to arrive at an agreement with the British on details of thread form and form of the "go" gages by correspondence and the sending of two delegations to England to confer with British Manufacturers. The latest proposition submitted to the British would secure interchangeability of the threaded product made in both countries. The latest information available does not indicate that any action has been taken by the British on this proposition. In addition the question of tolerances on threaded product has not been discussed with the British.

Our Inderdepartmental Screw Thread Committee has the responsibility for setting up Standards for the Government Services, as published in Handbook H28, Screw Thread Standards for Federal Services. The members of that Committee desire, as far as possible, to have the standard they adopt conform to the recommendations of the American Standards Association. If, and when the A.S.A. informs us that a standard for screw threads has been agreed upon by American, British and Canadian industry the standard should be incorporated in Handbook H 28. To attempt to revise H28 before it is known what England and Canada will work to the same standard would be ill-advised and confusing.

Some means should be found to expedite the negotiations. Apparently industry in the three countries is not particularly interested in pushing the project to an immediate conclusion inasmuch as it means some change in practice in their peacetime manufacture. However, the Armed Forces in the three countries are vitally interested in the completion of the project and inasmuch as the project war started by the Combined Productions and Resources Board, it would seem that it should be sponsored by a body with equal authority to enforce the standard in the three countries. The Interdepartmental Screw Thread Committee does not have authority to negotiate with foreign countries in the development of American standards for screw threads. Furthermore, although we know that the A.S.A. committee is negotiating with British committees having members from British munition manufacturers, the question has been raised as to whether these committees have the authority to enforce any standard adopted in the manufacture of British war material.

We concur in your suggestion that another conference of representatives of the three countries should be called in the near future to decide on details not covered by the agreement reached at the Ottawa conference.

In order that the conference may be effective, representatives must be appointed by the armed forces of the three countries who have authority to make final decisions.

Very truly yours,

(s) E. C. Crittenden,
Acting Director

E. U. Condon
Director

(COPY-cp)

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APPENDIX NO. 3

(para. 17)

TOP SECRET

J.P.C. 3-0 C219778

Copy No. 20

Revised 4th September, 1947.

CHIEFS OF STAFF COMMITTEE

JOINT PLANNING COMMITTEE

PROGRESS REPORT NO.4

Appendix "A" - Chart showing progress made to date in the various appendices to Canadian - U.S. Basic Security Plan.

Appendix "B" - Terms of Reference and membership - Sub Committee on Military Intelligence.

INTENT

1. This report is in continuation of Progress Report No. 3 dated 14th May, 1947. Significant changes since that date include:-

(a) Revision of Appreciation and Basic Security Plan

The Military Co-operation Committee (Trenton - July 22 to 25) reviewed the appreciation dated 23rd May, 1946, and the Canadian - U.S. Basic Security Plan dated 5th June, 1946. A memorandum to the Chiefs of Staff of both countries was approved stating that "there are no changes of substance which warrant revision at this time of either the appreciation or the plan". This memorandum also stated that the appendices of the Plan should be completed and integrated.

(b) Appendix - Arctic Tests and Experience

It was decided at the Military Co-operation Committee held in Washington June 17 to 19, that Arctic Tests and Experience did not properly form the subject of an appendix. It was decided, however, that the Sub-Committee should continue to advise the Military Cooperation Committee as necessary from time to time.

(c) Appendix - Military Intelligence

The addition of an Appendix on Military Intelligence was approved by the Military Cooperation Committee (Washington June 17 to 19). The terms of reference and membership of the sub committee charged with its preparation are attached as Appendix B.

..... 2

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(d) Implementation Measures

A memorandum by the Military Co-operation Committee dated 23rd July, 1947, outlining the principles of implementation, has been submitted to and noted by the U.S. Chiefs of Staff.

A memorandum by the Military Co-operation Committee dated 25th July, 1947, embodying the recommended implementation measures for the period 1st April, 1948 to 30th June, 1949, (this period combines the fiscal years of both countries) was approved. Unilateral action by Canada and the U.S. will be taken in forwarding this Memorandum to higher authority.

2. The status of the various appendices to the Basic Security Plan is delineated in tabular form in Appendix A.

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STATE OF TOP SECRET

APPENDICES TO THE

CANADA-UNITED STATES BASIC SECURITY PLAN

APPENDICES	A	B	C	D	E
Air Interceptor and Air Warning System				X	
Protection of Sea Lines of Communication		X			
Signal Communications					
Air Navigation Aids			X		
Air Photography, Hydrographic Survey, Mapping & Charting				X	X
Strategic Information			X		
Meteorological Services				X	X
Anti-Aircraft Ground Defence			X		
Mobile Striking Forces			X		
Strategic Air Reconnaissance			X		
Military Intelligence					
Command Relations					

Legend

A - An agreed draft Appendix prepared on the Canada-United States Sub-Committee level.

B - An agreed draft Appendix prepared on the Canada-United States Planners level.

C - An agreed draft Appendix prepared on the Canada-United States Military Co-operation Committee level.

D - Approved by Canadian Chiefs of Staff Committee.

E - Approved by United States Chiefs of Staff.

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APPENDIX "B" TO

PROGRESS REPORT NO.4

TOP SECRET

25th July, 1947.

Copy No.

CANADA - U.S. MILITARY COOPERATION COMMITTEE

SUB-COMMITTEE ON MILITARY INTELLIGENCE

1. Terms of Reference

To prepare a Military Intelligence Appendix to the Canada - U.S. Basic Security Plan, setting out:

(a) The Military Intelligence requirements of the Basic Security Plan.

(b) The principles and policies which should govern cooperation between the Military Intelligence agencies of each country in meeting these requirements.

(c) The measures of cooperation which should be instituted in peace time to meet these requirements.

(d) The mea sures of cooperation which should be extended in the event of hostilities.

(e) Security regulations to be applied to all information and intelligence exchanged by virtue of this plan and the Thirty-fourth Recommendation, PJBD.

2. Definition

The term "Military Intelligence" shall be taken to mean all Intelligence affecting the war-making capabilities of potential enemies.

3. Composition

(a) Canadian Section - as nominated by the Canadian JIC, as follows:

Mr. G.G. CREAN, Department of External Affairs
Colonel W.A.B. ANDERSON, C.A.
Wing Commander F.F. LAMBERT, R.C.A.F.
Lieutenant-Commander S.B. SHORE, R.C.N.

(b) US Section - to be nominated by the U.S. Joint Intelligence Committee from the following:

Captain Chas. H. Murphy, U.S.N.
Colonel Samuel W. Van Meter, A.A.F.
Colonel Merritt B. Booth, U.S.A. - Retired
Captain F.S. Habecker, U.S.N.
Captain Alfred R. Truslow, U.S.N.
Lieutenant Colonel Joseph K. Dickey, U.S.A.
Lieutenant Colonel E.E. Bellonby, U.S.A.
Lieutenant Colonel David S. Crist, U.S.A.
Lieutenant Colonel Jack D. Nicholas, U.S.A.

4. Procedure

The Sub-Committee will be responsible to the Military Cooperation Committee, and documents will be submitted to the MCC through the Canada - U.S. Planning Committee. The procedure to be used by each country to ensure that the recommendations of the Sub-Committee are satisfactory to the Canadian and U.S. J.I.C.s will be as determined in each country separately.

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Appendix No. 4.
(Para. 22)

5 September 1947

MEMORANDUM FROM SENIOR U. S. NAVAL MEMBER,

PERMANENT JOINT BOARD ON DEFENSE, CANADA-U. S.

1. The Chief of the Bureau of Medicine and Surgery, U. S. Navy, has recommended that the Permanent Joint Board on Defense, Canada-U.S., consider at its meeting at New York in September 1947, coordination and collaboration between U.S. and Canada on the following subjects:

a. General Medical:

1. Coordination of medical research efforts.

2. Collaboration of medical aspects of atomic and biologic defense.

3. In the standardization of U.S.-Canadian industry in war production, standardization of certain medical department equipment, and the interchangeability of electrical and x-ray medical department equipment with common electric currents, is most essential.

4. Common Canadian-U.S. basis of training, including manuals, diagnostic nomenclature, reporting forms, etc., which involves problems in the prevention, care and treatment of casualties resulting from atomic, bacteriologic and other super destructive weapons of war, is necessary.

5. Collaboration in control of venereal disease, tuberculosis, and other communicable diseases.

6. Joint utilization of medical facilities in outlying areas.

7. Collaboration in vaccine manufacture.

b. Arctic Considerations (Medical):

1. Preparation of educational material for indoctrination of personnel assigned for operations in regions of extreme cold.

2. Packaging, storage, and use of biological products and medicines in regions of extreme cold.

3. Joint study of emergency rations and messing for troops in the field in regions of extreme cold.

4. Collaboration in design and field testing of water supply and waste disposal systems for regions of extreme cold.

5. Collaboration on insect and pest control measures in arctic regions.

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b. 6. Collaboration on housing design for arctic regions.

2. This subject is submitted for the discussion and consideration of the Board with a view to establishing a medium for consultation and resolution of these problems by representatives of the responsible medical authorities of each country.

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Appendix No. 5.
(para 26)
September 10, 1947.

Department of State
Office of European Affairs
Division of British Commonwealth Affairs

Agreement by Second Countries Concerning Presence of United States Forces in their Territories

The following information is furnished in accordance with paragraph 7 of the resolution on "Principles governing the general regulation and reduction of armaments" (A/267) of the General Assembly of the United Nations on December 14, 1946:

1. Such troops as remain in the United States Bases in Newfoundland, Bermuda, Antigua, St. Lucia, Trinidad, British Guiana and Jamaica are there with the consent of the United Kingdom as expressed in the Leased Naval and Air Bases Agreement between the United States and the United Kingdom, signed March 27, 1941 (EXECUTIVE AGREEMENT SERIES 235). All of the United States troops in the Bahamas have been withdrawn.

2. Such U.S. troops as are present in Canada are there with the approval of the Canadian Government under the arrangements (for example, the interchange of service personnel and the carrying out of joint tests) as explained in the official announcement made simultaneously at Ottawa and Washington on February 12, 1947, a copy of which was transmitted by each Government to the United Nations with the request that it be circulated to the members of the United Nations.

3. Such troops as remain at the Canadian Base at Goose Bay, Labrador, which is leased by the Canadian Government from Newfoundland, are there with the consent of Newfoundland as expressed in the Canadian-Newfoundland agreement of October 10, 1944.

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SECRET

Appendix No 6

(Para 28)

10 September 1947

MEMORANDUM FOR MEMBERS, PJBD, CANADA-UNITED STATES:

SUBJECT: Implementation, Canada-United States Basic Security Plan.

At the 14-15 June 1945 meeting of the PJBD, I presented to the Board a memorandum on the subject of Post-war Collaboration.

This memorandum was instrumental in starting a discussion on that subject which undoubtedly hastened both the agreement for the revision of the Canada-United States Defense Plan (ABC-22), and also the Board's recommendation for other postwar cooperative measures. This recommendation ultimately became that of 20 November 1946.

In furtherance of this recommendation, gratifying progress has been made in the interchange of personnel and observers between the armed forces of the two countries, in joint or cooperative research and development, and in a proposed plan for the standardization of materiel. Also, the revision of ABC-22, now known as the Canada-United States Basic Security Plan, with most of its Appendices, has been transmitted to the JCS in both countries. In transmitting these, the Military Cooperation Committee has recommended certain measures for immediate implementation. In general, these consist of surveys, mapping, and research and development projects. In presenting the Basic Plan and Appendices, the Committee has emphasized that acceptance of the Plan and Appendices be sought in a manner that will not commit either Government to any action, but will result in an agreed war plan for the security of the North American continent.

This proviso was necessary and also wise in the present stage of development of this plan, but if our concept of the capabilities of a potential enemy is reasonably correct, implementation and joint exercises must start soon if we are to have more than a paper plan in being in time of need.

Within the foreseeable future the main hazard to our peoples and our great industrial areas is by an attack by air over the Arctic, which means over Canadian territory. Most of the defense installations to meet such an attack, and many of those for the counter long range air offensive, must be on Canadian soil. These installations are many and diversified; they will take time to develop, and also a very long time will be required to train the personnel of both countries to operate together with the dispatch necessary to meet an air attack in this day of speed.

The Appendices of the Security Plan have been drawn up primarily from a defensive viewpoint. The United States concept of war is the offensive. Therefore, to obtain a true picture of what is required for the security of the North American continent, it seems desirable to review the Appendices of the Security Plan from the combined offensive-defensive and world-wide viewpoint. The completion of this review should give the minimum requirements on North American soil or adjacent waters deemed

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essential for the reasonable security of our people and our great industrial areas.

The Appendices of the Security Plan have been based on an Appreciation drawn up by the intelligence agencies on both sides of the border. This indicates that beginning about 1952 our countries could be seriously attacked by air, together with the possible use of the atomic bomb. To the best of my knowledge, these two assumptions have never received joint high level approval or acceptances. If we are to have an operative Security Plan within a reasonable number of years, it would appear that the following must be agreed to by both countries;

a. From our best estimates, does it appear that the North American continent is in danger of serious air attack within the next ten years?

b. If so, what date should be accepted as the beginning of the danger period?

c. What measures should be taken between now and the beginning of the danger period to provide reasonable security to our peoples and our great industrial areas?

d. Will each country seek to implement these measures as they may be revised from year to year?

e. What will be the formula for division of cost of implementations?

It is realized that there are many political, legislative, financial and inter-service problems to be solved in the development of any security plan, as well as the difficulty in making an estimate of enemy capabilities or intentions; however, high level decision on the points covered in a to e, supra, must be reached before any real progress can be made towards the implementation of any effective security plan.

I have presented these personal views to the Board for its consideration.

Time is passing and it will take an extended period for two sovereign democratic nations to coordinate their efforts in time of peace in a manner to give their people reasonable security from attacks by air within the next ten years against the North American continent.

GUY V. HENRY
Major General, U.S. Army
Senior U.S. Army Member.

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Appendix No 7

(para 28)

TOP SECRET

23rd July 1947.

MEMORANDUM BY THE CANADA-UNITED STATES MILITARY CO-OPERATION COMMITTEE

SUBJECT: Implementation of the Canada-United States Basic Security Plan

1. During recent meetings of the Canada-United States Planning Committee, there has been considerable discussion on the subject of the phasing of implementation of peacetime preparatory measures necessary to permit the plan to be placed in effect in event of war or emergency conditions. It therefore appears desirable for the Military Co-operation Committee to consider this matter for the purpose of furnishing policy guidance to its own planning committee and the sub-committees charged with the preparation of appendices to the plan.

2. The Canada-United States Basic Security Plan, including its appendices, should be considered to serve three specific purposes;

a. To provide an outline plan to cover the operations of Canadian and United States forces in the event of a threat to the security of the Northern part of the Western Hemisphere, i.e., the defensive portions of a War Plan for these areas which could be placed in effect when so directed by the two Governments.

b. To establish commonly accepted long-range planning objectives to provide for the development of systems to provide for the security of the Northern part of the Western Hemisphere against increasing scales and forms of attack, i.e., portions of a long-range Plan for these areas.

c. To delineate those preparatory measures which must be accomplished in intervening years to keep our defensive capabilities ahead of the estimated offensive capabilities of a potential enemy.

3. The Joint Appreciation of the Canada-United States Basic Security Plan outlines in broad form, the military capabilities of a potential enemy to threaten the security of Canada and the United States. Cognizance has been taken of the probability that offensive capabilities against Canada and the United States will increase with the passage of time, particularly due to increased destructive power of modern armaments and the increased range of their application. This Joint Appreciation is subject to periodic review in the light of changed conditions and estimates.

4. The broad Joint Appreciation for the Canada-United States Basic Security Plan should be considered by the military services of Canada and the United States in conjunction with their own intelligence estimates of capabilities and intentions of specific possible enemies. It is to be noted that separate arrangements have provided for the exchange of information between Canada and the United States which should facilitate detailed unilateral appreciations of the situation. Such estimates should be interchanged as appropriate from time to time for the information or informal comment of the military services of the other country. Based upon the Joint Appreciation and the more specific but unilateral estimate of the situation available to its individual members, the Canada-United States Military Co-operation Committee should formulate their recommendations

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to the Canadian and United States Chiefs of Staff for accomplishment of necessary measures to permit the plan quickly to be placed into effect when required.

5. A standard interpretation is obviously necessary to furnish guidance to the Planning Committees and the Sub-committees of the Military Cooperation Committee in the formulation of common Canada-United States implementation programs. The following is recommended:

a. In planning the following defensive measures, it should be borne in mind that the ultimate objective of any war effort of both countries is to seize the offensive with the maximum practicable strength in the minimum length of time. Therefore, purely defensive measures must be held to the absolute minimum consistent with reasonable security in order to devote the maximum practicable amount of effort and resources to offensive measures which after all, provide not only the best possible defense, but also are the only measures by which victory can be achieved.

b. It is economically impractical and politically inexpedient for either Canada or the United States to maintain, under normal peacetime conditions, all of the forces, facilities and equipment which would be required to provide security against attack in emergency or war conditions. A substantial factor of calculated risk must therefore be accepted with due regard to current and prospective capabilities and intentions of possible enemies and the overall international situation.

c. Opinions vary as to the exact year by which a potential enemy would be in a position to initiate war involving the delivery by military action, of weapons of mass destruction in significant quantity on vital areas of Canada and the United States. At this time, it is considered judgment that this will not occur before 1952, and may be subsequent to 1957. This estimate is subject to continuing re-evaluation..

d. On the other hand, a potential enemy has current capabilities for harrassing or diversionary attacks against Canada and the United States, including Alaska, and by naval action, largely by submarines, against our vital sea communications. These capabilities are estimated to increase progressively with the passage of time.

e. It should be the objective of current Canada-United States implementation programs to accomplish those preparatory measures which are necessary to reduce to an acceptable maximum, the time needed to provide the facilities and equipment and to deploy and support the forces required to defend Canada and the United States against estimated forms and scales of attack. This acceptable maximum is considered by this Committee, at this time, to be twelve months after 1951, and is likewise the subject of continuing re-evaluation. It is considered that planning should proceed on the basis that the entire plan is capable of execution with one month's notice, if required, by 1 July 1957.

f. By the establishment of the foregoing planning objectives and by periodically reviewing them in the light of the overall situation, it should be possible to achieve an acceptable state of readiness, together with a high degree of flexibility, in Canada-United States security measures at the expense only of meeting fundamental requirements, maintenance or reasonable defense forces and extra effort in both general and detailed planning.

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g. Implementation measures through 1949 should be concerned primarily with the fundamentals of each defense complex- surveys, research, tests, acquisition of experience, training of key personnel, - continuation of mapping and meteorological programs, development of detailed planning to provide for rapid mobilization of forces, furtherance of standardization in arms, equipment, doctrine and operating procedures. In succeeding years it may be necessary to provide for certain installations or to initiate construction projects which, for logistical reason, will require early action and protracted construction periods.

h. The foregoing guidance shall not be considered applicable to the security measures which either Canada or the United States separately considers necessary in regard to fulfillment of their own national responsibilities involving such items as internal security, occupation of Germany and Japan, commitments of forces to the United Nations Security Councils, Canadian agreements with other members of the British Commonwealth, U.S. agreements under the Act of Chapultepec or with the Philippines."

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Permanent Joint Board on Defence

(Canada - United States)

Royal Canadian Navy

Progress Report - May - September, 1947

Operation of H.M.C. Ships and Naval Air Squadrons.

H.M.C.S. "UGANDA" (CL) completed her last training cruise on the 26th June and was decommissioned on 1st August. She is replaced by H.M.C.S. "ONTARIO" (CL) which completed long refit and recommissioned on 1st August.

2. H.M.C.S. "WARRIOR" (C.V.L.) sailed for the U.K. on the 2nd August with personnel of No. 19 Carrier Air Group and returned to Halifax on 28th August. This Group will re-equip with Seafury X and Firefly IV aircraft, returning to Canada in "MAGNIFICENT" about June, 1948. "WARRIOR" will carry out Deck Landing Training with No. 19 C.A.G., now at Dartmouth Naval Air Station, during November.

Weather Ship.

3. H.M.C.S. "SAINT STEPHEN" (PF) is being fitted out as a Meteorological ship to operate half of Weather Station B in the North Atlantic. It is anticipated that she will be ready for operation about mid-October. Co-ordination of this station is being discussed by the Canadian Meteorological service and the U.S. Weather Bureau. It will also be desirable for channels to be established between the R.C.N. and the U.S. Coast Guard.

Manpower.

4. Considerable difficulty is being experienced in building up the strength of the R.C.N. to the present authorized recruiting ceiling of 75% of the interim 10,000 complement.

5. Recruiting is far from satisfactory and does not, at present, even equal the wastage. The number of R.C.N. men borne on the 1st July, 1947, was 5767 which represented a net decrease of 523 in the past four months.

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OTTAWA, 2 Sep 47

PERMANENT JOINT BOARD ON DEFENCE

CANADIAN ARMY PROGRESS REPORT

Manpower Ceiling - Active Force

1. Under the provisions of Order-in-Council PC 1/3144, 6 Aug 47, a ceiling of 26,329 all ranks has been established for the Canadian Army (Active Force). However, unless otherwise directed by the Governor in Council, the actual number of personnel posted to the Active Force shall not exceed a maximum of 20,079 all ranks.

2. Within the limitation of 20,079 all ranks, 2,718 may be officers (including nurses). Provision is made for a maximum of 1 Lieutenant General, 8 Major Generals and 23 Brigadiers within the officer group.

Reorganization - Reserve Force

3. Under the provisions of Order-in-Council PC 4/3144, 6 Aug 47, a ceiling of 187,865 all ranks has been established for the Reserve Force. However, unless otherwise directed by the Governor in Council, the actual number of personnel posted to the Reserve Force shall not exceed a maximum of 90,000 all ranks.

Amphibious Training - Little Creek Virginia

4. Arrangements for training of an Amphibious Operations Instructional Cadre at Little Creek, Virginia as outlined in Progress Report of 17 May have been completed.

5. Personnel for the first of two courses will report to the Commander, Amphibious Training Command, Little Creek, Virginia, by 8 Sep 47. Eleven officers and ten other ranks representing the various arms and services will compose this group. The course will be divided into four phases as follows and will continue until 27 Oct 47:

Phase I - Orientation
Phase II - Primary Individual and Basic Training, Waterproofing
Phase III - Advanced Individual and Basic Training, Supporting Arms Courses.
Phase IV - Techniques of Instruction.

6. The starting date of the second course has not yet been determined.

Northwest Highway System

7. No change since last report.

Exchange of Officers

8. There are 12 US officers now on exchange with Army Headquarters and/or field installations. There are 11 officers of the Canadian Army similarly detailed to the United States. It is contemplated that this figure will be increased to 13 at a future date.

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COPY NO._____

Ottawa, Ontario
4th September 1947

PERMANENT JOINT BOARD ON DEFENCE
CANADA-UNITED STATES

Royal Canadian Air Force
PROGRESS REPORT

1. Low Frequency Loran Programme

Construction of Low Frequency Loran stations at Cambridge Bay and Sawmill Bay is progressing satisfactorily with no major obstacle encountered to date. The concrete footings for the tower at Cambridge Bay have been poured and tower eerection personnel are on the site ready to commence erection as soon as possible.

The situation at Kittigazuit, however, has taken a turn for the worse and it is now impossible to guarantee that this site will be completed during the current year. Adverse weather conditions and insufficient prime mover equipment are now creating enormous difficulties. The site is immersed in mud making it almost impossible to move heavy equipment around the site. The high winds which are prevalent in this area are causing concern for the future as tower erection personnel will not work under such conditions. This will inevitably lead to further delays. It is hoped that the concrete for the tower foundations will be poured by 10th September.

2. Photographic Survey Operations

Vertical Photography - Twelve Dakota aircraft of 414 Squadron have completed 96,341 square miles (32%) of a commitment of 298,284 square miles.

Tri-Camera Photography - Two Mitchells of 413 Squadron have completed 270,374 square miles (92%) of an objective of 293,470 square miles. (A small percentage of the above coverage was obtained by a Lancaster which commenced operations in mid July).

Geodetic Survey Operations - Two Dakotas and four Norsemen of 413 Squadron are operating for the geodetic surveys who have established approximately fifteen points along the Arctic coast north of Great Bear Lake. Operations will discontinue within the next ten days due to adverse weather.

3. Search and Rescue

In March 1947 the Defence Cabinet directed that the responsibility for co-ordinating the operation of all resources available for Search and Rescue in Canada be vested in the Royal Canadian Air Force.

A comprehensive Search and Rescue Plan, which was prepared by an Inter-Departmental Committee on Search/Rescue, was approved by Cabinet on 18th June 1947.

An Implementation Programme, designed to provide for the most efficient operation of various units in accordance with national requirements and international commitments, has been prepared and is now under way.

An Interim SAR Plan, designed to make the most effective use of existing facilities, has been prepared and will be employed until such time as the enlarged organization becomes operative.

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4. Exchange of Officers - RCAF and USAAF

The RCAF and the USAAF have continued to exchange officers in the various fields of their respective services. Attached at Appendix "A" is a list of the positions which have been filled by the exchange officers.

5. Courses

The RCAF have vacancies on the following courses in the United States:

National War College	2 vacancies
Industrial College of the Armed Forces	1 vacancy
Air War College	2 vacancies
Armed Forces Staff College	1 vacancy
Adjutants General School (Basic)	1 vacancy
Advanced Air Tactical School	2 vacancies
Air Tactical School	2 vacancies
Military Police School Investigators Course	1 vacancy
Artillery School - Guided Missiles	1 vacancy
Infantry School - Pathfinder Course	1 vacancy
Air Transport Ability Course	1 vacancy
Parachute Riggers Course	1 vacancy
Public Relations Course	1 vacancy
Pilot Gunnery Course	1 vacancy

The USAAF have continued to send two officers to the RCAF Staff College.

6. Newfoundland Customs Duties

Until recently the Newfoundland Government demanded customs duties in respect of items imported into Goose Bay for dependents of Service personnel subject to the following exceptions: used items which accompanied dependents on their first landing and food purchased for dependents through the RCAF commissary on the station. Recently the Newfoundland Government has accentuated the seriousness of the morale problem which has resulted from this situation by demanding customs duties on all food consumed in married quarters at Goose Bay. The Acting Canadian High Commissioner at St. Johns agreed with the Newfoundland Government that no division could be made between food consumed by dependents and food consumed by heads of the households and, therefore, all food purchased by families at Goose Bay is now subject to Newfoundland Government customs duties. The only solution which the RCAF has in mind at present which has any prospect of success is a submission to the Canadian Government urging that the Canadian Government assume payment of Newfoundland customs duties on all necessaries imported for dependents.

7. Powers of Newfoundland Magistrate

One of the most difficult problems at Goose Bay has arisen by reason of the limited powers of the Newfoundland civilian magistrate to deal with offences. This whole matter is at present under negotiation and every effort is being made to reach a solution which will ensure that adequate provision is made for trial at Goose Bay of even the most serious offences.

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8. Newfoundland Highway Traffic Act

The Newfoundland Highway Traffic Act does not apply at present to the roadways at Goose Bay, traffic on which is regulated by RCAF Station Standing Orders. The effect of this situation is that civilians at Goose Bay cannot be dealt with for breaches of traffic rules. Negotiations are being undertaken toward finding a solution to this problem.

9. Armed Service Cadet College Programme

HMCS Royal Roads at Victoria, British Columbia, opens on 10th September with the first combined intake of RCN and RCAF cadets. Entrance qualifications have been raised one year to Senior Matriculation and the two year course will approximate the first two years of a university science course. Graduates may enter the RCN as Midshipmen and the RCAF as Flight Cadets for additional training and service.

The Royal Military College at Kingston will re-open in September 1948, with its first post-war group of cadets for a four-year course. Navy, Army and RCAF cadets will be accepted.

10. Flight Cadet Programme

The first post war aircrew training scheme has now commenced. This covers direct entry Short and Long Service officers and summer aircrew training for university undergraduates who intend to join the Regular, Auxiliary or Reserve RCAF. Long Service officers must have a university degree. Short Service officers must have senior matriculation and are offered six years active service followed by six years in the Auxiliary or Reserve.

11. Manning Situation

The RCAF is suffering a 12% annual loss through discharge, 85% of which is discharge by purchase. This is largely due to a high level of employment in industry with high wages and a lack of adequate housing. Recruiting was suspended during the first of 1947 pending finalization of RCAF plans. It has now been recommenced but is not expected to reach the proper level for another month or so.

12. Summer Employment of Veterans

Due to the shortage of technical officers with university degrees and also a shortage of medical officers approximately sixty Applied Science and twenty Medical under-graduates were employed during the summer of 1947. They are mostly aircrew veterans who have above average war records. It is anticipated that many will enter the Service on graduation. The scheme has worked well and will be increased in 1948. Because of their war experience and added academic training, it is considered that this group will have a high potential in future years.

13. Internal Security - Investigation of Air Force Personnel

A submission was made to PMC recommending that the present system whereby only personnel engaged in secret and top secret duties were investigated by the RCMP was inadequate and it was recommended that all Regular and Auxiliary personnel be checked with the record maintained by the RCMP in order to determine whether they have at any time engaged in subversive or criminal activities and that all personnel employed on top secret and secret documents be checked with field investigations.

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14. Implementation Progress on Canadian portion of Hemisphere Defence Plan

(a) Instrument Landing System - SCS-51

It has been decided to install ILS SCS-51 at Centralia, Ontario; Fort Nelson, B.C. and Whitehorse, Y.T. by 1st August 1948. The installation at Centralia will be used for training.

(b) Ground Controlled Approach - GCA

Six GCA equipments, procured from the United States, have been modified for two man operation. It is planned to install GCA at the following locations:

Greenwood, N.S.
Rockcliffe, Ont.
Centralia, Ont.
Rivers, Man.
Churchill, Man.
Patricia Bay, B.C.

Arrangements are being made to train operators and radio technicians on GCA equipment. USAAF have requested loan of a GCA at Edmonton from 1st October for a six months period. This equipment can be made available.

(c) Aerodrome and Radar Site - Survey Progress

Edgar (RS) complete
Moore Lake (RS) complete
Greening (A) almost complete
Somneterre (RS & A) 60-70% complete
Depuy (RS) under survey (50% complete)
Robertsonville (RS) survey started
Cameron Bay (RS & A) survey started
(Great Bear Lake)

Cape Weggs (RS))
Cape Comfort (RS)) To be investigated
Mount Harvey (RS))

Campbellton (A) - Further investigation to be undertaken. DOT survey can be extended to cover requirements.

Mattice (RS))
Dolbeau (RS))
Five Mile (RS)) Investigations complete
Falconbridge (RS))
Lake St. Joseph (RS))

La Tuque (A) Investigation complete.

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APPENDIX "A"

to RCAF Progress
Report - 4 Sept 47

RCAF in USA	USAAF in Canada
W/C USAAF HQ ACAS (Pers) W/C JG Stephenson	Lt/Col AFHQ/AMP/DPC Lt/Col JC Barlow
W/C GL Int USAAF A/C of S2 ( )	Lt/Col AFHQ/AMAP/DIA Major HK Avery
F/L GL Int USAAF A/C of S2 F/L CF Wattie	Capt (Int) AFHQ/AMAP/DIA ( )
W/C USAAF HQ ACAS 3 W/C RA Gordon	Lt/Col AFHQ/AMAP/DOE Lt/Col SL Moise
W/C Operational Command HQ ( )	Lt/Col MCHQ Lt/Col CH Irby
W/C Tact Sigs Scott Field W/C KC Cameron	Lt/Col AFHQ/AMOT/DSA Lt/Col JT Bohn
S/L GL USAAF Training Command S/L JEV Bythell	Major CAC HQ Major DW Corby
F/L GL Transport Group F/L EW Smith	Capt 9 (T) Group Capt RL Nixon
F/L GL Sigs Radio Tech School ( )	Capt Radio & Comm School Lt AE Murray (not exchange officer)
F/L Armament Test & Dev F/L SD Gillis	Capt AFHQ/AMTS Capt CA Proctor
W/C AE Aero Eng & Maint ( )	Lt/Col MCHQ Lt/Col OB Hardy
S/L Tact Air Command Pers S/L H Malkin	Major CAC Personnel Major JJ Meyers
S/L Equip Air Materiel Command S/L WB MacKinnon	Capt No 1 Equip Depot Capt JJ O'Bert
F/L Equip Air Materiel Command F/L RG Elliott	Capt MCHQ Capt JR Bernard
F/L USN Coastal Sqdn F/L A Lehn	Lt USN BR Sqdn ( )

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PERMANENT JOINT BOARD ON DEFENSE
CANADA-UNITED STATES

U. S. ARMY
PROGRESS REPORT

8 September 1947

1. Northwest Staging Route.

a. Customs Setup at Fort Nelson. Permission was received from the RCAF on 10 July 1947 for US AAF service aircraft to use Fort Nelson as a port of entry and exit in lieu of Edmonton. Mr. Wilfrid Stanley Jacobs, Postmaster, was appointed part-time Customs Officer to accept reports inwards and outwards from the crews of US AAF aircraft wishing to over-fly Edmonton and land only at Fort Nelson. The RCMP Constable at Fort Nelson was named to act as Immigration Officer. On 1 August 1947 US AAF aircraft started using Fort Nelson as their port of first call for the regularly scheduled aircraft using that route.

b. Movement of Aircraft Over Northwest Staging Route to Alaska. Arrangements are in progress with Canadian authorities for the movement to Alaska of US AAF C-82 aircraft involved in the joint Army Ground Forces-Army Air Forces maneuver in Alaska during the winter 1947-48. These aircraft are:

First Fighter Group
97th Very Heavy Bombardment Group
62nd Troop Carrier Group

In connection with this movement of aircraft, plans are being discussed for necessary augmentation of domestic staff along the Northwest Staging Route to accommodate this movement.

2. Low Frequency Loran Project.

a. Shoran Stations. With Canadian approval, three Shoran ground stations have been established on the east coast of Baffin Island operating in conjunction with four similar stations on the west coast of Greenland. The Baffin Island stations are located at River Clyde, Padloping Island, and Cape Mercy. At each place a maximum of five US military personnel, with equipment and supplies, was moved in by means of amphibious aircraft to establish a temporary encampment for a maximum two-month period. Actual time on location depended primarily upon weather and operating conditions which were encountered. At River Clyde and Padloping Island locations, U. S. military personnel were previously established.

b. Siting Party, Eastern Loran Chain. A combined siting party for the Eastern Loran Chain was forced to be cancelled due to weather and delays in departure of US aircraft.

3. Churchill Project.

a. Test of Railroad Equipment in Vicinity of Churchill. Arrangements have been made with officials of the Canadian National Railway and the Canadian Army for the US Army Transportation Corps to carry out in the vicinity of Churchill this coming winter tests of railroad equipment under Arctic conditions and in furtherance of the general Arctic experiments going on at Fort Churchill.

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b. Intermediate Staging Area and Arctic Indoctrination Training Course for U. S. Troops in Canada. Arrangements have been made with the Canadian Army for subject training at Camp Shilo commencing any time after 6 October 1947. Training course will last approximately two weeks. Troops will proceed to Churchill upon completion of construction there. The US Commanding Officer at Fort Churchill, Lt. Col. Wayne E. Downing, arrived 8 September 1947 in Ottawa to discuss training, equipment and construction problems prior to departing for Winnipeg 9 September 1947.

c. Experimentation in Connection with Underground Fuel Storage Installations in the Perma Frost, Fort Churchill. In connection with this combined Canadian-United States project, the U. S. War Department at the request of the RCAF shipped four gasoline storage tanks, capacity each 20,000 gallons, to Northgate (on border between North Dakota and Saskatchewan) for shipment via Canadian National Railways to Churchill.

d. Light Aircraft of L5 Type for Research and Development Work, Fort Churchill. The RCAF agreed to furnish an aircraft, Norseman, with skis, wheels and floats available, for use in research and development work at Fort Churchill. It was planned to use the aircraft for insect control experiments during the summer of 1947 and as the regular experimental work is undertaken in the fall, one or more aircraft of this type are necessary for aerial observation of camouflage equipment and material; the detailed examination of the peculiar terrain existing around Churchill in conjunction with selecting cross country routes and areas for trafficability tests of equipment and transportation; for limited aerial photographic purposes; for dropping of supplies and air search and rescue.

4. Technical Orders and AN Specifications for RCAF. Arrangements are underway whereby it is hoped that various technical orders and AN Specifications may be made available to the RCAF for use in connection with equipment they now have.

5. Appreciation for Canadian Cooperation in Connection with the BEETLE Project. A letter of appreciation was sent to the appropriate Canadian authorities for their efforts and cooperation in connection with the air lift for the installation of the Northwestern Loran Chain (BEETLE project).

6. Standardization of Screw Threads. A letter was written by the Secretary of War to the Bureau of Standards, American Standards Association and the American Society of Mechanical Engineers expressing War Department interest in the standardization of screw threads and recommending that an early decision be reached for (1) the convening of another meeting of those concerned in order that final agreement for the screw thread form may be consummated, and (2) the calling of the next meeting of the United Kingdom, Canada and the United States representatives for the purpose of advancing the matter of standardization of screw threads.

7. Dependents at Goose Bay. Authority has been given for dependents of military personnel stationed at Goose Bay to go to that station.

8. Construction at Fort Chimo and Frobisher Bay. On 18 June 1947 the Canadian Government agreed that the United States could proceed with a rehabilitation and temporary construction program at Fort Chimo and Frobisher Bay and that the same stipulations as set forth covering the use of United

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States funds and forces for construction at Fort Churchill would apply. Additional construction is planned for the RCAF at an approximate cost of $121,000, consisting of one married officer's quarters and two married NCO's quarters at each base.

9. Exchange of Officers, Canada-United States. The U. S. Section wishes to inform the Board that the U. S. Chemical Corps and the Canadian Defense Research Board will exchange officers and are planning joint tests.

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PERMANENT JOINT BOARD ON DEFENSE

CANADA-UNITED STATES

C219800

UNITED STATES NAVY PROGRESS REPORT

SECRET 11 September 1947

1. The following changes in status of U. S. Naval installations which concern Joint Canadian-United States operations have been made since the last Progress Report:

Base	Location	Activity	Remarks
Attu, Near I., Aleutians	North Pacific	All Naval facilities	Directed inactivated as soon as possible for eventual disestablishment, with exception of necessary facilities for aerological unit.
Dutch Harbor, Unalaska I.	North Pacific	All Naval facilities	Directed inactivated; Radio station disestablished 15 May 1947.
Argentia, Newfoundland	North Atlantic	Naval Magazine	Disestablished 30 July 1947; facilities and functions reassigned to U.S. Naval Station, Argentia.

2. Surplus material in excess to the needs of the U. S. Navy continues to be made available for sale to the Royal Canadian Navy.

3. The U. S. Navy plan for firing target practices in the Great Lakes during U. S. Naval Reserve training cruises is awaiting approval of the Canadian Government. Information concerning specific firing areas is being forwarded to the Royal Canadian Navy Member of the Board.

4. The U. S. Navy requested that the Cape St. James Radio Beacon, Queen Charlotte Island be reestablished on a continuous 24-hour bases. This request was made to the Canadian authorities after the station had been reduced to operating ten minutes out of each hour. It was pointed out that

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the beacon was of prime importance as a navigational aid to aircraft of the Naval Air Transport Service operating between Seattle and Kodiak. However, it was determined that a new radio beacon, established at Sand Spit (near Massett, Queen Charlotte Island), would be placed in operation on a continuous 24-hour basis and would cover the area in question.

5. The Canadian government granted permission for two officers and six enlisted men of the U. S. Navy to land and camp on Devon Island in order to conduct routine material tests on two tracked landing vehicles.

6. Three Canadian observers from the Canadian Department of National Defense accompanied the U. S. Navy Arctic weather station expedition (Task Force 68). They reported on board U.S.S. EDISTO on 14 July 1947.

7. Lt. Comdr. R. W. Murdock, R.C.N., has been ordered to communication duty with the U. S. Navy. His duty will be with the Staff of Commander Second Task Fleet.

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LB/SR
7.10.47

MEMORANDUM FOR THE PRIME MINISTER

President Truman has announced the appointment of Dean Acheson to succeed Mr. LaGuardia as Chairman of the United States Section of the Permanent Joint Board on Defence.

Laurent Beaudry

7/10/35

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PRIVY COUNCIL OFFICE C219603

MEMORANDUM

TOP SECRET

November 28th, 1947.

FOR THE PRIME MINISTER

Submitted herewith is the journal of the meeting of the Permanent Joint Board on Defence, held in Toronto on November 20th-21st, 1947.

This journal will be formally submitted to Cabinet Defence Committee at their next meeting.

E.W.T. Gill,
Secretary,
Cabinet Defence Committee.

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No. 1.

T O P S E C R E T
(except where otherwise indicated)

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, TORONTO, ONTARIO, NOVEMBER 20-21, 1947

(UNCLASSIFIED) The Permanent Joint Board on Defence met at Toronto, Ontario, on Thursday, November 20, 1947, at 10.00 a.m. The following members participated:

Canadian Section:	United States Section
General the Hon. A.G.L. McNaughton	The Hon. Dean G. Acheson
Air Vice Marshal A.L. Morfee	Rear Admiral C.W. Styer
Major General C. Churchill Mann	Major General W.H. Arnold
Rear Admiral F.L. Houghton	Captain G.W. Anderson, Jr.
Mr. David M. Johnson	Colonel Charles H. Deerwester
	Mr. Andrew B. Foster

The following officers also were in attendance: United States: Major General St. Clair Streett and Colonel J.K. Wilson; Canada: Captain H.N. Lay, Group Captain S.W. Coleman and Colonel L.M. Chesley.

(UNCLASSIFIED) Speaking on behalf of all members of the Board, the Chairman of the Canadian Section paid tribute to the long and distinguished services rendered by the late Mayor La Guardia as Chairman of the United States Section from the establishment of the Board in August 1940 until his death in September 1947. The Mayor had never missed a meeting of the Board during the seven years of his membership and approximately fifty meetings were held during the period at New York, Montreal, and other places ranging as far as St. John's, Newfoundland; Fort Churchill, Manitoba, and Vancouver, British Columbia. During the early years of his membership Mayor La Guardia was still Mayor of New York City but never failed to find time and

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energy for the vitally important work of the Board in the early years of the war. It was recalled that Mrs. La Guardia had informed members of the Board that she believed no activity ever undertaken by the Mayor meant so much to him as his work for the Board. He brought to bear great capacity for understanding the fundamental Canadian-United States defence problems in both their military and political implications. He brought to bear also the wisdom of wide experience in government and international relations. He was loved by each member for his warmth of personality, his wit, his patience and his sympathetic understanding and friendliness. In a sense he represented in the Board the essence of the democratic principle which governs the way of life and the way of government in the United States and Canada. The Board has lost in him an inspired leader and each member has lost a true friend.

The Board welcomed the new Chairman of the U.S. Section, the Honourable Dean Acheson; the new member for the U.S. Air Forces, Major General St. Clair Streett; and the new member for the U.S. Army, Major General W.H. Arnold.

1. (RESTRICTED) Developments at Fort Churchill. The U.S. Army member reported on the research and development programme for Arctic tests at Fort Churchill, Manitoba. (A copy of the report is attached hereto as Appendix No. 1). This report sets out the purpose and scope of the programme and gives in detail the administrative arrangements necessary to carry it out. General Arnold stressed particularly that the responsibilities of the various agencies involved had been carefully defined. General Mann undertook to prepare a similar report for the Canadian forces for presentation at the next meeting of the Board.

General Mann reported on developments at Fort Churchill since the last meeting. (See paragraph No. 19 of the Journal of the Board's meeting of September 11-12, 1947). He pointed out that

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the present strength at Fort Churchill is 540, all ranks, including 388 Canadian Army and Air Force personnel, and 103 U.S. personnel, 9 civilian research workers, and 40 visitors. In addition there are 80 civilians employed on construction. He outlined the progress being made in construction. Accommodation objectives for the winter 1947-48 would not be reached owing to the irregular delivery of building materials. It now appears that accommodation will be available for 658 and not for 814 as previously estimated. A school had been completed and opened on 8 September with 15 students enrolled. No progress has been made on the sewage disposal plant: (A copy of General Mann's report is attached hereto as Appendix No. 2).

The Board noted these plans and developments.

2. (RESTRICTED) Blanket Clearances for Visits of Canadian Officers to U.S. Installations. General Arnold reported that the Canadian Joint Staff in Washington had suggested that blanket arrangements might be made to simplify and expedite the visits of Canadian staff specialists to various establishments in the United States. He said it was fully realized that there were delays attendant upon obtaining clearances. These delays were caused primarily by the desire of the services to obviate the unfortunate cases of Canadian nationals arriving at various establishments in the United States without the authorities concerned being forewarned in order that they might provide the necessary courtesies, accommodations and special facilities without undue interference with the activities of the stations. The Board realized that a certain time is inevitably required for the preparation of satisfactory visits and expressed the hope that the time might be reduced to the minimum. Bearing in mind the necessity of making individual arrangements to ensure the most satisfactory handling of each case, the Board did not consider that a system of blanket clearance would be advisable.

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3. (UNCLASSIFIED) Customs Clearance. General Arnold referred to customs difficulties experienced by U.S. forces in shipping service equipment and supplies to Canada for defence projects. He mentioned particularly a recent shipment of railroad equipment and supplies to Fort Churchill for the joint tests this coming winter. The two secretaries agreed that the reason for these difficulties was probable failure on the part of the services concerned to use the proper channels. They pointed out that the proper procedure is as follows:

> The U.S. agency making the shipment should communicate with the U.S. State Department, giving particulars of the shipment and the time and place of entry into Canada; the State Department would in turn transmit this information to the appropriate Canadian authorities and would inform the shipper when clearance had been obtained.

This procedure is being followed in connection with the shipment of equipment and supplies for the weather stations and Loran projects and as far as is known no difficulty has been experienced.

4. (SECRET) Picrite. The Chairman of the Canadian Section informed the members of the Board of a submission prepared at his request by Canadian Arsenals Limited (a Canadian Government Crown Company) regarding the Canadian manufacture of picrite-based flashless propellant. In this statement it was pointed out that Canada has the necessary equipment for the production of picrite for flashless propellant whereas the United States would have to provide new facilities for its manufacture; and as the facilities for raw materials, manufacture, and finished production are presently located in Canada the manufacture of this propellant might usefully be undertaken in Canada.

The Chairman of the Canadian Section pointed out that this is a case where there are facilities in Canada for the manufacture of defence material on a much larger scale than is required for purely Canadian defence purposes.

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The Board expressed interest in the submission of Canadian Arsenals Limited and the U.S. members undertook to bring it to the attention of the appropriate U.S. authorities.

5. (SECRET) Stockpiling and Industrial Planning. General McNaughton suggested that in any programme for the stockpiling of strategic or critical metals and materials the possibility of obtaining supplies from Canada should be seriously considered. Also, the possibility of using existing facilities in Canada for the production of materiel required in any joint defence programme should be kept in mind.

The Board considered the picrite situation to be one of many indications of the desirability of the two Governments making a fundamental study of and plan for cooperative arrangements in connection with stockpiling of strategic materials and with the industrial war potential of Canada and the United States.

6. (RESTRICTED) Arctic Institute of North America. The Chairman of the Canadian Section submitted a progress report of the Arctic Institute of North America for the period June 20, 1947, to November 1, 1947, (which is attached hereto as Appendix No. 3). This report gives a brief description of the work sponsored by the Institute and undertaken under arrangements between the Institute and Canadian and U.S. Governments. The Board noted with satisfaction the important and extensive studies initiated by the Institute and considered that they will provide certain information useful to U.S. - Canadian defence plans and operations.

(SECRET) The Chairman of the Canadian Section undertook to ascertain from the Arctic Institute of North America whether any information acquired by it having a bearing on defence plans and operations might be transmitted to the Soviet Union through the ordinary channels of scientific intercourse. He also agreed to ask the Arctic Institute of North America to institute appropriate safeguards.

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7. (UNCLASSIFIED) Communications Circuits of the Alaska Highway. The Secretary of the Canadian Section referred to paragraph No. 4 of the Journal of the Board's meeting of September 11-12, 1947, in which the Board approved the arrangements whereby the Canadian authorities were to make the voice and teletype circuits along the Alaska Highway available to the United States forces. This recommendation had been brought to the attention of the appropriate Canadian Government department, which was anxious to have the matter completed. Legal difficulties had arisen but it is hoped that the necessary exchange of notes will be ready for signature within a short time.

8. (TOP SECRET) Status of the Basic Security Plan and Appendices. Captain Lay submitted to the Board Progress Report No. 5 from the Canadian Joint Planning Committee concerning the status of the Basic Security Plan and Appendices. (This paper is attached hereto as Appendix No. 4). The Board noted with satisfaction the progress being made by the Military Cooperation Committee in its work upon the Appendices.

9. (SECRET) Northern Amphibious Training Area. The Canadian naval member referred to the difficulties which had been experienced in selecting an area wherein northern amphibious exercises could be carried out. Various locations had been considered but so far the naval services of the two countries had not succeeded in agreeing upon a suitable area. The Board recommended that an ad hoc committee should be formed for the purpose of selecting the most advantageous area and suggested that appropriate initial representation would be one member each from the U.S. Navy, the Royal Canadian Navy, the Canadian Army, Royal Canadian Air Force, and the Department of External Affairs. It was suggested that the Canadian Navy member of the Committee should act as chairman and be responsible for calling the meetings.

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10. (RESTRICTED) Civil Defence. The U.S. Army member informed the Board that a plan was under consideration by the U.S. Government to deal with the problem of civil defence in the United States. The Board took note of the fundamental importance of the civil defence aspect of the joint arrangements for the defence of the two countries and discussed the matter at some length. It was decided that all information available on the subject should be assembled to enable the Board at a future meeting to discuss the problem further and to make recommendations concerning the appropriate Canadian and United States agencies which should cooperate in the matter. While the Board is of course concerned only with the civil defence aspect of the problem, it may be noted that any civil defence agency established and maintained in peacetime would no doubt concern itself with emergency action in disasters such as floods, fires and earthquakes.

11. (UNCLASSIFIED) Instructions for U.S. Army Personnel at Camp Shilo, Manitoba. The U.S. Army member informed the Board that the U.S. Surgeon-General is sending medical personnel to Camp Shilo for the purpose of instruction during the coming winter season. The U.S. Surgeon-General is being requested to instruct the officer in charge of each medical research project at Camp Shilo to publish an order substantially as follows:

ORDER

"Members of the United States Army and Air Forces engaged in research projects at Camp Shilo, Canada, will conform to all administrative orders, regulations and instructions currently in effect at Camp Shilo by direction of responsible Canadian military authorities."

The Board noted with satisfaction the foregoing order.

12. (TOP SECRET) Approval of Implementation Programmes for 1948-1949. The U.S. Section reported that on October 10, 1947, the U.S. Joint Chiefs of Staff approved and forwarded to the

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individual services the 1948-49 programme of implementation measures submitted by the Canada-United States Military Cooperation Committee. The Canadian Section reported that a programme for implementation measures of Canadian responsibility for the same period had been approved in principle by the Canadian Cabinet Defence Committee. This programme is based on the recommendations of the Military Cooperation Committee contained in their memorandum of July 25, 1947. It was pointed out that the implementation programmes were contingent upon the availability of appropriations. (The MCC memorandum of July 25, 1947, "Programme for Implementation Measures for Period from 1st April 1948 to 30th June 1949" is attached hereto as Appendix No.5).

13. (UNCLASSIFIED) Unified Command in the Caribbean and Unified Command in the Eastern Atlantic and Mediterranean. The U.S. Navy member informed the Board that on November 1, 1947, the U.S. Joint Chiefs of Staff established a unified command in the Caribbean similar to those already established in Europe and in the Pacific. The Commander-in-Chief, Caribbean (CinCCarib) has been assigned the U.S. forces in the islands of the Caribbean and in the Panama Canal Department, except for fleet facilities and fleet bases at Roosevelt Roads, Trinidad, Guantanamo, and the Fleet Wing Air Wings and Fleet vessels temporarily based in the Antilles, which will remain under the operational control of the Commander-in-Chief, Atlantic Fleet.

The Commander-in-Chief, Caribbean, is responsible to the Joint Chiefs of Staff as is the Commander-in-Chief, U.S. Atlantic Fleet. U.S. Naval Forces in the Eastern Atlantic and Mediterranean were also constituted as a command with a Commander-in-Chief responsible to the Joint Chiefs of Staff.

14. (RESTRICTED) Anti-Submarine Warfare Training. The U.S. Navy member reported that satisfactory progress was being made in anti-submarine warfare training by Canadian-United States forces. He recommended that a single agency of the Canadian Government be designated and authorized to act directly with the U.S. Navy fleet commanders in chief in regard to such training. The Canadian Navy

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member suggested that Naval Headquarters, Ottawa, would be the most appropriate agency and it was agreed that a satisfactory arrangement could be made along these lines. A similar arrangement would be made in regard to amphibious training.

15. (RESTRICTED) Amphibious Training. It was noted that the Royal Canadian Navy would be the appropriate agency to deal on behalf of the Canadian Services with the U.S. Navy on matters of amphibious training.

16. (RESTRICTED) Invitation to Canadian Defence Research Board to Attend Undersea Warfare Symposium. The U.S. Navy member presented on behalf of the Undersea Warfare Committee of the National Research Council an invitation for representatives of the Canadian Defence Research Board to participate in the next Symposium to be held on this subject in the United States in April 1948. General McNaughton agreed to extend this invitation to Dr. O Solandt, the Chairman of the Defence Research Board, and Admiral Styer suggested that Dr. Solandt communicate with him as to details.

17. (RESTRICTED) Hydrographic Survey of Newfoundland and Labrador. Admiral Styer reported that the hydrographic survey in Newfoundland and Labrador waters would be delayed indefinitely due to the fact that the U.S. Naval survey ship Tanner was temporarily immobilized due to shortage of personnel.

18. (UNCLASSIFIED) The Recommendation of September 11, 1947, concerning Transportation of Service Personnel in the Military Aircraft of the other Country without Charge. With reference to paragraph No. 13 of the Journal of the Board's meeting of September 11-12, 1947, the Secretary of the U.S. Section reported that on November 14, 1947, the President had approved the Board's recommendation of September 11, 1947, "that as a measure contributing directly to the efficiency of joint United States Canadian co-operation and security arrangements, the service personnel (civil and military) of each country should be carried

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reciprocally in the military airplanes of the other country without charge". The Recommendation had been submitted to the President with the concurrence of the Departments of State, Army, Navy, and the Air Force. The Secretary of the Canadian Section reported that the Recommendation had been approved in October 1947 by the Canadian Government. It is understood that appropriate measures will be taken by the U.S. Air Force, the U.S. Navy, and the Royal Canadian Air Force to carry the recommendation into effect. It was noted that it would be necessary in devising regulations governing the matter to ensure that there would be no abuse such as the transportation of personnel for personal or frivolous reasons.

19. (CONFIDENTIAL) Publicity Relating to Canadian-United States Defence Plans and Operations. With reference to paragraph No. 9 in the Journal of the Board's meeting of September 11-12, 1947, the Secretary of the U.S. Section reported that a proposed directive (which is attached hereto as Appendix No. 6) concerning publicity relating to joint Canadian-United States defence plans and operations had been agreed to by the Secretaries of State and Defense. It is expected that the directive will be issued in the near future by the Secretaries of State, Defense, the Army, the Navy, and the Air Force, in their several departments. The Board noted with satisfaction the progress made in this matter and expressed the hope that the new arrangements would put an end to the unfortunate confusion and misunderstandings which have arisen in the past in connection with publicity relating to joint defence matters. The Secretary of the Canadian Section reported that the possibility of issuing a similar directive is under consideration by the Canadian Government.

20. (RESTRICTED) United States Congressional Visit to Alaska. The Secretary of the U.S. Section informed the Board that Congressmen Chiperfield (Republican of Illinois) and Jonkman (Republican of Michigan), both members of the Foreign Affairs Committee of the House of Representatives, had visited

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northwestern Canada and Alaska in September 1947 chiefly for the purpose of inspecting United States military installations in Alaska and incidentally to view en route the Northwest Staging Route, the Northwest Highway System, the Haines Cut-off Road, and related matters of interest. The visit had been arranged with the assistance of the United States Air Forces and the party was accompanied by Colonel C.H. Deerwester. The Secretary of the U.S. Section and Colonel Deerwester wished the Board to know that the Congressmen were evidently very favourably impressed with the manner in which the Canadian Army is maintaining the Northwest Highway System and with the many evidences they saw of close cooperation between Canada and the United States in defence matters.

21. (CONFIDENTIAL) Increasing General Interest in Northwestern Canada and Alaska. The Secretary of the U.S. Section informed the Board of the several evidences of an increasing interest in northwestern Canada and Alaska. This interest related to the general economic development of the area and the improvement of means of communication. It was founded to some extent on the economic and commercial interests in the area and obviously also on the strategic considerations relating to defence. Several members of the Board noted that there is current discussion of the possibility of constructing a railroad to the Yukon and Alaska. It was agreed that if possible any available material concerning such a railroad should be considered by the Board at its next meeting. The Secretary of the U.S. Section referred also to the increasing interest in the Haines Cut-off Road and mentioned that certain United States and Canadian trucking firms are anxious to make use of it on a year-round basis for the carriage of merchandise from Haines to Alaska. It is understood that there is at present in the U.S. services a very active interest in improving the means of surface communication between the northwestern United States and Alaska as a matter of strategic importance to Canadian-U.S. security.

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22. (TOP SECRET) Long-term Rights at Goose Bay. The Board decided to reaffirm its deep and continuing interest in the problem of long-term rights at Goose Bay, Labrador. (See paragraph No. 8 of the Board's Journal of September 11-12, 1947). The Board considered, however, that it continued to be desirable to avoid any premature action which might compromise the possibility of a mutually satisfactory solution being reached in future.

23. (RESTRICTED) Low Frequency LORAN: Northwestern Chain. With reference to Paragraph No. 20 of the Journal of the Board's meeting of September 11-12, 1947, Colonel Deerwester reported on progress in the low frequency LORAN programme, northwestern chain. Construction and installation had been carried forward rapidly during the past several months at Skull Cliffs and Barter Island, Alaska; and Kittigazuit, Sawmill Bay and Cambridge Bay, Canada. The three latter stations are on the point of being placed in operation. The Board expressed deep interest in this project originally initiated on its recommendation and requested the members of the two Air Forces to submit at the next meeting a comprehensive report on the establishment of the chain of LORAN stations. The Board noted the extraordinary achievement of the airlift and the engineering construction both undertaken under Arctic conditions of extreme difficulty. The Board expressed satisfaction with the progress made in the programme.

24. (TOP SECRET) Low Frequency LORAN: Northeastern Chain. With reference to Paragraph No. 25 of the Board's Journal of September 11-12, 1947, the Secretary of the U.S. Section informed the Board that there had been a regrettable lack of progress in the efforts being made to complete the arrangements for the establishment of the northeastern chain of low frequency LORAN stations. One station of the chain has been planned for Baffin Island and the two others for Greenland. The principal obstacles are that it is not a propitious time, from the diplomatic point of view, to initiate negotiations with the Danish Government with

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a view to obtaining the latter's approval for the two stations in Greenland. In the meantime it was asserted during the Communications Conference at Atlantic City in the summer of 1947 that the LORAN frequency of 180 kilocycles would interfere with the regular European broadcast band. Matters were further complicated by the fact that the Communications Conference proposed that Canada and the United States should not use in their LORAN stations a frequency which might interfere with the European governmental and private broadcasting. The Board considered that these matters should be clarified, i.e. whether or not the LORAN frequency would interfere with the regular European broadcast band, what was proposed at the Atlantic City Conference and what is the present legal position of the Canadian and U.S. Governments in relation thereto. The Board considered that every effort should be made to establish a northeastern chain of LORAN stations and decided that the problem should be reviewed at its next meeting on the basis of all available information.

25. (RESTRICTED) Submission to the UN of Evidence that Canada and Newfoundland Agree to the Presence of United States Forces in their Territories. With reference to Paragraph No.26 of the Journal of the Board's meeting of September 11-12, 1947, the Secretaries of the U.S. and Canadian Sections reported that the two Governments had agreed on the text of a statement concerning the explicit agreements given by Canada - and also by Newfoundland in so far as the Canadian base at Goose Bay is concerned - with reference to the presence of United States forces in their territories. The statement had been prepared for possible submission to the United Nations in accordance with a resolution of the General Assembly of December 14, 1946, but the United States had not yet been called upon to submit it. (The new statement is attached hereto as Appendix No. 7. It supersedes Appendix No. 5 of the Journal of the Board's meeting of September 11-12, 1947).

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26. (UNCLASSIFIED) Air Search Rescue. The Secretary of the U.S. Section reported that the interested departments in Washington had finally approved, with certain amendments, the reciprocal formula suggested by the Canadian Government early in 1947 to facilitate customs and immigration clearance of air search rescue parties crossing the border. The Secretary of the Canadian Section stated that the formula as amended was now under consideration by the Canadian Government and it was hoped that an exchange of notes might be made in the near future.

27. (RESTRICTED) Possible Representation of the Defence Research Agencies of Each Country on the Board. The Board discussed the question whether it would be desirable for its membership to include representatives of the Canadian Defence Research Board and of the United States Research and Development Board and decided that this subject should be explored further at its next meeting on the basis of additional information to be obtained by members of the Board.

28. (UNCLASSIFIED) Customs Clearance of Military Aircraft. Colonel Deerwester informed the Board that it would be in the interest of economy and efficiency if improvements could be made in the existing customs procedure governing the clearance of military aircraft particularly in the case of arrival in and departure from the United States. He pointed out that while there were many ports of entry in connection with railroads and highways there were relatively few ports of entry for the clearance of military aircraft. This meant that such aircraft often had to make wide detours involving hundreds of additional miles. The Board expressed the hope that improvements might be possible for the sake of greater efficiency and economy in the operation of the military aircraft of both countries and thereby of the joint defence programme.

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29. (RESTRICTED) The Plan of Operation for the Northwest Staging Route. Colonel Deerwester reported to the Board the progress made in the plan of operation for the Northwest Staging Route. He said that since the beginning of October approximately 517 tons will be lifted monthly along the route to Alaska and that the amount of traffic fully justified the continuing interest of the Board in the maintenance of this route for joint defence purposes.

30. (UNCLASSIFIED) Declassification of Weather Stations in Eastern Canada. Colonel Deerwester reported that the Department of Air Force had requested that information relating to the weather stations operating in the following locations be declassified:

Indian House Lake
River Clyde
Mingan
Fort Chimo
Frobisher Bay
Cape Harrison
Mecatina.

The reason for this request was that the present high classification of these weather stations is causing delay in the transmission of messages and in the handling of correspondence. The Board recommended that the names, locations, and meteorological activities of these stations should be declassified.

(SECRET) The Board took the view that if it were decided later to establish other activities of a confidential nature at the stations in question, such activities could be highly classified from the security point of view without reference to the unclassified status of the names, locations, and meteorological activities of the stations.

31. (UNCLASSIFIED) Standardization of Screw Threads. Colonel Deerwester reported that very satisfactory progress had been made in Washington with regard to the programme for the standardization of screw threads. On the recommendation of the Board, letters had been sent during October 1947 from the

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Secretary of War to the Director of the National Bureau of Standards, the Secretary of the American Standards Association and to the Secretary of the American Association of Chemical Engineers. As a result, the Interdepartmental Screw Thread Committee met at the National Bureau of Standards on October 24, 1947, with representatives of the United States, British and Canadian Governments. Plans were made at this meeting to have an exchange of papers between the United States and Great Britain about the first of the year. The British representative, Mr. T.R.B. Sanders, explained the views of the British in this work. Support was received from various representatives of industry present at the meeting. As a result of the meeting there will be an exchange of dimensional tables followed by a period of two or three months for study of the tables at the end of which time a further meeting of the three countries will be held for the purpose of ironing out any technical difficulties that may remain. Meanwhile, the United States Bureau of Standards has undertaken a testing programme on the fatigue strength of screw threads, and it is hoped that the programme will be completed within a year. The Bureau has spent approximately $20,000 for testing equipment and will spend an additional $10,000 for the execution of the programme. The Canadian Government is furnishing steel for the specimens, and private industry has pledged a part of the cost of the programme. The Board noted with satisfaction the excellent progress being made in the programme for the standardization of screw threads. (Colonel Deerwester's report is attached hereto as Appendix No. 8).

32. (RESTRICTED) Gasoline Storage Requirements at Goose Bay. Colonel Deerwester submitted a paper concerning increased gasoline storage requirements at Goose Bay, Labrador. The paper was handed to the Canadian Air Member who undertook to make inquiries and inform Colonel Deerwester whether additional facilities could be provided.

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33. (TOP SECRET) Implementation of the Canada-United States Basic Security Plan. Reference was made to Paragraph No. 28 of the Journal of the Board's meeting of September 11-12, 1947, concerning a memorandum of September 10, 1947, presented by General Henry to the Board on the subject of the implementation of the Canada-United States Basic Security Plan. It will be recalled that General Henry expressed concern over the brief time remaining during which implementation should be completed and over the problems including political, legislative, financial and inter-service which remained to be solved. General Henry posed in his memorandum five fundamental questions upon which the implementation programme rests:

"a. From our best estimates, does it appear that the North American continent is in danger of serious air attack within the next ten years?

"b. If so, what date should be accepted as the beginning of the danger period?

"c. What measures should be taken between now and the beginning of the danger period to provide reasonable security to our peoples and our great industrial areas?

"d. Will each country seek to implement these measures as they may be revised from year to year?

"e. What will be the formula for division of cost of implementations?"

At its meeting of September 11-12, 1947, the Board "decided to invite the attention of the appropriate agencies of the two Governments" to General Henry's memorandum; it also "felt it necessary to urge the earliest possible reconsideration by the Canadian Chiefs of Staff of the M.C.C. paper of July 23, 1947".

General McNaughton reported that General Henry's memorandum of September 10, 1947, had been submitted to the Canadian Chiefs of Staff. In brief their views with respect to the questions (a) and (b) were that a large scale air attack was possible

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within the next ten years; that the capabilities of a potential enemy are not the only factors to be considered but that probabilities must also be examined; that it is not possible to make an accurate estimate at present of when the danger period will begin; that it is preferable to assess periodically the likelihood of war when presenting implementation programmes for approval; and that in this way such programmes may be accelerated or decelerated.

General McNaughton stated that the Canadian Cabinet Defence Committee had taken note of the foregoing comment of the Canadian Chiefs of Staff and agreed that any question of implementation would be considered by the Canadian Government when put before them. He pointed out that the essential requirement that there should be agreement by the Chiefs of Staff of each country upon the long term appreciation which had been proposed for planning purposes had already been accomplished. He further said that there had been agreement that this appreciation should be reviewed periodically and that on the basis of such reviews the measures of annual implementation should be determined.

The U.S. Naval member reported that in his view questions (a) and (b) of General Henry's memorandum had been answered by the U.S. Joint Chiefs of Staff when they approved the paper submitted by the Military Cooperation Committee on July 23, 1947, entitled "Implementation of Canada-United States Basic Security Plan". As the members of the U.S. Section believed that partial answers to General Henry's questions were contained in the aforementioned MCC paper as approved by the U.S. Joint Chiefs of Staff, General Henry's memorandum of September 10, 1947, had not been submitted to the U.S. Joint Chiefs of Staff.

With regard to the Board's recommendation of September 11-12, 1947, that the Canadian Chiefs of Staff should reconsider the MCC paper of July 23, 1947, General Mann reported that this paper has been reconsidered by the Canadian Chiefs of Staff and approved for planning purposes.

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The Board discussed at some length its responsibilities in a general way and in particular with reference to the implementation of the Canada-United States Basic Security Plan. The Board believed that it was its responsibility to ensure the completion of the Basic Security Plan and the periodical review of the Plan. The implementation of the Plan must be carried out by and is the responsibility of the U.S. and Canadian Governments. It is the duty of the Board to keep fully informed of the progress of implementation and to make recommendations in respect of it to the two Governments when in its judgment such recommendations are necessary or desirable.

Finally, the Board took note of the fact that the implementation of the Plan could only proceed on the basis of decisions made for each fiscal year in succession and not in terms of a period of years.

34. (TOP SECRET) Progress Reports. Progress reports were presented by service members of the Board, and discussed.

35. (RESTRICTED) The Next Meeting. The Board agreed to hold its next meeting at the Naval Air Station, Patuxent River, Maryland, on February 18-19, 1948. The Board adjourned at 3.00 P.M. on November 21, 1947.

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SECRET

Appendix No. 1
(Para 1)

DEPARTMENT OF THE ARMY
Washington 25, D.C. Nov. 19, 1947.

RESEARCH AND DEVELOPMENT PROGRAM FOR
ARCTIC TESTS (FT. CHURCHILL, MANITOBA, CANADA).

1. References

a. Permanent Joint Board on Defence Journal of Discussions and Decisions. March 21-22, 1946 and subsequent PJBD Journals.

b. D/F dated 2 April, 1946 from NDD (Canada) to G.G., ASF (U.S.) Subject: "Development and Tests of Arctic Equipment." (This D/F covers the basic agreement for Canadian-U.S. participation in arctic testing at Ft. Churchill, Canada.

c. AGO letter dated 3 October 1947. Subject, "The War Department - Arctic Program 1947-1950", file AGAO-S 353 (1 October 1947) C36PO-M.

d. AGO letter dated 8 August, 1947, Subject "Establishment and organization of the ____th Area Service Unit '1st Arctic Test Detachment, United States Army)", File AGAO-1 322 (6 August 1947) WDGPO-M.

2. Purpose and Scope. The purpose of this program is to test all types of military equipment under all types of Arctic conditions. It is envisioned that arctic tests will continue at Ft. Churchill for an indefinite period in accordance with directives which will be issued when necessary. The testing will be conducted by Canadian and U.S. forces with a complete exchange of information between the two countries (up to and including top secret classification). U.S. tests will be accomplished by test teams organized by the Chief of the Technical Service responsible for conducting the tests. The strength and scope of activity of these test teams will vary with the mission with which they are charged.

3. Organization.

a. Administrative detachment. The 7099th Area Service Unit (1st Arctic Test Detachment, U.S. Army) has been organized by the Commanding General, Military District of Washington, under the authority of the AGO letter, reference Paragraph 1d above. This detachment will provide supply and administrative services for such Technical Services test teams as may be sent to Ft. Churchill for the purpose of testing equipment, supplies and technique under Arctic conditions.

b. Technical Service Test Teams (U.S.). Each test team will be organized under the supervision of the Chief of the Technical Service concerned, and will be responsible for the performance of tests in accordance with plans and instructions issued by that Service.

c. Canadian Test Teams. Tests will be conducted by the Canadian test teams in accordance with instructions issued by the Canadian Forces.

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4. Responsibilities:

a. Canadian Army. In accordance with the agreement referred to in paragraph 1b above, and subsequent agreements, the Canadian Army had indicated that it will furnish the following to U.S. personnel at Ft. Churchill.

(1) All permanent construction

(2) On a reimbursable basis:

(a) All housekeeping and messing facilities

(b) Standard fuels and lubricants

(c) Hospital and medical facilities

b. U.S. Army will:

(1) Have command jurisdiction over all U.S. troops and Department of the Army civilian personnel.

(2) Conform to Post procedures as established by the Canadian Commander.

(3) Carry out the objectives desired and conform with the agreements reached between the Canadians and U.S. Armies.

c. The Director of Research and Development will:

(1) Be responsible for the staff supervision of the U.S. phase of all Arctic tests at Ft. Churchill.

(2) Establish arctic tests programs and approve individual Technical Service projects planned to implement and carry out these programs.

(3) Make routine inspections of test projects.

(4) Analyze project reports and make recommendations when necessary.

(5) Arrange, through the Intelligence Division, clearances for all observers visiting test sites at Ft. Churchill.

(6) Allocate personnel quotas for each Technical Service incident to the utilization of Ft. Churchill.

d. The Director of Service, Supply and Procurement will:

(1) Direct provisions for such services and supplies as are necessary to carry out the objectives of the program at Ft. Churchill in accordance with appropriate regulations and approved plans established by the Director of Research and Development.

(2) Designate supply channels for supply action.

(3) Have primary interest in supply procedures and organization developed as a result of test operations.

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e. The Director of Plans and Operations will:

(1) Exercise overall coordination of staff matters in which Ft. Churchill test and development activities pertain to the Department of the Army, Arctic Program, 1947-1950.

(2) Have primary interest in the final results of Ft. Churchill test and development activities as to the effect such findings have upon strategic and operational plans, current and future, for the Army.

f. The Director of Organization and Training GSUSA, will:

(1) Have primary interest in the development of organization, tactics, techniques and doctrine resulting from Ft. Churchill test and development activities.

(2) Exercise staff supervision over all training necessary for the field (or service) testing of supplies and equipment developed at Ft. Churchill.

g. The Director of Intelligence will:

(1) Have primary interest in scrutinizing and evaluating reports to extract information of an intelligence nature.

(2) Arrange clearances for all observers visiting test sites at Ft. Churchill.

h. The Chiefs of the Technical Services will:

(1) Prepare plans for projects in accordance with assigned mission. Plans will show objectives to be accomplished and requirements for carrying out objectives in terms of personnel, supply and funds.

(2) Submit plans, prepared in accordance with Paragraph 4h (1) above, as far in advance as possible to the Director of Research and Development for comments or approval.

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COLOURED PAPER
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APPENDIX 2
(para.1)

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SECRET

HQS 5199-W-1 Vol 8 (DMO & P(1a)

8 Nov 47

CANADA UNITED STATES

PERMANENT JOINT BOARD ON DEFENCE

Memorandum for members PJBD

Subject: Fort Churchill

Prepared by: DMO & P - 8 Nov 47.

1. The present strength at Fort Churchill is now 540 all ranks including 388 Canadian Army and Air Force personnel, 103 US personnel, 9 civilian research workers and 40 visitors. There are, in addition, 80 civilians employed on construction.

2. The following progress in construction has been reported:

(a) Accomodation objectives for the winter 1947-48 will not be reached due to the irregular delivery of materials. It is evident that accomodation will be available for 658 and not for 814 as previously estimated.

(b) The school has been completed and opened on 8 Sep with 15 students enrolled.

(c) The following buildings will be completed except for interior finishing, plumbing, electricity, heating and painting - DRB Laboratory, married quarters (3 blocks for 12 families), one 100 man Barrack Block and the Hangar Workshop.

(d) The heating plant, utilidors, pump house, water supply line and electric power plant will be completed sufficiently to permit limited operation.

(e) No progress has been made on the sewage disposal plant.

3. DRB workers have drilled a number of holes in the vicinity to investigate permafrost characteristics.

4. Arrivals and departures.

(a) The RCAF Air Photo Detachment, based at Fort Churchill while making Aerial Surveys, left on 2 Sep.

(b) The 59th US Engineer Construction Company left on 13 Oct.

(c) Personnel of the 1947-48 Winter Trials Teams arrived 5 Nov 47.

5. No reports have as yet been received regarding the water drilling tests and the "Biting Insect" survey reported in our memorandum dated 2 Sep 47.

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Appendix No. 3
Part I
(Para 6)

PROGRESS REPORT

ARCTIC INSTITUTE OF NORTH AMERICA

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June 20, 1947.

MEMBERS OF THE BOARD OF GOVERNORS, OFFICERS
AND STAFF OF THE ARCTIC INSTITUTE
OF NORTH AMERICA
1947

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G. Gordon Bell	53-55 Metcalfe Street, Ottawa
Dr. Charles Camsell	412 Victoria Building, Ottawa
Dr. D.C. Coleman	3940 Côte des Neiges Road, Montreal
P.A. Chester	General Manager, Hudson's Bay Company, Winnipeg
Dr. Henry B. Collins, Jr. ...	Bureau of American Ethnology Washington, D.C.
Dr. Richard Foster Flint	Professor of Geology, Yale University, New Haven, Connecticut
Dr. L.M. Gould	President, Carleton College, Northfield, Minnesota
Dr. Ernest M. Hopkins	President Emeritus, Dartmouth College, Hanover, New Hampshire
Dr. Diamond Jenness	National Museum of Canada, Ottawa
Dr. H.L. Keenleyside	Deputy Minister of Mines and Resources and Commissioner of the Northwest Territories, Ottawa
Dr. C.J. Mackenzie	President, National Research Council, Ottawa
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Dr. Philip S. Smith	3249 Newark Street, Washington, D.C.
Dr. Vilhjalmur Stefansson ...	67 Morton Street, New York, New York
Dr. A.L. Washburn	Director, Arctic Institute of North America, Montreal
Dr. J. Tuzo Wilson	Professor of Geophysics, University of Toronto, Toronto

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PROGRESS REPORT OF THE ARCTIC INSTITUTE OF NORTH AMERICA

June 20, 1947.

TO THE FRIENDS OF THE ARCTIC INSTITUTE:

This brief progress report is intended to bring up to date and supplement the three booklets issued by the Arctic Institute* and the various notices that have been sent out regarding the Institute's activities and Research Fellowships.

During the past year the Institute has been fortunate in making considerable progress in its program encouraging scientific work in the Arctic, acting as a co-ordinating agency for such work, and functioning as an information center. This progress is illustrated by the establishment and award of Fellowships, the initiation of research projects, the addition of a library, and by various other activities, some of which are mentioned below.

1946 Fellowships -- The three 1946 Fellowships for $1,500 each were awarded in May of last year and all three winners accomplished considerable field work during the summer. Dr. Margaret Lantis of Washington, D.C., carried out a program of ethnologic work on Nunivak Island, Alaska. Mr. Harold Hanson of the Illinois Natural History Survey, who is studying the nesting habits of the Canada Goose, visited the west coast of James Bay in preparation for further work this year. The third Fellowship winner, Dr. Nicholas Polunin of Oxford and McGill Universities, carried out, with the co-operation of the Department of Mines and Resources in Ottawa, a study of the flora of Ungava Peninsula. He had the distinction of accompanying the Geodetic Survey flight that rediscovered the Spicer Islands in Foxe Basin, north of Hudson Bay. His present plans call for continuing his botanical work in northern Canada this summer.

1947 Fellowships -- Two 1947 Fellowships for $2,000 each were also established and announced a year ago, and the Institute received a number of applications by the November 1 deadline.

One of these Fellowships was awarded to Dr. Ilmari Hustich of the University of Helsinki, Finland, for botanical and forestry investigations along the east coast of Hudson Bay. He will be assisted by Dr. R. Tuomikoski and two botanists from the National Herbarium in Ottawa. This party will be working in co-operation with a geological party under Dr. E.H. Kranck of the University of Neuchatel, Switzerland. The other 1947 Institute Fellowship has been

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* Illustrated, descriptive booklet describing the Arctic Institute, Constitution, and Bulletin No. 1, " A Program of Desirable Scientific Investigation in Arctic North America".

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divided between Dr. Jacques Rousseau, Director of the Montreal Botanical Garden, for botanical work on Ungava Peninsula, and Mr. R.D. Slobodin of New York City who has been carrying out ethnologic investigations in the vicinity of Fort McPherson on the Mackenzie River.

1948 Fellowships -- Two 1948 Fellowships for $2,000 each were established by the Board of Governors in February of this year and an announcement concerning them is enclosed with this progress report.

Current Research Projects -- In addition to the scientific work made possible by the Research Fellowships, the Arctic Institute will be sponsoring a number of scientific projects in co-operation with governmental agencies in Canada and the United States. Funds have already been allocated to the Arctic Institute by the Canadian Government for studies of northern Canada covering physical geography, oceanography, and wildlife. Other studies will be supported by contractual arrangement between the Arctic Institute and the Office of Naval Research in Washington. They will include field research in biology, wildlife economics, and geology. Further details will be given when final arrangements have been completed. It is anticipated that the results of all the above studies will be published in appropriate scientific journals.

Institute Library and Map Facilities -- The Institute's Arctic Library now consists of several thousand books and pamphlets on the North, as well as an outstanding collection of Arctic and Subarctic maps. Additions from governmental agencies in the United States and Canada are rapidly making this the best map collection of its kind in North America. The library is housed in enlarged quarters provided through the courtesy of McGill University, and a librarian has been added to the staff of the Institute.

"The North American Arctic" -- "The North American Arctic", the book that Dr. L.M. Gould has been editing for the Institute, has been nearly completed. This book, which will contain chapters contributed by a number of eminent Arctic specialists, is scheduled to appear later in the year.

Institute Exhibits -- Several new exhibits have been added to the Institute. Wing Commander Kenneth Maclure presented a series of photographs taken during the flight of the RAF Lancaster "Aries" over the region of the North Geographic and North Magnetic Poles. Other photographic displays consist of a fine series of colored slides presented by the Honourable Wilfrid Bovey, and photographs of "Exercise Musk-Ox". The exhibit of native handicraft from Greenland, loaned by Dr. Trevor Lloyd, and the exhibit of Greenland paintings by Dr. Naomi Jackson have been continued.

Affiliation with American Association for the Advancement of Science -- In November, 1946, the Institute became an affiliate of the American Association for the Advancement of Science and as such is now represented on the A.A.A.S. Council.

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New York Office of the Arctic Institute -- At the meeting of the Board of Governors in New York on May 9, it was decided to expand the activities of the New York Corporation of the Arctic Institute. After October 1, 1947, the New York office will be located at the American Geographical Society, Broadway and 156th Street, where quarters have been made available through the courtesy of the Society.

Institute Support -- A number of supporters have recently aided the Institute. The grant of $50,000 from the Sir Frederick Banting Fund Committee (formerly Canadian War Technical and Scientific Development Committee) has already been announced. The Carnegie Corporation of New York has just made a grant of $20,000 for general support. The Hudson's Bay Company has contributed $5,000, the Canadian Pacific Railway Company, the Consolidated Mining and Smelting Company of Canada, Limited, and Imperial Oil Limited have all made grants of $2,500, and the National Research Councils of Canada and the United States have endorsed the Institute with grants of $1,200 each. Miss Louise A. Boyd has presented a Wild phototheodolite to add to the Institute's collection of instruments available to approved field parties, and Commander Donald MacMillan has donated his Polar bibliography of 20,000 cards.

Elections to Board of Governors -- Newly elected members of the Board of Governors include Mr. G. Gordon Bell of Ottawa, and Dr. D.C. Coleman of Montreal. The full membership of the Board is listed at the beginning of the report.

Additions to the Institute Staff -- The appointment of Sir Hubert Wilkins as Assistant to the Chairman was announced earlier in the year. As a world-famous veteran of polar work in both the Arctic and Antarctic, Sir Hubert brings a wealth of experience to the Arctic Institute.

Mr. P.D. Baird has just been appointed Assistant Director. Mr. Baird holds a Master of Arts degree in geology from Cambridge University and has participated in many expeditions to the Canadian Arctic. During the war he served in the Canadian Army with the rank of Lieutenant-Colonel and in 1946 was leader of "Exercise Musk-Ox".

Miss Irene Thau of Montreal has been appointed to the staff to assist the Executive Secretary.

Membership and Publications Program -- A Committee under the Chairmanship of Mr. Gordon Bell is currently planning details of a membership and publications program. It is the hope of the Committee that an open membership and an Institute journal can be developed soon. Many friends of the Institute have written to inquire into the possibility of such a program.

Sincerely yours,

(Sgd.) A. L. Washburn

Director.

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Appendix No. 3,
Part II (para. 6)

Progress Report of the Arctic Institute of North America, 20 June - 1 November, 1947

The present progress report of the Arctic Institute brings up to date and supplements the attached printed report, dated 20 June, 1947.

New York Office

The New York Office of the Arctic Institute, located at the American Geographical Society, started operating November 1 with Walter A. Wood in charge. Mr. Wood was Head of the Department of Exploration and Field Research at the American Geographical Society from 1936-1946. During the war he served as Officer in Charge of the Arctic Section, Army Air Forces Arctic, Desert and Tropic Information Center and later as Assistant Military Attache at the United States Embassy in Ottawa.

The New York Office of the Arctic Institute is cooperating with the American Geographical Society in scheduling an Arctic lecture program in New York on November 18.

Research Program

Projects which are being currently administered by the Arctic Institute are listed on the attached sheet. They comprise six field investigations which are being carried out with the aid of Research Fellowships, eight projects supported by contractual arrangement between the Arctic Institue and the Office of Naval Research in Washington and six projects supported by contractual arrangement with the Canadian Government.

Membership and Publication Program

A membership program is scheduled to be initiated in January 1948 with the objective of inviting the widest possible interest in the work of the Arctic Institute.

An Arctic Institute journal is scheduled to be published twice a year starting in March, 1948. The editor is Dr. Trevor Lloyd, Head of the Geographical Bureau of the Department of Mines and Resources in Ottawa and currently on leave of absence from the Department of Geography at Dartmouth College, Hanover, N.H. The journal will review progress in the different fields of scientific work in the North and will carry articles of general interest to help stimulate an awareness of Arctic problems.

Institute Support

In addition to the support listed in the attached Progress Report of June 20, $6,000 has been received towards the establishment of an Ellsworth Fund of the Arctic Institute .

Board of Governors

Mr. Arnold Heeney, Clerk of the Privy Council, Ottawa, and Honorary Counsel of the Arctic Institute, has been elected to the Board of Governors to succeed Dr. Diamond Jenness who is retiring from the Board as of December 31, 1947.

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Arctic Institute Research Fellowships

Botanical investigation along the Romaine and George Rivers, Ungava. Field work carried out last summer by Dr. Jacques Rousseau, Director of the Montreal Botanical Garden.

Botanical and forestry investigation along the east coast of Hudson Bay. Field work carried out last summer by Dr. Ilmari Hustich of the University of Helsinki, Finland, in cooperation with a party from the National Herbarium, National Museum of Canada, Ottawa.

Botanical investigation of the Canadian Eastern Arctic. Field work carried out during the summers of 1946 and 1947 by Dr. Nicholas Polunin of McGill University, Montreal. Dr. Polunin worked in cooperation with the Department of Mines and Resources, Ottawa, and the Royal Canadian Air Force.

Investigation of the breeding grounds and breeding habits of the Canada Goose in the James Bay area. Field work carried out during the summers of 1946 and 1947 by Harold Hanson of the Illinois State Natural History Survey, Urbana, Illinois.

Ethnological study of the Peel River Indian, Mackenzie Valley. Field work completed last spring by R. D. Slobodin of Columbia University, New York.

Ethnological study of the Eskimo of Nunivak Island, Alaska. Field work completed last year by Dr. Margaret Lantis of Washington, D. C.

A number of outstanding applications have been received for the two 1948 Fellowships of $2,000 each that are being currently offered by the Arctic Institute.

Projects Supported by Contractual Arrangements between the Arctic Institute and the Office of Naval Research, Washington, D. C.

Bibliography Project. Compilation of a comprehensive bibliography of Arctic literature, set up as a three-year project involving a staff of six workers under the direction of Marie Tremaine, formerly Associate Head of the Reference Section of the Toronto Public Library. Present headquarters of the project are at the Library of Congress, Washington, D. C. (The Canadian Government has also contributed to this project.)

Roster Project. Compilation of a roster of Arctic specialists, set up as a two-year project under the direction of Dudley Smith of Washington, D. C. Mr. Smith was formerly a senior member of the National Roster of Scientific and Specialized Personnel. (The Canadian Government has also contributed to this project.)

Permafrost investigation of the Norman Wells area, Mackenzie Valley. Field work being currently carried out by R. A. Hemstock, formerly resident engineer of Imperial Oil Limited at Norman Wells.

Permafrost investigation involving recognition of permafrost conditions as revealed by aerial photographs and their correlation with ground conditions. Field work carried out last summer by Dr. D. J. Belcher, School of Civil Engineering, Cornell University, Ithaca, N. Y.

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Geological research along the east coast of Hudson Bay. Field work carried out last summer by Dr. E. H. Kranck, University of Neuchatel, Switzerland, in cooperation with Dr. Hustich of the University of Helsinki, Finland and the National Museum in Ottawa.

Biological investigation of the Nueltin Lake area, west coast of Hudson Bay. Field work being currently conducted by Dr. Francis Harper of Moylan, Pa.

Investigation of the relation of environment to heredity as revealed by a study of Colias in the Canadian Northwest. Field work initiated last summer by Dr. William Hovanitz of the University of Michigan.

Investigation of the distribution of fur-bearing animals in the Canadian Northwest. Field work being currently carried out at Fort Nelson, B. C. by Professor H. F. Quick, Fort Collins, Colorado.

Projects being carried out by Contractual Arrangements between the Arctic Institute and Canadian Government.

Geographical study of the coast of Labrador. Work is under the direction of Dr. G. Vibert Douglas of Dalhousie University, Halifax, Nova Scotia.

Terrain study of Ungava. Work is under the direction of Dr. G. Vibert Douglas of Dalhousie University, Halifax, Nova Scotia.

Terrain study of the Canadian Eastern Arctic. Work is under the direction of Dr. T. T. Paterson of the Scott Polar Research Institute, Cambridge, England.

Study of the oceanography of the Canadian Eastern Arctic. Work is under the direction of Dr. M. J. Dunbar of McGill University, Montreal.

Study of the coasts of Hudson Bay and Hudson Strait. Work is under the direction of T. H. Manning, Ottawa.

Study of the mammal and bird population of Canada and its value for survival. Work is under the direction of Dr. A. L. Rand of the Chicago Natural History Museum, Chicago, Illinois.

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APPENDIX 4
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10th November, 1947.

CHIEFS OF STAFF COMMITTEE

JOINT PLANNING COMMITTEE

PROGRESS REPORT NO. 5

Appendix "A" - Chart showing progress made to date in the various Appendices to the Canada-U.S. Basic Security Plan.

Appendix "B" - Terms of Reference and membership - Sub-Committee on Medical Co-operation.

Appendix "C" - Revised Terms of Reference - Sub-Committee on Arctic Tests and Experience.

INTENT

This report is in continuation of Progress Report No. 4 revised on 4th September, 1947. Significant changes since that date include:

(a) Appendix - Signal Communications

An Appendix on Signal Communications was approved by the Military Co-operation Committee at their meeting held at Key West on 14th October.

The Military Co-operation Committee instructed the Canadian and U.S. Sections of the sub-committee on Signal Communications to keep the Signal Communications Appendix under constant review, in order that improved facilities and techniques may be incorporated in the appropriate Annexes as they become available.

(b) Appendix - Protection of Sea Lines of Communication

The Appendix on Protection of Sea Lines of Communication was approved for forwarding to the Chiefs of Staff Committee of both countries, with the provision that the Tab "B" to Annex "A" (Estimate of Force Requirements) should not be included. It is to be forwarded at a later date.

(c) Medical Co-operation

The formation of a sub-committee on Medical Co-operation was approved by the Military Co-operation Committee at Key West on October 14th. This sub-committee was formed to facilitate collaboration and co-ordination in medical matters between Canada and the United States. The Terms of Reference and membership of the sub-committee are attached as Appendix "B".

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APPENDIX 4
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(d) Arctic Tests and Experience

It had been agreed at the Military Co-operation Committee meeting held in Washington on June 17 to 19, that Arctic Tests and Experience did not properly form the subject of an Appendix to the Canada-U.S. Basic Security Plan. It was decided at that time, that the sub-committee should continue to advise the Military Co-operation Committee as necessary from time to time. Revised terms of reference were drawn up by the Military Co-operation Committee at their meeting at Key West on October 14th, and are attached as Appendix "C".

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APPENDIX "A" to
PROGRESS REPORT NO. 5

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STATE OF APPENDICES TO THE

CANADA-UNITED STATES BASIC SECURITY PLAN

APPENDICES	A	B	C	D	E
Air Interceptor and Air Warning System				X	
Protection of Sea Lines of Communication			X		
Signal Communications			X		
Air Navigation Aids			X		
Air Photography, Hydrographic Survey, Mapping & Charting				X	X
Strategic Information			X		
Meteorological Services				X	X
Anti-Aircraft Ground Defence			X		
Mobile Striking Forces			X		
Strategic Air Reconnaissance			X		
Military Intelligence					
Command Relations					

Legend

A - An agreed draft Appendix prepared on the Canada-United States Sub-Committee level.

B - An agreed draft Appendix prepared on the Canada-United States Planners level.

C - An agreed draft Appendix prepared on the Canada-United States Military Co-operation Committee level.

D - Approved by Canadian Chiefs of Staff Committee.

E - Approved by United States Chiefs of Staff.

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APPENDIX "B" to
PROGRESS REPORT NO. 5

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CANADA-UNITED STATES MILITARY CO-OPERATION COMMITTEE

TERMS OF REFERENCE - MEDICAL SUB-COMMITTEE

1. There is hereby established a Medical Sub-Committee of the Canada-United States Military Co-operation Committee, composed of medical representatives of the military services of Canada and the United States for the purpose of co-ordination and collaboration between the United States and Canada on the following medical subjects:

a. Co-ordination of medical research efforts.

b. Collaboration of medical aspects of atomic and biological defence.

c. Standardization in the development and manufacture of medical items and equipment assemblies, with particular reference to interchangeability of electrical and X-ray equipment and suitability for air transportation, para drop, and glider landing.

d. Development of a common Canada-United States basis of medical training, including manuals, diagnostic nomenclature, reporting forms and procedures which are concerned with the prevention, care and treatment of casualties resulting from bacteriological and other destructive weapons of war.

e. Collaboration in control of venereal diseases, tuberculosis and other communicable diseases.

f. Effective utilization of medical facilities in outlying areas of mutual concern.

g. Collaboration in vaccine manufacture.

h. Collaboration and co-ordination in the progressive development of all aspects of aviation medicine.

i. Combined development and utilization of air evacuation procedures and facilities.

In addition, the Medical Sub-Committee should consider means for the facilitation of exchange of medical information specifically related to

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operations in the Arctic and sub-Arctic regions and for collaboration in order to further, insofar as medical aspects are concerned, our capabilities for operations in these regions. Special consideration should be accorded to elimination of unwarranted duplication, retracing of steps and filling in gaps in existing or projected programmes.

2. The Committee is authorized to consult, as necessary, with other Governmental agencies or civilian medical organizations with due regard for the security classification concerned with military plans and operations. The Committee will submit such recommendations as may be appropriate for the consideration of the Canada-United States Military Co-operation Committee and provide for the development of such annual implementation programmes as may be necessary to further the accomplishment of its objective.

3. The composition of the Committee is as follows:

Canadian Section

Canadian Army Member:

Brigadier W.L. Coke,
Room 2096, "B" Building,
National Defence Headquarters,
(Local 2564)

Canadian Air Force Member:

Group Captain A.A.G. Corbet,
Room 3108, "B" Building,
National Defence Headquarters
(Local 5566)

Canadian Navy Member:

Surgeon Captain A. McCallum,
Room 4030, "B" Building,
National Defence Headquarters,
(Local 4398).

United States Section

United States Army Member:

Colonel F.B. Westervelt,
Office of Surgeon General,
Room 2E-474, The Pentagon.
(Extension 72794)

United States Air Force Member:

Colonel William J. Kennard,
c/o Flyer Division;
Office of the Air Surgeon,
Room 4C-164, The Pentagon.
(Extension 73728)

United States Navy Member:

Captain J.H. Korb.

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APPENDIX "C" to
PROGRESS REPORT NO. 5

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CANADA-UNITED STATES MILITARY CO-OPERATION COMMITTEE

TERMS OF REFERENCE - SUB-COMMITTEE ON ARCTIC TESTS AND EXPERIENCE

1. In view of the decision that a separate Appendix on Arctic Tests and Experience will not be prepared for the Canada-United States Basic Security Plan, the existing Terms of Reference for that Sub-Committee are rescinded and the following substituted therefor:

REQUIREMENTS

2. To prepare, semi-annually (May and October), a report of Arctic Tests and Experience activities particularly as they pertain to the several Appendices to the Canada-United States Basic Security Plan. These reports should be prepared upon the conclusion of each summer and winter period and include:

a. Results of tests recently concluded with particular reference to those tests conducted in furtherance of projects outlined in Appendices to the Canada-United States Basic Security Plan.

b. Schedule of proposed tests, manoeuvers, familiarization exercises and similar activities for testing materiel, training of forces and testing tactics, techniques, doctrines and organizations in the ensuing seasonal period.

c. Recommendations for a programme of specific measures to meet the requirements of the Canada-United States Basic Security Plan and its Appendices.

d. Recommendations for broad policies and principles to govern co-operation in this field between the armed forces of the two countries.

3. To formulate and report on, as directed, recommendations for specific measures which should be taken in the proximate future in implementation of the plan or otherwise in improvement of our capabilities for operations in Arctic and sub-Arctic regions.

4. To make pertinent recommendations on its own initiative and to furnish such additional information, studies or plans as may be required by the Canada-United States Military Co-operation Committee.

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Appendix No. 5
(Para. 12)

25 July 1947.

MEMORANDUM BY THE CANADA-UNITED STATES MILITARY CO-OPERATION COMMITTEE

SUBJECT: Programme for Implementation Measures for Period from 1st April 1948 to 30th June 1949

1. The Canada-United States Military Co-operation Committee, in continuation of last year's programme and in view of the fact that in its opinion there are no changes of substance in the "Appreciation of the Requirements for Canada-United States Security", submits herewith a statement of those implementation measures on which action is necessary during the period from 1st April 1948 to 30th June 1949. (This period embraces the United States and Canadian fiscal years 1948-49). Certain of these measures are of such basic importance or will involve such lengthy time processes that they should be initiated without delay. The nature of these measures, together with recommendations which are considered appropriate, are as shown below.

2. Programmes do not include estimates of cost but where appropriate provide for the allocation of responsibility between the two countries.

3. Air Interceptor and Air Warning Appendix

a. Establishment of model Air Interceptor and Air Warning Systems in each country so that newest equipment may be tested, common operational procedures developed and practical training of ground and air personnel carried on. These should be located in such positions as to enable them to work together and ultimately to constitute parts of the common air defence system as set forth in the Air Interceptor and Air Warning Appendix.

b. In continuation of the programme which is now under-way in Canada and the United States, the survey of additional airfield and radar sites should be continued within the respective countries and in addition the caretaker maintenance of existing sites should be carried forward. It is considered that with the results of the surveys now being undertaken engineering plans and specifications should be produced for these installations. In this connection it is considered advisable that certain properties be acquired and limited work commenced. This would include such items as clearing, grubbing and possibly construction of appropriate foundations.

c. Training in both countries of operational and electronic personnel should be initiated and/or continued.

d. Common Canada-United States research and development is considered necessary and should be intensified particularly on the following:

(1) Positive IFF (Identification - Friend or Foe)

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(2) All weather interceptor

(3) Airborne early warning equipment

(4) Airborne intercept devices.

e. Initiate the formulation of a standardized air defence doctrine and operating procedure including the co-ordination of anti-aircraft fire. The United States is assigned responsibility to initiate this action.

4. Meteorological Appendix

a. The proper agency in each country should issue necessary instructions to initiate a study of weather phenomena including sea-ice conditions as set forth in Annex "A".

b. Produce comprehensive plans on a Canada-United States basis for the establishment of a Weather Analysis Centre as set forth in Annex "B".

c. Provide in Canada and the United States reserve technical meteorological personnel experienced in military requirements.

d. Augment as necessary the research staffs of the meteorological services of both countries.

5. Air Photography, Hydrographic Survey, Mapping and Charting Appendix

a. In the Air Photography, Hydrographic Survey, Mapping and Charting Appendix, the following requirements are set out as first priority tasks:

(1) Topographic Maps. At scale 1:1,000,000, all of North America north of and including the United States. At scale 1:250,000 and 1:50,000, the required shaded sections of areas E and A as shown respectively in Annexes "A" and "B" attached hereto.

(2) Hydrographic Charts. Completion of Newfoundland, Nova Scotia, Gulf of St. Lawrence, Labrador, Greenland, Hudson Bay, James Bay and Hudson Strait.

(3) Aeronautical Charts. All of North America north of and including the United States.

b. The above first priority tasks should be completed by 30th June 1952. Those portions of these tasks for which adequate maps or charts are now available are shown on Annexes "A" to "D", inclusive. The necessary action should be accomplished in the period 1st April 1948 to 30th June 1949 as will permit the completion of the above first priority tasks in 1952. (The work required during 1948/1949 will largely consist of photography, survey, compilation and similar steps with the greater part of the finished product maps and charts materializing in subsequent years.)

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c. To complete the above requirements further refinement of SHORAN equipment for geodetic purposes should be intensified so this equipment can be available by the end of 1949.

6. Air Navigation Aids Appendix

Considerable progress has been made during the past year toward the establishment of a comprehensive system of navigation aids in the north. This progress consists primarily in the initiation of construction of the Western Loran Chain. There still remains a great deal to be accomplished and it is recommended the following items be emphasized:

a. Continuation of the installation of LF Loran stations (Eastern Chain) by special Canadian-United States arrangements to be initiated by the United States.

b. Extension of HF/DF coverage through the installation of stations at key operating locations with responsibility assigned to each country for its own territory, subject to special arrangements.

c. Provision of additional blind landing aids such as Ground Control Approach (GCA) and Instrument Landing System (ILS) equipment with responsibility assigned to each country for its own territory, subject to special arrangements.

d. Intensified research and development on technical equipment as outlined in Annex "B" to the Air Navigation Aids Appendix.

7. Strategic Information Appendix

a. The following initial requirement for basic strategic information studies (of the JANIS type) set forth in the Strategic Information Appendix should be completed by the country indicated by 30th June 1949:

(1) Canada

Canada
Newfoundland
Labrador
St.Pierre
Miquelon

(2) United States

Alaska
Greenland
Iceland

8. Strategic Air Reconnaissance Appendix

a. Continuation of present USAAF navigational flights over the Canadian Archipelago Arctic areas.

b. Initiate a survey of the following airfield sites for expansion to accommodate "very heavy aircraft" with Canadian responsibility, subject to special arrangements:

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(1) Frobisher Bay (No. 1 Priority)

(2) Churchill

(3) Goose Bay

(4) Chimo

(5) Coral Harbour

(6) Baker Lake.

9. AA Ground Defence Appendix

a. Preparation by respective countries of a priority list of areas vital to their war potential and initiation of on-site surveys of high priority areas to determine anti-aircraft ground defence requirements for each of these areas.

b. Determination by Canadian and United States Anti-aircraft Sub-Committee (supplemented as necessary) of those vital installations which are located in one country but which are contiguous to the other and which, therefore, may require anti-aircraft defences in both; and of military installations likely to be jointly occupied and utilized and the anti-aircraft forces required for their defence.

c. Initiate the formulation of a standardized air defence doctrine and operating procedure, including the coordination of anti-aircraft fire. The United States is assigned responsibility to initiate this action.

10. Mobile Striking Forces Appendix

a. A force of at least one parachute battalion combat team and one troop carrier squadron should be available for deployment on a part time basis in the Northwest area. This is a United States responsibility at this time.

b. Canada-United States maneouvers, of the type of operations envisaged in the Appendix, in Alaska and/or Canada by forces of each country. Schedule should include exercises under both summer and winter conditions.

c. Canadian and United States naval training operations in Northern waters to improve material, personnel and tactical capabilities for Arctic and sub-Arctic operations.

d. Orientation and familiarization tours (one Jan-Feb; one July-Aug) by selected groups of staff and command personnel concerned--to be initiated by the United States.

e. Intensified and coordinated effort is necessary for development of material and techniques to permit the operations envisaged in the Appendix. Responsibility for the following is as indicated:

(1) Material and operational techniques for those substantial areas of North America which consist largely of muskeg and water during summer season -- Canadian responsibility with United States cooperation.

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(2) Our capabilities for airborne and tactical air transport operations is United States responsibility with Canadian cooperation.

(3) Mobile meteorological, early warning and communication installations -- United States responsibility with Canadian cooperation.

(4) Amphibious craft suitable for operations in Arctic areas is United States responsibility with Canadian cooperation.

(5) Environmental protection - equipping man to live and fight in the Arctic -- a Canada/United States responsibility.

11. Sea Lines of Communication Appendix

a. Commence environmental research, training and planning upon which to build the complete plan in succeeding years.

b. The essentials are as follows:

(1) Research and development of improved equipments for underwater detection, improved A/S weapons, means of sub-marine recognition, countermeasures, including those against mines; determination of staff requirements (broad specifications) for A/S vessels and aircraft. For details see Tab "E" to Annex "A" of this Appendix, attached hereto as Annex "E" -- United States responsibility with Canadian cooperation.

(2) Training in both countries of A/S personnel in surface ships, aircraft and submarines.

(3) Provision by the United States of training sub-marines on each coast and by each country of the necessary carrier-based and shore-based aircraft for cooperation in training.

(4) Training in both countries of personnel in air defence of naval and merchant shipping.

(5) Planning of harbour defences and training of personnel in the operation of all harbour defence equipment in each country.

(6) Study on a Canada-United States basis - overall anti-submarine operations in the light of developments resulting from paragraph b (1) above.

(7) Institution of ocean area surveillance whereby United States and Canadian naval and merchant ships and military and commercial aircraft report to responsible authorities any occasion of sighting submarines at sea.

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(8) Continuation by both countries of hydrographic and bathythermographic surveys of waters around Canada and the United States.

(9) Survey of shipping and shipping control organization including the review and revision of War Instructions for Merchant Ships (WIMS), Atlantic Convoy Instructions (ACI's) and other publications for the protection and control of shipping. The United States will be responsible for initiation.

Note: No implementation is recommended for other appendices at this time. Cognizance should be taken, however, that preliminary work is now under way on matters concerning communications, which will present major problems, and may require implementation measures.

Details of the above measures have been prepared by the respective Sub-Committees and will be available to the appropriate agencies for costing and preparation of detailed estimates.

PROGRAMME FOR IMPLEMENTATION MEASURES FOR PERIOD FROM 1st APRIL 1948 to 30th JUNE 1949

Annex "A" - Requirements and Priorities, Medium Scale Topographical Mapping 1:250,000

Annex "B" - Requirements and Priorities, Large Scale Topographical Mapping 1:50,000

Annex "C" - Hydrographic Charting, Priority "A"

Annex "D" - Aeronautical Charts

Annex "E" - Tab 'E' to Annex 'A' of Appendix "H"

(Annexes not attached to this copy)

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Appendix No. 6

(Para No. 19)

November 19, 1947.

Directive Concerning Publicity Relating to Joint Canadian-United States Defense Plans and Operations

The Secretaries of State, National Defense, the Army, the Navy, and the Air Force have agreed that a uniform and clearly defined policy and procedure shall apply in connection with publicity relating to plans and operations jointly conducted by Canada and the United States or conducted by either country in the territory of the other. This directive, which is being issued by each of the five Secretaries to all personnel under his jurisdiction, will be followed by all personnel of the Department of the Army /the Navy, the Air Force, or State/.

1. It is considered a fundamental principle that Canadian-United States defense arrangements should, within the limitations necessarily imposed by the requirements of military security and in the light of the international situation, be made known to the peoples of the two countries. Apart from the fact that secrecy is counter to the traditions of the United States and of Canada, the strength of the defense arrangements depends in the last analysis upon their general acceptance and support by the two peoples. Again, undue secrecy has led occasionally to sensational stories in the press - stories embarrassing to the two governments and harmful to the joint defense program.

2. It is therefore the policy of the United States and Canadian Governments that simple factual announcements should be issued at an early stage in the case of those projects which can be classified as "UNRESTRICTED" from the point of view of military security and of the international political situation.

3. Such public announcements must always have the approval of both the United States and Canadian Governments.

4. The primary responsibility for such public announcements rests with the country whose territory is utilized in connection with the project in questior.

5. Each project must be examined on its own merits in so far as possible publicity is concerned and must be reviewed in terms of military security (which is for determination by the United States National Military Establishment and the Canadian Department of National Defense) and of the prevailing international political situation (which is the province of the Canadian Department of External Affairs and the United States Department of State).

.....6.

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6. To implement the foregoing policy and procedure the State Department and Military Service members of the U.S. section of the Permanent Joint Board on Defense, U.S.-Canada, are designated to consider each case that may arise concerning possible publicity relating to U.S.-Canadian plans and operations. The members will:

(a) review, along the lines indicated in paragraph No. 5 above, each U.S.-Canadian defense project;

(b) ascertain the views of the Canadian Government concerning possible publicity relating to the project;

(c) decide, in so far as the United States is concerned, whether such publicity would be in accord with the policy described in paragraphs Nos. 1 and 2 above; and

(d) if so, determine (in cooperation with the appropriate Canadian authorities) to what extent, at what time, and by whom the publicity should be issued.

7. The members of the U.S. section of the Board will normally deal with the representatives of the press through their respective public relations offices.

8. Officers of the several departments, including those in the press or public relations units, will submit to the senior Board member of their Department for review, as specified in paragraph No. 6 above, any draft publicity releases or announcements which it is desired to issue and any other matters relating to publicity on U.S.-Canadian defense arrangements (e.g. visits of newspapermen to the far north, furnishing of "background" information to the press, et cetera).

9. Officers of the several departments, including those in the press or public relations units, will not communicate with the Canadian Embassy at Washington or with officials of the Canadian Government at Ottawa concerning publicity matters but will address themselves only to the senior Board member of their Department.

10. It is the purpose of this directive to further the national security in general and to coordinate the joint responsibilities of the National Military Establishment, the Department of State, and the Canadian Government. Officers are therefore particularly cautioned against giving the press the impression that they would be willing to release information about a given project but that another Department or the Canadian Government has refused to agree.

11. This directive is effective immediately.

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Appendix No. 7.

(Para. 25)

DEPARTMENT OF STATE

OFFICE OF EUROPEAN AFFAIRS

Division of British Commonwealth Affairs.

November 19, 1947.

Agreement by Second Countries Concerning Presence of United States Forces in their Territories.

Following information is furnished in accordance with Paragraph 7 of the resolution on "Principles Governing the General Regulation and Reduction of Armaments" (A/267) of the General Assembly of the United Nations on December 14, 1946:

1. Such U.S. service personnel as remain in the United States Bases in Newfoundland, Bermuda, Antigua, St. Lucia, Trinidad, British Guiana and Jamaica are there with the consent of the United Kingdom as expressed in the Leased Naval and Air Bases Agreement between the United States and the United Kingdom, signed March 27, 1941, (Executive Agreement Series 235).

2. Such U.S. service personnel as are present in Canada are there with the approval of the Canadian Government under the arrangements (for example, the interchange of service personnel and carrying out of joint tests) explained in the official announcement made simultaneously in Ottawa and Washington on February 12, 1947, a copy of which was transmitted by each Government to the United Nations with the request that it be circulated to the members of the United Nations.

3. Such United States service personnel as remain at the Canadian base at Goose Bay, Labrador, which is leased by the Canadian Government from Newfoundland, are there with the consent of Newfoundland and Canada as originally provided for in the Canadian-Newfoundland Agreement of October 10, 1944.

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CANADA UNITED STATES

PERMANENT JOINT BOARD ON DEFENCE
Washington 25, D. C.

American Section
Room 2E844
Pentagon Bldg.

Appendix No. 8
(Para. No. 31)
18 November 1947

File PJB 6000

MEMORANDUM FOR THE MEMBERS, PJBD, CANADA-UNITED STATES:

SUBJECT: Standardization of Screw Threads

1. At a meeting in Dayton, Ohio, 21-23 May 1947, the Permanent Joint Board on Defense discussed the standardization of screw threads and entered the following in the Journal of that meeting: "The Board agreed that since no real progress can be made in the standardization of equipment between the forces of Canada and the United States until there is standardization of screw threads, the attention of the appropriate agencies in each country should be drawn to the need for early action on this important matter."

2. At the request of the Permanent Joint Board on Defense, letters were sent during October 1947 from the Secretary of War to the Director, National Bureau of Standards, the Secretary, American Standards Association, and the Secretary, American Society of Mechanical Engineers. These letters called to the attention of the addressees the War Department's interest in the subject between the American, British, and Canadian governments and recommended convening of another meeting to coordinate the work of early agreements on this subject. As a result of this exchange of letters the Interdepartmental Screw Thread Committee met at the National Bureau of Standards on 24 October 1947 with representatives of the U.S., British, and Canadian governments.

3. As a result of the meeting it was agreed to have an exchange of papers between the U.S. and Britain defining the unified thread about the first of the year. Work is progressing rapidly on dimensional tables in both countries, which consist of the range of screw thread sizes, pitches, allowances, tolerances and classes of fits. Mr. T. R. B. Sanders, representing the British, spoke briefly on the views of the British in this work. He indicated that the British were primarily concerned with the unification of the Service requirements and felt that in that way a "wedge" would at least be inserted that would gradually force its way into industry and nation wide use. Mr. Sanders was somewhat non-committal apparently because (1) he was in the United States on a somewhat different mission covering a wider field of standardization than screw threads; (2) he did not know the extent of publicity that would be given the meeting; and (3) it is believed that perhaps the economic conditions prevailing in England today may have had some effect on what he had to say. Mr. Morrow and Mr. Petersen, representing the Canadians, were eager to put into effect a unified screw thread standard since it would eliminate the necessity of their having to use both British and U. S. Screw Thread Standards in their country.

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They indicated that within a year after adoption the Canadians can be set up to use the ABC standards throughout Canada. Both the U. S. Government and industry representatives were in agreement concerning the proposals, however, industry feels that it is up to the Armed Services to take the lead and let industry follow. As a result of this meeting there will be an exchange of dimensional tables followed by a period of two or three months for study of the tables at the end of which time a meeting of the three countries will be held to iron out any technical differences there may be.

4. On 23 October the ASME Special Research Committee on Fatigue Strength of Screw Threads met at the Bureau of Standards. The purpose of the meeting was to get the testing program on fatigue strength of screw threads started. Arrangements have been made with Pratt & Whitney to have the steel samples machined into test specimens. The samples are expected to start moving from Pratt & Whitney to the Bureau of Standards within 6 to 8 weeks. Dr. Tuckerman of the Bureau expects to complete the testing within a year. The estimated cost of this testing program is approximately $10,000 and is divided as follows: (1) Machining of samples, plus shipping and handling, approximately $5,000; (2) Cost of testing, approximately $5,000. The Bureau of Standards has already spent approximately $20,000 for testing equipment, and the steel for the specimens was furnished by the Canadians. Of the $10,000 the Chairman of the Research Committee, Mr. Case of Lamson & Sessions has pledged for industry half the machining costs (approximately $2,500). Dr. Tuckerman felt that the Bureau would assume the costs of testing (approximately $5,000). There remains an unpledged balance of approximately $2,500.

(Sgd.) Chas. H. Deerwester

Colonel, USAF
U. S. Air Member

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PRIVY COUNCIL OFFICE C219852 file

MEMORANDUM

TOP SECRET

TOP SECRET

June 11th, 1948.

FOR THE PRIME MINISTER:

I submit herewith a copy of the Journal covering the June 3rd - 4th meeting of the Canada-U.S. Permanent Joint Board on Defence.

Yours sincerely,

E.W.T. Gill.

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NO. 1

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T O P S E C R E T

(except where otherwise indicated)

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, TRENTON, ONTARIO, JUNE 3-4, 1948

(UNCLASSIFIED) The Permanent Joint Board on Defence met at the Royal Canadian Air Force Station, Trenton, Ontario, on Thursday, June 3, 1948, at 9.00 a.m. The following members participated:

Canadian Section:	United States Section:
Gen. the Hon. A.G.L. McNaughton	Major General Emmett O'Donnell, Jr.
Air Vice Marshal A.L. Morfee	Rear Admiral C.B. Momsen
Major General C. Churchill Mann	Major General Ray T. Maddocks
Rear Admiral F.L. Houghton	Mr. Andrew B. Foster
Mr. David M. Johnson	

Major General O'Donnell served as Acting Chairman of the U.S. Section.

The following were also in attendance: Canada: Brigadier J.V. Allard, Colonel J.E.C. Pangman, Commander A.H.G. Storrs, Mr. E. Ll. Davies and Mr. R.G. MacNeill of the Canadian Defence Research Board; United States: Mr. George F. Keenan, Chief of the Policy Planning Staff of the Department of State, Captain H.D. Riley and Colonel J.K. Wilson, Jr.

The Board welcomed Rear Admiral C.B. Momsen, who is replacing Rear Admiral Styer, and Major General Ray T. Maddocks, who is replacing Major General Arnold, and recorded its deep appreciation of the outstanding services rendered by the retiring members, Rear Admiral Styer and Major General Arnold.

1. (SECRET) Address by Mr. George F. Kennan on the Soviet Union. At the Board's invitation, Mr. George F. Kennan, Foreign Service Officer and Chief of the Policy Planning Staff of the Department of State, addressed the Board on the subject of the Soviet Union. Inasmuch as Mr. Kennan has served in the USSR and

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in other central and eastern European posts, as he is acknowledged as the State Department's outstanding expert on Soviet affairs, and as he is one of the key figures in the making of U.S. policy towards the Soviet Union, his remarks were of particular interest and usefulness to the Board. He spoke of Soviet capabilities and probable intentions.

Brigadier J.V. Allard, Canadian Army, who had recently returned from two years' service as Canadian Military Attache at Moscow, gave the Board his views on the Soviet Union and expressed himself in general agreement with the points made by Mr. Kennan.

The Board expressed its appreciation to Mr. Kennan and Brigadier Allard for their helpful contributions, which will serve to broaden the background on which the Board's deliberations and recommendations are based.

2. (UNCLASSIFIED) The Quebec, North Shore and Labrador Railway Company. The Chairman of the Canadian Section reported that in connection with the recent discovery of an important iron ore field in the central part of the Ungava Peninsula a charter was granted by the Canadian Parliament in 1947 to the Quebec, North Shore and Labrador Railway Company to construct and operate a railway from a point on the Gulf of St. Lawrence to Ungava Bay on the Arctic Coast and to establish port facilities as required. The larger part of a preliminary survey had been completed and, as planned at present, the railway will be 350 miles in length, long enough to reach the central part of the ore deposits so far discovered. A port site would likely be chosen in the vicinity of Seven Islands, and it is hoped that it may be kept open for year round navigation with the aid of ice breakers. No decision has been made as to the time when the railway construction will begin. It has, however, been announced that a proven reserve of 300 million tons of ore is required to warrant construction. A proven

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reserve of 140 million tons has so far been established and it is expected that the 300 million ton mark will be attained by the end of the year.

3. (UNCLASSIFIED) Canadian Industrial Defence Board. The Chairman of the Canadian Section reported that an Industrial Defence Board had been established in Canada to advise the Government and the Minister of National Defence on all matters relating to the industrial war potential of Canada. The Board, which has already held its first meeting, is made up of representatives of industry and high ranking civil servants and is under the Chairmanship of H.G. Carmichael, Vice President of the Conroy Manufacturing Company Limited, St. Catharines, Ontario. (See next paragraph).

4. (TOP SECRET) Cooperation in Industrial Mobilization. In April 1948 the Canadian Government was informed that the United States Munitions Board would be interested in exploring with the appropriate Canadian authorities, the possibilities of collaboration on industrial mobilization. This question was referred to the newly created Industrial Defence Board. Arrangements have now been made for representatives of the latter Board to meet with the Executive Committee of the United States Munitions Board on June 7 in Washington for exploratory discussions of collaboration on industrial mobilization. The Board recalled that at its meeting of November 20-21, 1947, it had recommended collaboration in this field. (See Paragraph No. 5 of the Journal of the Board's meeting on this date). The Board noted with satisfaction the developments taking place and expressed the hope that reports on progress made might be submitted to it from time to time.

5. (TOP SECRET) Logistic Planning for Naval Mobilization. The U.S. Navy member brought to the attention of the Board the suggestion of the U.S. Chief of Naval Operations that consideration be given to the matter of over-all Naval requirements for industrial mobilization in the event of a joint emergency and specifically to

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the determination of American-type goods which might be required by the Royal Canadian Navy or possibly the Royal Canadian Air Force. The Board agreed with the recommendation of the U.S. Navy Member that this matter should be referred to the Military Cooperation Committee with the suggestion that, since similar information will be required of all services, the MCC undertake the task of initiating the exchange of such data between the services concerned. It was recalled in this connection that the MCC has established a Logistics Sub-committee within the past few months.

6. (UNCLASSIFIED) Canada's New Northwest. The Chairman of the Canadian Section distributed to the members of the U.S. Section for their information a publication entitled "Canada's New Northwest". This is a study of the present and future development of the Mackenzie District of the Northwest Territories, Yukon Territory, and the Northern parts of Alberta and British Columbia.

7. (SECRET) Canadian Defence Research Board: Exchange of Personnel and Information with United States Authorities. Mr. Davies of the Canadian Defence Research Board referred to the Thirty-Fourth Recommendation and the November 20, 1946 Recommendation of the Board concerning the interchange of personnel and information between the services of the United States and Canada. He pointed out that the Canadian Defence Research Board had experienced some difficulty in arranging for exchange of personnel and in obtaining information. He requested the Board to consider the question of clarifying these Recommendations in order that the Canadian Defence Research Board might be given the same facilities for the interchange of information and personnel as is afforded the services. This would ensure complete coordination and cooperation in this important aspect of defence. Mr. Davies pointed out that the Canadian organization for research and development is somewhat different from that of the United States in that in Canada the majority of the research work for defence is

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handled by the Defence Research Board, a civilian organization operating within the Department of National Defence. In the United States on the other hand there is no comparable executive organization, the majority of the research and development work being done by the services themselves. In his view it is desirable that the Canadian Defence Research Board should establish facilities on a reciprocal basis for the direct interchange of information and selected personnel by the establishments actually engaged in defence research work. A general discussion followed. The Board considered that it was premature to make any recommendation on this subject. The U.S. Air Force member undertook to examine the difficulties which had arisen and to see if means could be found to overcome them. He said that he would make a report on this subject at the next meeting of the Board.

8. (RESTRICTED) Civil Defence. With reference to Paragraph No. 4 of the Journal of the Board's meeting of February 19-20, 1948, concerning the Board's recommendation for collaboration in civil defence, Mr. Davies of the Canadian Defence Research Board reported that the Cabinet Defence Committee had approved a recommendation for the establishment of a civil defence planning organization under the direction of a Civil Defence Advisor responsible to the Minister of National Defence. It is expected that the appointment of a Civil Defence Advisor will be made in the near future and that a definite plan for civil defence will shortly be undertaken. When the Civil Defence Advisor has had an opportunity of preparing his plan, it is anticipated that he will get in touch with the United States agency charged with this responsibility in order to work out a basis of collaboration. The U.S. Army member explained that parallel action was being taken in the United States. An office of Civil Defence Planning has been established by the Secretary of Defence to prepare, for submission to the Secretary of Defence,

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a programme of civil defence for the United States including a plan for a permanent Federal Civil Defence Agency. When the U.S. plan has been completed and a permanent Federal Civil Defence Agency has been established, it should be possible for the civil defence agencies of the two countries to meet together and collaborate on civil defence measures.

9. (RESTRICTED) Publicity Directives. The Secretary of the Canadian Section recalled that at the Board's meeting of November 20-21, 1947, the Secretary of the U.S. Section had submitted the directive issued by the U.S. Secretaries of State and Defence concerning publicity relating to joint defence plans and operations. (See Paragraph No. 19 of the Journal of the Board's meeting of November 20-21, 1947). Mr. Johnson submitted a similar directive which had now been approved by the interested Canadian Government departments. (A copy of the Canadian directive is attached hereto as Appendix No. 1).

With reference to Paragraph No. 27 of the Journal of the Board's meeting of February 19-20, 1948, the Secretary of the U.S. Section reported that the proposed minor amendment of the "Forrestal Directive" of November 28, 1947, had been approved on the U.S. side by the Department of State and the Military Establishment. The minor amendment would authorize commanders at stations in the Far North to issue, on the spot and without reference to the clearance channels prescribed in the original directive, releases relating to crashes, searches, disasters, fires, rescues, and personnel news. The Secretary of the Canadian Section stated that the proposed minor amendment was now under consideration by the appropriate Canadian authorities and an early decision was anticipated.

10. (CONFIDENTIAL) Research Contracts Placed by U.S. Defence Establishments in Canada. With reference to Paragraph No. 2 of the Journal of the Board's meeting of February 20-21, 1947, Mr. Davies

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reported that the Canadian Cabinet Defence Committee had approved the Board's recommendation that a direct channel of communication be established between the U.S. Research and Development Board and the Defence Research Board in Canada with regard to the placing of research contracts by the U.S. defence agencies in Canada. The U.S. Navy member reported, however, that the U.S. Research and Development Board did not consider that it was the proper agency for the channel. The Board agreed that the most satisfactory procedure would be for the U.S. service negotiating the contract to arrange for clearance through the Defence Research Board member of the Canadian Joint Staff in Washington.

11. (CONFIDENTIAL) Docking Facilities at Prince Rupert. The Canadian Army member reported that during the War the United States increased the port capacity of Prince Rupert by approximately 30% at a cost of more than $15,000,000. At the end of the War these structures were turned over to the Canadian Government in accordance with the provisions of the Thirty-Third Recommendation of the Board. In due course these buildings, which are built on property leased from the Canadian National Railways, and which the Railways are not prepared to take over, were turned over to War Assets Corporation for disposal. Although an agreement was reached for their sale at a price of $250,000, the prospective purchaser did not make payment by the prescribed date and the agreement is now void. For the time being no action is being taken for the disposal of these facilities because the U.S. Army had in April 1948 expressed an interest in their retention. It was agreed that before a recommendation could be made about these facilities more information was required. The U.S. Army member undertook to obtain more information about the need for the facilities in peace and in war and submit it to the Canadian Army member.

12. (SECRET) Re-supply of Cambridge Bay. The U.S. Air Force member reported to the Board concerning the difficulties confronting the re-supply of the LF Loran station at Cambridge Bay. He referred

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to the airlift during 1947 and 1948 when material and supplies for the construction and operation of the station were brought in. The supplies on hand should be sufficient to keep the station operable until December 1948 but in view of the very high cost of airlift in money, material and time, the RCAF had undertaken to move an LSM carrying 800 tons of supplies into Cambridge Bay this summer. The ship will depart from Vancouver and after delivering its initial load will return to the mouth of the Mackenzie River for shuttle service between there and Cambridge Bay. This undertaking is considered to be hazardous and the possibility of failure must be faced. General O'Donnell said that if the venture fails it may be necessary to withdraw the personnel at Cambridge Bay for the reason that allocation of airlift in other parts of the world, plus additional requirements anticipated in support of the eastern portion of the Loran chain, may preclude heavy support of Cambridge Bay.

13. (TOP SECRET) Disbanding of the Combined Low Frequency Loran Committee. The U.S. Air Force member referred to the fact that the Canadian Section of the Combined Low Frequency Loran Committee had been dissolved and its functions turned over to the Subcommittee on Air Navigation Aids of the Military Cooperation Committee, Canada-United States. He reported to the Board that the recommendation had been made to the appropriate authorities of the U.S. Air Force that action be taken to disband the U.S. Section and have its functions transferred to the same Subcommittee.

14. (RESTRICTED) Supplemental Exchange of Notes on LF Loran. The U.S. Air Force member referred to the pending exchange of notes between the Governments concerning the LF Loran programme and informed the Board that the U.S. Air Force desired to suggest an amendment of the paragraph relating to responsibility for construction and for supply of equipment. The suggested amendment would read along the following lines:

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"The Canadian Government to assume responsibility for construction and supply of equipment with the exception of the supplying of towers, Loran sets and technical Loran maintenance spares, which will be at United States expense. Supplies and material necessary for operation of the stations and their air support which are not available to the Canadian Government will be made available by the United States at the expense of the United States Government."

The Board was informed that as soon as the original exchange of notes is completed, which is expected to take place in the very near future, a supplemental exchange of notes would be recommended by the United States to cover the foregoing change.

15. (TOP SECRET) Low Frequency Loran: Northeastern Section Low Frequency Loran Chain. With reference to Paragraph No. 31 of the Journal of the Board's meeting of February 19-20, 1948, the Canadian and U.S. Air Force members reported to the Board concerning the developments of the last several months with respect to the Northeastern Section of the Low Frequency Loran Chain of the Low Frequency Loran Programme. Both the RCAF and the USAF have determined that there exists a continuing requirement for a long range air navigation system which will provide accurate and dependable navigation fixes in the northern areas of Canada, Alaska and Greenland. The Air Navigation Aids Subcommittee of the Military Cooperation Committee (to which has been transferred the planning responsibility of the dissolved Combined Low Frequency Loran Committee) has determined, from the military point of view, the requirement of LF Loran for this purpose.

Although the effect of the commitments made at the Atlantic City Conference in 1947 have not been finally determined, it is presently considered that, inasmuch as the "Beetle Chain" of six

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stations as originally projected was commenced before the Atlantic City Conference, the completion of the three northeastern stations on the basis of 180 kcs operation is fully justified. Such operation will be continued on a basis of non-interference with European stations until the time when 100 kcs equipment is developed, installed and placed in operation.

The U.S. Air Force member stated that USAF siting parties are now engaged in determining the best sites for the three northeastern stations and are including in their survey an examination of the USAF base at Bluie West 8, Greenland. The Secretary of the U.S. Section said that from the diplomatic point of view it was reasonable to hope that the Danish Government might be persuaded to agree to the establishment of the station on the existing USAF base at Bluie West 8, while the State Department considered that there would be great difficulty in gaining Danish agreement to stations at any other point in Greenland.

16. (UNCLASSIFIED) Goose Bay Customs Privileges. The U.S. Air Force member informed the Board that the Newfoundland Government had concluded an agreement with the United States whereby U.S. service and civilian personnel at Goose Bay, Labrador, would enjoy the same customs privileges extended there by the Newfoundland Government to Canadian service and civilian personnel. The arrangement is considered equitable from the point of view of the service and civilian personnel, and the Board noted this development with satisfaction.

17. (RESTRICTED) Jurisdiction of RCAF Personnel Over USAF Personnel While Engaged in Joint Activities. The U.S. Air Force member reported to the Board that orders had gone out to the major air commands of the USAF directing USAF personnel engaged in joint activities with the RCAF in Canada to obey the standing orders of Canadian commanding officers and, in addition, to obey the legal orders or instructions of officers and noncommissioned officers of

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the RCAF superior to them in relative rank. Reference is made to Paragraph No. 7 of the Journal of the Board's meeting of May 21-22, 1947, concerning the similar order to U.S. Army personnel at Fort Churchill.

18. (SECRET) Standardization. With reference to Paragraph No. 10 of the Journal of the Board's meeting of February 19-20, 1948, the U.S. Navy member, the Canadian Army member, and the Canadian Air member submitted reports on progress made in standardization between the Canadian and U.S. services. (These reports are attached hereto as Appendix No. 2). The Board noted these reports with satisfaction.

19. (UNCLASSIFIED) Standardization of Screw Threads. With reference to Paragraph No. 9 of the Journal of the Board's meeting of February 19-20, 1948, the U.S. Air Force member and the Secretary of the U.S. Section reported concerning progress in the standardization of screw threads. The former referred to the recent activities of the British Standards Institute, the Interdepartmental Screw Thread Committee and the Bureau of Standards, while the latter read a letter dated April 9, 1948, from the Secretary of the American Society of Mechanical Engineers concerning the substantial progress made in the screw thread standards of Great Britain, Canada and the United States during the past six months. The Board noted these developments with satisfaction and requested the Secretaries of the U.S. and Canadian Sections to write to the Society of Mechanical Engineers and the Canadian Standards Association, respectively, and to report at the next meeting of the Board concerning any additional progress made.

20. (CONFIDENTIAL) Hydrographic Survey of Approaches to Hamilton Inlet. The U.S. Navy member reported that the USN survey vessel TANNER accompanied by three small survey vessels, is scheduled to begin a hydrographic survey of the approaches to Hamilton Inlet, Labrador, about July 1, 1948.

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21. (RESTRICTED) Canadian Hydrographic Survey of the Passamaquoddy Region. The Secretary of the U.S. Section informed the Board that appropriate clearances had been obtained on the United States side for the proposed survey by the Canadian Hydrographic Service of the Passamaquoddy Region in New Brunswick and Maine. The survey is expected to commence in the near future.

22. (CONFIDENTIAL) Navy Task Force to Re-supply Arctic Weather Stations. The U.S. Navy member informed the Board concerning the arrangements which had been made to send a Navy task force from Boston in the middle of July 1948 to re-supply the Arctic weather stations at Thule, Greenland; Resolute Bay, Cornwallis Island; and Slidre Bay on Eureka Sound. The task force will include two ice-breakers and a cargo vessel. Secondary purposes of the operation are: ice-breaker reconnaissance; training of personnel; testing of ships and material; observations of geographic, navigational and aviation interests; and recording detailed hydrographic meteorological and electro-magnetic propagation data. One RCN liaison officer and four Canadian observers will accompany the task force. The Secretary of the U.S. Section informed the Board that a press release would be issued on June 4, 1948, simultaneously by the Department of External Affairs in Ottawa and the Department of State in Washington concerning the expedition.

23. (CONFIDENTIAL) Anti-Submarine Warfare Training. With reference to Paragraph No. 14 of the Journal of the Board's meeting of November 20-21, 1947, the Naval members reported concerning the several Canadian-U.S. operations relating to anti-submarine exercises which have taken place since June 1947 in the vicinity of Grand Manan Island, the New London-Newport area, Key West, Esquimalt and the Seattle area.

24. (UNCLASSIFIED) Lease of Communications System Between Edmonton and Fairbanks. With reference to Paragraph No. 7 of the Journal of the Board's meeting of November 20-21, 1947, the U.S.

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Army member reported that the exchange of notes had been effected between the two Governments on March 31st, 1948, with respect to the lease by the Canadian authorities to United States forces of the voice and teletype circuits along the Alaska Highway from Edmonton to Fairbanks. The operating agencies of the United States and Canada are now formulating a contract based on the exchange of notes.

25. (RESTRICTED) St. Lawrence Seaway. With reference to Paragraph No. 28 of the Journal of the Board's meeting of February 19-20, 1948, the Secretary of the U.S. Section recalled that the Congressional joint resolution which would approve the St.Lawrence Seaway and Power Project on the U.S. side had been defeated in the U.S. Senate in February 1948 by a vote of 57 to 30. On April 30, Governor Dewey of New York State had announced publicly that he proposed to approach the U.S.-Canadian International Joint Commission through the Department of State at Washington with a view to obtaining permission for New York State to construct the St.Lawrence power project in cooperation with the Province of Ontario. Governor Dewey had stated that his plans were contingent on the approach to be made by the Province of Ontario to the Dominion Government at Ottawa. The Secretary of the U.S. Section added that it was clear that on the U.S. side it would be necessary for New York State to obtain the approval of the United States Government before it could proceed with the power project. It was not known whether such approval would be given, but it was noted that there was some feeling in Washington that if the power project went forward without the navigational works, it was very unlikely that the latter would ever follow.

26. (CONFIDENTIAL) Northeast Atlantic Standard Loran Chain. With reference to Paragraph No. 15 of the Journal of the Board's meeting of February 19-20, 1948, the Secretary of the U.S. Section informed the Board that Mr. J.S. Cross of the Department of State (who attended the Board's meeting of February 19-20, 1948) had left on a trip to a number of the countries which are interested in the

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Northeast Atlantic Standard Loran Chain. The purpose of Mr. Cross' trip is to attempt to persuade the Governments of Belgium, Denmark, Ireland, Portugal, Great Britain, Norway, Canada, France, Iceland, Sweden and the Netherlands to agree to permit the continuance beyond July 1, 1949, of the operation of the Northeast Atlantic Standard Loran Chain. It will be recalled that the U.S. Navy member reported to the Board at its meeting of February 19-20, 1948, that as a result of the Atlantic City Conference of 1947 the operation would be discontinued on July 1, 1949, unless a majority of the member nations should agree to an extension beyond that date.

27. (SECRET) U.S.N. Amphibious Training Exercises off Labrador. Reference is made to Paragraph No. 6 of the Journal of the Board's meeting of February 19-20, 1948, concerning the selection of the coast of Labrador as the most favourable area for northern amphibious training. The Secretary of the U.S. Section reported to the Board that at the request of the U.S. Navy Department, the Department of State had approached the Government of Newfoundland (a) to state that in accordance with the U.S.-U.K. Leased Bases Agreement a survey of the Labrador coast would be undertaken in the summer of 1948 and (b) to request the Newfoundland Government to authorize amphibious training exercises by the U.S. Navy at the area in question depending on the results of the survey. The Newfoundland Government had felt obliged, particularly in view of the forthcoming constitutional referendum, to refer the matter to London. The U.S. Embassy at London had been instructed by the State Department to press for favourable action. The Embassy reported that a decision would probably be forthcoming soon after the referendum (on June 3, 1948) and it is anticipated that the decision will be favourable.

28. (UNCLASSIFIED) Admission of Canadians to West Point and Annapolis. The Secretary of the U.S. Section remarked that on June 1, 1948, the President had signed the bill to provide for the admission of Canadians to the Military Academy at West Point and

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the Naval Academy at Annapolis. The act specifies that as many as three Canadians may attend each Academy at any one time, which presumably means that one would be admitted each year. It remains to work out the detailed arrangements relating to the selection of candidates. This measure originated during the President's trip to Ottawa in June 1947, when it was proposed by him as a further measure of U.S. - Canadian cooperation and understanding.

29. (CONFIDENTIAL) Channels of Communication between Washington and Ottawa. With reference to Paragraph No. 19 of the Journal of the Board's meeting of February 19-20, 1948, the Board considered the draft of a suggested directive to prescribe the channels of communication between the United States and Canadian Governments in connection with defence plans and operations. The Board considered that such a directive was needed to obviate the confusion, misunderstanding and delays resulting from use of the wrong channel. The aim of the directive should be to ensure both maximum speed in communication and systematic clearance by responsible officers and agencies. The subject matter should determine the choice of the proper channel in each case. If the subject matter related primarily to the detailed administrative or technical implementation of plans or policies previously agreed upon, or exploratory discussion, the service-to-service channel may be utilized. The government-to-government channel (that is, the Department of External Affairs and the Department of State) should be used whenever the subject matter involves determination of government policy, important new plans or programmes, international or third-country aspects, the United Nations, public relations, clearance with other agencies, or notification of other agencies.

After detailed discussion the Board agreed upon the text of the proposed directive (Appendix No. 3 attached hereto) and recommended that it be adopted by the Canadian and U.S. Military Establishments and by the Departments of External Affairs and of State.

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30. (TOP SECRET) Status of Basic Security Plan and Appendices. The Canadian Army member submitted to the Board Progess Report No. 7 from the Canadian Joint Planning Committee concerning the status of the Basic Security Plan. (This Report is attached as Appendix No. 4). The Board recommended that, despite requirements of other urgent planning, the annual revision of the Plan be undertaken without delay and accomplished to the maximum extent possible by February 1, 1949.

31. (UNCLASSIFIED) Procurement in United States by Canadian Services. With reference to Paragraph No. 24 of the Journal of the Board's meeting of September 11-12, 1947, the Canadian Navy member reported concerning the continuing difficulties standing in the way of procurement by the Canadian services of weapons, munitions, and materiel from the United States. The Acting Chairman of the U.S. Section told of the efforts which had been made at the highest level to obtain legislation authorizing the procurement of weapons, munitions and materiel for Canada. Under existing legislation it is possible for Canada to procure weapons, munitions, and materiel from the United States only when the article in question has been declared technically surplus to the needs of the U.S. Armed Forces. Today practically the only surplus articles are either obsolescent or obsolete.

The Board was of the unanimous and strong conviction that the difficulties preventing Canada from procuring weapons, munitions, and materiel from the United States constitute the greatest single obstacle obstructing satisfactory progress in the implementation of U.S. - Canadian defence arrangements. There are a great many specific items urgently needed by the Canadian services and which the Canadian Government is ready to pay for. The inability of the Canadian services to obtain these items has hampered their efficiency, impeded standardization between the U.S. and Canadian services, and thereby weakened the security of the two countries. The Board

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considers it self-evident that there should be no obstacles to full cooperation in mutual defence between the United States and Canada. Maximum security will rest upon the most effective use of the combined resources and effort of the two countries. The Board therefore recommended that no effort should be spared to ensure, with the minimum delay, that the barriers to the procurement by the Canadian services of weapons, munitions, and materiel from the United States are removed.

32. (UNCLASSIFIED) Northwest Highway System. The Canadian Army member submitted a report on the current condition of the Northwest Highway System. He said that in future reports to the Board on the Highway he would include information on the condition of the Canadian roads leading to it.

33. (RESTRICTED) U.S. Transportation Corps Participation in the Cold Weather Tests, 1948-1949. The U.S. Army member reported to the Board that the U.S. Army was informing the appropriate Canadian authorities that the Transportation Corps desired to send a test team of four officers and forty-seven enlisted men plus several additional civilian technicians to Fort Churchill arriving about October 1, 1948. A test train would also be dispatched to Fort Churchill which would be utilized in running a series of tests during the period October 1, 1948 to March 15, 1949, over the tracks of the Hudson Bay Railway between Churchill and Le Pas. The Board considered that these tests should be included in the over-all arrangements with the Canadian Government for U.S. participation in the cold weather test programme.

34. (UNCLASSIFIED) Composition and Procedure of the Board. The Canadian Army member presented the following statement for consideration in connection with the composition and procedure of the Board. It is desirable at this time, owing to recent changes in the personnel of each Section, to remind members of the composition of the Board. Each Section of the Board consists of: a Chairman, a Naval member, an Army member, an Air Force member, and a State

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Department or External Affairs Department member respectively, who acts as secretary of the Section.

Further, as has long been the practice, each service member may and should bring an appropriate staff officer to Board meetings. This practice tends to ensure continuity and to facilitate the following up of various matters which arise as a result of the work of the Board.

It is the practice of the Board when discussing particular items which require expert advice to request appropriate officials or officers to attend for discussion of such items. In this regard, it is desirable to place the items requiring the attendance of such persons early in the agenda so that they may withdraw when the business requiring their presence has been completed.

The Board, after discussion, agreed with these views and decided that it would be desirable for each Section to obtain the approval, if necessary, of their respective Chiefs of Staff, for the attendance of the staff officers concerned.

With regard to representation of the Canadian Defence Research Board and the United States Research and Development Board, the members recalled that it had already been decided that their representatives would be invited to attend meetings of the Board for discussion of matters of interest to them. (Paragraph No. 1 of the Journal of the Board's meeting of February 19-20, 1948)

35. (TOP SECRET) Progress Reports. Progress reports presented by the service members of the Board were discussed.

36. (RESTRICTED) Display by the RCAF. On the morning of June 3 the Board witnessed a flying display by the RCAF of three de Havilland Vampire-III jet planes and were impressed with the skilled performance.

The Board warmly appreciated the generous hospitality extended by Group Captain D.A.R. Bradshaw, Commanding Officer of the RCAF Station at Trenton, and the many officers and men who contributed

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to the success of the Board's visit.

37. (RESTRICTED) The Next Meeting. The Board agreed to hold its next meeting at Mitchell Field, Long Island, New York, on August 19-20, 1948. The Board adjourned at 4.00 p.m. on June 4, 1948.

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Appendix No. 1
(Paragraph No. 9)
CONFIDENTIAL

C219872

OTTAWA, April 1, 1948.

MEMORANDUM ON POLICY WITH RESPECT TO PUBLICITY ON CANADA-UNITED STATES DEFENCE ARRANGEMENTS

(NOTE: As the Department of Reconstruction & Supply is at present responsible for the Arctic Weather Station Programme, the references in this memorandum to the Department of Transport should be construed as applying to the first-mentioned Department until further notice.)

The following policy for handling publicity on plans, training and operations jointly conducted by Canada and the United States, or conducted by either country in the territory of the other, has been approved by the Minister of National Defence, the Minister of Transport and the Secretary of State for External Affairs, and is in line with a directive which was issued in the United States, on November 28th, 1947, by the Secretary of Defence and the Secretary of State.

Directive

1. As undue secrecy has led in the past to highly speculative and sensational stories in the press which have been embarrassing to the two Governments and harmful to the defence programme, it is considered a fundamental principle that Canada-United States defence arrangements should always be publicized in so far as the requirements of Government policy, military security and the international political situation permit. Moreover, secrecy is counter to the traditions of the United States and of Canada and the desired objective is to reach the position where the press and public alike recognize that joint undertakings in Canada, and particularly in northern Canada, are normal and sensible developments.

2. Each project must therefore be examined on its own merits in so far as press publicity is concerned, and a brief statement of a factual nature will be issued at an early stage in the development of each project to the extent that military security, the international political situation and Government policy permit. Every opportunity will be taken to emphasize to the press the importance of their quoting releases verbatim rather than publishing stories based on these statements.

3. The primary responsibility for such public announcements rests with the country whose territory is utilized in connection with the projects in question. Such announcements must always have the approval of the United States Government, as well as that of the Canadian authorities referred to in paragraphs 4 and 5 below.

4. To implement the foregoing policy and procedure, the Departments of National Defence and External Affairs will work closely together in matters concerning the defence projects and exercises of the two countries. Except as provided in paragraph 5 below, the Department of National Defence is responsible for drafting press releases and its drafts will be submitted to the Department of External Affairs through the Public Relations Staffs of the two Departments. If the Department of External Affairs is satisfied that a release should be issued in connection with a project, and agrees with the terms of the relevant draft statement, the latter will be passed by the Canadian Embassy in Washington to the Department of State through the Secretary of the United States Section of the Permanent Joint Board on Defence. The appropriate United States authorities will then come to a decision

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both on the policy involved and the text of the statement. When a final text is agreed upon by both Governments, the release will be issued in Canada by the Minister of National Defence or the Secretary of State for External Affairs, as may be desired.

5. As the Department of Transport bears the principal responsibility for the Arctic Weather Station Programme, it will prepare and issue the press releases relating to that programme. The Department of Transport will, of course, issue them only after clearances have been obtained from the Departments of National Defence and External Affairs and after the latter Department has obtained the approval of the United States authorities.

6. Whenever publicity is contemplated in connection with Canada-United States defence projects in the Northwest Territories or the Yukon, the Department of Mines and Resources will be kept advised, by the drafting Department, of the nature of the statements under preparation.

7. Any other publicity matters concerning Canada-United States defence arrangements (e.g. visits of newspaper men to the Far North, the furnishing of "background" information to the press, etc.) will also be handled in accordance with the procedure outlined in paragraphs 4 to 6 above. This procedure will,of course, not be followed when there is only a question of giving the press or other enquirers details already officially released by the competent Canadian or United States authorities.

8. The only personnel of the Departments of National Defence, Transport and External Affairs who, without special authority from their respective Minister or Deputy Minister, as the case may be, may deal directly with the representatives of the press in connection with any matters of publicity relating to Canada-United States defence arrangements, are the Public Relations Staffs of those Departments.

9. Up to the present time, the releases and statements made by the Canadian and United States authorities on Canada-United States defence matters have, for security reasons, contained a minimum of detail. At the same time, extensive and accurate reports on these joint developments have appeared in the Canadian and foreign press from time to time. A wide range of details have thus been made public without either Government acknowledging their accuracy. In the circumstances, and in order to avoid all possible confusion, the procedure outlined in paragraphs 4 and 5 above, for obtaining approval for the release of information, must be followed with respect to all details of defence projects that it may be desired to release in any manner but which have not already been made public in official releases or statements of the competent Canadian and United States authorities. Arrangements will be made with the Canadian Embassy in Washington to ensure that, as in the past, the Canadian and United States authorities receive the texts of official releases and statements made in the United States and Canada.

10. The foregoing paragraphs look, primarily, to the preparation and ultimate issue of unilateral releases or statements by the Canadian authorities mentioned. Steps will be taken to ensure that, in cases where it is desirable for the Canadian and United States authorities to issue simultaneous releases or statements on the matters referred to, the publicity will be issued in both countries at exactly the same hour on all such occasions. In each instance of this kind the Department of External Affairs will work out with the appropriate United States

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authorities the arrangements necessary to ensure appropriate timing of simultaneous releases.

11. Whenever the United States authorities submit proposed publicity on Canada-United States defence activities to the Department of External Affairs for the consideration of the competent authorities in Ottawa, the Department of External Affairs will transmit the proposed publicity to the Department of National Defence for approval. The United States authorities will be advised that their draft statements are acceptable only after they have been approved by the Departments of National Defence and External Affairs. If, however, the proposed United States publicity relates to the Arctic Weather Station Programme, the Department of External Affairs will submit the draft statements to the Department of Transport (in addition to the Department of National Defence) for approval. The Department of External Affairs will also be responsible for keeping the Department of Mines and Resources informed of the character of proposed United States publicity on Canada-United States defence activities in the Northwest Territories and the Yukon.

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Appendix No. 2

(Paragraph No. 18)

S E C R E T

27 May 1948.

U.S. Navy Progress Report on Standardization

Standardization - January-June 1948

(a) Though most of the accomplishment and progress in standardization between the Canadian and United States Navies since the last meeting of the Board have been in the fields of training and operating techniques, there have been several specific agreements or advances in materiel fields.

Other agreements, in which other Canadian services than the Navy are interested, will also be mentioned.

(b) The Canadian Joint Staff, the Royal Canadian Air Force, and the British Joint Services Mission were represented at a conference with the Bureau of Ordnance 20 April 1948 to decide upon a program for the British version of the German Mauser Mk 213 30 mm aircraft machine gun. The conferees decided:

(1) Both countries represented will evaluate the Mk 213 30 mm gun. If the evaluations are favorable or promising, Canada and the United States will probably offer no objection to interim standardization on the British version of the gun.

(2) Both Canada and the United States are interested in the long-range development of the 30 mm gun to produce velocities on the order of 3000 ft/sec., as compared with the present velocity of 1850 ft/sec.

(3) The Canadian and United States services will keep each other informed of the progress of design undertaken by either, with a view toward ultimate standardization of the high velocity 30 mm gun, ammunition, and spares.

(c) Discussion and consultation between the Canadian Department of National Defence (Army) and the Bureau of Supplies and Accounts has occurred on several subjects and occasions.

(1) Pursuant to a Canadian request for assistance leading toward a standardization of methods for handling stores, supplies, and equipment, in unit loads, full information and data on the Navy standard size foundation unit, the 48" X 48" pallet, were provided. This embraced technical releases, handbooks, litterature, sketches, schedules for unitizing supplies, etc., dealing with implementation of BuSandA handling and storage procedures. This release of data was subsequently augmented with additional literature requested by Canada, and by training films for use in developing Canadian training programs along standardized U.S./Canadian methods. The Canadians were also advised of the existence of, and how to obtain, certain U.S. Army training films to further assist their adoption of standard U.S. handling techniques.

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(2) On several occasions material preservation and packaging have been discussed with visiting officers of the Canadian Army, who have been given the U.S. Joint Army-Navy specifications covering these subjects. Canadian military authorities have also requested that certain key officers be permitted to participate in any future training courses given by the U.S. Navy in the packaging and handling of materials. Arrangements are being made to accomplish this.

(3) Although this has not yet been confirmed by any statement of policy or otherwise, it is BuSandA's impression that the Canadian Army has decided to adopt U.S. Navy shore handling procedures. It is suggested that this question be investigated, and that the decision, if affirmative, be recorded. It is further suggested that the question of whether or not the Canadian Navy is standardizing in this field with the Canadian Army be investigated with a view toward affirmative action, if possible.

(d) (1) A considerable amount of direct standardization work between the U.S. and Canadian Navies has been accomplished, and is continuing, in electrical and electronic fields. The Bureau of Ships is the U.S. Navy's agent therefor . The chief point of liaison on matters of this kind is through the Canadian Joint Staff in Washington; this staff expresses vital interest in better standardization of procedures for Canadian use through procurement of U.S. produced materials and equipment.

(2) The bulk of the technical standardization work has been accomplished through the Army-Navy Electronic and Electrical Standards Agency at Fort Monmouth, New Jersey, where, through the interchange of papers as an agreed routine procedure, the comments of the Canadian Navy on all proposed Joint Army-Navy specifications are considered before the specifications are issued in final form. In some instances, the Canadian Navy laboratories check the reproducibility of JAN test methods covered in the specifications and make tests for calibration purposes to determine the practicability of the specified methods. A specific instance is the current series of humidity cabinte tests, a report on which is expected shortly. The Canadian Navy is responsible to a major extent for the development of the fixed composition resister specification JAN-R-11. Additionally, all work on electron tubes is being very closely coordinated.

(3) In addition to the two foregoing continuing projects, a cataloging project has been underway for some time, being handled by periodic meetings.

(4) Standardization of forms, tolerances, and allowances for screw threads of various types, for use by Canada, Great Britain, and the United States, has been an active project for several years. This is carried on by joint efforts of the British Standards Institution, the Canadian Standards Association, and the American Standards Association. The British Admiralty and the Canadian and U.S. Navies are represented, respectively, in these activities.

The work of the American Standards Association is performed by sponsoring societies or committees. In the case of screw threads the American Society of Mechanical Engineers and the Society of Automotive Engineers are these Societies, as well as in the American Standards Association. Through the latter organization, International Standards for Acme Screw Threads, satisfactory for use by the three Navies, has been accomplished. After several years work, the standardization of general purpose threads is nearly accomplished.

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Related to the above, international standardization of machining tolerances for fits for such products as shafting is in progress.

(e) (1) In the field of communications, Canadian-U.S. standardization is accomplished through the Combined Communications Board, on which the two Navies have representation. A constant exchange of information on plans and progress in the development and use of both Ultra High Frequency and Radio-teletype equipment is maintained with the Canadian Navy.

(2) The combined Communications Board has in the recent past effected standardization of the two items following:

a. The use (in military services) of the basic Operating Signals Code, the international "Q" signals, and, in addition, a supplementary code (Z signals) to cover military requirements not adequately provided for in the "Q" code.

b. A combined Direction Finding Procedure, to be placed on record in a single document, for the use of committees and secretaries in further standardization.

(3) The following additional items are under current and continuing discussion in the Combined Communications Board:

a. Standardization of Policy for Assignment of Precedence to Messages.

b. Combined Frequency Allocation Plan.

c. Standard Policy for approving the transmission of certain classified messages in the clear, over certain telephone lines.

d. Revision of the publication "Wartime Instructions for Merchant Ships (WIMS)."

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COLOURED PAPER
PAPIER DE COULEUR

Appendix No. 2
(Paragraph No. 18)

HQS 5199-W-1 Vol 9 (DMO & P (1)

OTTAWA, 25 May 48

CANADA — UNITED STATES

PERMANENT JOINT BOARD ON DEFENCE

SECRET

Memorandum for Members, PJBD

Subject: Standardization

Prepared by: DWD - 21 May 48

1 Since the last report to PJBD by the Canadian Army in Feb 48, progress has been made in compiling the Integrated List of agreed development projects suitable for standardization. An Outline Integrated List has been compiled from recommendations received from the countries concerned. This list, which is now being reviewed, will, after corrections and adjustments are made, be examined in detail in order to arrive at the final list of agreed projects.

2 Formal standardization conferences in the fields of Signals and Anti-Aircraft have been held with a view to establishing agreed common types of equipment in these fields. Some progress has been made in determining requirements for common ranges and types of radio communication equipment. Additional conferences have been scheduled.

3 With reference to standardization under the Category Technical Procedures, drafts of a unified screw thread proposal have been circulated and are now being considered by Standards Associations. It is proposed to hold the next meeting of the Screw Thread Committee in New York City sometime in June.

4 The United States Army temperature requirements for equipment have been received. Action is being taken to produce Canadian Army requirements. This subject has been submitted for standardization.

5 Canadian Arsenals, Limited, have agreed to the cataloguing of Ferrous metal specifications. At the present time action is being taken to collect documents and specifications. Data is now being collected by the US Army in connection with the Standardization of anti friction bearings. Lists of dry batteries used by the Canadian Army have been forwarded to USA.

6 Procedure for the guidance of interchanged officers designated as standardization representatives have been issued. Each Army has now formally designated specific officers as its standardization representatives.

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Appendix No. 2
(Paragraph No. 318)
COPY NO. 3

SECRET
[redacted] 11-I-61 (DOR)

REPORT TO THE

PERMANENT JOINT BOARD ON DEFENCE

ON

STANDARDIZATION - USAF/RCAF

BY

CANADIAN AIR MEMBER

1. During the period 29 January - 5 February 1948 discussions were held in Washington on this subject by representatives of the USAF and RCAF. The object of standardization was stated as follows, - "To ensure that in a future war there will be no material or technical obstacles to full co-operation for mutual defence between the United States and Canada and to obtain the greatest possible economy in the use of our combined resources and effort". Additionally, it was stated that, - "The Air Forces of the United States and Canada should be able to fight side by side in certain theatres. In particular, it should be possible in the early stages of a future war for the air force of one country to be able to operate from the bases of the other country before the arrival of their stores and equipment. This means that, as far as possible, the Air Forces should be able to use each others airfields and base organizations, communications, operational procedure, navigational aids, bombs and ammunition".

2. As a result of these conferences an Air Standardization Coordinating Committee (ASCC) was formed to initiate action. Major General Partridge is the USAF member and Air Vice Marshal Morfee the RCAF member of this committee.

3. Following the conference, a temporary steering group comprising an officer from each Air Force was appointed by the ASCC to set forth the fields which should be explored and to recommend the items on which each country should take the initiative. The temporary steering group completed its work on February 13th, and subsequently ASCC approved both the allotment and categorization of the items.

4. The next step in organization involved the appointment by the ASCC of Working Parties to prepare agenda for further exploration of the approved items. Each Air Force nominated a representative for each item to attend combined meetings which will be held at appropriate locations. The recommendations of the Working Parties will be returned to the ASCC for approval. Subsequent implementing action at the appropriate levels is to be taken by individual members of the committee.

5. The members of the ASCC will be responsible for the coordination of the requirements with the other two services within their respective countries.

2 June 48

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Appendix No. 3

(Paragraph No. 29)

CONFIDENTIAL

Recommended Rules Concerning Channels of Communications between the U.S. and Canadian Governments in connection with Defence Matters.

1. The subject matter of the communication determines the channels.

2. If the subject matter relates primarily to the detailed administrative or technical implementation of plans or policies previously agreed upon, or exploratory discussions, the service-to-service channel may be utilized. In this case, however, interested officers in other agencies should be informed.

3. The Department of External Affairs-State Department channel should be used whenever the subject matter involves:

(a) The determination of government policy;

(b) Proposed U.S. projects or exercises in Canada or the extension or modification to a significant degree of such projects or exercises already authorized;

(c) Proposed Canadian-United States projects or exercises or extension or modification to a significant degree of such projects or exercises already authorized;

(d) International or third-country aspects;

(e) The United Nations;

(f) Public relations as prescribed by the publicity directives in effect in both countries;

(g) Clearance with other agencies and especially other civilian agencies;

(h) Notification to other interested officers or agencies.

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Appendix No. 4
(Paragraph No. 30)
TOP SECRET
TS.78-3-3
COPY NO. 36
25 May 48

CHIEFS OF STAFF COMMITTEE

JOINT PLANNING COMMITTEE

PROGRESS REPORT NO. 7

APPENDIX "A" - Chart showing progress made to date in the various appendices to the Canada-United States Basic Security Plan.

INTENT

This report is in continuation of Progress Report No. 6 dated 6 February, 1948. Significant changes since that date include:

(a) Appendix - Protection of Sea Lines of Communications

The Chiefs of Staff Committee at a meeting held 12th February, 1948 considered the Sea Lines of Communications Appendix to the Basic Security Plan. It was agreed to approve this Appendix* for inclusion in the Basic Security Plan, it being understood that any special provisions for its implementation over and above those included in normal defence estimates would be subject to review by the two governments from time to time as circumstances required.

(b) Appendix - Mobile Striking Forces

The Chiefs of Staff Committee at a meeting held 2nd March, 1948 considered and approved the Mobile Striking Forces Appendix to the Basic Security Plan as a planning document subject to such revisions as may appear desirable when the Canada-United States Basic Security Plan is reviewed as a whole.

(c) Appendix - Signals Communications

The Chiefs of Staff Committee at a meeting held 9th March, 1948 considered the Signals Communications Appendix to the Basic Security Plan and

(a) Noted the Appendix;

(b) Noted that the Appendix could be given approval only after:

(i) it has been reviewed and revised in the light of the consolidated review of all Appendices to the Plan now being undertaken;

(ii) engineering study had determined its feasibility; and

(iii) the cost of implementation had

*Less Tab "B" - Force Requirements.

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been determined and related to overall defence expenditures; and

(c) Requested that the action indicated in (b) above be initiated by the Military Cooperation Committee on the understanding that, when reviewed, the communications requirements of the various appendices would be carefully coordinated in the interests of economy and efficiency.

(d) Review of Canada-United States Basic Security Plan

The Chiefs of Staff Committee at a meeting held 2nd March, 1948 directed that the necessity for an early review of the Canada-United States Basic Security Plan be drawn to the attention of the Military Cooperation Committee.

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APPENDIX "A" to
Progress Report #7
Dated 25 May 48

TOP SECRET

STATE OF

APPENDICES TO THE

CANADA-UNITED STATES BASIC SECURITY PLAN

APPENDICES	A	B	C	D	E
Air Interceptor and Air Warning System				X	/
Protection of Sea Lines of Communication				X	
Signal Communications			X		
Air Navigation Aids				X	/
Air Photographic, Hydrographic Survey, Mapping and Charting				X	X
Strategic Information				X	/
Meteorological Services				X	X
Anti-Aircraft Ground Defence				X	/
Mobile Striking Forces				X	/
Strategic Air Reconnaissance				X	/
Military Intelligence					
Command Relations					

Legend

A - An agreed draft Appendix prepared on the Canada-United States Sub-Committee level.

B - An agreed draft Appendix prepared on the Canada-United States Planners level.

C - An agreed draft Appendix prepared on the Canada-United States Military Co-operation Committee Level.

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D - Approved by Canadian Chiefs of Staff Committee.

E - Approved by United States Chiefs of Staff.

/ - These appendices have been accepted by the United States Joint Chiefs of Staff as planning documents subject to revision of such provisions as the Joint Strategic Plans Committee may determine to:

(a) Be inconsistent with Current Planning by the US Planners

(b) Involve policies and principles not jointly accepted.

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No. 1

T O P S E C R E T

(except where otherwise indicated)

C219885

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, MITCHEL AIR FORCE BASE, N.Y., AUGUST 19-20, 1948

(UNCLASSIFIED) The Permanent Joint Board on Defence met at the Mitchel Air Force Base, New York, on Thursday, August 19, at 9.30 a.m. The following members participated:

Canadian Section:	United States Section:
Gen. the Hon. A.G.L. McNaughton	Major General Emmett O'Donnell, Jr.
Major General C. Churchill Mann	Major General Ray T. Maddocks
Rear Admiral F.L. Houghton	Rear Admiral Ruthven E. Libby
Air Commodore C.R. Dunlap	Mr. Andrew B. Foster
Mr. David M. Johnson	

Major General O'Donnell served as Acting Chairman of the U.S. Section. Air Commodore Dunlap represented the R.C.A.F. in the absence of Air Vice Marshal Morfee.

The following were also in attendance: Canada: Air Commodore H.B. Godwin, Colonel J.E.C. Pangman; United States: Colonel Charles H. Deerwester, Colonel J.K. Wilson, Jr., Captain H.D. Riley, Lt.Col. James L. Richardson and Mr. William P. Snow.

The Board welcomed Rear Admiral Ruthven E. Libby, who is replacing Rear Admiral C.B. Momsen; Lt.Col. James L. Richardson, who is replacing Colonel J.K. Wilson, Jr.; and Mr. William P. Snow, Department of State, who is replacing Mr. Andrew B. Foster.

The Board expressed its deep appreciation of the services rendered by Major General Emmett O'Donnell, Major General C. Churchill Mann, Colonel J.K. Wilson, Jr., Captain H.D. Riley and Mr. Andrew B. Foster, all of whom were attending their last meeting.

1. (RESTRICTED) Petroleum Reserves in the Western Hemisphere. In response to the invitation of the Board, Captain J.M. Boyd, U.S.N., and Lt.Col. Earl R. Chase, U.S.A., gave a presentation concerning the necessity for developing additional supplies of oil in the Western

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Hemisphere for hemispheric defence. The Chairman of the Canadian Section submitted a report on petroleum reserves in Canada. The Board expressed to Captain Boyd and Lt.Col. Chase its appreciation of their presentation of this critical problem. Upon request copies of their presentation will be made available by the Secretaries of the U.S. and Canadian Sections to departments particularly concerned.

2. (SECRET) Northwest Highway System. The Canadian Army member reported that the Canadian Army was making a survey of requirements for the Northwest Highway System for the years 1949 to 1958, inclusive, and that in order to have the survey as complete as possible it was necessary to have estimates of the tonnage expected to be moved over the Highway System in each year during this period. General Mann suggested that the tonnage should be broken down under three general headings:

(a) Petroleum products and ports of entry to Northwest Highway System;

(b) Food supplies and ports of entry to Northwest Highway System;

(c) Other materials and ports of entry to Northwest Highway System.

The U.S. Army member undertook to obtain this information and to forward to the Canadian Army a coordinated report showing as far as possible the requirements of the U.S. Army, Navy and Air Force.

(UNCLASSIFIED) The Canadian Army member submitted a report on the current condition of the Northwest Highway System in which was included information on the Canadian roads leading to it (a copy of this report is attached hereto as Appendix No. 1). The Board reaffirmed its interest in the Northwest Highway System. The Board pointed out that the limiting factor on the use of the System remains the unsatisfactory condition of the feeder routes. The Board requested the Canadian Army member to continue the

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practice of submitting progress reports, which should include information on the feeder routes, at each meeting of the Board.

3. (CONFIDENTIAL) Cooperation in Industrial Mobilization. With reference to Paragraph No. 4 of the Journal of the Board's Meeting of June 3-4, 1948, the Chairman of the Canadian Section reported that the question of establishing liaison between the United States and Canada on industrial defence planning had been considered at a meeting of the Canadian Cabinet Defence Committee at which it was agreed that while it was desirable to have the maximum exchange of information and cooperation with the United States on this subject it would be premature to develop formal liaison at this time. The Chairman of the Canadian Section reported that the Canadian Government considered that a decision as to the nature of any formal liaison should be deferred until the appropriate Canadian authorities had had an opportunity of considering plans for economic defence generally and until a decision had been made upon the allocation of responsibilities in this field to departments and agencies of the Canadian Government. The Board reaffirmed its previous recommendations in this field and again stressed the importance of cooperation in industrial mobilization.

4. (CONFIDENTIAL) Channels of Communication Between Washington and Ottawa. With reference to Paragraph No. 29 of the Journal of the Board's Meeting of June 3-4, 1948, the Secretary of the Canadian Section reported that the Board's recommendation had been accepted by the Canadian Government and that steps had already been taken to put the recommendation into effect. The Secretary of the U.S. Section reported that the Board's recommendation had been accepted and that appropriate directives had been issued by the U.S. Army, Navy and Air Force.

5. (UNCLASSIFIED) U.S. Transportation Corps Participation in Cold Weather Tests, 1948-9. With reference to Paragraph No. 33

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of the Journal of the Board's Meeting of June 3-4, 1948, the Secretary of the Canadian Section reported that the Canadian Government had approved the proposal of the Board that these tests should be included in the over-all arrangements for United States participation in the cold weather tests programme for Fort Churchill. This approval had been given on the understanding that the details would be worked out between the U.S. Transportation Corps and the Canadian Department of Transport.

6. (UNCLASSIFIED) Standardization of Screw Threads. With reference to Paragraph No. 19 of the Journal of the Board's Meeting of June 3-4, 1948, the Secretary of the Canadian Section reported that he had, as requested by the Board, obtained a report from the Canadian Standards Association showing the progress made since the last meeting of the Board. It was apparent from the report of the Chairman of the Canadian Standards Association that it should not be long before details are finalized and the Unified Screw Thread Form accepted and put into operation in the United States, United Kingdom and Canada. The Secretary of the U.S. Section had obtained an equally gratifying report of progress from the American Society of Mechanical Engineers. The Board expressed satisfaction at the progress being made in this connection and recalled the helpful action of the then Secretary of the Navy, Mr. Forrestal, and the Secretary of War, Mr. Royall, in the communications which they addressed at the instance of the Board, in 1947, to the American Society of Mechanical Engineers, the American Standards Association, and the National Bureau of Standards. The Board requested the two Secretaries to obtain for the next meeting further progress reports from the Canadian Standards Association and the American Society of Mechanical Engineers.

7. (SECRET) Standardization. With reference to Paragraph No. 18 of the Journal of the Board's Meeting of June 3-4, 1948, the Canadian and U.S. Army members presented progress reports on standardization between the United States and Canadian Armies. It

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was noted that the Army standardization programme is making progress in so far as planning is concerned and that changes in plans are being made as conditions alter and plans mature. The Canadian Navy and Air Force members also reported progress in this respect. However, real progress in implementing standardization programmes cannot be made until the obstacles to Canadian procurement in the United States referred to in succeeding paragraph are removed.

8. (UNCLASSIFIED) Procurement in the United States by Canadian Services. With reference to Paragraph No. 31 of the Journal of the Board's Meeting of June 3-4, 1948, it will be recalled that the Board recommended "that no effort should be spared to ensure, with minimum delay, that the barriers to the procurement by Canadian Services of weapons, munitions, and materiel from the U.S. are removed". The Secretary of the U.S. Section reported that this recommendation had been submitted formally to the Secretary of State and the Secretary of Defense. Unfortunately, the legislation necessary to permit the Canadian Government to procure from the United States Government had failed of passage in the last session of Congress. Furthermore, the one channel of partial procurement that had existed, i.e. surplus property disposal, terminated on June 30, 1948, and since that date no means existed whereby Canada could even partially procure from the U.S. Government necessary maintenance supplies for U.S. weapons and equipment it now possesses. The Board reiterated its unanimous and strong conviction that this situation constituted a most serious difficulty in the way of implementing U.S.-Canadian defence arrangements. The Board decided that its members should study this problem further with a view to considering at its next meeting the formulation of a recommendation to the United States Government urging the early enactment of the necessary legislation. The Canadian Section agreed to prepare a statement setting forth the reasons why it is imperative that the Canadian Government should

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be enabled to procure weapons, munitions, and materiel from the United States Government, and the reasons why it is impracticable, in this matter, to deal directly with arms manufacturers in the United States.

9. (UNCLASSIFIED) Admission of U.S. Cadets to Royal Roads and Kingston. With reference to Paragraph No. 28 of the Journal of the Board's Meeting of June 3-4, 1948, the Chairman of the Canadian Section recalled that a report had been presented concerning the admission of Canadians to West Point and Annapolis. He said that these arrangements are now being made reciprocal. In a letter made public on July 8, 1948, Prime Minister King informed President Truman that arrangements were being made to permit U.S. citizens to attend the Canadian service colleges at Royal Roads and Kingston. The Canadian Department of National Defence expected shortly to transmit through diplomatic channels a formal invitation to the U.S. authorities to send cadets to these colleges, including detailed information concerning the arrangements for attendance. The Board noted these developments. The Board considered it essential that the arrangements made should ensure that the future careers of these cadets in the armed forces of their own country should not be prejudiced by their having received their training in the other country. The two Secretaries were requested to bring these considerations to the attention of the U.S. and Canadian services.

10. (TOP SECRET) Status of the Basic Security Plan and Appendices. The Canadian Army member reported that satisfactory progress was being made in the revision of the Basic Security Plan and Appendices. The Board, at its Meeting of June 3-4, 1948, had recommended (Paragraph No. 30 of the Journal) that the revision should be accomplished to the maximum extent possible by February 1, 1949.

11. (UNCLASSIFIED) Lease of Communications System Between Edmonton and Fairbanks. The Canadian Air member reported that the

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second meeting of the U.S. and Canadian representatives interested in the administration of landline facilities along the Northwest Highway System was held in Ottawa on November 25, 1947, at which a number of recommendations were made. The Board noted these recommendations and stressed the importance for defence purposes of maintaining landline facilities in Northwest Canada and Alaska, including those between Skagway and Whitehorse.

12. (UNCLASSIFIED) British Columbia Floods. The Canadian Army member expressed his appreciation of the assistance received from the U.S. Army at the time of the floods in British Columbia. A request had been made to the U.S. Army member of the Board for flood control experts. As a result, three engineers, Colonel L.H. Hewitt, Mr. John Monarch and Mr. Raymond Bracelin, were flown to Vancouver on June 8, 1948, to make a survey of the flood conditions and to advise on flood control operations. The Board noted with satisfaction this example of the cooperation between the services of the two countries.

13. (SECRET) Exchange of Information and Personnel. With reference to Paragraph No. 7 of the Journal of the Board's Meeting of June 3-4, 1948, the U.S. Air Force member reported on the general principles governing the release by the U.S. military establishment of information to the Canadian Government. He also described the specific policy followed by the U.S. Air Force in this connection. The general principles and the specific Air Force policy are set forth in detail in Appendix No. 2, attached hereto. It was agreed that the U.S. Army and Navy members would confirm at the next meeting of the Board the applicability of the general principles to their services and would submit statements of the specific policies of their services. It was also agreed that the Canadian service members would present at the next meeting of the Board a parallel statement concerning general principles and specific policies on the Canadian side. The Board confirmed its view that the personnel interchange programme is not the

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appropriate medium for exchanging information between the two Governments and that the interchange officers should not act as collection or intelligence agents. Reference is made in this connection to Paragraph No. 6 of the Journal of the Board's Meeting of February 18-19, 1947.

14. (UNCLASSIFIED) Northwestern Section: Low Frequency Loran Chain. With reference to Paragraph No. 15 of the Journal of the Board's Meeting of June 3-4, 1948, the U.S. Air Force member reported that the 600 foot towers at Skullcliffe, Kitti-gazuit, and Cambridge Bay are completed. The monitor stations at Barter Island and Sawmill Bay are completed and on the air, and the technical Loran equipment is installed at all five stations which are operationally all on the air. Calibration flight tests are now in progress by the 4149th Electronics Unit (the flight test unit under control of Watson Laboratories) and the R.C.A.F. is providing the resupply of their three stations. The LSM Snowbird (which is engaged in carrying supplies to the Loran stations) is now en route from the mouth of the Mackenzie River to Cambridge Bay, and on arrival there will return to the mouth of the Mackenzie River for a second trip to Cambridge Bay.

15. (TOP SECRET) Northeastern Section: Low Frequency Loran Chain. With reference to Paragraph No. 15 of the Journal of the Board's Meeting of June 3-4, 1948, the U.S. Air Force member reported that the siting parties engaged in determining the base sites for the three northeastern stations have not yet completed their mission.

16. (CONFIDENTIAL) Docking Facilities at Prince Rupert. With reference to Paragraph No. 11 of the Journal of the Board's Meeting of June 3-4, 1948, the U.S. Army member reported that the Department of the Army had reviewed the entire problem involving retention of certain docking facilities constructed by the United States at Prince Rupert and had concluded that the

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United States had no real basis, strategical or logistical, for retaining these facilities. The U.S. Army member, therefore, withdrew the request that the dismantling of the facilities be delayed.

17. (TOP SECRET) Civil Defence. With reference to Paragraph No. 8 of the Journal of the Board's Meeting of June 3-4, 1948, the U.S. Army member reported the progress that had been made in planning for a U.S. Civil Defense Agency but that developments had not yet reached the stage where it was possible to commence active cooperation with Canada. The Canadian Army member stated that some progress had been made on the Canadian side, but that the Civil Defence Advisor, who is to head the recently authorized Civil Defence Planning Organization, has not yet been appointed. The Board expressed its interest in this matter and its wish to be informed of further progress made on each side.

18. (CONFIDENTIAL) Hydrographic Survey of Approaches to Hamilton Inlet. With reference to Paragraph No. 20 of the Journal of the Board's Meeting of June 3-4, 1948, the U.S. Navy member reported that the U.S.S. Tanner and her accompanying small survey vessels are now on station and are proceeding on schedule with their task.

19. (CONFIDENTIAL) Navy Task Force to Resupply Arctic Weather Stations. With reference to Paragraph No. 22 of the Journal of the Board's Meeting of June 3-4, 1948, the U.S. Navy member informed the Board that Task Force 80's operations are proceeding on schedule. The Force was now en route to Resolute Bay, the first phase of the project having been completed. In connection with the exploration to the north, word has been received that a satisfactory site has been found for a new weather station in the vicinity of Dumb Bell Bay, Ellesmere Island. The EDISTO, one of the icebreakers, lost a propeller and damaged a shaft in the ice; she was en route to Boston for repairs. Upon completion of the repairs, she will rejoin the Task Force.

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20. (SECRET) Picrite. With reference to Paragraph No. 14 of the Journal of the Board's Meeting of February 19-20, 1948, the U.S. Navy member reported that the U.S. Munitions Board had determined that there was no present or anticipated need by the United States of the picrite manufacturing facilities of Canadian Arsenals, Ltd.

21. (RESTRICTED) St. Lawrence Seaway. With reference to Paragraph No. 25 of the Journal of the Board's Meeting of June 3-4, 1948, the Secretary of the U.S. Section reported that the Power Authority of the State of New York had formally submitted during July, to the U.S. Federal Power Commission, its application for a licence for the development, in cooperation with the Province of Ontario, of the power facilities in the International Section of the St. Lawrence. The New York Power Authority had also submitted to the Department of State, for transmission to the International Joint Commission, its application for the approval required from the Commission by the Boundary Waters Treaty of 1909. It was not yet known what action would be taken by the Federal Power Commission or by the International Joint Commission. The Secretary of the Canadian Section stated that on July 14, 1948, the Hydro-Electric Power Commission of Ontario asked the Canadian Government for parallel authority and requested that its application be filed with the International Joint Commission. The Board reaffirmed the views expressed at its meeting of May 21-22, 1947, (see Paragraph No. 19 of the Journal of the Board's Meeting of that date), and stressed the particular importance of the navigational aspect of the St. Lawrence Project to the defence of Canada and the United States, and decided that the members should give further study to the matter with a view to the possible formulation of a recommendation at the next meeting of the Board.

22. (RESTRICTED) Cooperation in Amphibious Training. The U.S. Navy member stated that the U.S. Navy was prepared to train

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Canadian naval forces in close gunfire support of amphibious landing operations. The Canadian Navy member agreed to transmit this invitation to the Canadian Navy.

23. (RESTRICTED) Exchange of Visits by the U.S. Secretary of Defense and the Canadian Minister of National Defence. With reference to the visit paid by the Canadian Minister of National Defence, Mr. Brooke Claxton, to Washington in January 1948 and the return visit by the U.S. Secretary of Defense, Mr. Forrestal, to Ottawa in August 1948, the Board was very much heartened by the fact that the heads of the two defence establishments had conferred together on military problems of mutual concern to the two countries.

24. (TOP SECRET) Progress Reports. Progress reports were submitted by the Service members of the Board.

25. (UNCLASSIFIED) The Board recorded its deep appreciation of the hospitality extended by Major General H.M. Turner, Vice Commander of the Air Defense Command, Major General Robert Webster, Commanding General of the First Air Force, and Colonel T.C. Musgrave, Base Commander, Mitchel Air Force Base, New York, and by the officers and men who did so much to make the Board's visit a success.

26. (RESTRICTED) The Next Meeting. The Board agreed to hold its next meeting at Montreal on December 16-17, 1948. The Board adjourned at 11.30 a.m. on August 20, 1948.

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APPENDIX NO. 1

C219896

(Paragraph no. 2)

HQS 5199-7-1 Vol 9 (DMO & P(1)

OTTAWA, 13 Aug 48

CANADA UNITED STATES

PERMANENT JOINT BOARD ON DEFENCE

Memorandum for Members, PJBD

Subject: Northwest Highway System

Prepared by: DMO & P, 13 Aug 48.

1 Attached hereto is the latest monthly report received from Western Command dealing with the condition of the Northwest Highway System.

2 Appendix "A" to the report shows the location and available facilities of the various stopping places along the highway.

3 Appendix "B" is a brief report on the condition of the roads leading from the US Border to the beginning of the Northwest Highway System.

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NORTHWEST HIGHWAY SYSTEM

MONTHLY ROAD CONDITION REPORT NO. 7

July 1948

Highway Surface and Operations

(a) Current Conditions and Work

During the month of July considerable progress was made on the repair of frost boils. Despite the occurrence of new frost boils the number in existence on the highway has been reduced by 75%. The only traffic hazards due to frost boils and soft spots are from Miles 245 to 300, and from Miles 935 to 988.

Roughness and "washboard" was fairly common over some sections of the Central and Northern Area. This was caused by increased traffic, dryness of the road and the commitments of maintenance personnel on other improvement tasks. Advantage has been taken of the recent rains to blade the road to a smooth surface.

All scour damage to the grade caused by the spring floods had been repaired. The July flood, in the Summit Lake and Muncho Lake sections (Miles 346 to Mile 496), caused extensive new scour damage which is now being repaired.

Rock, mud and sand slides were under control at the beginning of the month. Heavy rains in the Southern area early in the month caused numerous new slides and recurrences of old slides. Work is in progress in clearing the debris from the road and opening up ditches. Summit Lake and Muncho Lake are the dangerous sections and it is estimated that it will require another month to repair the slide damage with available manpower and equipment. Highway was open to traffic throughout the period.

The washouts which occurred on 30 June and 1 July at Miles 406, 410.2, 413.4, 417.1, 422, 425, 435, 460, 463, 466, 468 and 472 were temporarily repaired to pass traffic. The road was closed for 14 hours. Permanent repair was effected during the month. No further washouts occurred during July.

The highway is one way at mile 228.3, at places between miles 457.3 and 461.9 and at the temporary bridge at mile 759.2.

Gravelling and binder operations have been completed during July, or are in progress at the following locations as shown:

(i) Miles 60 to 75 - Binder. 100% completed.

(ii) Miles 76 to 125 - 30%completed. Delay due to rain.

(iii) Miles 125 to 146 - 30% completed. Delay due to rain.

(iv) Miles 146 to 175.5 - Lean spots only. 75% completed.

(v) Miles 187-187.5 - Lean spots only. 100% completed.

(vi) Miles 190 to 204 - Lean spots only. 10% completed.

(vii) Miles 206 - 219 - Lean spots only. 75% completed.

(viii) Miles 227 to 273 - Lean and soft spots. Continuous operation.

(ix) Fort Nelson Airbase Access Road - Lean spots only. 100% completed.

(x) Miles 273 to 346 - Lean and soft spots. Continuous operation.

(ix) Miles 443 to 456 - 50% completed.

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(xii) Miles 496 to 588 - Lean spots only. 75% completed.

(xiii) Miles 588 to 680 - Lean spots and shoulders. 90% completed.

(xiv) Miles 650 to 650.4 - 100% completed.

(xv) Miles 693.3 to 699.6 - 100% completed.

(xvi) Miles 739 to 748 - 80% completed.

(xvii) Miles 804.6 to 811.9 - 30% completed. No change from last report.

(xviii) Miles 770 to 849 - Lean spots only. 50% completed.

(xix) Miles 1188.1 to 1189.3 - 90% completed.

(xx) Miles 1190 to 1198.9 - 100% completed.

(xxi) Miles 1206 to 1210 - 80% completed.

The construction and improvements of the approach roads to Lower Rancheria Bridge at Mile 670 have been completed. The detour at Mile 267 was rendered impassable by heavy rain but has now been repaired. The repair of washout damage in all sections except Summit Lake and Muncho Lake has been completed. The serious washout damage in these two sections will take another month to repair and the improvement program will be delayed as a result. Ditching, pullblading, raising grades, clearing brush and other obstructions, minor easing of curves and other improvements were in progress during July in accordance with the summer works schedule. Normal blading operations were carried out during July but were reduced by other commitments and by dry road conditions in the Central and Northern Areas. The year's program of new signs erection in the Central Area is 25% completed.

(b) Forecast

During the month of August it is proposed to start gravelling operations over Steamboat Mountain (Miles 351-358) with a second gravelling crew. A crew will commence operations at Smart River (Mile 758-760) to relocate, raise the grade to the level of the Smart River Bridge and to construct a timber bridge to accommodate the spring overflow from Smart Lake.

Roving crews and maintenance camp crews will continue summer maintenance and improvement operations during the month of August.

Unless unfavourable weather occurs, the highway should remain in excellent condition during the month of August.

Bridges and Culverts

(a) Current Conditions and Work

(i) Peace River Bridge, Mile 35.3 - The water has not subsided sufficiently to allow the coffer-dam to be dewatered. Work on cleaning out the cavity underneath the pier by water jet is in progress in preparation for the placing of a concrete mat to support the jack grillages.

(ii) Beatton River Access Road Bridges - The proposed repair of the damaged bridges at Miles 15 and 64 had to be postponed owing to the breakdown of the pile driver intended for this job. Another pile driver has now been made available from the highway and it is anticipated that the task will start on 9 August and will take a month to complete.

(iii) Bear Creak, Mile 228.9 - Permanent repairs of ice and driftwood damage to the bridge have been completed.

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(iv) Gardner Creek, Mile 358.8 - Construction of the new timber bridge has been completed and work on the approaches is in progress. It is proposed to construct a longer north approach, than originally intended, to improve alignment.

(v) Lower Rancheria, Mile 687 - Work on the superstructure, ice protection and approaches has been completed.

(vi) Spencer Creek, Mile 694.9 - Temporary repairs were made to this bridge and gravel laid on the deck to ease impact. A new bridge will be constructed when labour becomes available from other projects.

(vii) Mile 759 - A new timber bridge will be constructed in conjunction with the Smart River Grade raise and relocation.

(viii) Nisutlin Bay, Mile 804 - Work on repair of superstructure and laying of a wear deck is in progress. The pile driver intended for the task of driving new piles to replace the damaged piles has been diverted to the Beatton River Access Road.

The loading on the bridge is still restricted to 10 ton gross.

(ix) Wolfe Creek, Mile 907 - The construction of the new bridge and the approach road and diversion of the stream has been completed.

(x) Stoney Creek, Mile 956 - A change in the stream channel to prevent scour of the south abutment is in progress. Additional rip rap and cement grout will be placed to safeguard the abutments.

(xi) Cracker Creek, Mile 987.6 - A detour road has been completed to permit work on the construction of the additional span to be carried out. The stream channel has been straightened.

The detour gap will be bridged and work on the main bridge will start the first week in August.

(xii) Donjek, Mile 1130 - Improvement work on #7 trestle was held up due to diversion of all key personnel to emergency repair of other structures on the highway. Donjek repair work was resumed 26 Jul 48 and will continue beyond freezeup if necessary to complete. Preliminary line on south approach to proposed new structure has been completed and the line is now being cross-sectioned.

A large amount of culvert repair was completed during the month of July. This work included rip rap, erosion repair, replacement of ends and channel changes.

The Roving Bridge Repair Crews in the Southern Area have been released from emergency repair of bridges and are now employed on a scheduled maintenance repair of all bridges in their Area. The Roving Bridge Repair Crews in the Northern and Central Areas are still employed in emergency bridge repairs.

The Roving Bridge Painting Crew has completed painting the steel structure at Snag Creek (Mile 1208) and is now painting Beaver Creek Bridge (Mile 1200.6).

A program of construction and erection of new bridge signs has begun.

(b) Forecast

No damage to bridges and culverts is anticipated in August.

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A culvert crew for the Southern Area will be formed on 15 August to repair and replace original native timber culverts now in a poor state of repair.

Haines Cut Off Road

The Haines Road is at present in good summer driving condition. The entire road has been bladed and a smooth surface has been produced. The majority of the erosions have been repaired.

The gap at Gribbles Gulch (Mile 130.1) has been bridged and the stream channel straightened to prevent further washout. Further repair of washout damage was carried out at Vand Creek (Mile 113).

A washout at Mile 131 during the month necessitated the installation of two culverts but the road was kept open for traffic.

A program of drainage correction will be carried out in August to reduce the washout hazard between Mile 103 and Mile 159. This work will include grade raises, ditching and culvert repair and installation.

The traffic count for the month as recorded by the Department of Customs and Excise at Mile 42, U.S.-Canadian Border, is as follows:

Northbound - 135 Cars, 70 Trucks, 6 Buses
Southbound - 145 Cars, 87 Trucks, 6 Buses

Access Roads to Airbases and Airfields

(a) Fort St.John - Good condition. Requires a grade lift.

(b) Beatton River - Passable to four wheel drive vehicles. Repairs to damaged bridges to be completed in August.

(c) Fort Nelson - Good condition.

(d) Smith River - Good condition.

(e) Watson Lake - Good condition.

(f) Aishihik - Good condition. There is much work to be done on repair of erosions and gravelling. In wet weather the road becomes slick. Blading is now in progress and gravelling operations will start on 2 August.

(g) Snag - Good condition.

These Access Roads, are, as the name implies, means of access for supplies from the main highway to the various airbases. Those constructed to bases within ten miles of the highway are of the same standard as the main highway and are maintained to such standard. The longer roads, particularly those to Aishihik and Beatton bases, 74 and 70 miles respectively, were originally constructed by bulldozer in 1943, with little attention paid to drainage, alignment, grades or gravelling. Each season minor improvement work is carried out. Only sufficient maintenance is done to keep these roads in passable condition for load carrying vehicles numbering approximately 60 per year. With the exception of the spring breakup period, May and June, these access roads are kept in passable condition for such vehicles all year.

Weather

A summary of weather conditions for the period 1 July to 31 July as recorded by the Department of Transport is as follows:

.../5

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emperatures

	Maximum	Minimum	Mean	Rainfall
Sna[illegible]	84.6	32.1	57.9	2.20"
Aishihik	79.5	31.0	53.5	1.79"
Whitehorse	84.7	34.6	58.48	1.93"
Teslin	83.1	36.2	58.2	1.19"
Watson Lake	83.8	40.3	60.8	1.39"
Smith River	84.[illegible]	32.8	58.8	1.09"
Fort Nelson	86.0	43.9	63.2	2.23"
Beatton River	82.8	36.1	58.1	1.79"
Fort St. John	84.2	41.1	59.7	2.94"

Traffic and Freight Movements

The traffic count as recorded at the North Gate (Mile 1206) by the Department of Customs and Excise for the period 1 July - 31 July is given below:

Northbound -	677 Cars	31 Trucks	9 Buses
Southbound -	553 Cars	28 Trucks	9 Buses

The above traffic count is no indication of the number of vehicles using the System, however, no count is taken elsewhere on the highway. It is estimated that the Dawson Creek, Mile 0, to Fort St. John, Mile 52, section is carrying 300 vehicles per day, 40% of which are load carrying vehicles. The estimate of through traffic to Whitehorse is 150 vehicles per day 40% of which are of United States registry.

Roadside Facilities

Attached as Appendix "A" is a list of current and proposed establishments where meals, accommodation, gas and oil can be obtained.

Labor

Ten casual labor vacancies are being procured to form additional crews. All the vacancies at present held are filled. More labor is required to step up the work programs which were greatly interfered with by unprecedented flood of early summer. It is expected that no difficulty will be experienced in obtaining the required trades.

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APPENDIX "A" to
NWHS Monthly Report
for July 1948.

ACCOMMODATION AND ROADSIDE FACILITIES
AVAILABLE ON ALASKA HIGHWAY
as of 1 August 1948

Mile			Services & Proposed Facilities Available	Beds
0	Dawson Creek	BC	Hotel, Stores, Meals, Gas & Oil, Repairs	75
16	Farmington P.O.	BC	Gas, Oil, Store	
35	Peace River Br.(South)	BC	Meals	
36	Peace River Br.(North)	BC	Meals, Repairs	
49	Fort St. John	BC	Hotel, Stores, Meals, Gas & Oil, Repairs	150
52	Charlie Lake	BC	Meals, Store, Gas	
101	Blueberry	BC	Meals, Gas & Oil	4
*143		BC	Auto Court	
147	Beatton River	BC	Store, Meals	20
*162	Sikanni River	BC	Proposed-Meals & Lodgings	
171	Mason Creek Lodge	BC	Meals, Store, Gas & Oil, Repairs	16
*190.5	Crest	BC	Meals	
201	Trutch	BC	Meals, Gas & Oil, Repairs	
233	Prophet River	BC	Cabin, Meals, Store, Gas & Oil	
*278	Hilltop	BC	Meals, Lodgings	
*296		BC	Under Construction	
300	Fort Nelson	BC	Meals, Store, Gas & Oil, Repairs, Hotel	50
351	Steamboat Lodge	BC	Meals, Gas & Oil	10
392	Summit Lake	BC	Meals, Gas & Oil, Repairs	6
397	Rocky Mt. Auto Court	BC	Meals, Bsotes, Gas & Oil, Repairs	10
422.5	Toad River Lodge	BC	Meals, Store, Gas & Oil, Repairs	10
456	Muncho Lake	BC	Meals, Gas & Oil, Repairs Temporary site-to move to Mile 463	10
463	Muncho Lodge	BC	See above	
*496	Liard River Lodge	BC	Under construction	
533	Coal River	BC	Hotel, Meals, Gas & Oil	10
620	Lower Post	BC	Store, Meals, Gas & Oil	40
632	Watson Lake	YT	Tourist Camp Grounds	
634	Watson Lake	YT	Store, Meals, Gas & Oil	40
710	Rancheria	YT	Meals, Gas & Oil	10
733.4		YT	Gas & Oil	
777	Welcome Inn	YT	Meals, Gas & Oil	12
804	Teslin	YT	Store, Meals, Gas & Oil	14
836	Persild's	YT	Meals, Gas & Oil	20
843	Welcome Inn No 2	YT	Meals	10
872	John's Place	YT	Meals, Store	16
872	Judas Creek	YT	Tourist Camp Grounds	
883	Marsh Lake	YT	Hotel, Meals, Gas & Oil	30
918	Whitehorse	YT	Hotels, Meals, Gas & Oil, Repairs, Stores	100
967.2	Mendenhall Creek	YT	Tourist Camp Grounds	
974	Champagne	YT	Store, Gas & Oil	4
987.2	Kracker Krik Lodge	YT	Meals	6
996	Canyon Creek Inn	YT	Meals, Gas & Oil	12
1013	Pine Creek	YT	Tourist Camp Grounds	
1016	Kuskanaw Lodge	YT	Store, Meals, Gas & Oil	6

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Mile			Services & Proposed Facilities Available	Beds
1022.1	Mackintos's	YT	Meals,Cabin & Trading Post	
1094	Burwash Landing	YT	Hotel, Store,Meals,Gas & Oil,Repairs	40
1105	Burwash Flats	YT	Tourist Camp Grounds	
1152	Lake Creek	YT	Tourist Camp Grounds	
1184	Dry Creek	YT	Hotel, Meals, Gas & Oil	40
1191	Paul Neuman's	YT	Trading Post & Tourist Camp Grounds	
1206	Canadian Immigration and Customs (Snag)	YT		6
1210	Pete Likland's Place	YT	Gas, Oil, Meals	6
1213	Mirror Creek	YT	Tourist Camp Grounds	6
1221.4	Canada-Alaska Boundary			
1226	Scottie Creek	Alaska	Store, Gas & Oil	
1270	Northway	Alaska	Store, Gas & Oil	
1317	Tok Junction	Alaska	Meals, Store, Gas & Oil	40
1428	Big Delta	Alaska	Meals, Gas, Oil, Stopover	
1458	Richardson	Alaska	Meals, Gas & Oil, Repairs	
1523	Fairbanks	Alaska	Hotels, Stores, Meals, Gas & Oil	
125	Dezadeash Inn Haines Road	YT	Gas, Oil, Store, Meals	12

* These stops are now under construction.

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C219904

Appendix "B" to
NWHS Monthly Report No. 7
for July 1948.

MONTHLY ROAD CONDITION REPORT

U.S. BORDER TO DAWSON CREEK B.C. THROUGH ALBERTA

1. Coutts, Alberta to Lethbridge, Alberta

New hard surface road in first class condition.

2. Carway to McLeod, Alberta

Recently gravelled, very rough.

3. McLeod and Lethbridge to Calgary, Alberta

Hard surfaced road in fair condition. Potholes common. Three detours which are all passable.

4. Calgary - Edmonton, Alberta

Good hard surfaced road Calgary to Red Deer. Red Deer to Ponoka road still undergoing repair. Ponoka to Edmonton good hard surfaced road.

5. Edmonton to Athabasca

New construction of gravelled road Edmonton to Morinville causes 20 miles detour at present. Gravelled - fair condition.

6. Athabasca to Slave Lake

Gravelled fair condition, was muddy - but drying.

7. Slave Lake to High Prairie

Gravelled road except for clay portions, fair condition.

8. High Prairie to Grande Prairie

Fairly good gravelled road.

9. Grande Prairie to Tupper, Alberta

Newly gravelled road last year. Working on road near Hythe, detour via dirt road which is in good cordition but rough. Road impassable after heavy rain.

10. Tupper, Alberta to Pouce Coupe, B.C.

Parts road in fair condition, others very rough.

11. Pouce Coupe, B.C. to Dawson Creek, B.C.

Gravelled road fairly rough in spots.

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APPENDIX NO. 2
(Paragraph no. 13.)
SECRET

CANADA

UNIT C219905

PERMANENT JOINT BOARD ON DEFENSE
Washington 25, D.C.

American Section
Room 2E844
Pentagon Building

File PJB 128-20 17 August 1948.

MEMORANDUM FOR THE MEMBERS, PJBD, CANADA-UNITED STATES:

SUBJECT: Exchange of Personnel and Information with United States Authorities

1. At the last PJBD meeting, Mr. Davies of the Canadian Defense Research Board pointed out that his agency had experienced some difficulty in arranging for exchange of personnel and in obtaining information. Specifically, his difficulty had been experienced in dealing with the U.S. Air Force. He recommended that the PJBD consider these difficulties with a view to extending the provisions of the 34th Recommendation regarding free exchange of military information so as to include information on research and development with defense implications.

2. After a general discussion, the Board considered that it was premature to make any recommendations on this subject and asked the USAF Member to examine the difficulties and make a report on the subject at the next meeting of the Board.

3. It appears appropriate here to state the substance of the most recent agreed policy by the Armed Forces of the United States on disclosure of classified military information to Canada.

General Principles

(1) The Permanent Joint Board on Defense Recommendation of 20 November 1946 provides that the exchange of military information between the U.S. and Canada shall be subject to the national policy of the two countries. The pertinent policy of the U.S., in so far as it affects the disclosure of military information to Canada relates to: (1) the security of classified military information within the terms of the Espionage Act, and, (2) to the protection of private ownership rights in privately owned information which has been developed under military control and which bears a security classification, the owner thus being prohibited from gaining patent protection.

(2) In view of the preceding, the U.S. Armed Forces must determine that proposed releases of classified military information to Canada conform with the following general principles:

(a) The Atomic Energy Commission has sole authority over Atomic Energy Information determined to be Restricted Data, even though items of such information might be military in nature.

(b) Information pertaining to cryptography and cryptographic devices must not be disclosed, except that which may be necessary to implement a formal agreement between the United States and Canada.

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(c) Information over which another nation friendly to the United States exercises any degree of control or jurisdiction will not be released, except that such information may be released to Canada with the consent of the third nation.

(d) Intelligence, i.e., information pertaining to any matter alien to the United States, shall be released to Canada for purposes of collaboration in accordance with the purposes of the Recommendations made by the Permanent Joint Board on Defense, and for other purposes relating to the mutual benefit of the two countries. Certain sources of intelligence, and methods of acquisition, must of necessity remain solely under the control of the United States, however, and for that reason the entire field of intelligence activity is not open to Canadian authorities. Virtually all completed intelligence studies and reports are releasable to Canada and are handed directly to the Canadian Staff in Washington as soon as they are published.

(e) Information derogatory to the United States or any agency thereof, is for obvious reasons, not normally releasable to Canada. This item does not affect the exchange of information, however, because such material usually is a study or treatise on which there is a difference of opinion between agencies concerned. The actual information should become available for release as soon as it appears in approved, or proven form.

(f) Information owned wholly or in part by a private firm or individual may not be released without the owners consent. Such information constitutes a very minor part of the volume of technical information of value to Canada, but requires considerable care in administering the program of exchange of technical information.

(g) The release of classified military information must be limited to that which is necessary to accomplish the purpose for which the release is made. This item meets the demands of the Espionage Act, in that when this principle is followed it shall be known beforehand that the release of the information shall be beneficial to the United States by being mutually beneficial to Canada and the United States. (It is this principle which causes the Armed Forces to withhold important documents which, in themselves, contain no information pertinent to the collaboration envisaged by the Permanent Joint Board on Defense, but which require careful protection within the continental United States.

(h) Information released must be protected by the Canadian Government substantially in accordance with the security afforded the information by the United States. (The U.S.-Canadian Security

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Agreement, accepted by Canada in 1947, fulfills this requirement, although the Agreement has not been formally adopted by the United States Joint Chiefs of Staff.)

(i) Final decision as to the value of military information and the relative military benefits to be derived from its disclosure rests with the Secretary of the Army, the Secretary of the Navy, or the Secretary of the Air Force, in matters of interest to his Department alone; or, with the Secretaries of the Army, the Navy, and/or the Air Force, acting jointly.

4. U.S. Air Force Policy.

(1) Releasable Information. Subject to the general principles outlined in Par. 3, above, all classified military information under the control or jurisdiction of the Air Force, including that classified TOP SECRET, may be, and normally shall be disclosed to the Canadian Government. This shall include, but not necessarily be limited to:

(a) Research and Development information.

(b) Order of Battle

(c) Operational and administrative details.

(d) Planning, as it affects the security of the United States and Canada.

(e) Training and tactics.

(f) Intelligence.

(2) Administrative Details.

(a) The Director of Intelligence, Air Force, is responsible for formulating security policies under which information may be channeled to Canadian Authorities.

(b) Canadian representatives, military or civilian, who are specialists or are representatives in any special field, may be accredited by the Director of Intelligence, upon certification by the proper Canadian authority, to receive information from the Air Force officials having control over Air Force information in those fields. The Foreign Liaison Branch acts as the central point of contact within the Air Force.

(c) The personnel exchange program, by its nature, is not the appropriate medium for exchanging current information between the Air Force and Canada. In the ground rules agreed upon by both countries concerning exchange officers, it was understood that they are not to be regarded as collection or intelligence agents. They are to be trained in the tactics and doctrines of the other nation's armed forces in order that

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each country may have a cadre thoroughly indoctrinated in the operational policies of the other. Exchange personnel may, however, request that certain specified documents be forwarded to their government.

(d) Information which is not received by direct contact between USAF officers and Canadian officials, or which is not forwarded to Canada by voluntary action on the part of the Air Force, may be requested by the interested Canadian Service through the Foreign Liaison Branch Directorate of Intelligence.

5. The substance of U.S. Air Force policy concerning disclosure of classified military information to Canada is that everything is interchangeable which is necessary to implement mutually agreed upon programs.

6. With regard to specific difficulties experienced by the Canadian Defense Research Board with Air Force authorities at Wright Field, it can now be reported that they have been rectified to the satisfaction of the Defense Research Member of the Canadian Joint Staff, Washington. The request of the Canadian Defense Research Board to place Dr. Watson on one year's duty with the Electronics Sub-Division, Engineering Division, Wright Field, will be granted. Further, the Air Force is prepared, within reason, to accommodate other representatives of the Canadian Defense Research Board on a similar basis. It is felt, however, that each case should be decided upon its own merits. It is believed that in this manner the exchange of personnel will be effected between the Canadian Defense Research Board and the Air Force without difficulty, and that it will not be necessary to alter the Recommendation of November 20, 1946, dealing with the interchange of personnel of the armed forces.

(sgd) EMMETT O'DONNELL, Jr.
Major General, USAF
US Air & Steering Member

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PRIVY COUNCIL OFFICE

MEMORANDUM

C219303

TOP SECRET

TO THE PRIME MINISTER

I send you herewith a copy of the journal of the August meeting of the Permanent Joint Board on Defence.

You may find section 21 regarding the St.Lawrence Seaway of special interest.

Yours sincerely,
E.W.T. Gill,
Secretary,
Cabinet Defence Committee.

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C219910

PERMANENT JOINT BOARD ON DEFENCE
(Canada - United States)

ROYAL CANADIAN NAVY

Progress Report for January, 1944

1. Clearance of the enemy minefield in the approaches to St. John's, Newfoundland, was continued. To date, 34 mines have been swept, and no further ships have been lost.

2. The recrudescence of enemy attacks on North Atlantic Trade Convoys during September and October was short-lived and no merchant ship in such convoys has been lost by enemy action since 16th October.

3. The last ship to come down the St. Lawrence, before the close of navigation, left Quebec on 26th December. All new construction scheduled to come down before the freeze-up came through safely. Ice conditions in the St. Lawrence were more favourable than last year.

4. To assist in speeding up the movement of cargoes and personnel to St. John's, Newfoundland, and to reduce the strain on the Newfoundland railway, two additional ships will run direct between Halifax and St. John's.

5. An oil fire broke out in the boiler house on the jetty at Shelburne, N.S., during the night of 14th/15th December. Heavy damage was sustained by the rectifier house and the boiler house was put temporarily out of action. The jetty was badly charred but is usable.

6. Anti-submarine indicator loops were laid at Prince Rupert, B.C., and St. John, N.B. The control stations are under construction and will be completed at an early date. The former loops have been laid so as to protect the entrance to Porpoise Channel, which is the approach channel to the U. S. Army Base at Port Edward.

7. Co-ordinated U. S. and Canadian Naval patrols for the joint defence of the Straits of Juan de Fuca are now in partial operation.

8. Representatives of the Canadian and U. S. services in Newfoundland and on the Pacific Coast respectively are reviewing the combined plans for the defence of these areas.

January 10th, 1944.

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PERMANENT JOINT BOARD ON DEFENSE
CANADA—UNITED STATES

SECRET

U. S. ARMY
PROGRESS REPORT

NOTE: Paragraphs are numbered according to Recommendation Number of the Permanent Joint Board on Defense, Canada-United States.

10. Air Staging Facilities — Western Canada:

The following is a compilation on runways, taxiways and aprons being accomplished under the supervision of the United States Corps of Engineers at the airfields indicated, with percentages of work accomplished as of 30 November 1943:

Project	Runways Sq. Yds.	% Comp.	Taxiways Sq. Yds.	% Comp.	Aprons Sq.Yds.	% Comp.
Edmonton Airport	None		None		66,000	80
Edmonton Satellite Field	226,300 (Two runways each 150' x 6800')	25	77,494	17	123,816	22
Grande Prairie Airport	None		11,870	95	43,713	95
Fort Nelson Airport	110,000 (Emergency repairs to two existing runways)	90	53,000	60	69,333	50
Ft. St. John Airport	None		81,100	20	62,433	80
Watson Lake Airport	84,150 (To complete Existing runway to 6200')	95	91,800	95	93,950	83
Whitehorse Airport	127,286 (One runway 150' x 7200')	96	75,116	99	134,779	97

17. Northwest River Landing Field:

The War Department has informed the Canadian Government Agencies concerned that the rebuilding of the U.S.warehouse (#T.A.-11) at Goose Bay Airdrome, which was destroyed by fire, is desired.

24. Military Highway to Alaska:

a. Summary of Operations Report (October 1943).

(1) Construction of the Alaska Highway has been completed except for about twenty bridges now under construction to replace inadequate temporary bridges. While there is a small mileage of roadway not yet brought to the required standard of the pioneer road in

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some respects, the accomplishment of this remaining work is more a matter of betterment and maintenance than original construction. Among the principal items of construction which have been accomplished during 1943 are the following:

Grading	20,000,000 cu. yd.
Ballasting	5,400,000 cu. yd.
Surfacing	900,000 cu. yd.
Minor Drainage . . .	245,000 ln. ft.
Permanent Bridges . .	21,000 ln. ft.

The total value of the work in place is approximately $119,000,000; the cost of bridge work and some substandard road work remaining to be done is about $7,000,000.

(2) Contract forces which have been working under the supervision of the Public Roads Administration are being demobilized and returned to the United States as rapidly as transportation permits. Completion of unfinished permanent bridges will be accomplished generally under existing contracts but under the supervision of the Division Engineer, Northwest Division. Necessary maintenance betterments will proceed, utilizing forces recruited from former contractors' organizations under direct supervision of the Division Engineer, or by contract. The future program for the Alaska Highway for the duration of the war is now one involving principally such maintenance operations as may be required to keep the road open to military traffic.

(3) Inasmuch as the construction of the highway has been practically completed, no further reports of the nature of this summary are contemplated.

25. Defense of Sault Ste. Marie Against Air Attack:

The War Department has advised the Senior United States Army Member of this Board that the following change in Defense Commands, within the continental United States, will take place as indicated:

a. Effective 15 January 1944, the Central Defense Command will be abolished and its territory as presently constituted added to that of the Eastern Defense Command.

b. The Sault Ste. Marie Military Area will be retained for the present, but will be administered by Commanding General, Sixth Service Command.

c. Commanding General, Sixth Service Command, will be charged with the responsibility of providing protection against sabotage at Sault Ste. Marie. One (1) Battalion Military Police (ZI) has been assigned to this duty.

d. When functions at the "Soo" have been taken over by the Service Command, present garrison of one (1) Battalion Infantry and one (1) Composite Battalion, AAA will be relieved.

e. Simultaneously, January 15, the Central Air Defense Region will be inactivated and the Signal Air Warning System withdrawn. This will entail abandonment of the five (5) radar stations now in operation in the Province of Ontario.

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26. Northeast Short-Range Ferry Routes to U.K.:

a. U. S. Guest House at Gander:

As stated on page 4 of the United States Army Progress Report dated November 4, 1943, the Canadian Government approved the proposed construction of a guest house and quarters for the United States Air Base Commander at Gander, Newfoundland. The War Department has now decided to transfer the location of these facilities from Gander Airport to Harmon Field, Stephenville. It is expected that construction will be initiated at an early date.

b. Radio Range, Mecatina (Lake De Morhiban), P.Q.:

The R.C.A.F. has approved the installation by the United States of a Radio Range, type MRL, at the above location. This range is to be manned and operated by U.S. personnel for the duration of the war for the purpose of providing an additional aid to navigation on the ferry route between Mingan, P.Q., and Goose Bay, Labrador.

c. Radio Beacon Stations - Gulf of St. Lawrence:

The Controller of Radio, Department of Transport, has advised that in accordance with the desire of the War Department, arrangements have been made to operate the Canadian Radio Beacon at Pointe des Monts, West Point, Heath Point, Natashquan and Cape Whittle as aids to aerial navigation during the present winter. This action on the part of Canada is very much appreciated in view of the fact that the North Atlantic Wing Air Transport Command finds these beacons to be of great assistance, especially during the bad weather conditions in the St. Lawrence area throughout the winter months.

d. U. S. Garages at Mingan, Chimo and Frobisher Bay:

The Canadian Government has approved the United States request to construct one two-car heated garage, from local material on hand, at each of the above locations.

32. Control, Maintenance and Defense of Certain Airdromes in Canada:

a. R.C.A.F. Regulations for Control of Aircraft Movement in Canada:

United States agencies concerned (War Department, General Staff, A.A.F., Navy Department and Civil Aeronautics Authority) have concurred in the report and recommendations of the Joint Sub-Committee for Canadian Air Traffic Regulations which met at Washington on September 23rd under Chairmanship of Wing Commander Leigh. This concurrence included the changes and comments listed in Air Vice Marshal Anderson's letter of November 18, 1943, to the Senior United States Army Member of this Board. Formal confirmation of this action has been effected through service member channels.

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b. Joint Meeting, R.C.A.F. Headquarters, Ottawa - December 15--16, 1943:

In accordance with an agreement reached during a Joint Meeting held in Ottawa on August 19, 1943, a second meeting was convened at R.C.A.F. Headquarters as indicated above, for the purpose of discussing further details regarding the implementation of the Thirty-second Recommendation of the Board. The meeting was well attended by United States and Canadian delegates, and was conducted under the Chairmanship of Air Commodore K. M. Guthrie. United States delegates, without exception, agreed that meetings of this nature served a very useful purpose in effecting a mutual understanding of the problems confronting the two services along the jointly-used air routes and clarifying details that might otherwise prove difficult of solution. The agenda of this meeting is attached hereto for ready reference.

GENERAL:

a. Quartermaster Depot - Winnipeg, Manitoba:

The War Department has advised that the Quartermaster Depot at Winnipeg, Manitoba, is scheduled to be closed and discontinued at an early date.

b. Radio Aids to Air Navigation, West Coast of Canada:

As a result of a conference between representatives of the Western Air Command, R.C.A.F.; the Control Officer, Northwest Airways Communication Area; and the Alaskan Wing Air Transport Command, suitable locations were agreed upon for medium frequency radio beacons on the west coast of Canada. In addition, an agreement was reached in connection with construction priorities. Certain of the locations concerned are still under survey by the R.C.A.F. and the United States Army Airways Communications Service. In this connection the construction of medium frequency radio beacons should not be confused with the Radio Range Program in this area which is a separate project.

c. Firing Ranges for Use of United States Army Forces, Central Canada:

(1) The Canadian Government has approved the War Department request for the United States to construct a rifle range at The Pas, Manitoba, for the use of United States troops provided the area concerned is safe from the point of view of civilian and service personnel at the airdrome. The Department of Transport has stated that arrangements have been made for the acquisition of the property in question.

(2) An additional request for permission to establish and use firing ranges at Churchill, Manitoba, and Coral Harbor, Southampton Island, N.W.T., has also been approved by the Canadian Government. It is understood that negotiations will be immediately put in hand with the view to making available, for the use of United States forces, the necessary area at Churchill. It is further understood that the Commissioner, Royal Canadian Mounted Police, has issued the necessary instructions to assure civilian safety at Southampton Island.

d. Publicity Releases:

A procedure has recently been effected whereby the Canadian

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Legation in Washington is to be furnished advance copies, or other notification, of any public release by the War Department of information pertaining to United States Army projects in the Dominion of Canada. It is hoped that the existing arrangement will continue to provide a satisfactory channel for advance notification to the Canadian authorities concerned.

e. Use of Millinocket (Maine) Airport by R.C.A.F.:

In view of an initial request by the R.C.A.F. for the construction of a hangar at the above airport, the War Department has directed that necessary action be taken to make the following accommodations available to the R.C.A.F. at Houlton Army Airbase, Houlton, Maine:

1. Accommodations for base crew of 1 officer and 4 other ranks.

2. The overnight hangaring of 6 - 12 aircraft and accommodation for that number of crews.

f. Use of Canadian Facilities on Alaskan Service:

Incident to the movement of military and civilian personnel from Alaskan areas, the Canadian Government, through the Canadian Shipping Board, has made arrangements for the S.S. Princess Louise to be made available for special service with the United States from December 15, 1943 to January 22, 1944 between Skagway and Prince Rupert. It is understood that the Princess Louise should handle between 2,500 and 3,000 personnel. The Canadian Shipping Board further advise that there were no other Canadian passenger vessels available to assist in this movement chiefly because of small size or type of construction precluding operation in Alaskan service under winter conditions, and that it was regretted that shipping accommodations for the entire 6,200 personnel concerned could not be met. As a matter of interest, in connection with the urgency of shipping requirements concerned, it has been necessary for the United States to divert two critically needed United States vessels from Aleutian service in order to meet the December load.

g. Establishment of Small Broadcasting Facilities by Northwest Service Command:

The Canadian Government has granted permission, under certain stipulated conditions, for the Northwest Service Command to establish small military broadcasting stations at several isolated posts in the Canadian Northwest. (Whitehorse, Watson Lake, Ft. Nelson, Simpson and Norman Wells.) These stations will be operated for the sole purpose of bringing entertainment and information to United States and Canadian military and civilian personnel in the areas concerned.

h. United States Navy Requirements for Additional Facilities on Alaskan Route (Prince George).

In view of the requirement for accommodations for United States personnel at Prince George, to include approximately forty Naval Air Transport personnel, and with the understanding that certain space now allocated to the United States may necessarily have to be re-allocated to the R.C.A.F. at a later date, the Commanding General, Army Air

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Forces, has advised that action is in process to provide facilities in sufficient quantity at Prince George to meet all United States requirements, independent of the R.C.A.F. buildings.

Att.

A G E N D A

Agenda - Meeting Dec 15 1943
R.C.A.F. Hdqtrs.

MEETING DECEMBER 15TH, 1943, R.C.A.F. HEADQUARTERS

Control, Maintenance and Defence of certain airfields in Canada Used Jointly by the Armed Forces of the United States and Canada.

(A) FUEL SUPPLY - STAGING ROUTES

(B) FIRE PROTECTION - NORTHWEST STAGING ROUTE

(C) BRITISH COLUMBIA INTERIOR STAGING ROUTE

(D) AERODROME MAINTENANCE

(i) Northwest Staging Route

(a) Winter Maintenance
(b) Maintenance Equipment
(c) Maintenance of Edmonton and Calgary Airports
(d) Miscellaneous Maintenance Problems

(ii) North Atlantic Ferry Route

(a) Winter Maintenance

(E) CONSTRUCTION - NORTHWEST STAGING ROUTE

(i) Runway repairs pending completion of Plans B and C

(a) Fort Nelson
(b) Grande Prairie

(ii) Unfinished construction - Plan A
(iii) Installation of Services under Plan A - Priority of construction
(iv) Aerodrome lighting
(v) Power supply
(vi) Use of space allotted to U.S. Forces in Administration Building

(F) FLYING CONTROL PROGRAMME

(i) Report on Organization
(ii) Communications Required and State of Development
(iii) Airways Traffic Control
(iv) Aerodrome Control

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, NEW YORK, JANUARY 13 and 14, 1944.

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1. The Board met at the Mayor's House in New York at 1.20 p.m., Thursday, January 13, 1944. The following participated :

Canadian Section	United States Section
Mr. H. L. Keenleyside (vice Col. O. M. Biggar)	Mayor F. H. LaGuardia
Major General M. A. Pope	Major General Guy V. Henry
Colonel J. H. Jenkins	Vice Admiral A. W. Johnson
Rear Admiral G. C. Jones	Captain R. W. Ruble
Group Captain W. F. Hanna	Colonel E. W. Hockenberry
Mr. Escott Reid (vice Mr. H. L. Keenleyside)	Mr. J. D. Hickerson

2. Mr. Keenleyside, Acting Chairman of the Canadian Section, informed the Board of the serious illness of Colonel O. M. Biggar, Chairman of the Canadian Section. In expressing the deep sympathy of the members of the Board, Mayor LaGuardia commented that since the first meeting of the Board in August 1940, this was the first meeting at which Colonel Biggar had not been present. He suggested that there be recorded in the Journal the earnest hope of all of the members of the Board for Colonel Biggar's speedy and complete recovery.

3. General Henry reported that the War Department approved on January 12, 1944, the construction of the

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additional facilities on the Edmonton - Fairbanks telephone line for the use of the Royal Canadian Air Force in carrying out its responsibilities under the Thirty-first and Thirty-second Recommendations of the Board for the control, maintenance and defence of the airfields in Northwestern Canada on the Northwest Air Route. There was agreement on the necessity for making available to the R.C.A.F. the necessary facilities on this telephone line to enable it to carry out its responsibilities in this regard.

4. Admiral Johnson and Captain Ruble reported that the United States Navy Department is now considering a proposal to erect an emergency mooring mast for airships, operating in the North Atlantic Area. It was pointed out that it is believed that it would be desirable for such a mast to be built at Yarmouth, Nova Scotia, to permit airships to refuel in emergencies. If the Navy Department approves this proposal, the mooring mast would be erected without cost to the Canadian Government. The interested Canadian service members agreed to give consideration to this matter which will be dealt with further by direct communication between the United States Naval members and Group Captain Hanna.

5. The Secretary of the United States Section inquired concerning the post-war status of the airfield constructed at Torbay, Newfoundland, by the Canadian Government, in accordance with one of the first recommendations by the Board. The Acting Chairman of the Canadian Section stated that the Canadian Government had purchased the land in Newfoundland on which this

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airfield was built. He added that the field is now operated as a military airfield by the Canadian Government and that the commercial planes which use the facilities there do so in accordance with the regulations prescribed by the Newfoundland Government. He stated that the Canadian Government had not as yet considered the question of whether the military airfield at Torbay would be maintained in the post-war period, but that presumably there would be no difficulty in reaching an appropriate agreement with the Newfoundland Government should a decision to maintain it be reached.

The Chairman of the United States Section inquired about the relations between Canada and Newfoundland. The Acting Chairman of the Canadian Section described the Commission form of government which has governed Newfoundland since 1933 and Canada's interest in the defence of the Island. He went on to say that, generally speaking, relations between Canada and Newfoundland are dealt with on the same basis as between Canada and other states.

6. General Henry read excerpts from a communication to him from the Chief of the Army Transportation Service calling attention to the efforts which the War Department has made to obtain a reduction in the railway freight rates on goods shipped by the War Department over Canadian railways into Alberta and British Columbia. He gave copies of this letter to Mr. Keenleyside who agreed to look into this question and to let General Henry know what, if anything, could be done in the matter.

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7. The Board discussed further the post-war disposition of defence facilities which have been constructed in Canada by the United States Government. Mention was made in this discussion of a recent note by the Canadian Government to the United States Government, communicating a decision of the Canadian Government to reimburse the United States Government for expenditures on permanent improvements on airways in the Canadian Northwest. The United States members requested that the Canadian members give consideration to the question of the post-war disposition of the Edmonton-Fairbanks telephone line. The United States members expressed the hope that they would be in a position to circulate a draft recommendation on this matter and perhaps on certain other defence facilities and aspects of this whole problem of post-war disposition so that consideration may be given to this subject at the next meeting of the Board.

8. Colonel Jenkins stated that the Commanding Officers on the Pacific Coast had proposed that consideration be given to the revision of ABC 22 insofar as it relates to the tasks assigned to them. After discussion of this matter, it was agreed that the Commanding Officers on the Pacific Coast have authority to revise their detailed plans to carry out the tasks assigned to them within the framework of the broad plan and that it was not necessary or desirable for the Board to undertake a revision of ABC 22 at this time.

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9. Mr. Keenleyside reported for the information of the Board on the progress in the construction of the Prince Rupert - Terrace Highway. He stated that as of December 1, 1943, 98 miles of the 106 miles had been completed and that it was possible to drive over all of the highway except four miles. He described some of the difficulties which had been encountered in constructing this highway and stated that the grading and ballasting had cost $90,000 per mile.

10. Progress Reports were distributed by the Service members and discussed by the Board.

11. After agreeing to hold its next meeting in Montreal on March 28 and 29, 1944, the Board adjourned at 11.15 a.m., January 14th.

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January 12, 1944.

UNITED STATES DEFENCE PROJECTS AND INSTALLATIONS IN CANADA
JANUARY 1944

Note : This list does not include airfields, landing strips and related facilities in the Canadian Northwest, constructed by or on behalf of the United States, since these projects are now the subject of negotiations between Canada and the United States.

1. ALASKA HIGHWAY

(a) Highway from Dawson Creek to the Alaskan boundary
- authorized by exchanges of notes dated March 17-18 and May 4-9, 1942, and by Recommendation No. 24 of the Permanent Joint Board on Defence.

(b) Storage and housing facilities at Dawson Creek and Whitehorse, rest camps and convoy parking sites along the route
- constructed under authority of the above exchanges of notes

(c) Telephone Line (6 wire) from Edmonton to the 141st Meridian Boundary, repeater stations, telephone connections between flight strips and nearest repeater stations
- installed as part of the general project, but specifically authorized in a letter to the United States Minister, October 16, 1942.

(d) Expanded motor repair and servicing facilities at rest camps along the highway at Fort Nelson, Summit Lake, Liard River, Watson Lake Junction and Marley Bay
- authorized in an exchange of letters with the United States Charge d'Affaires, Ottawa, March 31 - April 12, 1943.

(e) Additional Housing and Storage Facilities at Whitehorse and McRay, Y.T. - accommodation for 120 officers and 5,000 enlisted men; 1,140,000 sq. ft. of closed storage and motor repair shops space
- authorized in an exchange of letters with the United States Charge d'Affaires, Ottawa, March 29 - April 9, 1943.

(f) Extension of Railhead at Dawson Creek
- housing for 2400 men; 210,000 sq. ft. storage and warehouse space; 76,000 sq. ft. workshops and repair shops; gasoline storage for 25,000 gals.; marshalling and classification yards - 7 tracks; storage yards - 7 tracks; railhead hospital; 14" water main from Cutbank River to railhead camp; sewage disposal facilities
- constructed under authority of an exchange of letters with the United States Charge d'Affaires, Ottawa, March 17 - April 5, 1943.

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2. HIGHWAY FROM HAINES POINT (ALASKA) TO CHAMPAGNE (MILE 108) Y.T.

(with relay stations at M.P. 40, M.P. 75, M.P. 106)
- authorized by an exchange of notes dated November 28 - December 7, 1942.

3. CANOL PROJECT

(a) Canol #1

(i) 4 - 6" oil pipeline from Norman Wells to Whitehorse (last 125 miles into Whitehorse are 6" pipe). 10 pumping stations with necessary facilities and housing for 6 men are also projected.

(ii) Wells at Norman (23 producing wells have been brought in to date)

(iii) Refinery and storage facilities at Whitehorse
- 5 warehouses, workshop, garage, laboratory, office, firehall, housing for operating staff of refinery, oil storage as follows:

2 - 80,000 bbl. tanks	5 - 1,000 bbl.
2 - 55,000 bbl.	7 - 2,000 bbl.
12 - 10,000 bbl.	2 - 3,000 bbl.
5 - 4,700 bbl.	

- authorized by an exchange of notes dated June 28 - 29, 1942.

(iv) Service Road and Telephone Line from Johnson's Crossing to Camp Canol along the route of the pipeline
- built as part of the project, without specific authorization.

(v) Winter roads - Fort Smith to Norman Wells via Hay River and Providence
- Fort Nelson to Fort Simpson
- subject of an exchange of letters with the United States Minister, Ottawa, September 22 - October 5, 1942.

(vi) Storage facilities for 200,000 bbls. at Camp Canol (1 - 80,000; 12 - 10,000) and for 80,000 bbls. crude and 35,000 bbls. Diesel fuel at Norman Wells

(vii) Housing for construction personnel

(b) Canol #2

(i) 4" gasoline pipeline from Skagway to Whitehorse, with capacity of 5,000 bbls. per day, along the right-of-way of the White Pass and Yukon Railway

(ii) Loading and Storage Facilities at Port Edward (400' wharf, 5 storage tanks of 100,000 gals. (American) each, pump house, warehouse, workshop, garage, bunk house, mess house, 4 small dwelling houses)

(iii) Storage depots (2 - 2,250 bbl. tanks) and pumping stations at 50 mile points along the pipeline
- constructed under authority of an exchange of notes dated August 14-15, 1942.

(iv) 2 wire telephone line along railway right-of-way
- installed as part of the project, without specific authorization.

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3. CANOL PROJECT

(c) Canol #3

(i) 2" gasoline pipeline, capacity 800 bbls. per day, from Carcross to Watson Lake

(ii) Storage facilities and pumping stations at Watson Lake, Carcross and 50 mile points
(Watson Lake : 5 - 10,000 bbl. tanks, 1 - 2,250 bbl.
Carcross: 3 - 10,000 bbl., 2 - 600 bbl., 5 - 300 bbl.
50 mile points (4): 2 - 2,250 bbl.)
- not specifically authorized, but noted in an exchange of letters with the United States Minister, Ottawa, September 22 - October 5, 1942.

(d) Canol #4

(i) 3" gasoline pipeline, capacity 3,000 bbls. per day, from Whitehorse, to the Alaskan boundary (terminus at Fairbanks) with pumping stations and 2 - 2,250 bbl. storage tanks approximately every 50 miles.
- not specifically authorized, but noted in an exchange of letters with the United States Minister, Ottawa, September 22 - October 5, 1942.

(e) Weather Stations along the Mackenzie Route

(McMurray, Embarras Portage, Fort Smith, Fort Resolution, Hay River, Providence, Fort Simpson, Fort Wrigley and Norman Wells)
- by arrangements between the United States Army Weather Service and the Meteorological Service of Canada, with the concurrence of the Departments of Transport, National Defence (Army) and (Air)

(f) Improvements to the Mackenzie Waterway

Waterways - 500' timber wharf, extension of railhead, storage and housing facilities, 200 ton refrigerator unit at Camp Prairie.

Fitzgerald - 500' timber wharf, warehouses, living quarters, facilities for transfer of freight between river barges and portage transport; improvement of portage road to Fort Smith.

Fort Smith - necessary facilities for transfer of freight between portage transport and river barges; 500' timber wharf; 2 - 100 ton refrigerator units; 10,000 bbls. gasoline storage space; improvement of road to waterfront.

Resdelta - necessary facilities for transfer of freight from river barges to lake barges; warehouses; housing.

Mills Lake (near Ft. Providence) - facilities for transfer of freight between lake barges and river barges; small landing for mooring and servicing tugs.

Fort Simpson Airfield - small landing for mooring and servicing tugs.

Norman Wells - 500' timber wharf

Wrigley - usual facilities for [illegible]

- built as part of the project, without specific authorization.

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3. CANOL PROJECT

(g) Wildcatting Programme in the Northwest Territories and Yukon
- under authority of an exchange of notes dated December 28, 1942 - January 13, 1943.

4. WEATHER STATIONS IN THE NORTHWEST

Observing Stations

Brooks Brook
Camp Blueberry
Coal River
Dawson Creek
Devil's Pass
Fawcett
Fish Lake
Muncho Lake
Rancheria
Summit Lake
Swift River
Trout Liard
Trutch
Wagner
Watson Lake
Whitehorse
Valley View (by exchange of letters, Oct. 9-16, 1943)

Forecasting Stations

Whitehorse
Calgary
Edmonton
Fort Nelson
Fort St. John
Prince George
Watson Lake

5. RADIO BROADCASTING STATIONS

(a) At Whitehorse, Fort Nelson, Watson Lake, Simpson and Norman Wells
- under authority of an exchange of letters dated November 5 - 25, 1943.

(b) At Chimo
- by arrangements with the Controller of Radio, Department of Transport

6. LEASE OF THE WHITE PASS AND YUKON ROUTE

- under authority of Order-in-Council P.C. 10067, November 6, 1942.

7. UTILIZATION OF PRINCE RUPERT (AND PORT EDWARD) AS A SUB-PORT OF THE SEATTLE PORT OF EMBARKATION

Extensive port and housing facilities, costing in the neighbourhood of $16,000,000, and including at

Prince Rupert : 2 wharves and railway connections and sidings; housing for 149 officers, 1589 other ranks and 150 civilians; sewage system; incinerator.

Port Edward : 2 wharves and loading pier with necessary rail connections; housing facilities for 100 officers and 2500 other ranks (barracks, mess halls, recreation rooms, church, theatre, laundry, cold storage plant, generating station hospital); sewage system; 20 magazines (on Watson Island); road from the Port to Galloway Rapids. The water supply system of the B. C. Packers has been leased and an 18" wooden main laid from the dam at Wolf Creek to Port Edward. The Billmoor Spruce Mills Ltd. sawmill has also been leased and is being operated by the B.C. Bridge and Dredging Co. for the U. S. Army.

- done under authority of Recommendation 22 of the Permanent Joint Board on Defence.

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8. EDMONTON

(a) 250 bed military hospital - authorized by an exchange of letters with the United States Chargé d'Affaires, March 9 - 19, 1943.

(b) 60,000 sq. ft. closed storage space - authorized by an exchange of letters with the United States Chargé d'Affaires, March 16 - April 5, 1943.

(c) Remote Receiver Station - by arrangement with the Department of Transport

(d) Recreational Building - by arrangement with General Foster

(e) Improvements and Extensions to the Jesuit College, which is being used as the Headquarters of the Northwest Division, U. S. Army. (accommodation for 75 officers and 500 civilians)
- decision to establish this office was conveyed in a letter from Mr. Lewis Clark on December 4, 1942.

9. CRIMSON PROJECT

(a) Permanent year round bases, equipped with radio ranges, at Churchill and Southampton Island.

(b) Winterized bases at Chimo and Frobisher Bay
(1 NE-SW runway, 5000' x 150', paved;
1 E-W runway, 5000' x 150', hard surfaced, water bound macadam
Necessary hard surfaced parking areas and service aprons
One standard steel hangar, 120' x 200'
One nose hangar 120' x 77'
Housing for station complement of 36 officers and 200 enlisted men, and for 203 transients)

- being constructed under Recommendation 26 of the Permanent Joint Board on Defence. Original programme modified in accordance with an exchange of letters between Maj. Gen. Guy V. Henry, Senior U. S. Army member, and Mr. H. L. Keenleyside, Secretary, Canadian Section, July 29 - September 8, 1943.

(c) Buildings and Radio Range at The Pas
- under Recommendation 26 of the Permanent Joint Board on Defence.

(d) Weather Stations

Forecasting and Observing Stations at : The Pas Churchill, Coral Harbour, Frobisher Bay and Fort Chimo

Observing Stations at :

Brochet	Hudson Bay Junction	Wabowden
Duck Lake	Island Falls	⁂Mecatina
Eskimo Point	Lake Harbour	⁂Padloping Island
Gillam	River Clyde	

⁂ with radio range

(The authorized programme also calls for stations at: Foxe Basin, Indian House Lake, Stillwater Lake and York Bay)

- constructed under authority of our note of October 17, 1942, to the United States Minister, as modified by an exchange of letters between Gen. Henry and Mr. Keenleyside, July 23 - August 7, 1943

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9. CRIMSON PROJECT

(e) Radiosonde and Pilot Balloon Station at Arctic Bay
- by arrangement between the U. S. Weather Bureau and the Canadian Meteorological Service

(f) Firing Ranges at Coral Harbour (Southampton Island), Churchill and The Pas
- by arrangement with the Department of National Defence (Air) and the Department of Transport

(g) Landline Communications

Great Falls to Edmonton	-	3 teletypes leased from and maintained by C.P. Telegraphs
Edmonton to Saskatoon	-	"
Saskatoon to Hudson Bay Junction	-	3 teletypes leased from and maintained by Sask. Gov't. Telephones
Hudson Bay Junction to Churchill	-	Hudson's Bay Railroad circuit leased and telegraph carrier superimposed
Saskatoon to Regina	-	2 teletypes
Great Falls to Churchill		6 phase teletype circuit

- by arrangement with the Department of Transport and the Department of National Defence (Air)

(h) Utilization of Hudson's Bay Railroad Facilities

(i) Additional trackage on pier; 1½ miles track to airfield at Churchill

(ii) Extension of lines of communication from The Pas and Churchill to the airfields at these points

(iii) Office Accommodation for Signal Corps at all terminals on a rental basis

(iv) Barracks for U. S. Signal Corps personnel at Hudson Bay Junction, The Pas, Wabowden and Gillam, on sites leased from the railroad.

(i) Navigational Aids - Koksoak River (Ungava Bay) and Chaplet (near the head of Frobisher Bay)
- installed by the U. S. Navy under authority of an exchange of letters with the United States Charge d'Affaires, April 22 - June 22, 1943.

10. EMERGENCY AIRFIELD AT MINGAN, P.Q.

(5000' x 150' paved runway; 5000' x 150' hard surfaced, water bound macadam runway; taxiway 50' wide, hard surfaced, from Lake Paterson to runway; [illegible] areas and service aprons; radio range, nose hangar; necessary facilities for station complement of 12 officers and 155 enlisted men, and 20 transient officers)
- constructed under authority of our letter to the United States Minister, Ottawa, October 30, 1942, as modified by an exchange of letters between Gen. Henry and Mr. Keenleyside, July 29 - September 8, 1943.

11. ORDNANCE COLD WEATHER PROVING GROUND UNIT AT CHURCHILL for the 1943-44 winter season
- by arrangement between the Services

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12. R.D.F. INSTALLATIONS AT COCHRANE, HEARST, NAKINA, ARMSTRONG AND KAPUSKASING
    - under authority of a letter from the Canadian Air Member, P.J.B.D., to the United States Air Member, August 7, 1942.

13. DEFENCE INSTALLATIONS AT SAULT STE. MARIE
    (Housing for upwards of 50 officers and 2,000 enlisted men; 1 battery barrage balloons; 2 batteries artillery)
    - under authority of Recommendations 22 and 25 of the Permanent Joint Board on Defence.

14. NAVAL MINE TESTING STATION AT MINAS BASIN
    (Accommodation for 30 men, small garage and workshop)
    - authorized in a letter to the United States Minister, Ottawa, October 30, 1942.

15. UTILIZATION OF HALIFAX AS A SUB-PORT OF THE BOSTON PORT OF EMBARKATION
    - notification conveyed to Col. J. H. Jenkins by Col. F. J. Graling, United States Military Attaché, by letter dated January 28, 1943.

16. DIRECTION FINDING STATIONS AT DEMING AND BACCARO POINT, N.S.
    (United States equipment, installed and operated by the Royal Canadian Navy, under arrangements between the Services.)

17. FAN MARKER, PINE ISLAND, B.C.
    (United States equipment, installed and operated by the Royal Canadian Air Force, under authority of a letter from the Canadian Air Member, P.J.B.D., to the United States Military Attache, Ottawa, September 15, 1943.)

18. IONOSPHERIC STATION AT CLYDE, BAFFIN ISLAND
    - under authority of an exchange of notes dated March 8 - 17, 1943.

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SECRET

Permanent Joint Board on Defence
Canada - United States

C219930

R.C.A.F. Progress Report

11th January, 1944.

SECOND RECOMMENDATION - Newfoundland

Gander - All buildings are practically completed with the exception of some recently begun. A second W/T building, type S.13-28, is under construction. A site has been selected for the M/F D/F Station to be constructed. The radio range has been converted to simultaneous transmission and has been on the air since December 6th, 1943.

Torbay - Field development is progressing satisfactorily. Street paving will not be possible during the winter months. Foundation excavation for the new Administration Building is completed. The foundation footings are 90% complete. The field lighting on No. 4 runway is 75% completed. A site has been selected for an H/F D/F station.

TENTH RECOMMENDATION - Development of the Northwest Staging Route

Main Staging Units - N.W.S.R.

Grande Prairie, Alberta (No. 1 Staging Unit) - This is a two-way field. The E-W runway 6200' x 200' and the NW-SE runway 6500' x 200' are fully completed and in operation. No field development is possible during the winter months. In order to provide improved communications for airways traffic control, R.C.A.F. transmitters are to be installed in the Department of Transport W/T Station. A suitable site for receivers of the Department of Transport and R.C.A.F is being sought.

Fort St. John, B.C. (No. 2 Staging Unit) - This is a four-way field. The NW-SE runway 6700' x 200' has had the asphalt sealing completed. Grading has been carried out for a distance of 7300'. The NE-SW runway 6700' x 200' has likewise been completed. The E-W main taxiway has been treated with a 3" plant mix sealed and completed, as has the apron 1100' x 70'. The west connecting taxiway 3300' x 75' and the east connecting taxiway 625' x 75' have been treated with asphalt sealing and are complete. The E-W landing strip 4200' x 500' is suitable for use except in wet weather and steel matting 1800' x 30' has been laid at the east end. Fine grading is 35% completed. The NW-SE flightway is fully cleared, except for farm building, to 1700'. The new construction is 50% complete. Fencing is incomplete due to building area construction. The water main system, sewer lines and electrical services are almost completed. The range road gravelling is 35% completed. A site for a new W/T Station has been selected. A type S.13-28 building will be constructed. A receiver site for R.C.A.F. and Department of Transport is being selected.

Fort Nelson, B.C. (No. 3 Staging Unit) - This is a two-way field. The NE-SW runway 4400' x 200' has been given a double flush coat of asphalt oil, as has the main taxiway 1200' x 150'. The north connecting strip 600' x 75' flightway is clear. Clearing of the west strip is not completed. Power house foundations for the two new units are built. All buildings on Plan "A" are completed. Field lighting is 60% complete. Obstruction light is now on NE-SW runway. The electrical power line is completed. A site for a new W/T Station has been selected. A standard type building is to be constructed. A site for R.C.A.F. and Department of Transport receivers is being selected.

Watson Lake, Y.T. (No. 4 Staging Unit) - This is a two-way field. Both runways are in use. Snow removal and general maintenance is being undertaken by the R.C.A.F. No further work has been completed under Plan "A" since the last report. The Crew Chief building, oil storage, fire hall and the south extension to the mess hall buildings have not been started. Under Plan "B", the hangar concrete floors in both wings have been completed and the floor in the main section started. The outside finish of the hangar is 95% completed and the inside finish and heating plant 60% completed. The motor repair building is 90% completed and now in use. The warehouse is practically completed and is in use. The officers' quarters are 70% complete. Very little work has been done under Plan "C" to the buildings as the contractors

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have concentrated on the hangar construction. However, the officers' quarters is 57% complete, the officers' mess 67%, one barracks 97%, barracks (special) 86%, E.M. mess 69%, commissary 60%, terminal building 70%, base administration 59%, guard house 53%, warehouse 81%, fur storage 60% and garage 85%. A site for a new W/T Station has been selected. A standard type building is to be constructed. A receiver site for the R.C.A.F. and Department of Transport is to be selected.

Whitehorse, Y.T. (No. 5 Staging Unit) - A record breaking protracted mild spell of weather has allowed almost continuous earth moving operation to date. For this reason unexpected progress has been made by the U.S. contractor. The grading operations are proceeding on a 24-hour a day basis. Good progress is being made with the construction of the various buildings. The contractor has approximately 150 civilians and 20 soldiers employed on the building programme, which has benefited enormously by the continued mild weather. A site for a new W/T Station has been selected and a standard type building will be constructed. A site for receivers of Department of Transport will be selected.

Intermediate Staging Units

Beatton River, B.C. - A landing strip 4450' x 220' has been completed. This strip has now been graded and smoothed and is satisfactory for aircraft operation. Building progress continues in a satisfactory manner. The range building has been completed and the transmitter building and power house are about 70% complete. The airways building is ready for the plumbing and inside painting.

Smith River, B.C. - The building and field programme is complete with the exception of water and sewage installations. The landing area for all wheel aircraft is 7000' x 500' and the parking apron 200' wide.

Teslin, Y.T. - The permanent runway 5500' x 200' has been completed. It is estimated that all buildings will be completed, including heating, early in January.

Aishihik, Y.T. - The landing strip available is 6000' x 290'. Field grading is estimated 35% complete. The bulk of grading to be done will be on the side slopes rather than on the runway. The access road has been gravelled to within 23 miles of the airport. Some difficulty is being experienced in keeping the road open under winter conditions; transport is, however, getting through. All buildings are complete except for interior painting. Heating units have been installed and a small amount of finishing work is to be done.

Snag, Y.T. - The general condition of the field is good in all weather. The field is slightly rough but quite serviceable. The access road from the highway is completed. The range road is completely cleared and open to traffic over the entire length. The building programme is proceeding in a satisfactory manner and is nearing completion.

ELEVENTH RECOMMENDATION - Ucluelet, B.C.

Tofino, B.C.

Concrete slab and drainage has been completed on parking areas, taxiways, bomb apron and rifle range aprons. Flood waters following rain in two days caused a break in the wood pipeline at the mouth of the Indian River. Two lengths of pipe will be replaced when the flood waters recede and additional rock cribbing will be built for protection. A W/T Station, type S.13-28, (fully dispersed) is being constructed to house the facilities of the R.C.A.F. and Department of Transport. A beacon is being installed in the W/T building.

Port Hardy, B.C.

The radio range is in operation. A W/T site has been selected and a standard type building is being constructed to house the facilities of the R.C.A.F. and Department of Transport.

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C218932

SEVENTEENTH RECOMMENDATION - Goose Bay, Labrador

All building construction is approaching completion. The water supply, sewer system, power and electrical systems are practically completed.

TWENTY-SIXTH RECOMMENDATION - North Atlantic Ferry Route.

The Pas

The field development is almost completed. The runways are being maintained for winter use. Recent reports indicate that all building construction is substantially completed with the exception of a few minor items.

THIRTY-SECOND RECOMMENDATION - The Care and Maintenance of Certain Aerodromes jointly used by Canada and the United States

On December 15th, a meeting was convened in Ottawa to further discuss the problems of care and maintenance of aerodromes in Canada, as agreed to at a joint meeting between members of the U.S.A.A.F., R.C.A.F. and Department of Transport held in Ottawa on August 19th, 1943.

Agreement was reached as to the standards of winter maintenance and supply of maintenance equipment and personnel. A report was also submitted on the fuel situation and plans made for the continued supply of fuel for the Route, the U.S. Forces undertaking to meet all their own requirements as from July 1st, 1944.

The work of the Sub-Committee on Airways Traffic Control in operational areas in Canada was also reviewed. R.C.A.F. Publication No. 365 - Regulations for the Control of Aircraft Movements in Canada - was discussed and the R.C.A.F. delegates explained that the movement of aircraft, in areas under R.C.A.F. control, would be carried out in accordance with regulations laid down in this publication.

A report was also submitted by the R.C.A.F. on the communications being installed to make this control effective. These are as follows:

(a) West Coast

(i) Victoria Area

Flying Control and Airway Route Traffic Centre is under process of development at Vancouver. Communications have been proceeded with and Schedule "F" Interphone Circuit, connecting Patricia Bay, Sea Island, Seattle and Lethbridge, has been installed.

(ii) Edmonton Area, including Northwest Staging Route.

A modified form of approach control has been established at Whitehorse, Watson Lake, Fort Nelson, Fort St. John and Grande Prairie, to provide aircraft with altitude and time separation when landing at or passing over these points on instruments. All available airway traffic information is relayed to aircraft so that pilots are provided with every possible assurance of separation en route. A Flying Control and Airway Route Traffic Centre has been established at Edmonton and a Schedule "F" Interphone Circuit connecting Edmonton, Penhold, Calgary, Lethbridge and Vancouver has been installed. This Airway Traffic Centre provides airway control from 25 miles north of Edmonton to 25 miles south of Lethbridge on Amber Airway No. 2 and from 25 miles east of Cowley to 25 miles west of Medicine Hat on Green Airway No. 1.

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(b) East Coast

(i) Halifax Area

Flying Control Airway Traffic Centre is being established at Halifax and a Schedule "F" Interphone Circuit is in the final stages of installation. Equipment has been obtained and personnel are being trained so that airway traffic control should be in effect in this area in the near future.

(ii) St. John's, Newfoundland, Area

A modified form of approach control has been put into effect at Gander airport to provide clearance and disseminate airway traffic information as far as present communications will permit. A Flying Control Airway Traffic Centre is being established at St. John's, Nfld., and will be in operation approximately the same time as the Halifax Centre.

Simultaneous Radio Ranges

In order to assist in the handling of aircraft moving over the Staging Routes, steps have been taken to have the radio ranges, on the main staging routes, converted to simultaneous sending and receiving. The conversions at Gander, Comox, Port Hardy and Masset have already been completed and the conversions on the Northwest Staging Route and at Prince George, Dog Creek and Vancouver will be completed in from two to three months.

Additional Radio Aids and Communication Facilities

The following additional radio aids and communications are planned or are under construction:

Goose Bay - An extension to one of the S.13-28 W/T buildings is being made. A site is being selected for a new receiver building.

H/F D/F Stations - Western Air Command

Sandspit - Recently completed.

Dog Creek - To be constructed.

Prince George - To be constructed.

When the above stations are completed, H/F D/F Stations in Western Air Command will be as follows: Patricia Bay, Sea Island, Prince George, Dog Creek, Ucluelet and Sandspit.

H/F D/F Stations - Eastern Air Command

Sites are being selected at Chatham and Torbay. Saguenay is nearing completion.

When all installations are completed and calibrated, the following H/F D/F Stations will be available: Dartmouth, Yarmouth, Chatham, Sydney, Saguenay, Goose Bay and Torbay.

M/F D/F Stations - Western Air Command

Sites are being selected for M/F D/F Stations at the following points: Boundary Bay, Cape Scott, Comox, Langara Island, Sandspit, Spider Island, Tofino and Tugwell Island.

Patricia Bay - Completed.

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M/F D/F Stations- Eastern Air Command

Siting of the M/F D/F Stations on the East coast has been carried out with the exception of Seven Islands, Miquelon and Gander.

When all M/F D/F Stations are constructed, the following will be available: Bathurst, Dartmouth, Debert, Gander, Miquelon, Pennfield Ridge, Seven Islands, Stephenville, Sydney, Tignish and Yarmouth.

Beacons

Sandspit - Site has been selected.

Spider Island - Installation going forward

Cape St. James - Site not yet selected.

Tofino - To be installed in the new W/T Station which is now under construction.

Cape Scott - Site not yet selected.

Investigation of the Moresley Island area is being carried out with a view to selecting a suitable site for a radio range.

MISCELLANEOUS

Permission has been granted for the U.S. Forces to construct small firing ranges near the aerodromes at The Pas, Man., Churchill, Na., and Coral Harbour, Southampton Island, N.W.T.

Permission has been given to the U.S.A.A.F. to install and operate an MLR radio range at Mecatina, P.Q. This range is approximately midway between Mingan, P.Q., and Goose Bay, Labrador.

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H.Q.S. 5199-W-1, F.D. 55 (Oprs)

SECRET

PERMANENT JOINT BOARD ON DEFENCE C219935

CANADIAN ARMY PROGRESS REPORT

10 January, 1944

First Rcmdn. - Exchange of Information

1. The exchange of information included details of the U. S. War Department plans to abolish Central Defence Command and include its territory in Eastern Defence Command - with the Sault Ste. Marie military area to be administered by the Sixth Service Command - effective 15 January.

Third Rcmdn. - Defence of Canada

2. The Light A. A. Bty (8-40 mm. guns) at Annette Island, Alaska, has been withdrawn following transfer of the R.C.A.F. Fighter Squadron to Terrace, B.C.

Twenty-fifth Rcmdn. - Defence of Sault Ste. Marie

3 (a) Withdrawal of the Cdn. A. A. Bty (3.7" guns) from the Sault Ste. Marie area (forecast in para. 4b of Progress Report, November 1943) has been completed.

(b) Advice has been received that the present U.S. garrison in the Sault Ste. Marie area of one bn. infantry and one composite bn. A.A. Arty. is to be withdrawn and replaced by one bn. U. S. Military Police (Zl) who, under direction of the Sixth Service Command, will be responsible for anti-sabotage protection of the locks and dock installations on the U. S. side.

GENERAL

4 (a) Cold Weather Tests

Upon request of the U. S. Military Attache, authority was obtained for the practice firing of 40 mm. and 90 mm. armament in connection with the cold weather trials being conducted by the U. S. Ordnance Dept. at Churchill, Manitoba. It is understood that these trials are mainly concerned with Artillery fire control equipment.

(b) An invitation has been extended to representatives of the Surgeon-General's Office and of the Q.M. Corps - U. S. Army - to attend the cold weather trials being carried out this winter by the Canadian Army at Prince Albert, Sask. These trials include tests of the effect of "dry-cold" on rations, clothing, personal and medical equipment and certain signal equipment.

(c) The effect of "wet-cold" on clothing and medical equipment is being tested by Canadian Army near St. John's, Newfoundland - U.S. observers have been invited.

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(d) In addition to the foregoing, cold weather tests are being conducted by the Canadian Army at Arvida and Valcartier, Que., on the behavior of special lubricants and greases for various types of armament and on the cold weather behavior of small arms.

5. U. S. Provost Detachment

(a) The possibility of providing army accommodation for a detachment of U. S. Military Police which it is desired to station in Montreal was investigated. It has now been decided that the U. S. requirements can be better met through the R.C.M.P. who have matter in hand.

(b) Other U. S. Provost Detachments in Canada include two Sergeants, six Privates at Vancouver, and three Naval and two Military O.R. under command of Naval Lieutenant at Sydney. These two detachments are on subsistence. These are additional to any U. S. Provost personnel provided as part of the sub-port staffs at Prince Rupert and Halifax.

6. U. S. Service Jurisdiction

By Order in Council dated 20 Dec. 1943 (PC 9694) jurisdiction was given to U. S. Service Commands to try all members of their forces in Canada in respect of every offence committed by them in Canada. The Order provides that U.S. authorities will be advised of any U. S. Service member detained and he will be turned over to U. S. authorities upon written request being made. After such request is made no criminal proceedings shall be prosecuted in Canada against such U. S. Service member. The preamble to the PC contemplates reciprocal jurisdiction respecting Canadian Service members in the U.S.

7. Disinfestation Arrangements - Halifax

Further to para. 9b of Cdn. Army Progress Report dated 25 June 1943, the U. S. Army Decontamination Unit at Halifax was relieved by a Cdn. detachment in Sept. 1943. The U. S. personnel and equipment returned to the United States on 24 Sept. and 12 Dec. respectively. The Cdn. equipment for joint use at Halifax comprises 3 disinfestors with capacity of approx. 2000 P.W. daily.

For New York meeting 13 Jan. 1944.

(Oprs. 181-J)

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CABINET WAR COMMITTEE

MEMORANDUM

C219917

SECRET

FOR THE PRIME MINISTER:

Attached is copy No.1 of the Journal of the Permanent Joint Board on Defence, covering the meetings held in New York on January 13th and 14th, 1944.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This Journal will be submitted at the next meeting of the Cabinet War Committee.

A.D.P.H.

January 18th, 1944.

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SECRET

PJBD

NAR/ET
10 April, 1944

MEMORANDUM FOR THE PRIME MINISTER:

C219937

In collaboration with the Defence Departments we have been preparing a review of the principal aspects of Canada's external relations. One question which we suggested the army should think about was our post-war defence relationship with the United States and its connection with any general security scheme. The following extract from a letter of General Pope's, commenting on the position, is interesting and I think a correct appreciation:

"The subject of Canada's Post War Defence Relationship with the United States is an interesting one, but I wonder if it is as big as at first glance it might appear? The problem as I see it is pretty well as follows.

In August, 1940, the Prime Minister and the President set up the Permanent Joint Board on Defence. As I have often remarked to you, the word 'Permanent' in the title was not lightly inserted. Indeed, I understand that it was deliberate. I presume, therefore, that it will be within our Government's policy to continue that relationship, even though I readily agree that the Board was established at a time when the United States, and, I fear, many people in Canada, were unduly perturbed as to the security of this Continent. That feeling, of course, has already passed. As you know, I hold that the scales of attack, to which it could reasonably be held we were exposed, were, are and will be almost insignificant.

However this may be, I believe that on the conclusion of this war it will be held desirable, certainly by the United States Government, and very probably by ours, that the present intimate defence relationship be continued. At the moment we have Defence Plan ABC-22. This Plan was drawn up before the United States came into the war as a belligerent. It was put into effect on the 8th of December, 1941, and will lapse on the cessation of hostilities. As we approach that time I feel sure that the United States will ask us to revise it so as to have it ready to be put into effect when the next war comes. As I have indicated, I do not think it will be possible for Canada not to accede to this request, nor do I think it will lie within Government policy to refuse to do so.

The revised Plan, apart from a preamble which I shall deal with in a moment, will require a statement of the objects (or tasks) to be achieved and a statement of the forces that will be made available to achieve those objects. The preamble will be somewhat tricky, but it is one, thank goodness, that will have to be drafted principally in External Affairs, as it will be a statement of Government policy. However, we need think only of a recrudescence of strength of Germany and Japan. This seems rather far-fetched at the present, and I hope will remain so for a long time to come. Public opinion, however, has a

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short memory, and we may again find ourselves thinking in terms of peace while our present enemies will be actuated by entirely different thoughts and motives. They may again attack us or oblige us in self-defence to make war on them, in which circumstances the situation of 1939 and 1940 will again arise. We must, therefore, have a plan ready and this should not be difficult to draw up.

There is one exception to this, and that is the possibility that sometime in the future the United States, from their idealistic dislike of Russia, may find their relations with that country somewhat strained. In such circumstances any unfortunate event might provide a spark that would lead these two countries into war. The British Empire, on the other hand, I should think, would be unlikely to be so moved and would be desirous of sitting back. In such circumstances our position would be a difficult one. To the American the defence of the United States is continental defence, which includes us, and nothing that I can think of will ever drive that idea out of their heads. Should then, the United States go to war with Russia they would look to us to make common cause with them, and, as I judge their public opinion, they would brook no delay.

So, therefore, my view is that the defence relationship between the United States and Canada in the Post-War Period should just be that intimate technical relationship that we enjoy at present. We should renew ABC-22, and take good care that in our defence establishments we should provide adequate forces, not so much as to defend ourselves against possible raids from the enemy (though this would be necessary), but more to ensure that there was no apprehension as to our security in the American public mind. As I used to hold ten years ago when I was in operations, what we have to fear is more a lack of confidence in United States as to our security, rather than enemy action. I can put this in another way. If we do enough to assure the United States we shall have done a good deal more than a cold assessment of the risk would indicate to be necessary".

Noted

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CABINET WAR COMMITTEE

MEMORANDUM

C219939

Secret

FOR THE PRIME MINISTER:

Attached is copy No.1 of the Journal of the Permanent Joint Board on Defence, covering the meeting held in Montreal on April 12th and 13th, 1944.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This Journal will be submitted at an early meeting of the Cabinet War Committee.

A.D.P.H.

A.D.P.H.

April 15th, 1944.

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C219940

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, MONTREAL, APRIL 12 and 13, 1944.

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1. The Permanent Joint Board on Defence met in Montreal at 2 p.m., Wednesday, April 12, 1944. The following were in attendance :

Canadian Section	United States Section
Mr. H. L. Keenleyside	Mayor F. H. LaGuardia
Rear Admiral G. C. Jones	Vice Admiral A. W. Johnson
Major General M. A. Pope	Major General G. V. Henry
Air Vice Marshal W.A. Curtis	Colonel E. W. Hockenberry
Group Captain W. F. Hanna	Captain R. W. Ruble
Colonel J. H. Jenkins	
Mr. R. M. Macdonnell	Mr. J. D. Hickerson

2. Mr. Keenleyside, Acting Chairman of the Canadian Section, notified the Board that the Canadian Government had not yet been able to name a Chairman to succeed Colonel Biggar but hoped to be able to do so in the near future. Recent reports were that Colonel Biggar's health was greatly improved.

3. General Henry drew attention to the agreement between the two Governments whereby the Canadian Government is undertaking to reimburse the United States Government for expenditures by the latter in connection with certain defence projects in Canada. In noting this decision of the two Governments, the Board observed that it

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relates only to the financial aspect of the facilities in question and has no bearing on existing arrangements for the maintenance, operation and defence of the facilities for the duration of the war. It is the Board's understanding that the existing arrangements will remain in effect for the duration of the emergency, as previously agreed upon, unless modified by mutual agreement between the two Governments.

4. Air Vice Marshal Curtis drew attention to certain difficulties which had arisen in connection with notification by the United States authorities of intended abandonment of projects in Canada. He mentioned particularly the decision of the United States to abandon airfields at Providence and Fort Resolution which had been communicated to the Canadian Government through the Special Commissioner for Defence Projects rather than through the Board. General Henry agreed that in this instance there had been some variation from the procedure recommended by the Board. After discussion the Board agreed that there should be no change in existing procedure and that requests initiated by the United States Forces for authority to acquire, construct, modify or abandon defence facilities in Canada should, in general, be dealt with through Permanent Joint Board channels and exception to this procedure should be made only for those requests relating to minor facilities which could be dealt with by local representatives in the field. It was further agreed that in connection with the abandonment of projects by United States Forces adequate notification should be given to the Canadian authorities, together with information as to what maintenance equipment would be left by the United States Forces upon abandonment.

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The Board noted that the same channels of communication should be employed in cases where the United States Forces, having decided that they do not wish to remove movable facilities from Canada, desire to offer them for sale to the Canadian Government.

5. General Henry reviewed the decision of the Canadian Government to assume responsibility for all meteorological services in Canada of a permanent nature, while enabling the United States Government to install and operate supplementary meteorological services. He stated that the United States understood the assumption of this responsibility by Canada would be gradual and by agreement with the United States Army Air Forces, and that organization is prepared to meet with the Canadian representatives at any time to assist in arriving at a satisfactory solution of this problem. He submitted a map showing the locations of all meteorological stations in Canada operated by United States Forces. The Board expressed their interest in this map and it was agreed that it would be helpful if the locations of meteorological stations operated by the Canadian authorities could be added so as to provide a complete picture of weather services. The Canadian Section undertook to put this in hand and prepare copies of the revised map.

6. Air Vice Marshal Curtis raised the question of the application of the Twenty-First Recommendation regarding the provision of services to buildings occupied by United States Forces. The Twenty-First Recommendation explicitly applied to cases in which the United States Forces occupied buildings owned by Canada. It was not clear whether it also applied in cases where the buildings were the property of the United

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States Forces. After discussion the Board recorded its view that the Twenty-First Recommendation applied to all cases where services were provided by the Canadian authorities to buildings used by the United States Forces, whether these were the property of the Canadian Government or not.

7. The Acting Secretary of the Canadian Section referred to the report contained in the Journal of August 24 and 25, 1943, dealing with progress being made in the wildcatting programme in Canadian oil fields and summarized a further extensive report from the Department of Mines and Resources. This indicated that the assistance and encouragement mentioned in the earlier report is being continued by federal and provincial authorities. A considerable number of wells have been drilled and in some cases these have proved to be unproductive and have been abandoned. In other cases drilling is continuing with promising results and a number of wells have been brought into production, chiefly in Alberta.

8. The Board noted the decision of the Canadian Government to take over the responsibility for the rehabilitation programme on the Northwest Staging Route. The Board viewed with gratification the decision of that Government to proceed with this construction with the utmost despatch. It is the opinion of the Board that this route is of increasing military importance and it therefore urges that this important work be completed during the present construction season.

9. There was a further informal discussion of the post-war disposition of defence facilities.

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10. Progress Reports were distributed by the Service members and discussed by the Board.

11. After agreeing to hold its next meeting in New York on June 28th and 29th, the Board adjourned at 12.30 p.m., Thursday, April 13th.

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S E C R E T

COPY NO. 16

PERMANENT JOINT BOARD ON DEFENCE
CANADA - UNITED STATES
R.C.A.F. PROGRESS REPORT

30th MARCH, 1944.

Second Recommendation - Newfoundland.

GANDER.

The buildings and additions generally, also Hangar No. 13 at this Station are nearing completion. The ditching for the new 8 inch waterline is one half completed and pipe laying is in progress.

TORBAY.

The latest reports on the field development at this Station are as follows: clearing 80%, grubbing 60%, fine grading 95%, general grading 97%, drainage 93%, stone 87%.

Field Lighting:

The approach lighting has been completed. Street paving will be carried out as soon as weather conditions permit.

Tenth Recommendation - Development of the Northwest Staging Route.

MAIN STAGING UNITS - N.W.S.R.

Field Development.

The programme of winter maintenance undertaken by the R.C.A.F. at the Main Staging Units on the Northwest Staging Route is progressing in a satisfactory manner. The weather, for the greater part of the winter, has been exceptionally mild and promises to continue thus. Runways, taxi strips and aprons at Grande Prairie, Fort St. John, Fort Nelson, Watson Lake and Whitehorse are reported in good condition. A highlight of field development was indicated in a report from Whitehorse which stated that grading operations were proceeding on a 24 hour basis during the month of February.

Building Programme.

The construction under Plans "A", "B" and "C" required for the U.S.A.A.F. is well in hand. U.S. hangars under construction at Grande Prairie, Fort St. John, Fort Nelson and Watson Lake are reported practically completed except for a few minor details. The hangars and buildings constructed under Plan "A" at Whitehorse are completed, except for a few small items.

The R.C.A.F. hangar at Edmonton constructed to accommodate aircraft operating between Edmonton and Whitehorse is practically completed and is occupied.

The accommodation for the R.C.A.F. Freight Transit Unit at Dawson Creek is now complete. This unit is to provide ground transport to assist in the supply of the Main and Intermediate Units of the Northwest Staging Route.

INTERMEDIATE STAGING UNITS.

Field Development

The landing strips developed during the past summer at Snag, Aishihik, Smith River, Beatton River and Teslin are all reported as serviceable. Field development has been suspended for the winter months and normal winter maintenance is the order of the day.

Building Programme.

The building programme at the five Intermediate Staging Units is practically completed.

Eleventh Recommendation - Ucluelet, B.C.

TOFINO, B.C.

Four hundred and nineteen acres have been cleared to date. Three hundred and twenty-six acres of roots, stumps and debris have been cleared off the field

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area. Field grading and levelling is completed except for the parking areas. The W/T building is under construction. The power and light conduits are completely laid under the taxiway and parking area.

PORT HARDY, B.C.

The radio range is in normal operation. The building programme is progressing in a satisfactory manner. Rapid progress is being made on the Control Tower.

Seventeenth Recommendation - Goose Bay, Labrador.

All building construction is approaching completion. Latest reports on the water, sewer, power and electrical services indicate an early completion date.

Twenty-sixth Recommendation - North Atlantic Ferry Route.

THE PAS, MANITOBA.

The diesel engine power plant and generators are installed in the power house in the hospital area. The carpentry work for the power house in the Post Area has been completed. It is reported that the electrical installation was far enough advanced to permit a test to be made on 24th February.

The field development is almost completed. The runways are being maintained for winter use.

Thirty-second Recommendation - The Care and Maintenance of certain Aerodromes jointly used by Canada and the United States.

The standard of winter maintenance is being carried out in accordance with the 32nd Recommendation of the Permanent Joint Board on Defence.

The movement of aircraft in areas under R.C.A.F. control is to be carried out in accordance with the regulations laid down in R.C.A.F. Publication No. 365 - Regulations for the Control of Aircraft Movements in Canada.

To make this control effective the R.C.A.F. are installing the following communications:

1. WEST COAST

(a) Vancouver Area.

The airway Route Traffic Centre is under development at Vancouver; trained personnel are available, and equipment is being provided. An Interphone Circuit for Schedule "F" Traffic has been extended to include Comox and is being further extended to Port Hardy and Coal Harbour. Tofino is also covered by a separate circuit.

(b) Edmonton Area.

The Flying Control Airway Traffic Centre at Edmonton is exercising airway traffic control over Amber Airway No. 2 from 25 miles south of Lethbridge to 25 miles north of Edmonton and on Green Airway No. 1 from 25 miles west of Medicine Hat to 25 miles east of Cowley. Arrangements are proceeding for the extension of Schedule "F" northward along the N.W.S.R. Approach control has been instituted at the Main Staging Units on the N.W.S.R. but airway traffic control will not be exercised until Schedule "F" is completed. Further arrangements have been completed for the assumption of Airport Traffic Control at Edmonton, Sea Island, Lethbridge and Calgary.

(c) Prince George Area.

Prince George has been designated as a Route Control Centre to exercise Route Traffic Control along the Interior Staging Route. Interphone communications for the handling of Schedule "F" traf-

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1. WEST COAST

(c) Prince George Area (Cont'd).
fic are nearing completion and will connect all radio ranges in this area to the Control Centre at Prince George. These radio ranges include Vanderhoof, Dog Creek, Quesnel, Smithers, Terrace, and Massett.

2. EAST COAST

(a) Halifax Area.
The Flying Control Airway Traffic Centre is almost ready to commence operation. The Department of Transport is completing the Schedule "F" circuits as follows:- Blissville, Moncton and Halifax with a switching arrangement at Millinockett to tie in with the airway traffic control centre at Dorval. Moncton, Chatham, Charlottetown, and Halifax comprise another circuit, and Sydney, Queensport, and Dartmouth a third. At present a teletype link exists between Halifax and St. Johns, Nfld. This is to be supplemented by a voice circuit. Halifax Centre is connected by voice circuit to Presque Isle and A.T.C. Boston.

(b) St. Johns, Nfld.
The Flying Control Airway Traffic Centre is progressing favourably and will be ready for operation shortly after the Halifax Centre. Trained personnel are available at St. Johns, Nfld. Schedule "F" circuit facilities are available in Nfld. connecting St. Johns to Torbay, Gander, Botwood, and Stephenville. A drop to Buchans Radio Range is under consideration. At present Buchans Radio Range has a voice radio link between Buchans and Gander.

(c) Gander.
Approach Control is organized and operating at Gander.

(d) Goose Bay
Approach Control is at present being organized at Goose and will be operating within a short time. Arrangements for Airway Traffic communication channels by high-power low-frequency are proceeding to tie Goose Bay in with St. Johns, and Halifax Flying Control Airway Traffic Centres. On completion of these channels, Goose Bay will then be organized as a Route Control Centre.

GENERAL

In order to familiarize R.C.A.F. Control Officers with any special features of U.S. procedure that might assist in the handling of U.S. aircraft operating over Canadian air routes, a group of Canadian personnel were seconded to the C.A.A. School, Boeing Field, Seattle, Washington, for briefing in U.S. procedure.

Additional Radio Aids and Communication Facilities.

The following additional radio aids and communications are planned or are under construction:

GANDER - A second W/T building, type S13-28, is under construction and should be completed in approximately one month. A site has been selected for the M/F D/F Station to be constructed.

GRANDE PRAIRIE - R.C.A.F. transmitters are to be installed in the Department of Transport W/T Station. A suitable site for receivers for Department of Transport and R.C.A.F is being sought.

FORT ST. JOHN - A site has been selected for the W/T Station and also for a remote receiving Station for R.C.A.F. and Department of Transport.

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FORT NELSON - A site has been selected for the W/T Station and also for a remote receiving Station for R.C.A.F. and Department of Transport.

WATSON LAKE - " " "

WHITEHORSE - " " "

TOFINO - The new W/T Station is approximately 50% completed. This will house the transmitting facilities for the R.C.A.F. and Department of Transport. A beacon is being installed in the W/T building.

PORT HARDY - A new W/T Station is being constructed to house the transmitters of the Department of Transport and R.C.A.F.

GOOSE BAY - A site has been selected for a remote receiving Station and the extension to one of the W/T buildings has been almost completed.

H/F D/F STATIONS - WESTERN AIR COMMAND

SANDSPIT - H/F D/F Station completed.

DOG CREEK - Being constructed - should be completed in two to three months.

PRINCE GEORGE - Almost completed.

When the above Stations are completed, the H/F D/F Stations in Western Air Command will be as follows:

Patricia Bay, Sea Island, Prince George, Dog Creek, Ucluelet and Sandspit.

H/F D/F STATIONS - EASTERN AIR COMMAND

YARMOUTH - Site has been selected and construction should be completed in from three to five months.

SAGUENAY - Almost completed.

TORBAY - Site selected and in the process of being approved.

GOOSE BAY - Completed.

SUMMERSIDE - 50% completed.

When all installations are completed and calibrated, the following H/F D/F Stations will be available:- Dartmouth, Yarmouth, Chatham, Sydney, Saguenay, Goose Bay, Torbay and Seven Islands.

M/F D/F STATIONS - WESTERN AIR COMMAND

The only Stations to be constructed will be those required for training at Comox and Boundary Bay. The station at Patricia Bay is already constructed.

M/F D/F STATIONS - EASTERN AIR COMMAND

The proposed M/F D/F Fixing Service on the East Coast was originally to consist of Stations at the following points. Bathurst, Dartmouth, Debert, Gander, Miquelon, Pennfield Ridge, Seven Islands, Stephenville, Sydney, Tignish and Yarmouth. This matter is now under review and it is quite likely that a number of the foregoing Stations will be abandoned.

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M/F D/F BEACONS

The M/F D/F Beacon at Spider Island is now in operation. A beacon is being installed in the W/T Station, at Tofino. It is proposed that beacons be installed at Sandspit and Langara Island, but it is probable that the beacons scheduled for Cape Scott and Cape St. James will be abandoned.

MISCELLANEOUS:

The Canadian Government has approved the decision of the United States War Department to abandon the Canol flight strips at Providence and Resolution. The Department of Transport (Canada) has been authorized to assume their control and maintenance.

A Meteorological Conference of representatives of Canada and the United States was held at Edmonton, February 7th - 10, to discuss the question of Meteorological services in Northwest United States, Western Canada, Alaska, the North Pacific Ocean and communication facilities in connection therewith.

The Northwest Staging Route which was placed under the Control of Western Air Command effective 1st January, 1944 has now been designated as No. 2 Wing with Headquarters at Edmonton.

Canadian approval has been given to the United States authorities for the installation of a MRL radio range at Fort Smith, N.W.T. This range is required to provide navigational aid to aircraft flying between Edmonton and Fort Simpson. This approval was given on the understanding that portable equipment will be used and will be removed when no longer required by the United States Army Air Forces.

The Canadian Government has approved the United States proposal to erect an emergency mooring mast for U.S. Airships at R.C.A.F. Station, Yarmouth, N.S. Accommodation will be provided at Yarmouth for two or three United States Navy personnel who will operate the equipment.

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COLOURED PAPER
PAPIER DE COULEUR

H.Q.S. 5199-W-1, F.D. 57 (Oprs)

SECRET

PERMANENT JOINT BOARD ON DEFENCE

Canadian Army Progress Report

10 April, 1944.

First Rcmdn. - Exchange of Information

1. Information received included advice regarding the transfer of Headquarters, U.S. Forces in Eastern Canada from Presque Isle Airfield, Maine, to Manchester, New Hampshire.

Third Rcmdn. - Defence of Canada

2(a) The programme of modernisation of the permanent coast artillery defences of Esquimalt, B.C. has now sufficiently advanced to permit the 8" battery of railway type guns on "Panama mounts" (concrete) at Christopher Pt. being taken out of action.

(b) This 8" battery was loaned to Canada in Jan. 1942 by the U.S. War Dept. as an interim measure to protect an area of the Strait of Juan de Fuca not covered by artillery then available. However, modern Cdn. equipments (9.2" and 6") recently installed now cover this area making it possible to release the 8" bty. at Christopher.

(c) The loan of these 8" guns by the U.S. War Dept. and their value in bridging the period of modernisation of the Esquimalt defences are gratefully appreciated. This battery will be placed in "care and maintenance" with Cdn. Army caretakers. Advice has been received that this procedure is agreeable to the U.S. War Dept. for the duration of the war or until further notice.

Nineteenth Rcmdn. - Northwest Staging Route

3. A meeting was held on 20 March in Edmonton, under chairmanship of the Special Commissioner for Defence Projects in Northwest Canada for the purpose of discussing means of ensuring coordination and cooperation of the Services operating along the Northwest Staging and the MacKenzie routes. Representatives attending included the U.S. Northwest Service and the Air Transport Commands; Dept. of Transport; Army (Signals) and R.C.A.F. As a result a number of committees have been set up, which included Construction and Engineering, Communications, Security of Communications, Weather, Transportation, Supply and Flying Control.

/2.....

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COLOURED PAPER
PAPIER DE COULEUR

Twenty-Fifth Rcmdn. - Defence of Sault Ste Marie

and

Twenty-Eighth Rcmdn. - Disposal of U.S. Accommodation

4(a) Following withdrawal of certain U.S. operational troops from Sault Ste Marie, Ontario, a number of buildings constructed for and occupied by them became vacant. To enable the leased sites being restored to their original ~~positions~~ conditions, the U.S. War Dept. requested permission to dismantle these buildings (immovables). This permission was obtained and the U.S. Mil. Attache in Ottawa advised accordingly.

(b) Advice was received through the Senior U.S. Army member that the U.S. War Dept. is desirous of relinquishing to Canada now (instead of at the end of the war) the accommodation (immovable) constructed for the U.S. radar detachments at Cochrane, Hearst, Nakina, Armstrong and Kapuskasing. There is no further need for this accommodation as a defence measure. Canadian disposal of this accommodation is under consideration.

Twenty-Sixth Rcmdn. - North Atlantic Air Ferry Routes

5. The Canadian Chiefs of Staff concurred in the views of the U.S. War Dept. - as conveyed through the Senior U.S. Army member - that the present U.S. Army garrisons at Chimo and Frobisher each numbering 163 All Ranks could be safely reduced to approx. 40 men each. The U.S. garrison at Southampton Island remains at approx. 60 All Ranks.

Twenty-Seventh Rcmdn. - Customs Regulations

6. Following difficulties that the Army was experiencing in sending through the United States Customs packages of secret war material en route to experimental institutions in U.S., a general procedure has been evolved (through External Affairs and State Department channels) which (when approved) will enable such packages to be covered by a blanket free entry authorization, providing arrangements are made for such shipments to be peculiarly marked, numbered or consigned so that they can be clearly identified as being within the blanket authorization. Details of the marking procedure are being worked out.

General

7. Advice has been received of the appointment of Colonel J.C. Hodgson, U.S. Army, to command U.S. Army personnel stationed in Ontario, Manitoba, Saskatchewan and the Hudson's Bay Area. His headquarters are at Winnipeg.

For Montreal Meeting 11 April, 1944.

(Oprs. 184)

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SECRET COPY NO. 9

PERMANENT JOINT BOARD ON DEFENCE
(Canada - United States)

ROYAL CANADIAN NAVY
PROGRESS REPORT FOR APRIL, 1944.

During the period under review enemy submarine activity had been confined to the torpedoing of a British cargo ship in a position ten miles east of Cape Spear (47° 31' North; 52° 23' West) on February 9th. Convoy O.N. 225 was ineffectually attacked on March 1st when proceeding between Flemish Cap and Virgin Rocks, S.S. "WATUKA" in Convoy S.H. 125 was torpedoed and sunk off Halifax in position 44° 32' North; 62° 54' West on the 22nd of March.

2. A change in operational policy has taken place and for the present the fast and slow trans-Atlantic convoys will be combined. This will result in the following:-

(a) New York becomes the assembly port of United Kingdom Trade Convoys for the Eastern American Seaboard.

(b) All ships loading in Canadian Ports will now have to be joined to the ocean convoys through feeder convoys, mainly from Sydney, N.S.

(c) The trade convoys will be large in ship numbers, an acceptable state of affairs, and less in numbers of convoys.

(d) Escort groups required will be less so giving more ships for support forces and releasing escorts for other important operations now pending.

(e) The close escort of North Atlantic Trade Convoys as a result of the above will be done entirely by the Royal Canadian Navy.

(f) As a further result, the Royal Canadian Navy will now provide 4 support groups instead of 2 in the North Atlantic area.

3. The following changes and developments in defence plans have been made:-

(A) EAST COAST

(1) A plan for the defence of the St. Lawrence River and Gulf has been prepared along the general lines of last year's plan. A dimout is again being instituted to prevent the silhouetting of merchant ships in the area.

(2) A proposal to develop Shelburne, N.S., as a refitting and repair base is under consideration. The purpose of this proposal is to enable seven additional ships to be taken in hand for running repairs, thus relieving the pressure on Halifax repair facilities.

(3) The further development of Botwood as a naval base has been abandoned.

(4) The policy has been adopted of bringing H.M.C. Tribal Destroyers serving with the Home Fleet back to Canada for refit. The first Tribal, H.M.C.S. "IROQUOIS", has now returned.

(5) The movement of new construction from the Great Lakes and St. Lawrence River is awaiting the opening of navigation.

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(6) The Naval Member of the Board recently visited Newfoundland to inspect Naval installations and to discuss defence plans for the area.

(B) WEST COAST

(1) A programme for the expansion of storage and other facilities at Vancouver is under consideration.

(2) The joint United States - Canadian defence organization for the defence of the Strait of Juan de Fuca, less control vessels, was placed in operation on 28th January. Control vessels are undergoing alterations and additions to fit them for their required duties.

(3) The West Coast Fishermen's Reserve has been disbanded. Its members are being given the option of joining the Naval Reserves or of returning to their previous employment. Those boats which are not being purchased by the Royal Canadian Navy are being returned to their owners and will again be used for fishing.

4. The forecast for Canadian and Newfoundland Trade for the 1944 season has been compiled and is shown as Appendix "A" to this Report.

5. The report on ice conditions on the East Coast is shown as Appendix "B" to this report.

6. Nets will be laid in accordance with the following schedule:-

Sydney, N.S. - Double Line A/S Net to start laying approximately 15th May with ten working days to complete and put in operation. Double Line A/T Net to start laying on completion of A/S Laying and to complete in ten working days.

Louisburg, N.S. - Double Line A/T Net with Gate to be laid when ice conditions permit. Before Sydney, if possible, otherwise after Sydney.

Gaspe, P.Q. - Double Line A/S Net to be laid when last ice clears. Based on previous years, 15th May to 30th May, with ten working days to complete.

Wabana, Nfld. - Double Line A/T Baffle, approximately 3,800 feet long with Single Gate at each end, also a Three Buoy Mooring Trot. Commence laying 15th April, complete in approximately fourteen working days.

Islands of St. Pierre and Miquelon

In February of this year, the Admiralty stated that it was no longer appropriate for charges incurred by the Royal Canadian Navy against the Fighting French Naval Forces at St. Pierre and Miquelon to be debited to the Admiralty. They pointed out that these islands are not in the United Kingdom strategic zone and they could not advise on the scale or necessity of defences or equipment pertaining thereto. They suggested that such matters might be dealt with by the French Naval Mission in Washington.

In consequence of the above and as the result of consideration of the requirements of the Naval Forces, St. Pierre and Miquelon by the Department of National Defence (Naval Services) of Canada, an arrangement is now in process of being effected whereby the Department, on authority of federal order in council, will act as agent for the French Naval Forces in the islands in order to provide such stores, equipment and services as may be necessary on repayment, the outstanding balance not to exceed $50,000.

D I S T R I B U T I O N

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" 30 - 42 - Canadian Section.

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Removal of Ripple Rock, Seymour Narrows, B.C.

In May, 1943, contract was let by Canadian Department of Public Works for removal of this obstruction. Difficulties in carrying out the project by the means proposed were, however, encountered, and consultation by the Department with General Robins, U.S. Army Engineers, and other U.S. authorities, failed to elicit a more feasible method.

It was finally agreed by these authorities that removal of the rock was not as imperative as had been supposed and, in the light of the various considerations involved, the Canadian Government felt that no useful purpose would be served at the present time in proceeding with the project.

The Under-Secretary of State for External Affairs so informed Mr. Lewis Clark, First Secretary of the United States Embassy by letter dated March 10th, 1944, and expressed the hope that it would be possible for the United States Government to concur in that view.

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APPENDIX "A" SECRET C219955

FORECAST OF CANADIAN & NEWFOUNDLAND TRADE, 1944
(Season - approximately May 15th to Dec.10th)

AREA I	Eastward	Westward
(Sydney-Rimouski-North Shore and Cornerbrook)	446 trips per month carrying 210,000 tons during season	446 trips per month carrying 1,850,000 tons during season.

Of the above totals - Lakers will make:-

121 trips per month carrying 60,000 tons during season	121 trips per month carrying 994,500 tons during season

- Ocean Type Vessels will make:-

25 trips per month carrying 50,000 tons during season	25 trips per month carrying 455,500 tons during season

- Small Craft will make:-

300 trips per month carrying 100,000 tons during season	300 trips per month carrying 400,000 tons during season

In addition to the above there will be an average of 40 M.W.T. Ships per month Eastward and 40 Westward trading between the St. Lawrence and U.K. (May to November), as well as New Construction averaging 4 ships (Park) per month Eastward bound only.

Goose Bay not shown above but comprises about 33 return trips between months of June and October carrying 18,000 tons Stores, General, Building Supplies and Oil. Included in the Goose Bay run the Oil will require 20 Tankers for the season, no tonnage figure available.

AREA II	Eastward	Westward
(Sydney, South & East Coasts of Nfld.)	30 trips per month carrying 615,000 tons during season	30 trips per month carrying 772,500 tons during season

X These are the known figures to date and include a program of 100,000 tons of coal Hampton Roads to St. John's, N.F., and North. This figure was given to us as being "at least" and it is quite possible that Hampton Roads will supply Coal well in excess of the 100,000 tons figure, thus the forecast of number of ships from Sydney is not possible, the originating point being so indefinite. As a guide the number of voyages for a program of 240,000 tons in 1943 was 10 trips per month each way.

AREA III	Eastward	Westward
(Sydney Westward incld. Fundy to New York)	32 trips per month carrying 645,000 tons during season	32 trips per month carrying 100,000 tons during season

See also paragraph "X" above in Area II.

We have also been advised that in all likelihood there will be additional Coal from Sydney to Halifax and St. John, N.B., commencing Mid-Summer. (No figures on trips available.

ALL AREAS -- COAL AND GENERAL CARGOES, ETC. WHEN OCEAN TYPE VESSELS ARE USED, THEY WILL BE OF 8 TO 9 KNOTS SPEED (MAXIMUM)

Trade Statistics
6/4/44.

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APPENDIX "B"

CONFIDENTIAL C219956

ICE CONDITIONS EAST COAST

GENERAL

(1) Labrador

The larger bays freeze solid between 1st October and 15th December and remain icebound until late in June.

(2) Strait of Belle Isle

Thin sheet ice makes its appearance in the Strait between the 15th December and the 25th December and at the beginning of the year, ice several miles in extent and 3 to 10 feet in thickness drifts into the Strait. The first ships enter the Strait between the 7th June and 25th July and the last pass outward between the 11th November and the 26th November.

(3) East Coast of Newfoundland

The usual time of freezing is the middle of January and the ice breaks up in the middle of April. St. John's Harbour is often frozen over in the winter but with easterly winds in spring, field ice is often driven on the coast, and at times even as late as August icebergs may drift into the Narrows and render the passage dangerous.

(4) Cabot Strait

Cabot Strait is never frozen completely over. Vessels not built to encounter ice cannot navigate it safely between January and April on account of the heavy drift ice which blocks the Strait. Ice from the Gulf is generally met with in Cabot Strait early in January and normally continues to flow through until May or the beginning of June.

(5) River St. Lawrence

The harbours and bays in the lower parts of the river begin to freeze early in December, and there is heavy ice at the mouth of the river towards the end of that month, which lasts until about the middle of April, but during all the season leads can be found when the wind drives the ice to either side of the river. As a rule navigation at Quebec is closed by ice from the 26th November to the 27th April, but generally it is unsafe after the 15th November or before the 25th April, and even after the latter date vessels are often embarrassed by drift ice.

SEASON 1943 - 1944

(6) The main body of Pack Ice is situated about 40 miles off the east coast of Newfoundland stretching up as far as 54° N., and as far south as 46° N. Some patches, icebergs and growlers have been reported from time to time around 44° and 45° N., and the surrounding area.

(7) Extensive pack ice lies off the east coast of Cape Breton Island. Louisburg Harbour and Scatari Island have been quite free of ice.

(8) East of the Magdalen Islands to Cape Ray - pack ice.

(9) The normal Steamer Route Track is navigable from Father Point to Cape Race. The St. Lawrence area to Quebec is mostly clear of ice.

(10) The Strait of Canso is clear to date.

(11) George Bay and westward to Pictou and into Northumberland Strait has had close packed ice but the areas near Miscou and Cape Tormentine are clear of ice. There is open water on the East Coast of Prince Edward Island from East Point to Cape Bear.

(12) Movement of ice fields is largely dependent on wind and it is impossible to give an accurate idea of where ice may be expected.

(13) Bergs south of Newfoundland appear less numerous than in many previous years.

(14) General indications point to an early navigation season.

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ICE REPORT — 9th APRIL 1944.

Goose Bay

Gaspé

Mont Joli

Stephenville

Botwood

Gander

U.S.A.

St. John

Debert

Dartmouth

Yarmouth

Shelburne

Argentia

Torbay

OVERALL NOW NAVIGABLE

REMAINING SCATTERED TO CROWDED DERELICTS PRACTICALLY CLEAR

ALONG N. SHORE TO ANTICOSTI I.

ICE FROZEN

EASTWARD FROM GASPÉ TO SABLE OVER USUAL STEAMER ROUTE TRACK TO BIRD ROCKS & CAPE RAY PRACTICALLY CLEAR

IN SIDE CHALEUR BAY CLEAR TO WESTWARD OF NEW CARLISLE

NORTHUMBERLAND STR. CLEAR FROM MISCOU TO PICTOU ENTRANCE

TO HILLSBOROUGH BAY

OPENINGS

LOOSE ICE

ICE

CLEAR

ROUTE THROUGH STRAIT OF CANSO VIA EAST POINT & NORTHUMBERLAND STR NOT REPTD. BUT LOOSENING UP.

CLEAR

MAIN PACK
ICEBERGS THROUGHOUT PACK

SINGLE BERG

8 ICEBERGS – 20 MI. RADIUS

MANY SCATTERED BERGS BETWEEN THESE POINTS

8 BERGS

J.R.S.

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C219958

PERMANENT JOINT BOARD ON DEFENCE
CANADA-UNITED STATES

U. S. ARMY
PROGRESS REPORT

S E C R E T

7 April 44

NOTE: Paragraphs are numbered according to Recommendation Number of the Permanent Joint Board on Defense, Canada-United States.

1. Exchange of Information:

a. Western Defense Command:

(1) JAN-CAN Agreement for control of aircraft in Western Canada and Alaska, was cancelled in accordance with War Department letter dated 14 March 1944, file AG 360.11 (11 Mar 44) OP-S-E, subject, "RCAF Regulations for control of Aircraft Movements in Canada - CAP 365."

(2) ABC - Pacific - 22: The "Joint Canadian-United States Pacific Coastal Frontier Defense Plan No. 2" (ABC - Pacific - 22) has been revised to cover the existing organization of United States and Canadian forces. The plan is now up-to-date and United States signatories include: The Commanding Generals, Alaskan Department and Fourth Air Force.

(3) Com and Post Exercise and Battle Practice: A CPX and Joint Battle Practice were recently conducted by the Harbor Defenses of Puget Sound and Esquimalt Fortress. A similar CPX is scheduled for April and another Joint Battle Practice later in the year.

(4) Visits were exchanged as follows:

(a) 10-16 January 1944 - Major General Pearkes, General Officer Commanding in Chief, Pacific Command, to Western Defence Command.

(b) 17-20 February 1944 - Major General R. H. Lewis, Commanding Northwestern Sector, Western Defense Command, and Brigadier General James H. Cunningham, Commanding Harbor Defenses of Puget Sound, to Headquarters, Pacific Command, Canadian Army.

(5) Communications:

(a) Telephone terminals from Western Defense Command, Northwest Sea Frontier, and the Fourth Fighter Command were transferred to the Pacific Communications Programme Switchboard, Vancouver, Canada on 10 March 1944, for the purpose of pooling telephone circuits on the West Coast of the United States and Canada.

(b) An emergency radio net, tested once daily, has been established between the Northwestern Sector, Western Defense Command, and the Pacific Command, Canadian Army.

b. Liaison Duty on Arctic Training:

The tour of duty at Jasper, Alberta of Major Walter Wood, U.S. A.A.F., has been extended at the request of the Canadian authorities concerned.

10. Air Staging Facilities -- Western Canada:

a. Reconstruction Program in Canada -- Northwest Staging Route:

The reconstruction program at Edmonton, Grande Prairie, Fort Nelson and Watson Lake, as set forth in correspondence between the Service members of the Board concerned, has been approved by the Canadian Government, with the proviso that the work in question will be done by that Government.

b. Plan "D" -- Northwest Staging Route (Rounding Out of Plan "C"):

This construction program, having been initially presented

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to the Canadian Government through the Service members of the Board, has been approved by Canada with the following proviso: That the United States Corps of Engineers can, in general, construct all buildings and do all construction at Fort St. John and Whitehorse. At other points, all permanent ground construction will be done by the Canadian Department of Transport. It is understood that Major General W.W. Foster, Canadian Special Commissioner to Defense Projects in Northwest Canada, will consult with the U.S. Division Engineer, Northwest Division, and will inform him of what items of construction the Canadian authorities authorize the United States to undertake directly.

c. Construction at Whitehorse, Y.T. for Naval Air Transport Service:

The United States Division Engineer, Northwest Division, was instructed on or about 16 March1944 to suspend construction of Naval Air Transport facilities at Whitehorse. The United States Navy is giving favorable consideration to the Canadian Government's request that Naval Air Transport Service move its operation, in the Spring, from the East side of Whitehorse airfield to the West side. A formal detailed decision in this matter will be presented upon completion of a study now in process relative to the United States Navy's future air transport requirements in Alaska.

d. Status of Airport Construction:

The following is a tabulation of the status of airport construction under supervision of the Northwest Division Engineer as of 31 January 1944:

Airports	% Complete 31 January 1944
Edmonton Airport	82.9
Edmonton Satellite Field	45.0
Grande Prairie Airport	91.0
Fort St. John Airport	73.0
Fort Nelson Airport	74.0
Watson Lake Airport	83.0
Whitehorse Airport	87.5
Flight Strips	
#1 - Lawson Creek	100.0
#2 - Beatton River	100.0
#3 - Trophet River	100.0
#4 - Liard River	100.0
#5 - Pine Lake	100.0
#6 - Squanga Lake	100.0
#7 - Pon Lake	100.0
#8 - Burwash	100.0

e. Additional Wire Communications Facilities for R.C.A.F.:

Work has been started on installing additional circuits, for use of R.C.A.F., on the teletype-telephone-telegraph line along the Northwest Staging Route. To date, approximately 400 miles ~~lines~~ of wire have been strung.

f. Airways Communications Facilities:

The Canadian Government has approved the installation and operation, by the United States, of High Frequency Direction Finder stations at Edmonton, Watson Lake, Fort St. John, Fort Nelson, Prince George and Whitehorse.

17. Northwest River Landing Field:

a. Joint Meeting:

A joint meeting was held at Ottawa on 14 March 1944 to

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discuss methods of handling and controlling movement of supplies and ships to Goose Bay, Labrador during the water-navigation season of 1944.

b. Change in Assignment of R.C.A.F. Units:

The War Department has concurred in the withdrawal of one R.C.A.F. Fighter Squadron from Goose Bay, if the R.C.A.F. considers such action to be expedient.

c. Motor Repair Garage:

On 29 January 1944, a United States motor repair garage at Goose Bay Airfield was destroyed by fire. At the request of United States authorities concerned, the Canadian Government has approved the reconstruction at an estimated cost of $30,000.

25. Defense of Sault Ste. Marie Against Air Attack:

a. As stated in paragraph 25 of the U.S. Army Progress Report dated 13 January 1944, the Central Defense Command has been abolished in view of the continued improvement of the over-all strategic situation as respects the enemy's capability of aerial attack on the continental United States and particularly the zones of the interior. A substantial portion of the troops and equipment previously set up to protect the Sault Ste. Marie Vital Defense Area and vicinity have accordingly been removed.

Since the means no longer exist for adequate identification and control of aircraft flights in this area, the Commanding General, Army Air Forces has been directed to rescind all instructions in this connection incident to flying on the American side. In view of the above, it would seem logical that similar regulations, affecting the Canadian portion, should also be abolished. It is understood that recommendations to this effect have been made to the Department of Transport.

b. United States Withdrawal from Radar Installations:

The War Department has directed that necessary action be taken to turn over to Canadian Army authorities (to be designated), the United States radar buildings presently unoccupied at Cochrane, Armstrong, Hearst, Nakina and Kapuskasing, Ontario.

26. Northeast Short-Range Ferry Route to U.K.:

a. Reduction of Personnel - Eastern Crimson:

At the request of the U.S. War Department, the Canadian Chiefs of Staff have concurred in the proposed reduction of garrisons at Fort Chimo and Frobisher Bay to approximately forty (40) men each.

32. Control, Maintenance and Defense of Certain Airdromes in Canada:

a. Canol Flight Strips:

(1) Withdrawal of United States Forces: The Canadian Government has approved the decision of the United States War Department to abandon Canol Flight Strips at Providence and Resolution.

(2) Grading of Emergency Flight Strips: The Cabinet War Committee has agreed that in cases in which United States authorities desire to grade emergency flight strips incident to the Canol project, the matter can be cleared with Major General [illegible]. Foster, Special Commissioner to Defense Projects in Northwest Canada. It is understood that General Foster has been authorized by the Canadian Government to approve requests from the proper United States authorities for permission to construct such facilities.

GENERAL:

a. Airways Communications--Canol:

The installation, by the United States, of an [illegible] Radio Range at Fort Smith, [illegible].T., has been approved by the Canadian

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Government with the following proviso: That portable equipment be used; that the installation will not be of a permanent character and will be removed when no longer required by the U.S. A.A.F. It is understood that such matters as range frequency and details regarding acquisition of land and siting of buildings will be coordinated through the Canadian Special Commissioner for Defense Projects, Northwest Canada.

b. Reduction of R.C.A.F. Personnel at Kamloops, B.C.:

The War Department has concurred in the R.C.A.F. request to reduce their personnel at Kamloops, B.C. to a minimum--leaving sufficient personnel to provide necessary security, flight control, maintenance and communications -- commensurate with traffic requirements.

c. Travel of Canadian Citizens through Southeast Alaska:

Canadian citizens are now being allowed passage from Canada through Alaskan territory to another point in Canada or to Seattle, upon presentation of Dominion-of-Canada registration certificate only. No other credentials or permits are required unless Canadian travelers remain in Alaska for any length of time. In this latter case, permits may be secured either at Whitehorse, Skagway or Haines.

d. Movement of Headquarters, U.S. Forces, Eastern Canada:

Headquarters, U.S. Army Forces in Eastern Canada, closed station at Presque Isle Airfield, Maine on 11 February 1944 and opened at Manchester, New Hampshire the same date. This headquarters should be addressed as follows:

Commanding Officer,
U.S. Forces, Eastern Canada,
497 Silver Street,
Manchester, N.H. Telephone: Manchester 9040

e. Northwest Service Command:

Brigadier General L.D. Worsham assumed Command of the Northwest Service Command 20 February 1944, with headquarters at Edmonton, Alberta.

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SECRET

SECRET

PERMANENT JOINT BOARD ON DEFENSE

CANADA-UNITED STATES

U. S. NAVY SECTION PROGRESS REPORT

APRIL 11, 1944

INSTALLATION OF MOORING MAST AT YARMOUTH, NOVA SCOTIA

An exchange of letters between the Canadian Air Member of the Board and the Junior U.S. Navy Member resulted in Canadian approval of the proposal to install a mobile mooring mast and its tractor to accommodate United States airships in emergencies at Yarmouth, Nova Scotia. The Commander Eastern Sea Frontier has been advised so that he may make detailed arrangements with the Air Officer Commanding-in-Chief, Eastern Air Command, Canada.

NEWFOUNDLAND

The naval personnel at Argentia will be reduced to the maintenance level for Task Forces 22 and 24.

ALASKA

The Naval air station at Cold Bay (Unalaska) is to be closed.

Alaska, east of Unalaska, has been reduced to category Defense A. The western portion of Alaska remains in category C.

Port Althorp (Sitka) will be decommissioned on 30 June 1944.

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CABINET WAR COMMITTEE

C219963

MEMORANDUM

SECRET

July 14th, 1944.

For the Prime Minister:

Attached is copy No. 1 of the Journal of the Permanent Joint Board on Defence, with appended Progress Reports, covering the meeting of the Board held in New York on June 28th and 29th, 1944.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This Journal will be submitted at an early meeting of the Cabinet War Committee.

A.D.P.H.

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF
DISCUSSIONS AND DECISIONS
at the
MEETING OF THE BOARD, NEW YORK, JUNE 28-29, 1944

1. The Permanent Joint Board on Defence met at the Mayor's House in New York at 1.15 p.m., Wednesday, June 28, 1944. The following were in attendance :

Canadian Section	United States Section
Mr. H. L. Keenleyside	Mayor F. H. LaGuardia
Vice Admiral G. C. Jones	Vice Admiral A. W. Johnson
Major General M. A. Pope	Captain R. W. Ruble
Air Vice Marshal W. A. Curtis	Colonel E. W. Hockenberry
Colonel J. H. Jenkins	
Group Captain W. F. Hanna	
Mr. R. M. Macdonnell	Mr. J. D. Hickerson

2. Vice Admiral Johnson informed the Board of the proposal of the U. S. Navy to install another Loran station in Newfoundland. He stated that he had been in communication with the Canadian Naval Member of the Board in regard to this matter and that a Canadian officer will accompany the survey party which is to proceed to Newfoundland in the early days of July to inspect sites for the proposed station. Admiral Johnson added that the Navy Department had requested the Department of State to invite the Newfoundland Government to be represented on this survey party.

3. There was a brief discussion of the U. S. Navy Air Transport facilities at Whitehorse. Admiral Johnson stated that upon the return of Captain Smith from Alaska in another week, it was expected that this matter could be settled.

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4. Air Vice Marshal Curtis brought up a question involving ABC Pacific 22. He stated that the Royal Canadian Air Force has for a long time been flying a 500 mile patrol off the shores of Canada in the Pacific and that heretofore the United States forces on the Pacific Coast of the United States and in Alaska have flown similar patrols. The United States Pacific Coast and Alaska patrols have now been sharply curtailed. The Canadian Chiefs of Staff wish to give consideration to the question of whether it is desirable for the Canadian patrol to be maintained on its present scale or curtailed in a degree corresponding to the curtailment of the United States patrols. He stated that the Canadian Chiefs of Staff wish to obtain information from the United States Joint Chiefs of Staff in regard to the considerations which led them to authorize the curtailment of the United States patrols. It was agreed that it would be desirable for an inquiry on this subject to be addressed to the United States Joint Chiefs of Staff through the Canadian Joint Staff Mission in Washington.

5. There was a discussion of weather services and reporting in Canada. Colonel Jenkins distributed lists of meteorological stations and maps showing their location. He suggested that any errors or corrections in connection with these lists be reported to him as soon as practicable in order that changes might be made before the final edition of the maps is run off. It was agreed that the appropriate service members should study the question of uniformity of station classification in order that the Board might discuss this matter at a later meeting.

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6. Colonel Jenkins suggested that it would be helpful if the United States War Department would give as much advance notice as possible of the proposed abandonment of any buildings in Canada to facilitate the taking over of any such property by Canadian authorities. He said that it would be helpfhl also to have a list of any equipment left in the buildings. The United States Army member agreed to look into this matter and to endeavor to comply with this suggestion.

7. Reference was made in the meeting to the Canadian Ambassador's note of June 23, 1944, and the reply of the Secretary of State, dated June 27, 1944, in regard to the decision of the Canadian Government to reimburse the United States Government for expenditures on airfields in Canada and at Goose Bay and for that part of the military telephone line from Edmonton to Fairbanks which is in Canadian territory. Copies of these notes are annexed to this journal.

8. Reference was also made to the exchange of notes between the American Ambassador at Ottawa and the Secretary of State for External Affairs of Canada, dated June 7, 1944, in regard to the Canol development. The Board had no connection with or responsibility for the Canol development, but in the original exchange of notes provision was made that the pipeline and the refinery should not be dismantled until the Board had recommended to the two governments that there was no objection on defence grounds to such dismantlement. In the circumstances and for purposes of convenience, copies of these notes are annexed to the journal.

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9. Mr. Hickerson distributed copies of a working draft recommendation dealing with the post-war disposition of defence facilities built by the United States in Canada. The Board discussed this draft at some length. It was agreed to study this question further and to consider it at the next meeting of the Board.

10. Progress Reports were distributed by the Service members and discussed by the Board. Copies are annexed.

11. After agreeing to hold its next meeting in Newfoundland in September 1944, departing on September 4, the Board adjourned at 11.30 a.m. on June 29th.

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CANADA

TREATY SERIES, 1944

No. 19

EXCHANGE OF NOTES

(June 23 and 27, 1944)

BETWEEN

CANADA AND THE UNITED STATES OF AMERICA

CONSTITUTING AN AGREEMENT

RESPECTING THE

PAYMENT OF EXPENDITURES ON DEFENCE INSTALLATIONS

IN CANADA AND IN LABRADOR

IN FORCE JUNE 27, 1944.

OTTAWA
1944

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EXCHANGE OF NOTES (JUNE 23 AND 27, 1944) BETWEEN CANADA AND THE UNITED STATES OF AMERICA CONSTITUTING AN AGREEMENT RESPECTING THE PAYMENT OF EXPENDITURES ON DEFENCE INSTALLATIONS IN CANADA AND IN LABRADOR.

I

The Canadian Ambassador at Washington
to the Secretary of State of the United States.

CANADIAN EMBASSY

Washington, June 23, 1944.

No. 238

Sir,

I have the honour to refer to the exchange of notes between the Governments of Canada and the United States dated January 27, 1943, regarding the post-war disposition of defence projects and installations constructed in Canada by the Government of the United States(1). These notes approved the 28th Recommendation of the Permanent Joint Board on Defence, which said in part:

"The Board considered the question of the post-war disposition of the defence projects and installations which the Government of the United States has built or may build in Canada. The Board noted that the two Governments have already reached specific agreements for the post-war disposition of most of the projects and installations thus far undertaken. It considers that such agreements are desirable and should be made whenever possible.

"The Board recommends the approval of the following formula as a generally fair and equitable basis to be used by reference whenever appropriate in the making of agreements in the future and to cover such defence projects, if any, the post-war disposition of which has not previously been specifically provided for:

"A: All immovable defence installations built or provided in Canada by the Government of the United States shall within one year after the cessation of hostilities, unless otherwise agreed by the two governments, be relinquished to the Crown either in the right of Canada or in the right of the province in which the same or any part thereof lies, as may be appropriate under Canadian law."

2. As hereinafter explained, the two governments have agreed that special arrangements should be made relating to permanent United States air installations in Canada and to the telephone line from Edmonton to the Alaska boundary built by the United States government.

3. In note no. 643 of December 18, 1943, I informed you that the Canadian Government "will not accept payment from the United States Government for the construction of any permanent facilities or improvements made by the Canadian Government on United States Government account on airfields in Northwest Canada, and will make payment to the United States Government for all construction of a permanent nature carried out by the United States Government on air routes in this area."

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(1) For these notes see Canada Treaty Series 1943, No.2.

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4. It was subsequently agreed between the two Governments that, in addition, the Canadian Government should assume the cost of permanent air installations elsewhere in Canada and at Goose Bay (Labrador) built by or on the account of the United States Government, the cost of the telephone line from Edmonton to the Alaska boundary built by the United States Government and the cost of the proposed improvement program on the Northwest Staging Route.

5. Discussions have recently taken place between representatives of the two Governments regarding the details of the decisions and arrangements referred to in the two preceding paragraphs, with a view to listing the installations involved and their costs, and to settling the exact amount of money to be paid by the Canadian Government to the United States Government.

6. It is my understanding that the following has been agreed as a result of these discussions. The Canadian Government will pay to the United States Government the following amounts in United States dollars for construction carried out by the United States Government:

Northwest Staging Route (including contracts not yet completed)	$31,311,196
Flight strips along the Alaska Highway	3,262,687
Flight strips along the Mackenzie River	1,264,150
Hudson Bay Air Route	27,460,330
Airfield at Mingan, P.Q.	3,627,980
Airfield at Goose Bay, Labrador	543,000
Telephone line from Edmonton to Alaska boundary	9,342,208
Total	$76,811,551

7. The details of the costs of construction are shown in the attached appendices marked "I", "II", and "III", which have been prepared by the United States War Department. The appendices show that costs of $90,683,571 were actually incurred by the United States Government in construction but $13,872,020 of this amount was for installations which, although of value to joint defence during the war, have no permanent value. It has been agreed that the Canadian Government should pay that part of United States construction costs which represents installations having a permanent value, namely $76,811,551.

8. The costs incurred by the Canadian Government on United States Government account which the Canadian Government will assume pursuant to the decisions reached are as follows:

Northwest Staging Route	$18,359,953
Northeast Canada	1,290,010
Airfield at Goose Bay, Labrador	9,950,000
Total	$29,599,963

In addition the Canadian Government will pay $5,161,000 for the projected improvement program on the Northwest Staging Route. Details of the four items mentioned in this paragraph are given in the attached appendix marked "IV".

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9. It is understood that all the items mentioned in the four appendices, whether or not of permanent value, will be relinquished to the Canadian Government pursuant to the Exchange of Notes of January 27, 1943, hereinbefore referred to. However, such relinquishment does not affect existing arrangements for the maintenance, operation and defence of these facilities for the duration of the war. In this connection, it is relevant to quote the following extract from the Journal of the meeting of the Permanent Joint Board on Defence held April 12-13, 1944:

> "In noting this decision of the two Governments, (i.e. the decision of the Canadian Government to assume the costs of the installations), the Board observed that it relates only to the financial aspect of the facilities in question and has no bearing on existing arrangements for the maintenance, operation and defence of the facilities for the duration of the war. It is the Board's understanding that the existing arrangements will remain in effect for the duration of the emergency as previously agreed upon unless modified by mutual agreement between the two Governments."

10. If the foregoing is acceptable to the Government of the United States, this note and your reply thereto shall be regarded as placing on record the understanding arrived at between our Governments.

Accept, Sir, the renewed assurance of my highest consideration.

LEIGHTON McCARTHY.

APPENDIX I

SUMMARY AND DETAILS RELATING TO NORTHWEST AIR FACILITIES

1.-U.S. EXPENDITURES ON AIRFIELDS

24 April 1944

Schedule "A"

Northwest Staging Route

Edmonton Air Base	$5,248,822	
Edmonton Satellite Field	6,853,683	
Grande Prairie Air Base	1,968,015	
Fort St.John Air Base	4,415,441	
Fort Nelson Air Base	6,186,892	
Watson Lake Air Base	4,156,695	
Whitehorse Air Base	8,297,429	
Calgary Air Base	28,517	
Prince George Air Base	165,732	
Sub-Total ...		$37,320,226

Flight Strips along Alaskan Highway

Flight Strip No. 1 (Dawson Creek)	428,220	
Flight Strip No. 2 (Sikanni Chief)	599,947	
Flight Strip No. 3 (Prophet River)	422,084	
Flight Strip No. 4 (Liard Canyon)	537,584	
Flight Strip No. 5 (Pine Lake)	287,162	
Flight Strip No. 6 (Squanga Lake)	297,101	
Flight Strip No. 7 (Pon Lake)	471,227	
Flight Strip No. 8 (Burwash)	219,362	
Sub-Total ...		3,262,687
Carry forward ...		$40,582,913

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Brought forward $40,582,913

Mackenzie-Athabaska Route

Waterways	108,754	
Embarras	59,112	
Port Smith	110,230	
Resolution	65,803	
Hay River	100,030	
Providence	111,252	
Mills Lake	43,075	
Port Simpson	162,701	
Wrigley	93,372	
Norman Wells	298,075	
Canol Camp	111,746	
Sub Total		1,264,150
Total Schedule "A"		$41,847,063

2.-U.S. EXPENDITURES ON AIRFIELDS FOR ITEMS OF PERMANENT VALUE

24 April 1944

Schedule "B"

Northwest Staging Route

Edmonton Air Base	$2,836,835	
Edmonton Satellite Field	6,264,495	
Grande Prairie Air Base	1,719,956	
Ft. St.John Air Base	3,974,683	
Ft. Nelson Air Base	5,477,354	
Watson Lake Air Base	3,448,743	
Whitehorse Air Base	7,395,881	
Calgary Airport	28,517	
Prince George Airport	164,732	
Sub Total		$31,311,196

Flight Strips Along Alaska Highway

Flight Strip No. 1 (Dawson Creek)	428,220	
Flight Strip No. 2 (Sikanni Chief)	599,947	
Flight Strip No. 3 (Prophet River)	422,084	
Flight Strip No. 4 (Liard Canyon)	537,584	
Flight Strip No. 5 (Pine Lake)	287,162	
Flight Strip No. 6 (Squanga Lake)	297,101	
Flight Strip No. 7 (Pon Lake)	471,227	
Flight Strip No. 8 (Burwash)	219,362	
Sub Total		3,262,687
Carry forward		$34,573,883

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C219975

Brought Forward		$34,573,883

Mackenzie - Athabaska Route

Waterways	$ 108,754	
Embarras	59,112	
Fort Smith	110,230	
Resolution	65,803	
Hay River	100,030	
Providence	111,252	
Mills Lake	43,075	
Fort Simpson	162,701	
Wrigley	93,372	
Norman Wells	298,075	
Canol Camp	111,746	
Sub Total		1,264,150
Total Schedule "B"		$35,838,033

3.-Edmonton Air Base

Site Grading	$ 11,017	
Roads and Streets	36,232	
Railroad Spur	22,428	
Drainage	14,216	
Parking Apron	968,243	
Hangars	1,421,914	
Electric Distribution	234,304	
Water System	69,081	
Sewerage System	59,400	
Total		$2,836,835

4.-Edmonton Satellite Airport

Roads	$ 116,256	
Railroad Spur, including Fencing	313,135	
Runways	2,382,364	
Taxiways	776,706	
Warm-up Aprons	1,155,518	
Drainage	266,150	
Warehouse	85,674	
Cold Storage	16,733	
Hangars	500,325	
Gasoline Storage	55,776	
Electric Distribution	148,368	
Sewerage System	144,230	
Water System	303,260	
Total		$6,264,495

5.-Grande Prairie Airport

General Grading	$ 66,997	
Drainage	37,819	
Roads and Parking Areas	10,958	
Taxiways	78,014	
Parking Apron	280,647	
Weather Station	16,615	
Hangar	626,362	
Warehouses	227,667	
Gasoline Storage	69,275	
Electrical System	135,073	
Sewerage System	19,690	
Water Supply	48,870	
"A" Completion	101,969	
Total		$1,719,956

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6.-Fort St. John Airport

General Grading	$ 187,974	
Drainage	425,000	
Roads and Parking Areas	15,193	
Taxiways	549,747	
Parking Aprons	412,880	
Tie Down Anchors	1,934	
Hangar	601,148	
Warehouses	320,927	
Weather Tower	5,077	
Gasoline Storage	558,485	
Electrical	205,629	
Water System	238,936	
Sewer System	49,635	
"A" Completion	402,118	
Total		$3,974,683

7.-Fort Nelson Airport

General Grading	$ 574,432	
Drainage System	75,962	
Roads and Parking Areas	121,770	
Runways	744,386	
Taxiways	387,264	
Parking Aprons	402,661	
Gasoline Storage	1,153,862	
Electrical	192,164	
Water System	246,920	
Warehouses	531,575	
Hangar	697,320	
Weather Tower	5,357	
Generating Buildings	2,685	
Sewerage System	75,375	
"A" Completion	265,621	
Total		$5,477,354

8.-Watson Lake Airport

General Grading	$ 293,220	
Roads and Parking Areas	3,058	
Runways	365,818	
Taxiways	512,134	
Parking Aprons	518,835	
Warehouses	304,975	
Hangar	686,737	
Weather Tower	5,137	
Generating Buildings	3,049	
Electrical	218,553	
Water System	162,073	
Sewerage System	109,120	
"A" Completion	266,034	
Total		$3,448,743

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9.-Whitehorse Airport

General Grading	$ 1,304,055	
Drainage	71,625	
Roads and Parking Areas	29,949	
Runways	1,134,282	
Taxiways	575,122	
Parking Apron	1,090,303	
Hangar	1,474,317	
Warehouses	365,552	
Navy Facilities	160,451	
Weather Tower	5,330	
Electrical	343,526	
Gasoline Storage	139,620	
Water System	244,773	
Sewerage System	76,193	
Runway Extension (Rounding out Plan "C")	380,783	
Total		$7,395,881

10.-Calgary Airport

Dispensary, Recreation Building and Utilities		$ 28,517

11.-Prince George Airport

Garage, Power House and Latrine	$ 132,301	
Gasoline Storage	32,431	
Total		$ 164,732

12.-Flight Strip No. 1 (Dawson Creek, B.C.).

General Grading	$ 56,582	
Base Course (5" depth)	112,079	
Overhaul Base Course	168,119	
Surface Course (3" depth)	27,149	
Overhaul - Surface Course	27,149	
Oil Surface	32,581	
Structures	4,344	
Wind Cones	217	
Total		$ 428,220

13.-Flight Strip No. 2 (Sikanni Chief, B.C.)

Clearing and Grubbing	$ 729	
General Grading	346,154	
Base Course (12" depth)	110,183	
Overhaul - Base Course	55,092	
Surface Course (5" depth)	61,248	
Overhaul - Surface Course	20,416	
Structures	5,833	
Wind Cones	292	
Total		$ 599,947

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14.-Flight Strip No. 3 (Prophet River, B.C.)

Clearing and Grubbing	$ 70,954	
General Grading	240,800	
Surface Course (7" depth)	102,880	
Structures	7,095	
Wind Cones	355	
Total		$ 422,084

15.-Flight Strip No. 4 (Liard Canyon, B.C.)

Clearing and Grubbing	$ 95,170	
General Grading	266,206	
Base Course (12" depth)	109,590	
Surface Course (5" depth)	60,562	
Structures	5,768	
Wind Cones	288	
Total		$ 537,584

16.-Flight Strip No. 5 (Pine Lake, Y.T.)

Clearing and Grubbing	$ 66,009	
General Grading	145,198	
Surface Course (5" depth)	69,050	
Structures	6,576	
Wind Cones	329	
Total		$ 287,162

17.-Flight Strip No. 6 (Squanga Lake, Y.T.)

Clearing and Grubbing	$ 12,829	
General Grading	72,726	
Base Course	104,033	
Overhaul, Base Course	31,210	
Surface Course (5" depth)	58,695	
Overhaul Surface Course	11,739	
Structures	5,590	
Wind Cones	279	
Total		$ 297,101

18.-Flight Strip No. 7 (Pon Lake, Y.T.)

Clearing and Grubbing	$ 67,532	
General Grading	126,059	
Base Course (12" depth)	150,648	
Overhaul, Base Course	30,130	
Surface Course (8" depth)	80,920	
Overhaul, Surface Course	10,789	
Structures	4,904	
Wind Cones	245	
Total		$ 471,227

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19.-Flight Strip No. 8 (Burwash, Y.T.)

Clearing and Grubbing	$ 6,085	
General Grading	118,346	
Surface Course (8" depth)	89,252	
Structures	5,409	
Wind Cones	270	
Total		$ 219,362

20.U.S.EXPENDITURES ON AIRFIELDS FOR ITEMS OF NON-PERMANENT VALUE

24 April 1944

Schedule "C"

Northwest Staging Route

Edmonton Air Base

Troop Housing	$ 1,701,355	
Mess Facilities	332,311	
Miscellaneous Buildings	378,321	
Total		$2,411,987

Edmonton Satellite Field

Troop Housing	$ 267,135	
Mess Facilities	40,650	
Miscellaneous Buildings	281,403	
Total		$ 589,188

Grande Prairie Air Base

Officers Quarters	$ 64,458	
Miscellaneous	183,601	
Total		$ 248,059

Ft.St.John Air Base

Troop Housing	$ 170,596	
Mess Facilities	42,798	
Miscellaneous Buildings	227,364	
Total		$ 440,758

Ft. Nelson Air Base

Troop Housing	$ 292,259	
Mess Facilities	359,892	
Miscellaneous Buildings	57,387	
Total		$ 709,538
Carry Forward		$4,399,530

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Brought Forward	$4,399,530

Watson Lake Air Base

Troop Housing	$ 280,514	
Mess Facilities	57,667	
Miscellaneous Buildings	369,771	
Total		$ 707,952

Whitehorse Air Base

Troop Housing	$ 431,292	
Mess Facilities	58,967	
Miscellaneous Buildings	411,289	
Total		$ 901,548

Calgary Airport

None

Prince George Airport

None

Alaska Highway Flight Strips

None

Mackenzie-Athabaska Flight Strips

None

Total Schedule "C".... $6,009,030

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APPENDIX II

SUMMARY AND DETAILS RELATING TO NORTHEAST-CANADIAN AIR ROUTE

(Hudson Bay Air Route, Mingan Airfield, P.Q., and Goose Bay, Labrador)

1.-U.S. EXPENDITURES ON AIRFIELDS

HUDSON BAY AIR ROUTE AND EASTERN CANADA

24 April 1944

Schedule "A"

The Pas,	$ 415,000	
Churchill, Manitoba	9,385,700	
Southampton Island, N.W.T.	7,043,200	
Frobisher Bay, Baffin Island, N.W.T.	8,065,700	
Fort Chimo, Quebec	9,756,500	
Sub Total		$34,666,100
Mingan, Quebec		4,285,200
Goose Bay, Labrador		543,000
Total Schedule "A"		$39,494,300

2.-U.S.EXPENDITURES ON AIRFIELDS FOR ITEMS OF PERMANENT VALUE

HUDSON BAY AIR ROUTE AND EASTERN CANADA

24 April 1944

Schedule "B"

The Pas, Manitoba	$ 415,000	
Churchill, Manitoba	6,206,800	
Southampton Island, N.W.T.	5,318,870	
Frobisher Bay, Baffin Island	6,833,190	
Fort Chimo, Quebec	8,686,470	
Sub Total		$27,460,330
Mingan, Quebec		3,627,980
Goose Bay Airfield, Labrador		543,000
Total Schedule "B"		$31,631,310

3.-The Pas, Manitoba

Miscellaneous Items	$ 415,000

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4.-Churchill, Manitoba

Clearing and Grubbing, Site Grading, Drainage	$	189,340
Roads and Grading		413,890
Railroads and Facilities		271,280
Runways, Taxiways and Aprons		2,992,980
Fuel Oil Storage		310,440
Hangars		324,020
Warehouses		204,670
Refrigeration - Cold Storage		128,170
Hospital		645,500
Radio Range, Communications		25,200
Water System		105,830
Electric System		540,970
Sewerage System, Waste Disposal		54,510
Total		$6,206,800

5.-Southampton Island, N.W.T.

Clearing and Grubbing, Site Grading, Drainage	$	116,100
Roads and Grading		247,690
Runways, Taxiways and Aprons		2,479,600
Fuel Oil Transfer Building		81,140
Hangars		487,750
Warehouses		239,030
Refrigeration - Cold Storage		343,790
Hospital		304,140
Radio Range, Communications		44,300
Water System		159,500
Electric System		754,550
Sewerage System, Waste Disposal		61,280
Total		$5,318,870

6.-Frobisher Bay, Baffin Island

Clearing, Grubbing, Site Grading, Drainage	$	66,870
Roads and Grading		171,270
Runways, Taxiways and Aprons		3,841,330
Gasoline and Fuel Storage		64,710
Hangars		709,630
Warehouses		342,090
Refrigeration - Cold Storage		283,170
Hospital		564,040
Radio Range, Communications		31,980
Crash Boat Housing and Haul-out		23,520
Water System		96,450
Electric System		614,130
Sewerage System, Waste Disposal		24,000
Total		$6,833,190

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7.-Fort Chimo, Quebec

Clearing and Grubbing, Site Grading, Drainage	$ 154,645	
Roads and Grading	298,200	
Runways, Taxiways and Aprons	5,265,230	
Dock Facilities	92,440	
Fuel Oil Storage	71,680	
Gasoline Storage	51,900	
Hangars	669,340	
Warehouses, Root Cellars	157,050	
Refrigeration - Cold Storage	538,400	
Hospital	570,410	
Radio Ranges, Communications	33,415	
Water System	266,700	
Electric System	500,450	
Sewerage System, Waste Disposal	16,610	
Total		$8,686,470

8.-Mingan, Quebec

Clearing and Grubbing, Site Grading, Drainage	$ 62,800	
Roads and Grading	259,240	
Runways, Taxiways and Aprons	1,944,700	
Dock Facilities	310,300	
Hangars	267,030	
Warehouses	169,530	
Refrigeration - Cold Storage	54,210	
Radio Range, Communications	63,010	
Water System	96,670	
Electric System	330,670	
Sewerage System, Waste Disposal	69,820	
Total		$3,627,980

9.-U.S.EXPENDITURES ON AIRFIELDS FOR ITEMS OF NON-PERMANENT VALUE

HUDSON BAY AIR ROUTE AND EASTERN CANADA

24 April 1944

Schedule "C"

The Pas, Manitoba

None.

Churchill, Manitoba

Troop Housing and Facilities	$1,313,000	
Miscellaneous Buildings	1,865,900	
Sub Total		$3,178,900

Southampton Island, N.W.T.

Troop Housing and Facilities	$1,438,400	
Miscellaneous Buildings	285,930	
Sub Total		$1,724,330
Carry Forward		$4,903,230

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Brought forward		$4,903,230
Frobisher Bay, Baffin Island		
Troop Housing and Facilities	$ 874,960	
Miscellaneous Buildings	357,550	
Sub Total		1,232,510
Fort Chimo, Quebec		
Troop Housing and Facilities	$ 756,150	
Miscellaneous Buildings	313,880	
Sub Total		1,070,030
Mingan, Quebec		
Troop Housing and Facilities	$ 315,280	
Miscellaneous Buildings	341,940	
Sub Total		657,220
Total Schedule "C"		$7,862,990

APPENDIX III

DETAILED COST OF TELEPHONE-TELEGRAPH-TELETYPE LINE EDMONTON, ALBERTA - CANADIAN-ALASKAN BOUNDARY

Outside Plant	$ 7,317,688	
Equipment	1,200,135	
Buildings	824,385	
Total		$9,342,208

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APPENDIX IV

SUMMARY OF EXPENDITURES AS AT MARCH 31st, 1944. AND ESTIMATED AMOUNTS WHICH WILL BE REQUIRED TO COMPLETE ON ASSOCIATED WORKS TO PROVIDE AIRPORT FACILITIES REQUESTED BY THE U.S. AUTHORITIES IN CANADA AND LABRADOR, AND PAID FOR BY CANADA

Description		Total Estimated Cost to Complete
Northwest Staging Route (Canadian Development)	$18,359,953	
Northwest Staging Route, Additional Work Undertaken, 1944	5,161,000	
Northeast Canada	1,290,010	
Goose Bay, Labrador	9,950,000	
Total		$34,760,963

2.-NORTHWEST STAGING ROUTE

Canadian Expenditures Authorized to March 31/44 on facilities requested by U.S. Authorities

Summary

	Total Expenditure Authorized	Total Expenditure to March 31/44	Balance of Expenditure to Complete Construction
Aishihik, Yukon Airport	1,021,921	824,159	197,762
Beatton River,B.C.,Airport	941,407	418,620	522,787
Calgary,Alta,Airport	512,178	392,448	119,730
Edmonton,Alta,Airport	3,634,759	3,017,350	617,409
Fort Nelson,B.C.,Airport	1,070,822	649,535	421,287
Fort St.John,B.C,Airport	1,297,132	1,297,132	-
Grande Prairie,Alta. Airport	1,255,110	960,126	294,984
Kamloops,B.C.,Airport	1,037,237	769,953	267,284
Lethbridge,Alta,Airport	142,274	41,427	100,847
Namao, Alta, Airport	200,000	144,053	55,947
Prince George,B.C.,Airport	438,761	417,903	20,858
Regina,Sask.,Airport	135,975	134,646	1,329
Smith River,B.C.,Airport	1,018,398	813,130	205,268
Snag,Yukon,Airport	855,399	645,095	210,304
Teslin,Yukon,Airport	862,100	784,493	77,607
Watson Lake,Yukon,Airport	1,218,685	1,035,374	183,311
Whitehorse,Yukon,Airport	2,717,795	2,189,627	528,168
	$18,359,953	$14,535,071	$3,824,882

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3.-AISHIHIK AIRPORT

Canadian Expenditures Authorized to March 31/44
on facilities requested by U.S. Authorities

Land	-
Field	349,892
Buildings	314,802
Power & Lighting	92,395
Road Construction	139,832
Road Equipment	125,000
Total Expenditures Authorized	1,021,921
" " to Mar. 31/44	824,159
Balance of Expenditures to complete construction	$ 197,762

4.-BEATTON RIVER AIRPORT

Canadian Expenditures Authorized to March 31/44
on facilities requested by U.S. Authorities

Land	-
Field	211,686
Buildings	75,824
Power & Lighting	78,457
Water	10,266
Road Construction	440,174
Radio Equipment	125,000
Total Expenditures Authorized	941,407
" " to Mar.31/44	418,620
Balance of Expenditures to complete construction	$ 522,787

5.-CALGARY AIRPORT

Canadian Expenditures Authorized to March 31/44
on facilities requested by U.S. Authorities

Land	16,085
Field	306,959
Buildings	156,841
Power & Lighting	11,790
Road Construction	20,503
Total Expenditures Authorized	512,178
" " to Mar.31/44	392,448
Balance of Expenditures to complete construction	$ 119,730

6.-EDMONTON AIRPORT

Canadian Expenditures Authorized to March 31/44
on facilities requested by U.S. Authorities

Land	21,000
Field	2,017,679
Buildings	1,371,844
Power & Lighting	92,848
Water	7,785
Railway Siding	98,603
Radio Equipment	25,000
Total Expenditures Authorized	3,634,759
" " to Mar.31/44	3,017,350
Balance of Expenditures to complete construction	$ 617,409

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7.-FORT NELSON, B.C., AIRPORT

Canadian Expenditures Authorized to March 31/44
on facilities requested by U.S. Authorities

Land	-
Field	372,517
Buildings	585,414
Power & Lighting	87,891
Radio Equipment	25,000
Total Expenditures Authorized	1,070,822
" " to Mar.31/44	649,535
Balance of Expenditures to complete construction	$ 421,287

8.-FORT ST.JOHN, B.C., AIRPORT

Canadian Expenditures Authorized to March 31/44
on facilities requested by U.S. Authorities

Land	6,750
Field	737,249
Buildings	371,830
Power & Lighting	156,303
Radio Equipment	25,000
Total Expenditures Authorized	1,297,132
" " to Mar.31/44	1,297,132
Balance of Expenditures to complete construction	-

9.-GRANDE PRAIRIE,ALTA., AIRPORT

Canadian Expenditures Authorized to March 31/44
on facilities requested by U.S. Authorities

Land	13,700
Field	836,332
Buildings	290,243
Power & Lighting	41,168
Water	28,187
Road Construction	20,480
Radio Equipment	25,000
Total Expenditures Authorized	1,255,110
" " to Mar.31/44	960,126
Balance of Expenditures to complete construction	$ 294,984

10.-KAMLOOPS, B.C., AIRPORT

Canadian Expenditures Authorized to March 31/44
on facilities requested by U.S. Authorities

Land	47,000
Field	765,067
Buildings	157,620
Power & Lighting	38,893
Water	28,657
Total Expenditures Authorized	1,037,237
" " to Mar.31/44	769,953
Balance of Expenditures to complete construction	$ 267,284

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11.-LETHBRIDGE, ALTA., AIRPORT

Canadian Expenditures Authorized to March 31/44
on facilities requested by U.S. Authorities

Land	-
Buildings	142,274
Total Expenditures Authorized	142,274
" " to Mar.31/44	41,427
Balance of Expenditures to complete construction.	$ 100,847

12.-NAMAO, ALTA., AIRPORT

Canadian Expenditures Authorized to March 31/44
on facilities requested by U.S. Authorities

Land	200,000
Total Expenditures Authorized	200,000
" " to Mar.31/44	144,053
Balance of Expenditures	$ 55,947

13.-PRINCE GEORGE, B.C., AIRPORT

Canadian Expenditures authorized to March 31/44
on facilities requested by U.S. Authorities

Land	3,000
Buildings	251,574
Power & Lighting	47,707
Water	101,345
Road Construction	10,135
Radio Equipment	25,000
Total Expenditures Authorized	438,761
" " to Mar.31/44	417,903
Balance of Expenditures to complete construction	20,858

14.-REGINA, SASK., AIRPORT

Canadian Expenditures Authorized to March 31/44
on Facilities requested by U.S. Authorities

Land	-
Field	135,975
Total Expenditures Authorized	135,975
" " to Mar.31/44	134,646
Balance of Expenditures to complete construction	$ 1,329

15.-SMITH RIVER, B.C., AIRPORT

Canadian Expenditures Authorized to March 31/44
on facilities requested by U.S. Authorities

Land	-
Field	427,593
Buildings	170,287
Power & Lighting	139,984
Water	21,783
Road Construction	133,751
Radio Equipment	125,000
Total Expenditures Authorized	$1,018,398
" " to Mar.31/44	813,130
Balance of Expenditures to complete construction	$ 205,268

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16.-SNAG, YUKON, AIRPORT

Canadian Expenditures Authorized to March 31/44
on facilities requested by U.S. Authorities

Land	-
Field	255,232
Buildings	304,327
Power and Lighting	92,401
Road Construction	78,439
Radio Equipment	125,000
Total Expenditures Authorized	855,399
" " to Mar.31/44	645,095
Balance of Expenditures to complete construction.	$ 210,304

17.-TESLIN, YUKON, AIRPORT

Canadian Expenditures Authorized to March 31/44
on facilities requested by U.S. Authorities

Land	-
Field	437,232
Buildings	206,807
Power & Lighting	93,061
Radio Equipment	125,000
Total Expenditures Authorized	862,100
" " to Mar.31/44	784,493
Balance of Expenditures to complete construction.	$ 77,607

18.-WATSON LAKE, YUKON, AIRPORT

Canadian Expenditures Authorized to March 31/44
on facilities requested by U.S. Authorities

Land	-
Field	474,593
Buildings	588,096
Power & Lighting	109,827
Water	21,169
Radio Equipment	25,000
Total Expenditures Authorized	1,218,685
" " to Mar.31/44	1,035,374
Balance of Expenditures to complete construction.	$ 183,311

19.-WHITEHORSE, YUKON, AIRPORT

Canadian Expenditures Authorized to March 31/44
on Facilities requested by U.S. Authorities

Land	-
Field	1,297,544
Buildings	1,215,894
Power and Lighting	179,357
Radio Equipment	25,000
Total Expenditures Authorized	2,717,795
" " to Mar.31/44	2,189,627
Balance of Expenditures to complete construction.	$ 528,168

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20.-ADDITIONAL CONSTRUCTION WORK UNDERTAKEN BY CANADA IN 1944 AT THE REQUEST OF THE UNITED STATES

Description		Estimated Cost
EDMONTON, ALTA.		
Bituminous hard surface to be removed, and reconstructed with cement concrete		$ 1,250,000
GRANDE PRAIRIE, ALTA.		
Additional bituminous top on existing bituminous runways, and taxi strips as well as concrete turning ends and parking areas		1,500,000
FORT NELSON, B.C.		
Additional bituminous top on existing bituminous runways and taxi strips as well as cement concrete turning ends and parking areas	$ 760,000	
Completion of Taxi strips and parking areas which were a part of "C" programme	940,000	
Temporary Landing Strips, provision of which is necessitated to provide landing facilities during period airfield under reconstruction	103,000	
		1,803,000
WATSON LAKE, Y.T.		
Additional bituminous top on one runway and certain taxi strips as well as bituminous surface treatment on second runway and taxi strips	$ 500,000	
Temporary land strip, provision of which is necessitated to provide landing facilities during period airfield under reconstruction	108,000	
		608,000
Total		$ 5,161,000

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21.-CANADIAN EXPENDITURES AUTHORIZED TO MARCH 31/44 ON FACILITIES REQUESTED BY U.S. AUTHORITIES

SUMMARY

NORTHEAST CANADA

	Total Expenditure Authorized	Total Expenditure to March 31/44	Balance of Expenditure to Complete Construction
Mingan,P.Q.,Emergency Landing Field	$ 36,160	$ 35,000	$ 1,160
The Pas,Man.,Airport	1,253,850	921,650	332,200
	$1,290,010	$ 956,650	$ 333,360

22.-MINGAN, P.Q., EMERGENCY LANDING FIELD

Canadian Expenditures Authorized to March 31/44 on facilities requested by U.S. Authorities

Land	$ 36,160
Total Expenditures Authorized	36,160
" " to Mar.31/44	35,000
Balance of Expenditures	$ 1,160

23.-THE PAS, MAN., AIRPORT

Canadian Expenditures Authorized to March 31/44 on facilities requested by U.S. Authorities

Land	$ -
Field	49,350
Buildings	1,167,490
Railway Spur	37,010
Total Expenditures Authorized	$1,253,850
" " to Mar.31/44	921,650
Balance of Expenditures to complete construction	$ 332,200

24.-GOOSE BAY, LAB., AIRPORT

Canadian Expenditures Authorized to March 31/44 on facilities requested by U.S. Authorities

Land	$ -
Field	708,109
Buildings	9,187,057
Water	38,840
Marine Railway	16,674
Total Expenditures Authorized	$9,950,680
" " to Mar.31/44	559,756
Balance of Expenditures to complete construction	$3,390,924

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II

The Secretary of State of the United States
to the Canadian Ambassador at Washington

DEPARTMENT OF STATE

Washington, June 27, 1944.

Excellency:

I have the honor to refer to your note of June 23, 1944 in regard to a decision of the Canadian Government to reimburse the United States Government for the expenditures on certain defense installations in Canada and at Goose Bay (Labrador). The proposals set forth in Your Excellency's note are acceptable to the Government of the United States. It is agreed that your note and this reply shall be regarded as placing on record the understanding arrived at between our Governments.

Accept, Excellency, the renewed assurances of my highest consideration.

For the Secretary of State:

A.A. BERLE, Jr.

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CANADA

TREATY SERIES, 1944

No. 16

EXCHANGE OF NOTES

(June 7, 1944)

BETWEEN

CANADA AND THE UNITED STATES OF AMERICA

RECORDING AN AGREEMENT

CONCERNING THE

DISCOVERY AND DEVELOPMENT OF OIL FIELDS

IN NORTHWESTERN CANADA

IN FORCE JUNE 7, 1944

OTTAWA
1944

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SUMMARY

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EXCHANGE OF NOTES (JUNE 7, 1944) BETWEEN CANADA AND THE UNITED STATES OF AMERICA RECORDING AN AGREEMENT CONCERNING THE DISCOVERY AND DEVELOPMENT OF OIL FIELDS IN NORTHWESTERN CANADA.

I

The United States Ambassador in Canada
to the Secretary of State for External Affairs of Canada

EMBASSY OF THE UNITED STATES OF AMERICA

Ottawa, Canada, June 7, 1944.

No. 156.

Sir:

I have the honour to refer to previous correspondence and specifically, to the exchanges of notes of June 27 and 29, 1942, August 14 and 15, 1942, and December 28, 1942 - January 13, 1943, as well as to recent conversations which have taken place with officials of your Government, all with regard to the Canol project.

2. My Government, desiring to arrange for an early withdrawal from activities in the Northwest Territories having to do with discovery and development of oil fields and at the same time to provide for an adequate supply of oil to meet present and future military needs, proposes the following, namely, that it: a) terminate its contract with the Nobel Drilling Company for exploration work in the Northwest Territories; and, b) modify its contract with Imperial Oil Limited for the discovery and development of oil fields and the production of oil in accordance with the terms of the letter of intent dated April 11, 1944, a copy of which is enclosed.

3. The Government of the United States asks the Canadian Government to agree to the proposals set forth above and further to agree: a) that the provision of the August 14-15, 1942, exchange of notes as to the disposition of the Skagway - Whitehorse pipeline will apply also to the gasoline distribution lines to Watson Lake and Fairbanks; b) that after the United States disposes of its works, installations and facilities of the Canol project as provided in existing agreements, the owners and/or lessees thereof will be granted adequate enjoyment of the sites, rights of way, and riparian rights required for satisfactory utilization and that the Canadian Government or its assigns will permit the aforesaid works, installations, and facilities to be used, on equitable terms, for the transportation and refining of crude petroleum purchased by the United States in the Northwest Territories and for the distribution of such petroleum and the products thereof both within and without the boundaries of Canada; c) that no export or other tax, or embargo affecting the United States Government will be placed upon the export of oil purchased by the United States in accordance with the terms of this note.

4. It is understood that nothing in clause b) in paragraph 3 above precludes the Government of Canada from charging a fair and non-discriminatory rental for the use of the lands referred to in any case in which works and facilities are acquired by private interests. It is also understood that, as stated in the note from the United States Minister on June 27, 1942, "the pipeline and refinery when operated for commercial purposes

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will be subject to such regulations and conditions as the Canadian Government may consider it necessary to impose in order to safeguard the public interest." Finally, it is understood that clause c) in paragraph 3 above does not limit the right of the Canadian Government after the war to charge a fair and non-discriminatory royalty on oil produced for and purchased by the United States.

Accept, Sir, the renewed assurances of my highest consideration.

RAY ATHERTON.

Enclosure

SPEAC 11 April 1944

LETTER OF INTENT IN CONNECTION WITH CONTRACT No. W-412-ENG-52, AS AMENDED BY SUPPLEMENTAL AGREEMENTS Nos. 1, 2 AND 3.

Imperial Oil Limited
56 Church Street,
Toronto (1), Canada.

Gentlemen:

You are advised that the Government will negotiate with you a supplemental agreement to your contract, described above, with the following provisions:

1. That Supplemental Agreement No. 1 to above-mentioned contract shall be acknowledged as being terminated and cancelled.

2. That said Contract No. W-412-eng-52 and Supplemental Agreements Nos. 2 and 3 (all as amended pursuant hereto) shall hereafter and until terminated remain in full force and effect as to the proven area at and adjacent to Norman Wells, but shall not apply to or have force and effect as to any area outside said proven area; the said proven area at and adjacent to Norman Wells shall be defined as that area colored in red on the plan hereto annexed as Exhibit I and copies of said plan shall be attached as Appendix A to proposed supplemental agreement.

3. That the equipment and supplies (including compressors, battery stations, etc.) intended for development and/or exploratory work now en route to Norman Wells shall be delivered at Norman Wells by the Government and installed by the contractor and such further equipment and supplies shall be furnished and delivered at Norman Wells and such further work done and completed at the proven area (all under the terms and during the life of said Contract No. W-412-eng-52 and its supplemental agreements as amended pursuant hereto) as may be necessary to render and keep the proven area capable of efficiently producing and delivering at least 4,000 barrels of crude petroleum per day to the Government and the contractor shall be obligated, during the same period, to keep the proven area capable of delivering at least 4,000 barrels per day. No action under this clause 3 shall prevent or impair the supplying of the local requirements for petroleum or petroleum products except with the consent of the Government of Canada.

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4. That in lieu of the prices for crude oil mentioned in Sections 8.a. and 10 of article I of the original contract, the Government, after May 1, 1944, and during the remaining life of said Contract No. W-412-eng-52 and its supplemental agreements (all as amended pursuant hereto), will pay the contractor for crude petroleum delivered from the field tank batteries or delivered to the refinery storage for processing from wells drilled under said last named contract, 20 Cents Canadian currency per barrel. The Government will also continue to reimburse the contractor for all costs as provided in said Contract No. W-412-eng-52 and its supplemental agreements but the contractor will pay any royalty owed to private third parties.

5. The contractor is embarking on an extensive exploratory program in the Northwest Territories and as conducive to efficiency, expedition and economy of operation for both parties, provision shall be made for such exchanges, consolidations, joint usage and divisions of expenses relating to production, general supervision, general office, utilization of employees, establishments, tankage, facilities, and services and furnishing or sale of materials and supplies on hand as may be agreed upon by the Contracting Officer and the Contractor's Project Manager as being of mutual benefit.

6. That on the termination of said contract No.W-412-eng-52 (as amended pursuant hereto), the contractor will give to the Government of the United States the continuing right to purchase for its own use but not forresale, at the wellhead or in the contractor's field tanks, crude petroleum from the said proven area to an amount which shall not exceed one-half of the recoverable reserves remaining in the proven area at the said contract termination last above mentioned or 30,000,000 barrels, whichever shall be the smaller, and in addition thereto the said Government shall have the continuing right to purchase for its own use but not for resale 10% of the recoverable reserves of crude petroleum found in each field hereafter successively discovered by drilling and developed by the contractor in the Northwest Territories until there shall be a combined total of 60,000,000 barrels of crude petroleum from the proven area and the fields so discovered and developed subject to the aforesaid continuing right to purchase of the Government. The Government shall pay for the said crude oil the cost thereof to the contractor, including all direct and indirect expenses incurred in connection with finding, development and production thereof, with proper provisions for depreciation and depletion, but no depreciation or depletion shall be charged in relation to the buildings, installations and equipment covered by clause 7 hereof or in relation to the monies expended by the Government through the contractor on exploratory work and, in addition to the said cost, the Government shall pay to the contractor 20 Cents Canadian currency per barrel. The above right to purchase of the Government shall be subject to the following conditions:

(1) To the prior and preferred supplying of all local requirements for crude petroleum and petroleum products currently.

(2) The above right to purchase shall, from and after May 1, 1954, be exercised currently and the Government of the United States shall accordingly take delivery during each month of 20% of the respective amounts of crude oil

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which the contractor produces for export during said month from the proven area and from each of the other areas in which the Government has its right to purchase crude oil until a total of 60,000,000 barrels of crude oil shall have been received by the said Government directly or by delivery to the contractor as hereinafter in this sub-clause (2) provided or partly by each of the said methods; in case the Government does not take all or a part of the said 20% as above set forth, the Government shall be deemed to have delivered the amount of said 20% which it does not take delivery of during the month in question to the contractor for the latter's own use and the contractor shall pay to the Government all of the excess by which the average price received by the contractor for crude oil exported from the field in question during said month exceeds the price payable by the Government for said crude oil at the wellhead, namely, 20 Cents Canadian currency per barrel plus cost as above defined.

(3) In case of war emergency, the contractor will use all reasonable endeavours to produce and deliver to the Government the crude oil which it has the right to purchase hereunder in the quantities and at the times desired by the Government. Except in case of war emergency the contractor shall not be asked to produce any of its fields inefficiently or to the injury of said fields.

(4) Any costs in excess of those which the contractor would normally incur in the ordinary course of its business, if incurred at the request, and for the benefit of the Government, shall be for account of the Government and paid by it. The Government shall take delivery of the said crude oil currently as it purchases the same and the contractor shall not be obligated to furnish storage for the same.

7. That at the termination of said Contract No. W-412-eng-52 and its supplemental agreements (all as amended pursuant hereto), the Government shall transfer to and vest in the contractor all the wells, buildings, installations, tanks, battery stations, drilling and other equipment (including spare parts) and materials and supplies including all rights relating thereto which the Government then has in the Norman Area or en route thereto for development and/or exploratory work, including such marine and road transportation and construction equipment as is required to service the same, and any other buildings, equipment or supplies including all rights relating thereto which, not being required by the Government may be of use to the contractor in his proposed exploratory and development program. The Government agrees not to remove permanently from the Norman Area any of the above items without the consent of the contractor and to now deliver to the contractor all of such items as are not required for the contractor's operations on the proven area and the contractor shall have the right to use the same from May 1, 1944, in his proposed exploratory and development program, paying therefor a rental equivalent to 5 Cents Canadian currency per barrel for each barrel of oil purchased by the Government under Article 4 hereof. All such property as can now be itemized and listed shall be now itemized and listed and attached as Appendix B to the proposed supplemental agreement. Further items can be

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which the contractor produces for export during said month from the proven area and from each of the other areas in which the Government has its right to purchase crude oil until a total of 60,000,000 barrels of crude oil shall have been received by the said Government directly or by delivery to the contractor as hereinafter in this sub-clause (2) provided or partly by each of the said methods; in case the Government does not take all or a part of the said 20% as above set forth, the Government shall be deemed to have delivered the amount of said 20% which it does not take delivery of during the month in question to the contractor for the latter's own use and the contractor shall pay to the Government all of the excess by which the average price received by the contractor for crude oil exported from the field in question during said month exceeds the price payable by the Government for said crude oil at the wellhead, namely, 20 Cents Canadian currency per barrel plus cost as above defined.

(3) In case of war emergency, the contractor will use all reasonable endeavours to produce and deliver to the Government the crude oil which it has the right to purchase hereunder in the quantities and at the times desired by the Government. Except in case of war emergency the contractor shall not be asked to produce any of its fields inefficiently or to the injury of said fields.

(4) Any costs in excess of those which the contractor would normally incur in the ordinary course of its business, if incurred at the request, and for the benefit of the Government, shall be for account of the Government and paid by it. The Government shall take delivery of the said crude oil currently as it purchases the same and the contractor shall not be obligated to furnish storage for the same.

7. That at the termination of said Contract No. W-412-eng-52 and its supplemental agreements (all as amended pursuant hereto), the Government shall transfer to and vest in the contractor all the wells, buildings, installations, tanks, battery stations, drilling and other equipment (including spare parts) and materials and supplies including all rights relating thereto which the Government then has in the Norman Area or en route thereto for development and/or exploratory work, including such marine and road transportation and construction equipment as is required to service the same, and any other buildings, equipment or supplies including all rights relating thereto which, not being required by the Government may be of use to the contractor in his proposed exploratory and development program. The Government agrees not to remove permanently from the Norman Area any of the above items without the consent of the contractor and to now deliver to the contractor all of such items as are not required for the contractor's operations on the proven area and the contractor shall have the right to use the same from May 1, 1944, in his proposed exploratory and development program, paying therefor a rental equivalent to 5 Cents Canadian currency per barrel for each barrel of oil purchased by the Government under Article 4 hereof. All such property as can now be itemized and listed shall be now itemized and listed and attached as Appendix B to the proposed supplemental agreement. Further items can be

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added to said Appendix B from time to time by the Contracting Officer and the Project Manager and a final itemizing and listing of the property shall be made at the termination of the Contract No. W-412-eng-52 by the Contracting Officer and the Project Manager and attached to the proposed supplemental agreement as Appendix C. For the above property to be so transferred to and vested in the contractor, the contractor shall pay the Government the sum of $3,000,000 Canadian currency, said sum to be payable only out of the proceeds of oil delivered or deemed to be delivered to the Government under clause 6 hereof at the rate of 5 Cents Canadian currency per each barrel of oil so delivered or deemed to be delivered.

8. The original Contract No. W-412-eng-52 and the supplemental agreements Nos. 2 and 3 (all as amended pursuant hereto) shall terminate on the termination of hostilities in the present War or at the option of the Government at the expiry of such period not exceeding one year after the said termination of hostilities as the Government may desire, provided that in the latter case the Government shall give the contractor three months' prior written notice of such termination.

Except as may be modified by a supplemental agreement contemplated by this Letter of Intent, the terms and conditions of your Contract No. W-412-eng-52 and supplemental agreements Nos. 2 and 3 shall remain in full force and effect.

Kindly indicate on three copies hereof your acceptance of this Letter of Intent and return all executed copies to the Contracting Officer.

Very truly yours,

THE UNITED STATES OF AMERICA

By_____
O.P. Easterwood, Jr.
Major, Corps of Engineers,
Contracting Officer.

ACCEPTED_____ 1944

IMPERIAL OIL LIMITED

By _____

_____
(Address)

II

The Secretary of State for External Affairs of Canada
to the United States Ambassador to Canada

DEPARTMENT OF EXTERNAL AFFAIRS

Ottawa, June 7, 1944.

No. 58

Sir,

In acknowledging receipt of your Note No. 156 of June 7, 1944, I have the honour to inform you that the Government of Canada, having given consideration to the desire of the Government of the United States to withdraw from activities in the Northwest

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Territories having to do with the discovery and development of oil fields, agrees to the proposals and understandings set forth in your Note.

I have the honour to be, Sir,
Your obedient servant,

W. L. MACKENZIE KING

Secretary of State for External Affairs.

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COPY NO. 10

PERMANENT JOINT BOARD ON DEFENCE
CANADA - UNITED STATES
R.C.A.F. PROGRESS REPORT

24th JUNE, 1944.

Second Recommendation - Newfoundland.

GANDER.

Unstable sub grade conditions, during the past winter and early spring, aggravated by the movement of large numbers of heavy transport aircraft, have caused considerable damage to the runway system at this airport. Plans for the rehabilitation of these runways have been completed. Arrangements have been made to have the whole paved area sealed and the center of each runway, 300 feet wide and 6000 feet long, strengthened by the application of hot mix asphalt of 110 to 120 penetration. This is to be built up with an average of 2½ inches in hot mix and feathered at the edges to join the present hard surface, thereby allowing drainage of the whole area. The work is now under way and the contractor is expected to make rapid progress.

Tenth Recommendation - Development of the Northwest Staging Route.

MAIN STAGING UNITS - N.W.S.R.

Field Development.

Inspection of the runways at the Main Staging Units during the past fall and winter revealed that certain repairs were necessary. With the arrival of spring, contracts were awarded by the Department of Transport to Canadian contractors for the rehabilitation and strengthening of the runways at Edmonton, Grande Prairie, Fort Nelson and Watson Lake. This programme was, also, undertaken to insure that heavier types of aircraft could be accommodated at these airfields. The work will be carried out with the minimum of interference with the orderly movement of aircraft over the Route. The progress report recently received indicates that the programme is proceeding in a generally satisfactory manner.

The rehabilitation of the runways at Fort St. John and Whitehorse is being undertaken by U.S. contractors, under the supervision of the U.S. Engineers.

Building Programme.

The progress of construction of the additional facilities required by the U.S.A.A.F. under Plans "B" and "C" continues satisfactorily and with an early completion date in sight. The R.C.A.F. building programme is completed with the exception of a few minor details. Simultaneous radio range facilities are now in operation at Watson Lake and Whitehorse. It is anticipated that similar facilities will be available at Grande Prairie, Fort St. John and Fort Nelson by 15th July.

INTERMEDIATE STAGING UNITS.

The building and field work construction at the Intermediate Staging Units at Snag, Aishihik, Teslin and Smith River is practically completed. The Beatton River site is completed with the exception of the access road and water and sewer services.

Eleventh Recommendation -- Ucluelet, B.C.

TOFINO, B.C.

The radio range is reported to be about ready for operation. Considerable progress has been made on the bulk gasoline reserve storage.

PORT HARDY, B.C.

Hangar No. 2 has been completed. The auxiliary power house, roads, sewers and gas storage are almost completed. The control tower is completed except for the permanent power line and control cable from the tower to terminal box.

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Seventeenth Recommendation -- Goose Bay, Labrador:

The gasoline and fuel storage for both the U.S. Forces and the R.C.A.F. is well advanced towards completion as is the explosive stores area for the R.C.A.F. The building programme generally is almost completed. The roads and streets will be completed within a very short time. The electrical, water and sewer systems are practically completed. No. 2 power house has been completed.

An additional gasoline truck filling stand will shortly be provided for the U.S. Forces in the area adjacent to the east end of the U.S. parking area. This will involve the construction of a 4 inch pipeline between the 1,000,000 gallon storage tank and the proposed truck filling stand. The installation will enable truck tankers to quickly refuel aircraft and will eliminate the necessity for vehicles hauling gasoline for long distances. The cost of this installation, which is estimated at $14,364.00, will be borne by Canada.

Twenty-sixth Recommendation -- North Atlantic Ferry Route.

The Pas, Manitoba.

The development at this location is nearly completed. The Crimson Route is not, at present, being used for ferrying operations.

Thirty-second Recommendation.
The Control of certain aerodromes jointly used by Canada and the U.S.

R.C.A.F. publication C.A.P. 365, Second Edition, is now in effect replacing the original edition. The title of this publication is "Regulations for the Control of Aircraft Movements", and all flights in the areas under the control of the R.C.A.F. are conducted in accordance with this manual.

The R.C.A.F. have now established three Flying Control Airway Centers which are located at Vancouver, Edmonton and Halifax. These centers are being equipped with communications which will make it possible for them to obtain and transmit movement and control messages from and to each airport in the area under their control.

In the Vancouver area, these communications are complete with the exception of the voice interphone circuit between Lethbridge and Vancouver. As soon as this circuit is completed, on or about 15th July, airway traffic control will be exercised over Green Airway #1 and extended shortly after, over routes and airways to the north as the terminating of communication circuits is completed.

In the Prince George area, a Flying Control Airway Center is being set up and it is anticipated that sufficient communications will be available at this point by 1st October to make airway traffic control over all of the routes in this area possible at that time.

The Halifax Flying Control Airway Center has commenced operation of airway traffic control on a practice basis, receiving all movement and control messages over the existing communications system and relaying clearances to aircraft. This Center will commence full airway traffic control over the airways in this area on 15th July, when the necessary telephone connections to all stations will be completed. Control will be extended over routes as additional facilities become available in the near future.

A telephone circuit for airway traffic control is being provided in Newfoundland and it is anticipated that this will be sufficiently advanced to allow control from St. John's by 1st November. At Goose Bay, approach control is being conducted and it provides the required separation for aircraft approaching and departing from this station. It is planned to extend this control to a three hundred mile radius, approximately 15th October, when a high-powered transmitter will be installed for communicating with aircraft from the control tower.

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In order to have trained personnel available for the operation of these airway centers, a group of R.C.A.F. officers is attending the Civil Aeronautics Administration School of Airway Traffic Control in Seattle. It is planned to establish a course in airway traffic control at the R.C.A.F. School of Flying Control which will provide a source of trained personnel to meet future requirements.

In addition to the above progress regarding airway traffic control, other flying control services have been completed, providing airport traffic control and fixing services in accordance with standard procedures. Pre-flight briefing is available at many stations. Air sea rescue and search organization is functioning and providing the required service.

Landlines -- N.W.S.R. for R.C.A.F.

All work in connection with landlines for the programme is being carried out by the U.S. Forces. The R.C.A.F. is providing certain items of equipment for use at the airfields and the Repeater Buildings.

The facilities being provided for use of R.C.A.F. are as follows:

(a) One circuit (Flying control) — Voice inter-communication Schedule "F" with drops at: Edmonton - Ft. Nelson, Grande Prairie - Watson Lake, Fort St. John - Whitehorse.

This circuit to be brought into the control tower at each of the points listed.

(b) One circuit - (Administration) and Operational — Voice network with drops at: Edmonton - Fort Nelson, Grande Prairie - Watson Lake, Ft. St. John - Whitehorse.

This circuit to be terminated in both directions in the R.C.A.F. switchboard at each of the above points.

(c) One circuit - — Voice network with drops at: Edmonton - Ft. Nelson - Whitehorse.

This circuit to be terminated in both directions in the R.C.A.F. switchboards at each of the above points.

(d) One circuit - (Flying control) — Schedule "S" Teletype with drops at: Whitecourt - Fort Nelson, Edmonton - Smith River, Grande Prairie - Watson Lake, Fort St. John - Teslin, Beatton River - Whitehorse

(e) One circuit - (Administration) — Teletype with drops at: Edmonton - Fort Nelson, Grande Prairie - Watson Lake, Fort St. John - Whitehorse.

In addition to the above one Schedule "S" teletype circuit is to be provided to Aishihik and Snag Airports. These circuits will be extensions to existing U.S. Army teletype circuit between Whitehorse and Fairbanks.

It is expected that the outside construction will be completed early in August, and the complete programme is scheduled for completion 1st October.

Arrangements have been made to obtain a Flying Control circuit connecting Edmonton, Grande Prairie, and Fort St. John in about three weeks time. All the terminating equipment at the airports will not be available but the line will be terminated temporarily in hand telephone sets in the control towers at the points mentioned above.

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MISCELLANEOUS.

The repair of five bolted storage tanks at Goose Bay will shortly be undertaken by a United States commercial firm under the joint supervision of the U.S. Engineers and the R.C.A.F. The repair of these tanks will provide storage facilities for an additional 1,750,000 gallons of diesel oil.

Canadian approval has been given to a United States request for authorization to construct a standard type "Radiosonde Building and Observation Platform and Hydrogen Generator Building" at Mingan airfield, P.Q. This installation is not of permanent value to Canada and accordingly will be paid for by the U.S.

The Canadian Government has approved the United States request for the rehabilitation of runways and taxistrips at Fort St. John, B.C., at an estimated cost of $867,000.00. The cost of this construction is to be borne by Canada and the work to be carried out by the U.S. Engineers who are responsible for construction now under way at Fort St. John.

The installation of permanent high intensity approach lights at Edmonton and Edmonton Satellite, Alberta; Fort St. John, Fort Nelson, B.C., Watson Lake and Whitehorse, Y.T., has been approved and installation arrangements are in progress.

Effective 1st June, 1944, the Northwest Air Command of the R.C.A.F. was established with Headquarters at Edmonton, Alta. This Command will be responsible for the control of the Northwest Staging Route. Air Vice Marshal T.A. Lawrence has been appointed Air Officer Commanding the new Command.

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COLOURED PAPER
PAPIER DE COULEUR

JHJ/sh

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H.Q.S. 5199-W-1,F.D.58 (Opr)

- S E C R E T -

PERMANENT JOINT BOARD ON DEFENCE

Canadian Army Progress Report

26 June, 1944

First Rcmdn. Exchange of Information

1a. The exchange of Operational and Security Intelligence between Atlantic Command (Cdn. Army) and Eastern Defence Command (U.S.Army) is operating satisfactorily, following a recent revision of the procedure.

b. GOC-in-C. Pacific Command (Maj.-Gen. G.R. Pearkes) paid a liaison visit to U.S. Cmdrs. in the Seattle area on 12 - 15 June.

Second Rcmdn. Defence of Newfoundland

2a. The Canadian Army garrison in Newfoundland has been reduced by one infantry battalion from the Botwood - Lewisporte area. Its duties in this area have been taken over by detachments from the bn. at St. Johns. The battalion released returned to Canada on 27 May prior to despatch overseas.

b. Concurrence of the U.S. War Dept. in this reduction was obtained through the Service members concerned. In this connection information regarding present composition and strengths of the U.S. and Cdn. Army garrisons in Newfoundland has been exchanged.

c. The Combined Plan for the Defence of Newfoundland (prepared in 1942) has been rewritten and brought up to date by a committee comprising the Cmdrs. of the U.S. and Cdn. Services in Newfoundland. This Plan is based on ABC - 22.

Third Rcmdn. Defence of Canada

3a. The three infantry brigade groups in Pacific Command have been reduced by four infantry bns. proceeding overseas during May. These inf. bde gps have a training (with secondary operational-reserve) role.

b. The Canadian portion of the revision of the Joint Canadian - United States Pacific Coastal Frontier Defence Plan No. 2 (ABC Pacific 22) has been approved. This joint revision which was undertaken by staff officers of the U.S. and Cdn. Commands involved, was referred to in the U.S. Army Progress Report of 7 April, 1944. The tasks in this Plan are based on ABC 22.

2....

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Seventeenth Rcmdn. - Defence of Goose Bay

4a. Policy regarding the garrison at Goose Bay is that no personnel will remain there longer than one year. Plans have been completed for the annual relief to be effected during the water navigation season of 1944. Present Army garrison is about 1050 All Ranks.

b. Experiments started last year at Goose Bay in the growing of fresh vegetables in chemically-impregnated sand are being continued on a larger scale. An officer - who is a Hydropanist - has been appointed to supervise this project which has as its object, the growing of fresh vegetables in northern outposts.

Twenty-Sixth Rcmdn. - North Atlantic Air Ferry Route.

5. Advice was received from the Senior U.S. Army Member that the U.S. War Dept. had approved the removal from the "secret" list of airfield stations on the Crimson route located at The Pas, Churchill, Southampton Island, Fort Chimo and Frobisher Bay. On 7 June, the Canadian Chiefs of Staff concurred in this removal - insofar as Canada is concerned.

Twenty-Seventh Rcmdn. - Customs Regulations

6. The procedure (referred to in para 6 of the Cdn. Army Progress Report of 10 April, 1944) for clearing packages of secret war material through the U.S. Customs, is working satisfactorily.

GENERAL

Disinfestation of P.O.W.

7a. A request was received from the U.S. War Dept. for permission to establish a temporary disinfestation centre in Halifax to handle any German Prisoners of War who may pass through that port en route United States. For this purpose a Bath and Sterilization Coy., comprising 3 Offrs. and 166 enlisted men - with portable equipment-could be made available.

b. As a result, arrangements have been made to provide living and storage accommodation for this Bath and Sterilization Coy. at the District Depot, Halifax (about 3 miles from dock area). Upon notification of pending arrival of P.O.W. - dock space will be allotted.

c. This U.S. Sterilization Coy. arrived Halifax on 23 June.

3....

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PAPIER DE COULEUR

C220006

Meteorological Stns. in Canada

8a. Reference para 6 of the Journal for the April 12 - 13 meeting, a map has been compiled and printed by the Geographical Section, Cdn. Army showing all meteorological stations in Canada (Cdn. and U.S.-operated). In preparing this map, a number of U.S. and Cdn. sources were used to obtain and check available data (some of which was most conflicting) regarding the actual location, type and place-names of these stations.

b. The Canadian Meteorological Stations generally are operated by the Department of Transport, but the R.C. Sigs. operate the stations along the Mackenzie River route. These are connected by radio and reports are relayed to the forecasting stations at such places as Edmonton and Whitehorse etc., as shown on the map.

c. In March, 1944, the service from the Canadian meteorological stations operated by the Royal Cdn. Signals along the Mackenzie River route, was considerably augmented by the establishment of 24 hour service from most of the stations. This service includes regular hourly reporting of weather data throughout the 24 hours. Previously these stations were on an "on-call" basis only and did not operate 24 hours a day. Inasmuch as the R.C.Sigs. also operate commercial communications along this route, this increased commitment has necessitated the establishment of new communications devoted to weather reporting exclusively.

d. R.C. Sigs. propose to open a new station at Good Hope (north of Norman Wells) in July and in the near future to take over the station at Port Radium (on Great Bear Lake) currently operated by the Eldorado Mining Co.

For New York Meeting 28 - 29 June, 1944.

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SECRET

COPY NO. 33

PERMANENT JOINT BOARD ON DEFENCE
(Canada - United States)

ROYAL CANADIAN NAVY

PROGRESS REPORT FOR MAY AND JUNE, 1944.

EAST COAST

Notwithstanding the presence of two enemy submarines in the area during the period under review, only one loss occurred, the torpedoing of H.M.C.S. "VALLEYFIELD", Frigate, on 6th May, while escorting Convoy ONM 234, 50 miles off Cape Race, Newfoundland.

A system of shipping movement control has been instituted which allows merchant ships to proceed independently as long as no U-boats are in their immediate areas; restricts their movements when there is a chance of U-boats being nearby and puts all ships into convoy when U-boats are known to be in the area. The resultant saving in ship time has been considerable.

Development of the naval base at St. John's, Nfld., is being proceeded with subject to a few minor modifications as to the original plan, e.g., the projected Boom Defence Depot will not be constructed.

Arising from the decision of the Royal Canadian Air Force to disband its Bomb Disposal Organization, the Naval Service is closing all its Bomb Disposal Centres except those at Ottawa, Halifax and St. John's, Nfld., equipment being stored in Montreal for use in the event of an emergency.

The Royal Navy Working-Up Base at Bermuda will be loaned to the R.C.N. for use in training R.C.N. escorts, and will be commissioned as an H.M.C. establishment upon the withdrawal of the R.N. Weather and water conditions in Bermuda are far more satisfactory for training purposes than conditions in Canadian waters: it is anticipated that operational standards will be raised through the use of this base. Transfer will take place about 10th July.

WEST COAST

The programme for the expansion of storage and other facilities at Vancouver has been approved in principle. Consideration is being given to the construction of a new wharf with ancillary workshop and bulk storage warehouse at Prince Rupert.

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S E C R E T SECRET C220608

PERMANENT JOINT BOARD ON DEFENSE
CANADA--UNITED STATES

U. S. ARMY
PROGRESS REPORT

S E C R E T 24 June 1944

NOTE: Paragraphs are numbered according to Recommendation Number of the Permanent Joint Board on Defense, Canada-United States.

2. Defense of Newfoundland:

a. Troop Basis, Newfoundland Base Command

The War Department has assigned responsibility for the exterior defense of Harmon Field to the mission of North Atlantic Wing, ATC.

b. Radio Ranges - St. Andrews and Stephenville

Approval has been obtained from the Canadian Government for a change in the 245° leg of the St. Andrews radio range to a heading of 221° magnetic toward the station. Details incident to this change are being worked out between the local commanders involved. In addition, the Department of Transport has stated that there is no objection to locating a fan marker on the east leg of Stephenville Range, provided that they are advised prior to the date operation will be initiated.

c. Reduction of Canadian Garrisons.

Under date of April 15, 1944, the War Department concurred in the proposed reduction of the Canadian garrison in Newfoundland from two battalions to one battalion.

d. RCAF Installation of Type C-1 Beacons

The War Department, on April 10, 1944, approved the request of the RCAF to install C-1 beacons at Stephenville, Elliston, St. Bride's, and Allens Island, Newfoundland in lieu of four ASV beacons being abandoned by the USAAF at these points. Inasmuch as the ASV beacons are installed in Radar buildings, coming properly under the jurisdiction of the Commanding General, Newfoundland Base Command, installation arrangements are being worked out locally on that basis.

e. RCAF installation of M/F D/F Station, Stephenville

The Canadian Air Member of the Board was informed on April 28, 1944 that the War Department had no objection to the installation and operation by the RCAF of a Medium Frequency Direction Finding facility in the neighborhood of the U. S. Army base at Stephenville, Newfoundland. Subsequently, however, the RCAF decided not to proceed with this project. The War Department has been so informed.

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10. Air Staging Facilities--Western Canada:

a. High Intensity Approach Lights.

The installation of permanent high intensity approach lights at Edmonton and Edmonton Satellite, Alberta; Fort St. John and Fort Nelson, B. C.; Watson Lake and Whitehorse, Y.T. has been approved by the Canadian Government. The United States will furnish the equipment for installation by the Department of Transport. It is understood that installation arrangements are in progress at the present time. In addition, certain detailed questions raised by the Department of Transport are under investigation and will be clarified in the near future.

b. Airfield Rehabilitation--Fort St. John, B.C.

In connection with the United States proposal for the rehabilitation of runways and taxi-ways at the Fort St. John, B.C. Airport (estimated cost of $367,000), the Department of Transport--[redacted] advised that the War Committee of Cabinet, on 31 May 1944, granted approval for this additional works program. It was agreed that such work would be undertaken by United States Engineers and further, that in accordance with previous decisions of the Canadian Government, these permanent works would be paid for by Canada. The approval of the War Committee of Cabinet was subject to the inclusion of such additional drainage as is considered necessary by Canadian authorities.

17. Northwest River Landing Field:

a. Clearance for Facilities Required by U. S.

The following facilities required by USAAF at Goose Bay, Labrador have been approved by the Department of National Defense for Air:

3 each 10,000 barrel fuel tanks
miscellaneous buildings (hydrogen shack, heating leanto, additions to theater, utility shop and officers' club, dry cleaning plant)

The estimated cost totals $146,100. It is understood that the work has now been completed.

b. Gasoline and Oil Storage Facilities (Bolted Tanks)

In connection with the repair of five bolted tanks at Goose Bay, the Deputy Minister for Air has agreed, in principle, that the U. S. Engineers will engage a U. S. commercial firm to repair the tanks under the supervision of the U. S. Army Post Engineer Officer and the RCAF Construction Engineer Officer, Goose Bay, at an approximate cost of $40,000--the U. S. Engineers to pay the contracting firm on the understanding that the U. S. Government will later be reimbursed by Canada. A contract, in the amount of $40,380, is being negotiated by the U. S. Engineers with the Columbian Tank Company, Kansas City, Missouri. Preliminary construction arrangements have been made and it is expected that actual work will commence in the near future.

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c. Signal Corps Construction Required by U. S.

The Canadian Government has approved, at an estimated cost of $50,800, the construction of certain radio communications facilities at Goose Bay, as set forth in letter U. S. Military Attache to Canada dated May 3, 1944. It is understood that construction has been completed and that the work will be accepted as a charge to Canada and that Department of National Defense for Air will provide the necessary funds.

d. Truck Fill Stand.

The War Department has been advised that the Canadian Government has approved the installation of a gasoline truck filling stand adjacent to the east end of the American parking apron, and that construction will be carried out and paid for by Canada. In this connection, it was pointed out that an investigation was in process as to the ability of the U. S. pumps to deliver gasoline satisfactorily over the distance involved. It was also stated that it is difficult to obtain, in Canada, pumps, water filters, and 10,000 gallon tanks. Investigation is in process to determine what may be done to facilitate the procurement from U. S. sources of any equipment of this kind which may be required. The Canadian Air Member of the Board will be kept advised of the status of this matter.

25. Defense of Sault Ste. Marie against Air Attack:

In view of the information received from the Canadian Air Member of the Board to the effect that Canadian authorities are in accord with the suggestion of the War Department that the prohibited flying area at Sault Ste. Marie be abolished, action has been taken by the War Department to rescind all former restrictions incident to flying control. It is understood that the Canadian portion of the former vital defense area can now be considered as abolished.

26. Northeast Short-Range Ferry Route to U.K.:

Installation of radiosonde equipment, Mingan, P.Q., Canada.

At the request of the Commanding General, Army Air Forces, authority was requested from the Canadian Government to construct a radiosonde building at Mingan, P. Q., Canada. The Canadian Government has agreed that construction of the building in question may proceed as laid down in the plans concerned, with the understanding that the structure is not to be regarded as of permanent value to Canada and is to be paid for by the U. S.

28. Postwar Disposition of U. S. Projects in Canada:

Housing for RCMP at Whitehorse, Y. T.:

The Commissioner, RCMP, has requested that certain U. S. buildings at Whitehorse be made available when no longer required by the United States. This matter is being coordinated by the U. S. Military Attache at Ottawa.

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GENERAL:

a. U. S. Firing Ranges - Churchill:

The Department of Transports' plan No. 630/481, showing an area of 180 acres, for which it was stated arrangements have been made by appropriate Canadian Government agencies for a U. S. firing range at Churchill, have been approved by the Commanding Officer, U. S. Army Forces Central Canada, with the statement that "the site and size of the range as shown have been verified with the original request and meet the requirements of the post in question satisfactorily". Colonel Hodgson further states, as a point of information, that the U. S. Ordnance Cold Weather Detachment have completed their mission at Churchill and did not find it necessary to fire their 40 mm. and 90 mm. guns.

b. Use of Bellingham Airport by RCAF:

The Canadian Air Member of the Board has been informed that it would be very satisfactory to the U. S. to authorize the use of the Bellingham Airport, Bellingham, Washington by the RCAF for training--with the understanding that no services will be available at that station.

c. Joint meeting--Reimbursement by Canada to U. S. Government for Defense Projects in Canada:

On April 25 and 26, 1944 representatives of the Canadian Government met at Washington with representatives of the War Department to discuss details involved in the reimbursement by Canada to the U. S. for defense projects in Canada. The resultant exchange of notes is in process between the two Governments. Minutes of the meeting are undergoing final correction prior to distribution to all concerned.

d. Official Travel Through Alaska to Russia:

In order to expedite the travel of governmental diplomats of the United States and foreign nations, with the exception of Russian Nationals, through the Territory of Alaska enroute to Russia, the following plan has been placed into effect by the War Department:

(1) Planes will be met by Military Police at Whitehorse, Y. T. and Fairbanks, Alaska. After examination of credentials, the names of the travelers and their citizenship together with the type of plane and plane number on which they are traveling will be secured. Officials will then be allowed to proceed without any further action. The Military Police will relay this information to the Commanding General, Alaskan Department by radio.

(2) Planes will be met by Military Police at Nome, and action similar to the arrangements at Whitehorse and Fairbanks will be completed upon the departure of such travelers from the territory.

(3) These diplomats will be handled in the reverse manner upon their return from Russia.

(4) The procedure for the control of Russian Nationals constitutes a similar plan to that outlined above, with the exception that all checking is coordinated at Fairbanks.

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e. Northwest Service Command--Civilian Personnel:

As a matter of information the following tabulation of civilian personnel of the Northwest Service Command, as of April 30, 1944, is furnished:

	Operations	Canadian	U.S.	Total
1.	Canol	666	1919	2585
2.	Airports (construction)	398	161	559
3.	Maintenance			
	a. Alaska Highway	313	400	713
	b. Posts	372	255	627
	c. Airports	365	121	486
4.	Bridges - Alaska Highway	-	360	360
5.	Mackenzie River System	58	9	67
6.	Miscellaneous			
	a. N.W.S.C. Headquarters	458	377	835
	b. N.W.S.C. District Headquarters	338	377	715
	c. Hospitals, Dispensaries & 1st Aid	137	36	173
	d. Security & Intelligence	228	15	243
	e. Supply	1237	1000	2237
	f. All other Miscellaneous Operations	632	1310	1942
	Totals	5202	6340	11,542

f. Wire Communication Facilities for RCAF--Northwest Staging Route:

The Chief Signal Officer in a report dated May 30, 1944, on the status of the above project, states that:

(1) Outside Plant. The new pole lines required are about 32 per cent complete. Pole lines to Snag and Smith River still remain to be built. Of the necessary new wire, about 65 per cent has been strung. The remaining wire to be strung is principally on the side loops to Beaton River, Smith River, Aishihik and Snag. It is expected that all work on the outside plant will be completed by 15 July 1944.

(2) Inside Plant. No installation work has as yet been done on inside plant equipments. It is expected that this work will start about 15 June 1944, and that it will be completed for service about 1 October 1944.

g. Visit of Canadian Party to Crimson Route and Airfields in Greenland.

The War Department has issued instructions to the local commanders involved to assure that the Canadian party referred to above will be properly accommodated during their trip which it is understood will commence about July 15, 1944. The Greenland visit should be coordinated directly with the Commanding Officer, Greenland Base Command. The U. S. Military Attache, Ottawa, will arrange

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directly with the Commanding Officer, U. S. Army Forces Central Canada and Commanding Officer, U. S. Army Forces Eastern Canada for the visit to fields in Canada and Labrador. Available accommodations, refueling and servicing will be furnished at each stopover.

h. Movement to Halifax Sub-Port of Embarkation of One Sterilization and Bath Company:

The cooperation of the Canadian Army in approving the movement of one U. S. Sterilization and Bath Company to Halifax is appreciated. The details incident to this movement, as presented by Colonel J. H. Jenkins, Director of Military Operations and Plans, Department of National Defense (Army), are entirely agreeable to the War Department. The unit, 321st Quartermaster Sterilization Company, is scheduled to arrive at Halifax at 1130, 22 June 1944.

i. Canadian Army Anti-aircraft Firing Practice--Vancouver Area:

The War Department has granted permission for units of the Pacific Command to conduct practice anti-aircraft firing at Point Roberts, Washington. Both HAA and LAA are included and it was agreed that mutually satisfactory detailed arrangements should be worked out by the local commanders concerned.

j. Congestion, Port of Vancouver:

As a result of a request initiated by the Director of Administration of the Canadian Mutual Aid Board, relative to the extremely serious congestion at the port of Vancouver, the War Department has directed that arrangements be made by U. S. local officials to loan to the proper Canadian authorities such numbers of carloaders and towmotors as may be available and necessary. It is understood that mutually satisfactory arrangements have already been worked out locally.

k. Classification of Projects and Activities under Jurisdiction of Northwest Service Command:

Due to a recent reclassification of projects and activities in the Northwest Service Command, instructions have been issued to War Department agencies concerned, indicating the following classification in the categories listed:

(1)	Ship movements	SECRET
(2)	Troop movements and the number of troops at any locations	CONFIDENTIAL
(3)	Nature, scope and rate of progress on installations	CLEAR
(4)	Nature, scope and rate of progress on airfields	CLEAR
(5)	Detailed references to geographical locations	CLEAR
(6)	Detailed references to geographic locations of airfields, headquarters and pumping stations	CLEAR

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C220014 ✓

PERMANENT JOINT BOARD ON DEFENSE

CANADA-UNITED STATES

U. S. NAVY SECTION PROGRESS REPORT

28 JUNE 1944

NEWFOUNDLAND

1. A survey party composed of representatives of the U. S. Navy and the Canadian Government will proceed to Newfoundland on or about 5 July 1944 to determine a suitable site for the location of an additional Loran transmitting station. The purpose of the station is to provide greater coverage of the area southeast of Newfoundland. The U.S. Navy hopes to complete the construction of the station before the end of the summer.

ALASKA

1. The U.S. Naval activities at Excursion Inlet are to be discontinued with the exception of one fireboat to be maintained by the U.S. Coast Guard.

2. PT bases Five and Thirteen (Adak and Attu) have been discontinued and squadrons and equipment transferred to Seattle. There are no PT bases or PT squadrons now in the Seventeenth Naval District.

3. Naval Air Auxiliary Facility, Kiska, has been decommissioned.

4. Naval Air Station, Dutch Harbor has been reduced to a Naval Air Facility.

5. Naval Air Auxiliary Facility, Cold Bay is to be retained temporarily.

6. Naval Air Station, Sitka, and its satellite fields (Naval Air Auxiliary Facilities) at Yakutat, Annette Island, and Port Althorp have been closed.

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CABINET WAR COMMITTEE C220015

MEMORANDUM

Secret

FOR THE PRIME MINISTER:

I am sending you, herewith, Copy No.1 of the Journal of the meeting of the Permanent Joint Board on Defence held in Montreal on Wednesday and Thursday, September 6th and 7th, 1944.

Copies have been sent in the usual way to the three Defence Ministers and to the Minister of Munitions and Supply.

A.D.P.H.

September 15th, 1944.

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C220016

THIRTY-THIRD RECOMMENDATION

The Permanent Joint Board on Defence recommends that the following formula be applied to the disposition of all defence facilities constructed or provided in Canada by the United States (and mutatis mutandis to any defence facilities constructed or provided in the United States by Canada) which have not already been dealt with.

Immovables

A - The Government of the United States shall, within three months from the date of the approval of this Recommendation, supply the Government of Canada with a list of immovables (hereinafter referred to as facilities) which it desires to make subject to the provisions of this Recommendation;

B - In the case of each of the facilities included in the list referred to in A, the Canadian Government and the United States Government will each appoint one qualified appraiser whose joint duty it will be to appraise such facility in order to determine the fair market value thereof at the time and place of appraisal. If the two appraisers cannot agree on the fair market value, they will select a third appraiser to determine this value. The amount set by the appraisers shall be paid to the United States Government by the Government of Canada;

> Provided that the foregoing Paragraphs A and B shall not apply to any facilities heretofore specifically provided for.

C - Any existing facility not included in the United States list shall, within one year after the cessation of hostilities, be relinquished, without cost, to the Crown either in the right of Canada or in the right of the Province in which the same or any part thereof lies, as may be appropriate under Canadian law.

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Movables

A - The Government of the United States shall remove from Canada all those items which it desires.

B - The Government of Canada shall arrange through the appropriate governmental agencies for the purchase from the United States of such remaining items as it desires to obtain for its own use or disposition.

C - All other movables shall be transferred to a designated agency of the Canadian Government and shall be sold or disposed of by such agency, the proceeds to be paid to the Government of the United States,

provided that, in connection with the items referred to in Paragraph C, the United States Government shall be represented by an officer designated by it for that purpose, who shall have an equal voice in the setting of prices, the allocation of priorities, the assessment of legitimate sales costs and other details of the sale or other disposal of the items concerned;

and provided further that any such items remaining unsold at the end of two years from the time they are transferred to the Canadian agency concerned shall either be declared of no value and the account closed or, at the option of the United States, shall be removed from Canada by the United States authorities.

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C220018

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, MONTREAL, SEPTEMBER 6-7, 1944.

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1. The Permanent Joint Board on Defence met at the Windsor Hotel, Montreal, on Wednesday, September 6, 1944, at 2.30 p.m. The following members participated :

Canadian Section	United States Section
Mr. H. L. Keenleyside	Mayor F. H. LaGuardia
Vice Admiral G. C. Jones	Vice Admiral A. W. Johnson
Major General M. A. Pope	Major General G. V. Henry
Air Vice Marshal W. A. Curtis	Captain R. W. Ruble
Colonel J. H. Jenkins	
Group Captain W. F. Hanna	
Mr. R. M. Macdonnell	Mr. J. D. Hickerson

2. The Board gave renewed consideration to the problem of the post-war disposition of defence projects built or provided in Canada by the United States. This matter, which had been the subject of the Twenty-Eighth Recommendation of the Board (adopted on January 13, 1943), had been under active discussion between the two Governments in recent months.

The members of the Board were agreed that, in the light of experience in connection with the specific agreements already made, it would be desirable to amend the Twenty-Eighth Recommendation and to make the revised Recommendation applicable to all projects disposition of which remains unsettled.

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The Board then adopted the following as its THIRTY-THIRD RECOMMENDATION :

The Permanent Joint Board on Defence recommends that the following formula be applied to the disposition of all defence facilities constructed or provided in Canada by the United States (and mutatis mutandis to any defence facilities constructed or provided in the United States by Canada) which have not already been dealt with.

Immovables

A - The Government of the United States shall, within three months from the date of the approval of this Recommendation, supply the Government of Canada with a list of immovables (hereinafter referred to as facilities) which it desires to make subject to the provisions of this Recommendation;

B - In the case of each of the facilities included in the list referred to in A, the Canadian Government and the United States Government will each appoint one qualified appraiser whose joint duty it will be to appraise such facility in order to determine the fair market value thereof at the time and place of appraisal. If the two appraisers cannot agree on the fair market value, they will select a third appraiser to determine this value. The amount set by the appraisers shall be paid to the United States Government by the Government of Canada;

Provided that the foregoing paragraphs A and B shall not apply to any facilities heretofore specifically provided for.

C - Any existing facility not included in the United States list shall, within one year after the cessation of hostilities, be relinquished, without cost, to the Crown either in the right of Canada or in the right of the Province in which the same or any part thereof lies, as may be appropriate under Canadian law.

Movables

A - The Government of the United States shall remove from Canada all those items which it desires.

B - The Government of Canada shall arrange through the appropriate governmental agencies for the purchase from the United States of such remaining items as it desires to obtain for its own use or disposition.

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C - All other movables shall be transferred to a designated agency of the Canadian Government and shall be sold or disposed of by such agency, the proceeds to be paid to the Government of the United States,

> provided that, in connection with the items referred to in paragraph C, the United States Government shall be represented by an officer designated by it for that purpose, who shall have an equal voice in the setting of prices, the allocation of priorities, the assessment of legitimate sales costs and other details of the sale or other disposal of the items concerned;
>
> and provided further that any such items remaining unsold at the end of two years from the time they are transferred to the Canadian agency concerned shall either be declared of no value and the account closed or, at the option of the United States, shall be removed from Canada by the United States authorities.

In agreeing to this recommendation it was understood by the Board that the list referred to in Paragraph A under "Immovables" should not go into detail but should merely specify general projects, e.g. "the Jesuit College and appurtenances thereto".

3. General Henry informed the Board of the desire of the United States Government to turn over to Canadian control the Jesuit College and Camp 550 at Edmonton, the Dawson Creek railhead depot, and the airfields at The Pas, Churchill and Southampton Island. The United States Government sees no further permanent defence necessity for these installations. The Board took note of this and the Canadian Section agreed to present at the next meeting of the Board their views with regard to the permanent defence value of these installations, at which time it might be possible to make a recommendation on this subject. With regard to the disposition of such of these facilities as have not already been acquired by Canada, the Board was

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of the opinion that they should be dealt with under the Thirty-Third Recommendation.

General Henry notified the Board of the desire of the United States War Department to turn over to Canadian control the weather stations and Army air communication systems connected therewith at Eskimo Point, Duck Lake, Island Falls, Hudson Bay Junction, Wabowden and Gillam. The Canadian Section undertook to convey this information to the Canadian Government.

General Henry also stated that certain construction camps along the Alaska Highway had been vacated by the United States Government. The Board noted that these were being turned over to Canadian control.

4. Admiral Johnson referred to the discussion at the last meeting of the Board concerning lists of meteorological stations and maps showing their location. The problem of uniformity of station classification had been considered by the Combined Meteorological Committee in Washington and additional information had been supplied to the Canadian Department of National Defence, on the basis of which the latter had revised their list and map. The Board noted that uniformity of station classification had not been attained and expressed the view that such uniformity would be desirable. In this connection it was noted that there would be a meeting between the United States and Canadian agencies concerned on October 15 at which further progress might be made.

5. Air Vice Marshal Curtis raised the question of expediting the completion of landline facilities along the Northwest Staging Route. General Henry reported that the

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necessary equipment had been received in the United States and was expected to be in place in about a month's time.

6. Air Vice Marshal Curtis referred to the transfer to Canada of flying control in Newfoundland and Labrador. General Henry stated that this was agreeable to the United States authorities if one competent member of the United States Forces could remain in each tower. The Canadian Section expressed satisfaction with this arrangement.

7. Admiral Jones reported that agreement had been reached at a recent meeting of United States and Canadian naval representatives on a site for an additional Loran station in Newfoundland. Referring to previous discussions by the Board of the problem of securing personnel to operate existing and additional Loran stations, he inquired whether the United States authorities still wished Canada to take over the operation of some or all of these stations in Newfoundland now manned by United States personnel. Admiral Johnson said that he would make inquiries.

8. General Henry informed the Board that in the view of the War Department the Alaska Highway will be utilized in the future to a lesser extent by the United States, due to curtailment of activities in Northwest Canada. He informed the Board that it would appear desirable to transfer to the Canadian Government the responsibility for administration and maintenance of so much of the Highway as lies within Canada. He stated that the United States Government, having in mind the terms of

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the original agreement of March 17, 1942, would be prepared to agree, if so desired by the Canadian Government, to share in the financial responsibility for maintenance operations until six months after the cessation of the present war. The Acting Chairman of the Canadian Section pointed out certain difficulties which would confront the Canadian Government in accepting this proposal. The problem was one which would require study by thé Canadian Government and it appeared impracticable for the Board to make a recommendation at its present meeting. After discussion, the Board took note of the United States proposal and the Canadian Section undertook to consider it before the time of the next meeting.

9. The Acting Chairman of the Canadian Section referred to statements indicating that the United States had abandoned the Haines-Kluane Highway and inquired whether the United States members could give an indication of the present position. The United States Section undertook to make inquiries.

10. Progress Reports, presented by the Service Members, were read and discussed.

11. After agreeing to hold its next meeting in New York on November 7 and 8, 1944, the Board adjourned at 11 a.m., September 7.

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COPY NO. 7

PERMANENT JOINT BOARD ON DEFENCE
CANADA - UNITED STATES
R.C.A.F. PROGRESS REPORT

31st AUGUST, 1944.

Second Recommendation - Newfoundland.

GANDER.

Repairs to the runway system at this airport are reported to be well in hand. All minor patching has been completed and the whole runway area is expected to be fully sealed by 15th September. The building programme generally is nearing completion. The electric and water distribution systems are approaching completion. Ditching, grading, roads and walks average 95%.

Tenth Recommendation - Development of the Northwest Staging Route.

MAIN STAGING UNITS - N.W.S.R.

Field Development.

The programme of runway rehabilitation at the Main Staging Units under the supervision of the Department of Transport is proceeding in a generally satisfactory manner. A report recently received gives the expected dates of completion at the following locations:-

Edmonton	-- 1st September
Grande Prairie	-- 15th October
Fort Nelson	-- 30th September
Watson Lake	-- 31st August.

The rehabilitation of the runways at Whitehorse and Fort St. John which was undertaken by American contractors is reported to be well under way. It is understood that the target dates of completion are 31st August for Whitehorse and 15th November for Fort St. John.

Building Programme.

The construction of additional facilities required by the U.S.A.A.F. under Plans "A", "B" and "C" is practically completed. The R.C.A.F. building programme is completed. Simultaneous radio ranges are now in operation at the Main Staging Units with the exception of Fort Nelson. It is expected that the installation at that Unit will be completed in the very near future.

INTERMEDIATE STAGING UNITS.

The landing strips developed at Beatton River, Smith River, Teslin, Aishihik and Snag are all reported as serviceable and in good condition. Work is being continued in the rounding out of the field development planned for these sites. The building programme at Beatton River is proceeding in a very satisfactory manner.

Eleventh Recommendation -- Ucluelet, B.C.

TOFINO, B.C.

The radio range is now completed and has been on the air since 30th June. Unseasonal lack of rain has caused some worry as to the water supply. The bulk gasoline reserve storage installation is reported as 84% complete.

PORT HARDY, B.C.

The building programme at this Station is practically completed. The three hard surfaced runways are reported serviceable and in good condition.

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Seventeenth Recommendation -- Goose Bay, Labrador.

The water supply, sewer systems, power and electrical services and roads and streets are practically completed. The early completion of the communications system (radio and telephone) is expected. Recent reports give the percentage of completion of the various agencies as follows:-

R. C. A. F. - 95%
U.S. and Canadian Army - Almost completed.
R. A. F. T. C. - 81%.

Twenty-sixth Recommendation - North Atlantic Ferry Route.

THE PAS, MANITOBA

The development at this airfield is completed.

Thirty-second Recommendation.

The Control of certain aerodromes jointly used by Canada and the U.S.

The Halifax Flying Control Airway Centre commenced operation 16th July, effecting control over Green Airway No. 1 from the International boundary west of Blissville, N.B. to Sydney, N.S., Red Airway No. 3 from Dartmouth to Sydney and Amber Airway No. 8 from Dartmouth to Moncton.

The Vancouver Flying Control Airway Centre commences a period of practice operation 1st September, prior to commencing actual operation 15th September at which time control will be effected over Green Airway No. 1 from 25 miles east of Cowley, Alta., to Vancouver, B.C., Green Airway No. 1 - Vancouver to Patricia Bay, Amber Airway No. 1 from the International boundary to Vancouver, Red Route No. 81 from Vancouver to 25 miles southwest of Dog Creek.

The Edmonton Flying Control Airway Centre is effecting control over Amber Airway No. 2 from the International border to 25 miles north of Edmonton and the Green Airway No. 1 from 25 miles west of Medicine Hat to 25 miles east of Cowley, Alta. The Prince George Flying Control Airway Centre is not in operation yet, and the survey has just been completed to effect the communications required. Some delay is anticipated in opening this Centre due to the late delivery dates of 102A key equipment.

It is planned to open a Flying Control Airway Centre at Whitehorse, Y.T. to effect control over the northern Canadian portion of the Northwest Staging Route to tie in with the C.A. Airway Centre at Fairbanks, Alaska. At present, Whitehorse is operating approach control.

St. Johns Flying Control Airway Centre is being brought into service insofar as the equipment at the Centre is concerned. A survey is in the process of completion for the communication lines in Newfoundland required to make this Centre operative. Approach control is being operated by the R.C.A.F. at Gander for both Gander and Botwood. Airport traffic control for seaplanes is being operated at Botwood for the BOAC, American Export Airlines and Pan-American Airlines.

Airport traffic control is being operated at Goose Bay by the R.C.A.F. in close liaison with approach control which is effected by the US.A.A.F. A low frequency 10 kw. transmitter has been installed at Goose Bay to link in with similar transmitters which are being installed at Halifax and St. Johns, Newfoundland for point to point aircraft control messages. A high power transmitter is in the process of being installed at Goose Bay to effect approach control which it is expected, will shortly be taken over from the U.S.A.A.F.

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Sixteen R.C.A.F. officers completed training at the Civil Aeronautics Administration School of Airway Traffic Control at Boeing Field, Seattle and are at present undergoing practical training at Halifax, Vancouver and Edmonton Flying Control Airway Centres. A further twenty R.C.A.F. officers are due to commence training at the C.A.A. School of Airway Traffic Control to be available in three months for staffing the approach control at Goose Bay, the St. Johns Flying Control Airway Centre, the Prince George Flying Control Airway Centre and the Whitehorse Flying Control Airway Centre.

R.C.A.F. publication C.A.P. 342, Chapter B, Communications, has been published and is now in effect standardizing the use of W/T and R/T voice and teletype channels for the passing of aircraft control and movement messages.

In addition to the above progress on airway traffic control, Flying Control services have been completed providing airport traffic control and fixing services in accordance with standard procedures throughout E.A.C., W.A.C. and N.W.A.C. Pre-flight briefing service is available at many stations and progress is being made in establishing this service at all stations. Air Sea Rescue and Search Organization is functioning in all Commands and has been expanded to include Land Bush Rescue services with personnel now undergoing training at Edmonton in parachute jumping. The Land Bush Rescue service will be able to provide for supplies to be dropped by parachute, together with trained personnel to render first aid and assistance to distressed air-crew forced down in bush country. Land search parties are organized at practically all stations with equipment available to send out rescue parties with competent guides familiar with the localities.

Landlines - N.W.S.R. for R.C.A.F.

The outside plant construction required to provide facilities for the R.C.A.F. between Edmonton and the Alaska Boundary has been completed by the U.S. Forces. It had previously been thought possible to complete the entire programme by 1st October but delays in securing toll line and station equipment precludes this possibility. It would now appear that this programme will not be completed before 1st March, 1945. A study is at present being made with a view of providing partial service.

MISCELLANEOUS.

Canadian approval has been given to a United States request for authorization to install a SCS-51 instrument approach system, which will include the installation of two low power (25 watt) radio beacons operating on the 200 Kc/s-400 Kc/s band with each SCS-51 system, at the following locations:-

Whitehorse
Watson Lake
Fort Nelson
Fort St. John
Namao (Edmonton Satellite)
Gander
Goose Bay

This approval was given subject to the following understanding:-

(a) that the frequencies do not interfere with any existing radio installations used for airways and aerodrome control, and,

(b) that the sitings of these facilities are concurred in by the Commands concerned and the Department of Transport Engineers.

With regard to Gander and Goose Bay airfields, it was pointed out that the installations at these locations will have to receive the approval of the Newfoundland Government.

The Canadian Government has approved the United States proposal to abandon the following additional flight strips on the Mackenzie River Air Route, on 1st November, 1944:

Fort Simpson, Fort Wrigley, Norman Wells and Camp Canol.

The Canadian Department of Transport will assume responsibility for the control and maintenance of these airfields as they are abandoned.

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PAPIER DE COULEUR

JHJ/hpl

H.Q.S. 5199-K-1, P.D. 62 (DNO&P)

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C220027

PERMANENT JOINT BOARD ON DEFENCE

Canadian Army Progress Report

4 September, 1944

First Remdn - Exchange of Information

1. Standing Operating Procedure Air Warning Centre of Third Service Command (US Army) with HQ at Philadelphia, was received and given the necessary distribution.

Third Remdn - Defence of Canada

2a. As result of a general improvement in the strategic situation, reductions in the coastal defences were continued. These included withdrawal of Cst and AA Arty garrisons from the Defended Ports of Saint John, N.B. and Shelburne, N.S. and withdrawal of remaining LAA defences from airfields on the West Coast. All AA defences have been withdrawn from Arvida.

b. In view of the reduction in the flow of war material through Prince Rupert, the RCMP guards provided for the protection of the waterfront property occupied by the US Army at that port have been withdrawn. This action was taken with the concurrence of the US Army Commander at Prince Rupert.

c. Reference was made in the US Army Progress Report of Jun last to permission being granted for Cdn units to carry out HAA and LAA practice firing at Point Roberts, Wash. It has now been found that, owing to its proximity to the bombing range of the US Fleet Air Arm, any firing from this Point could only be done through a very limited arc. As a result this proposal to use Point Roberts as an AA practice firing point for the Vancouver Area has been abandoned and other arrangements will be made.

GENERAL

Cold Weather Trials

3. In Canada, during the past three winters, cold weather trials have been held to test military material of all kinds but information is lacking upon the supply and tactical handling of large forces under

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PAPIER DE COULEUR

C220028

North American winter conditions. To remedy this deficiency, two cold weather exercises will be carried out in Canada during the coming winter. One will involve the movement and tactical employment of a composite force operating 150 miles north from Prince Albert, Sask. (representing conditions of extreme "dry cold"). The second exercise is for the move of a composite force across the Coast Mountains in British Columbia from the dry cold of the interior through heavy snow to the northern coast where rain and wet snow may be expected. This line of communication is to be maintained, if possible, during spring break-up.

Loan of US Tanks

4. Through the co-operation of the US War Dept, one coy of light tanks was loaned to Canada for the period 1 Jul to 9 Aug. During this period these tanks rendered invaluable service in co-operating with Cdn units in large scale smoke trials that were being carried out at Wainwright. A number of observers from the US War Dept and from the US Army Chemical Warfare School attended these trials.

Apprehension of Cdn Military Personnel

5a. Advice has been received that the US has made available to the military courts of any friendly forces within the US, the services of arresting officers of the US and the use of disciplinary barracks in US.

b. Advice has also been received regarding US War Dept Circular No. 258 which lays down the channels for reporting the apprehension in the US of an absentee from the Cdn Armed Forces so that the offender may be taken to the Border by the US military authorities and turned over to the Cdn military authorities with minimum delay.

Accidents to Military Vehicles

6. An agreement has been reached between the Govts of the US and Canada through an exchange of letters between the Secretary of State for External Affairs and the US Ambassador to Canada, whereby neither Govt will make any claim against the other for any damage caused in an accident by a vehicle operated by a member of the armed forces of the other. Similarly neither Govt will make claim against the other in respect to the death or injury to any civilian employee or member of the armed forces caused by such an accident.

For Montreal Meeting 6 - 7 Sep 44

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PERMANENT JOINT BOARD ON DEFENCE
(Canada - United States)

ROYAL CANADIAN NAVY

PROGRESS REPORT FOR JULY AND AUGUST, 1944.

EAST COAST

The Estimate of Forms and Scales of Attack has been revised downward in the light of the improved strategic situation. Minor adjustments to port defences are being made. A revised combined services plan for the Defence of Newfoundland has been approved. The Royal Navy working-up base at Bermuda has been loaned to the Royal Canadian Navy.

There has been but one offensive move by any of the enemy submarines which have approached the Canadian and Newfoundland coastal area since June 13th when one U-Boat fired on a fishing vessel 40 miles south of Cape Sable. The instance referred to was the sinking of a 2,000-ton merchant ship some 90 miles east of Sydney, N.S., on 3rd September. Two U-Boats were sunk during the period under review - one by destroyer escorts with the carrier U.S.S. "CARD" 80 miles S.E. of Sable Island, with 30 prisoners of war captured, and one following air attack by planes from the U.S.S. "BOGUE" 260 miles south of Virgin Rocks, with some 40 prisoners of war recovered.

In spite of the increased size of transatlantic convoys and the reduction of escort forces to release warships for invasion operations, merchant ships in the North Atlantic suffered few losses, most of them in the invasion area itself. Consequently the overall shipping position has continued to improve notwithstanding the vast and growing demands occasioned by the events of the war.

WEST COAST

Property is being acquired and work tenders have been received for the expansion of storage facilities in Vancouver. Plans are being prepared and property being acquired for a new wharf, workshop and bulk storage warehouse at Prince Rupert.

DISTRIBUTION

Copies 1 - 29 American Section
" 30 - 42 Canadian Section.

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S E C R E T

PERMANENT JOINT BOARD ON DEFENSE
CANADA--UNITED STATES

U. S. ARMY
PROGRESS REPORT

S E C R E T

NOTE: Paragraphs are numbered according to Recommendation Number of the Permanent Joint Board on Defense, Canada-United States.

2. Defense of Newfoundland:

a. Troop Basis, Newfoundland Base Command

The Senior Canadian Army Member of the Permanent Joint Board on Defense has informed the War Department that the Canadian Chiefs of Staff have decided to make certain withdrawals of troops from Newfoundland.

b. Revised Combined Defense Plan

A revised combined defense plan for Newfoundland, dated St. Johns 24 April 1944, has been received and approved by the War Department.

c. Aircraft Warning Stations in Newfoundland

The Aircraft Warning Stations in Newfoundland, which heretofore had been under United States control, have been transferred to Canadian control.

10. Air Staging Facilities--Western Canada:

a. Instrument Approach System

The War Department is furnishing and the Department of Transport installing instrument approach systems at the following points:

Whitehorse, Watson Lake, Fort Nelson, Fort St. John, Edmonton-Satellite, Goose Bay and Gander Lake. (At the latter two, subject to further approval by the Newfoundland Government.)

b. International Flights: coordination and control

The United States Army Air Forces and R.C.A.F. are arranging for effective coordination, control and exchange of information for international flights between Canada and Alaska on the Whitehorse-Northway-Fairbanks airway.

c. Radiosonde Station, Prince George, B.C.

The Canadian Government has authorized the installation of a radiosonde station at Prince George, B. C.

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17. Northwest River Landing Field:

a. Fuel Storage, Goose Bay Airport

Progress on repair of bolted tanks, as of 5 August 1944, was as follows:

(1) Tanks completed, tested and ready for filling - - - - - - - - Three (3)

(2) Under construction - - - - - - - - - One (1)

(3) To be started - - - - - - - - - - - - One (1)

(4) Overall percentage of completion - 80%

The contractor's superintendent estimated that all work would be completed two (2) weeks ahead of the original schedule.

26. Northeast Short-Range Ferry Route to U. K.:

Improvement of Goose Bay and Mingan Facilities

The Canadian Government has authorized the construction of parachute drying tower and an addition to enlisted men's mess at Goose Bay and an addition to the parking apron at Mingan, all considered of permanent value to Canada.

28. Postwar Disposition of United States Projects in Canada:

Abandonment or Curtailment of U. S. Activities in Canada

The War Department has issued instructions to all agencies concerned whereby it is hoped that, upon abandonment or curtailment of any United States activities in Canada, satisfactory advance notice and information will be given to the Permanent Joint Board on Defense, as was proposed in the comments of the Board made at the meeting in Montreal on 12-13 April 1944.

GENERAL:

a. U. S. Army Activities in Hudson Bay Area

The Canadian Government has again this year assigned the ice-breaker N. B. McLEAN for United States Army activities in the Hudson Bay area.

b. USAAF Radio Interference, Goose Bay and Gander Lake

Information has been received that U. S. AAF radio interference at Goose Bay airport and Gander Lake has been eliminated, to the satisfaction of the RCAF.

c. Abandonment of Flight Strips, Canol Project

The Canadian Government has approved the abandonment this fall, by the United States, of most of the flight strips pertaining to the Canol Project.

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d. U. S. Military Hospital, Edmonton, Alberta.

On 22 July 1944, the War Department made available to the Canadian armed forces 75 beds in the U. S. Military Hospital, Edmonton, Alberta.

e. Inter Service Flying Control Committee

A meeting of the Inter Service Flying Control Committee consisting of representatives of Canadian and U. S. armed forces was held in Montreal 20 August 1944.

f. Joint Service Committee, Pacific Coast

Periodic Report of information from U. S. Army Liaison Officer, Vancouver, B. C., 15 July 1944, indicates the Joint Services Committee on the Pacific Coast are keeping abreast of the changing military situation and that international relations in that area continue to be excellent.

g. Classification Removal

On 24 May 1944, the War Department released from classification the CRIMSON ROUTE and WEATHER STATIONS IN EASTERN CANADA with the exception of ship and troop movements and locations and strength of troops.

h. Mills Lake Airfield

The Mills Lake Air Strip, located on the Mackenzie River near the southerly end of Great Slave Lake, was inactivated on 22 August 1944. Certain equipment requested by the Canadian Department of Transport was transferred to that agency and all other salvagable property was evacuated by barge.

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PERMANENT JOINT BOARD ON DEFENSE

CANADA-UNITED STATES

U.S. NAVY SECTION PROGRESS REPORT

6 SEPTEMBER 1944

NEWFOUNDLAND

The survey party which went to Newfoundland on 5 July 1944 to select a suitable site for an additional Loran transmitting station has located one that is satisfactory in the vicinity of Port aux Basques. The Newfoundland Government has been requested to grant the U. S. Navy permission to install and operate a Loran station at the site selected.

WHITEHORSE AIRFIELD

The U. S. Naval Air Transport contract with Pan American Airways for the Northwest route expired 31 July 1944 and was not renewed. PAA has vacated its own and the U.S. Navy facilities on the east side of the airfield as of that date. These facilities were turned over to the RCAF on 1 August.

WEST COAST OF THE UNITED STATES AND CANADA

On 1 August 1944 the U.S. Western Sea Frontier Command and the RCAF Western Air Command devised a common plan of action for effecting air-sea rescues in which the duties and responsibilities of the two services are defined.

ALASKA

An additional radio station is to be constructed at Attu, and the runways there are being lengthened to 6500 feet.

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CABINET WAR COMMITTEE C220034

MEMORANDUM

Secret

FOR THE PRIME MINISTER:

I am sending you, herewith, Copy No.1 of the Journal of the meeting of the Permanent Joint Board on Defence held in New York on November 7th and 8th.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This Journal will be submitted at an early meeting of the Cabinet War Committee.

A.D.P.H.

A.D.P.H.

November 13th, 1944.

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF
DISCUSSIONS AND DECISIONS
at the
MEETING OF THE BOARD, NEW YORK, NOVEMBER 7-8, 1944.

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1. The Permanent Joint Board on Defence met at the Mayor's House, New York, on Tuesday, November 7, 1944, at 1:30 p.m. The following members participated:

Canadian Section	United States Section
Mr. H. L. Keenleyside	Mayor F. H. LaGuardia
Air Vice Marshal W. A. Curtis	Vice Admiral A. W. Johnson
Colonel J. H. Jenkins	Major General G. V. Henry
Captain Harold T.W. Grant (vice Vice Admiral G. C. Jones)	Captain R. W. Ruble
Mr. R. M. Macdonnell	Mr. J.D. Hickerson

2. The Canadian members of the Board stated that they concurred in the view of the United States War Department that the Jesuit College, including Camp 550, and the Dawson Creek railhead facilities had no permanent military value, and that the disposition of these facilities in accordance with the principles of the Thirty-third Recommendation of the Board might be decided without regard to any future military use of these facilities. The Canadian members of the Board stated further that the Canadian Government sees no permanent defence necessity for the airfields at The Pas, Churchill and Southampton Island. The senior United States War Department member stated that his department is prepared to turn over these fields to the Canadian Government at any time agreeable to the

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Canadian Government. The fields, buildings and other immovable facilities are, of course, the property of the Canadian Government. General Henry pointed out that the War Department would be glad to be informed of what items of equipment at these fields Canada needs and wishes to acquire. The Board is of the opinion that it would be desirable to have a joint survey of these facilities at an early date in accordance with the principles of the Thirty-third Recommendation.

3. Air Vice Marshal Curtis brought up the matter of the purchase by the Canadian Government from the United States Government of the control tower equipment at Goose Bay and Gander Lake. He stated that this equipment could not be duplicated at this time elsewhere and that he had written General Henry recently to the effect that the Canadian Government wished to purchase this equipment. General Henry stated that he had recommended to the War Department that this control tower equipment at Goose Bay and Gander Lake be sold to the Canadian Government and that he hopes that this recommendation will be approved. In the meantime, he stated, the order to bring the equipment back to the United States has been cancelled.

4. Air Vice Marshal Curtis informed the Board that the Royal Canadian Air Force has withdrawn its fighter squadron from Gander Airport. This action, he stated, was taken after a consideration of a recent study on the scale of attack. Colonel Jenkins stated that present plans are for the Canadian anti-aircraft defences at Gander to be retained.

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5. The Board discussed at some length the decision of the Canadian Government, which Air Vice Marshal Curtis recently communicated to General Henry, against building a new runway at Watson Lake. After a discussion of the importance of this matter, it was the view of the Board that it would be desirable for General Henry to communicate with Air Vice Marshal Curtis, setting forth in full detail the reasons why the United States War Department feels that the Canadian Government should reconsider its decision on this question.

6. The Canadian members of the Board referred to the statement of the senior United States War Department member at the last meeting of the Board to the effect that the War Department was prepared to transfer to Canada the United States weather stations and air communication systems in the Hudson Bay area (Eskimo Point, Duck Lake, Island Falls, Hudson Bay Junction, Wabowden and Gillam). The Canadian members stated that this question was still under consideration by the Canadian Government and that because of the presence in Chicago of the officers dealing with this question, it probably would not be decided until after the termination of the Civil Aviation Conference in progress there.

7. Reference was made to the proposal advanced by the United States Section at the last meeting of the Board that the Canadian Government assume responsibility for the administration and maintenance of that part of

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the Alaska Highway which lies within Canada. After consideration, during which the Canadian members reported on discussions which had taken place in Ottawa, it was agreed to defer a recommendation on this question until a later date.

8. The Acting Chairman of the Canadian Section referred to the recommendation on the disposal of United States defence facilities in Canada reached at the last meeting of the Board (Recommendation No. 33) and stated that the Canadian Government had designated the Crown Assets Allocation Committee and the War Assets Corporation as its agents for carrying out the provisions of this recommendation.

9. Since the airfield at Goose Bay, Labrador, was constructed in pursuance to the Board's Seventeenth Recommendation, the Acting Chairman of the Canadian Section presented for the Board's records a copy of the Memorandum of Agreement between the Canadian and Newfoundland Governments under which the Canadian Government leased this airfield for military purposes for a period of 99 years. A copy of the Memorandum of Agreement is attached as an enclosure to this copy of the Journal.

10. As regards the matter of uniformity of classification at weather stations, Air Vice Marshal Curtis stated that all meteorological stations on this continent are presently using similar codes in reporting weather to map plotters etc. The only difference is in nomenclature, establishment of personnel or equipment on different reporting stations. This in no way affects

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the uniformity of reporting or symbols used, whether it be synoptic, hourly balloon, radiosonde.

11. Progress Reports were distributed by the Service Members and discussed by the Board.

12. After agreeing to hold its next meeting in Montreal on January 23 and 24, 1945, the Board adjourned at 11.30 a.m. on November 8.

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C220040

MEMORANDUM OF AGREEMENT

Made this tenth day of October Anno Domini one thousand nine hundred and forty-four BETWEEN the Government of Canada represented herein by the High Commissioner for Canada in Newfoundland of the first part AND the Government of Newfoundland represented herein by the Commissioner for Public Utilities and Supply of the second part.

WHEREAS the development of a strategic air base for the defence of Canada, Newfoundland and Labrador, within the general scheme of hemisphere defence and as a basis of operations in the Atlantic area, is considered by the Governments of Canada and Newfoundland to be of the utmost importance :

Therefore the undersigned, duly authorized to that effect, have agreed as follows :-

1. (1) The Government of Newfoundland will lease to His Majesty the King in right of Canada ALL THAT certain piece or parcel of land situated at Goose Bay in Labrador described as follows : Beginning at a concrete post marked "A" at the most northerly point of Terrington Basin at ordinary high water mark, the said point being North Latitude 53 degrees 22 minutes 24.6 seconds and West Longitude 60 degrees 24 minutes 21.5 seconds; thence North astronomically 305 chains; thence West astronomically 640 chains; thence South astronomically 920 chains more or less to the northern shore of the Hamilton River at ordinary high water mark; thence easterly along the northern shore of the Hamilton River at ordinary high water mark to Goose Bay; thence northerly and westerly along the shore of Goose Bay at ordinary high water mark to Terrington Basin; thence westerly and northerly along the shore of Terrington Basin at ordinary high water mark to the point of beginning; containing 120 square miles more or less; hereinafter referred to as

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the Air Base; reserving nevertheless from the Air Base all mines and minerals; TO HOLD the same unto His Majesty the King in right of Canada for a period of ninety-nine years from the first day of September Anno Domini one thousand nine hundred and forty-one for the purpose of the construction, operation and maintenance of an air base thereon for operations by land or water for the purposes set forth in the recital hereto.

(2) Such lease shall be authorized or ratified in such manner as may be agreed upon by the Governments of Canada and Newfoundland.

2. During the period of the lease the Government of Canada shall have the right to construct, maintain, operate, manage and control an air base at the Air Base and without restricting the generality of the foregoing shall have as incidental thereto the following rights, namely :

(a) to build and maintain a roadway approximately 22 miles in length from the Air Base to Northwest River and such other roads outside the Air Base as may be agreed with the Government of Newfoundland from time to time. All roads built hereunder outside the Air Base shall become public highways. Where the Air Base separates two roads or two parts of the same road, passage through the Air Base will be permitted, subject to such reasonable limitations as are necessary for the protection of the Air Base and its operations;

(b) to take from the neighbouring streams and rivers such water as may be necessary for the purposes of the Air Base;

(c) to develop, construct and operate power plants for the

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use of the Air Base and for such purposes to use such water storage and power sites as may be agreed and upon such conditions as may be imposed by the Government of Newfoundland;

(d) to construct radio stations and transmission lines and operate communications by radio, telephone and telegraph for the purposes of the Air Base, subject to agreement with the Secretary for Posts and Telegraphs of the Government of Newfoundland as to frequencies and power output in the case of radio communications;

(e) to construct docks, wharves, slipways, piers and anchorages for ships and aircraft at such places as may from time to time be agreed with the Government of Newfoundland.

3. For the duration of the war and for such time thereafter as the Governments agree to be necessary or advisable in the interests of common defence :

(a) the management and control of the Air Base shall be under the direction of the Royal Canadian Air Force, wireless and meteorological services being supplied by the Department of Transport of the Government of Canada;

(b) use of the Air Base will be made available to United Kingdom military aircraft and to aircraft of the United States Navy and Army Air Forces. The Government of Canada may permit the Governments of the United Kingdom and the United States to erect buildings at the Air Base for the accommodation of aircraft and military personnel, and may permit such Governments to station Naval and Air Force military personnel at the Air Base;

(c) the use of the Air Base by civil aircraft shall be permitted

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insofar as such use is a necessary part of the war effort, and the Air Base shall be available for such other civilian use as may be mutually agreed upon;

(d) in addition to any arrangements for the co-ordination of the wireless and meteorological services with other operating air bases and stations, such services at the Air Base may be co-ordinated with those operated by the Government of the United States in Canadian territory adjacent to Labrador and by the Royal Air Force.

4. The Government of Canada may from time to time erect within the Air Base such works, buildings and fortifications as it may deem to be necessary for the maintenance of the Air Base as an operational air base and for its defence, and may station at the Air Base such military personnel as may be required for the defence thereof.

5. Civil and military aircraft owned by the Government of Newfoundland shall have the right to use the Air Base on terms not less favourable than those of the Government of Canada.

6. The right of the United Kingdom to use the Air Base for military aircraft shall be the subject of consultation and agreement between the Governments of Canada, the United Kingdom and Newfoundland after the war, and, in the meantime, the rights of the United Kingdom under Article 3 of this Agreement shall continue unimpaired.

7. The Government of Canada will employ Newfoundland labour as far as practicable at the Air Base.

8. Duly authorized officers of the Government of Newfoundland shall have access at all reasonable times to the Air Base in the course of the carrying out of their duties.

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9. The Government of Canada shall transfer free of cost to the Government of Newfoundland any land within the Air Base reasonably required by the Government of Newfoundland for the erection of buildings for the accommodation of its officials or for any other Government purposes.

10. In order to avoid doubt it is hereby declared that the laws of Newfoundland shall be applicable throughout the Air Base and to all persons therein or thereon.

11. The development of the Air Base being primarily for defence, the air base and its facilities shall not during the war be used for civil or for commercial operations, except as provided in clause (c) of Article 3 hereof. The question of its or their use for civil and commercial operations after the war, and all matters incidental thereto, will form the subject of discussion between the Governments of Canada, the United Kingdom and Newfoundland, and this discussion will take place not later than twelve months after the war.

12. The Government of Canada agrees that it will not, without the consent of the Government of Newfoundland, transfer to any third party in whole or in part the rights, powers and authority herein granted to the Government of Canada.

Signed at St. John's, Newfoundland, in duplicate, this tenth day of October, A.D. 1944.

On behalf of the Government of Canada : "J. S. Macdonald"

On behalf of the Government of Newfoundland : "W. W. Woods"

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PERMANENT JOINT BOARD ON DEFENCE
CANADA - UNITED STATES
R.C.A.F. PROGRESS REPORT

OCT 31 1944

Second Recommendation - Newfoundland

GANDER

The runways at Gander have been patched and sealcoated and considerable work has been done on drainage. No further work is contemplated in this respect until after the spring breakup.

Tenth Recommendation - Development of the Northwest Staging Route

MAIN STAGING UNITS - N.W.S.R.

Field Development.

The programme of runway rehabilitation planned for the summer of 1944 at the main staging units has been, with the exception of Grande Prairie, substantially completed. At Grande Prairie, the East-West runway is finished, and it normally carries approximately ninety per cent of the traffic. The N.W.-S.E. runway will be completed next spring. It is not considered possible to complete the work at Grande Prairie this year.

Building Programme.

The building programme, with the exception of work recently begun, is virtually completed. The simultaneous radio range at Fort Nelson will shortly be in operation. When this installation is completed, simultaneous radio range facilities will be available at all the main staging units.

Thirty-Second Recommendation - Control of Aerodromes used Jointly by Canada and the United States

ADDITIONAL RADIO AIDS AND COMMUNICATION FACILITIES

The following additional radio aids and communications have been provided or will soon be installed:

M/F Beacons - East Coast

Brig Harbour Lab.	500 watt M/F beacon moved from Spotted Island to Brig Harbour Island. Beacon is now in continuous operation.

M/F Beacons - West Coast

Langara Island, B.C.	500 watt M/F beacon to replace Department of Transport beacon at this site. It is expected that this beacon will be in operation this winter.
Tofino, B.C.	M/F beacon operational on request.

Radio Ranges - East Coast

Pennfield Ridge, N.B.	Construction of a radio range for training purposes at this station has been approved. Work on the site has been commenced.

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Radio Ranges - West Coast

Kunghit Island, B.C.	Pending construction of the radio range requested by the United States authorities arrangements have been made to have the Department of Transport install a 1200 watt M/F beacon at Cape St. James.

M/F D/F Stations - East Coast

The M/F D/F fixing service originally planned for the East Coast has been abandoned. There are no M/F D/F stations operational at the present time.

M/F D/F Stations - West Coast

Comox, B.C.	Installation of an M/F D/F station at Comox for use in training is now in progress.

H/F D/F Stations - East Coast

Dartmouth, N.S.	Site selected for installation of CR H/F D/F Station. Construction will commence shortly.
Goose Bay, Lab.	Site selected for installation of CR H/F D/F station. Construction will commence shortly.
Torbay, Nfld.	Land acquired for H/F D/F instllation and construction will commence shortly.
Yarmouth, N.S.	This H/F D/F station is now in operation.

H/F D/F Stations - West Coast

Boundary Bay, B.C.	A CR H/F D/F station is nearing completion.
Comox, B.C.	H/F D/F station is under construction.
Sandspit, B.C.	H/F D/F station operational.
Dog Creek, B.C.	H/F D/F station under construction.
Prince George, B.C.	H/F D/F station under construction.

Transmitter and Receiver Sites - Northwest Air Command

Edmonton, Alta.	Remote transmitter installation 85% completed and receiver installation 40% completed. Consideration is presently being given to a recommendation that the USAACS share the RCAF receiver building.
Grande Prairie, Alta.	Remote transmitter installation 40% completed and receiver installation 6% completed. Consideration is presently being given to a recommendation that the USAACS share the RCAF receiver building.
Fort St. John, B.C.	Remote transmitter installation 25% completed and receiver installation 20% completed.
Fort Nelson, B.C.	Remote transmitter installation 50% completed and receiver installation 40% completed.
Watson Lake, Yukon	Remote transmitter installation 50% completed and receiver installation 17% completed.
Whitehorse, Yukon	Remote transmitter installation 45% completed and receiver installation 5% completed. Consideration is presently being given to a recommendation that the USAACS share the RCAF receiver building.

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VHF Communications - Eastern Air Command

Pursuant to a plan recently adopted, control towers at the following stations will have control of 2 or 4 VHF channels (as indicated) and a D/F homer station:

Dartmouth, N.S.	(4)	Summerside, P.E.I.	(2)	Gaspe, Que.	(2)
Yarmouth, N.S.	(2)	Charlottetown, P.E.I.	(2)	Saguenay, Que.	(4)
Sydney, N.S.	(2)	Moncton, N.B.	(2)	Gander, Nfld.	(2)
Greenwood, N.S.	(4)	Chatham, N.B.	(2)	Torbay, Nfld.	(2)
Debert, N.S.	(4)	Pennfield Ridge, N.B.	(2)	Goose Bay, Nfld.	(2)

VHF Communications - Western Air Command

Pursuant to a plan recently adopted, control towers at the following stations will have control of 2 or 4 VHF channels (as indicated) and a D/F homer station:

Patricia Bay, B.C.	(4)	Sea Island, B.C.	(2)
Tofino, B.C.	(4)	Boundary Bay, B.C.	(2)
Abbotsford, B.C.	(2)	Comox, B.C.	(2)
Port Hardy, B.C.	(2)		

VHF Communications - Northwest Air Command

Pursuant to a plan recently adopted, control towers at the following stations will have control of 2 VHF Channels and a D/F homer station:

Edmonton, Alberta	Grande Prairie, Alta.
Fort St. John, B.C.	Fort Nelson, B.C.
Watson Lake, Yukon	Whitehorse, Yukon

Miscellaneous

Negotiations are under way for the taking over by Canada of five United States radar early warning stations in Newfoundland.

A Joint Canada - United States meeting convened in Ottawa on October 19th to discuss matters concerning the control, maintenance and defence of airfields in Canada, Labrador and Newfoundland used jointly by Canadian and United States Forces.

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PERMANENT JOINT BOARD ON DEFENCE C220048

Canadian Army Progress Report

4 November, 1944

First Rcmdn - Exchange of Information

1. Advice has been received that HQ US Army forces Eastern Canada (previously located at Manchester, NH) has been discontinued and the duties taken over by Commanding General, North Atlantic Division Air Transport Command US AAF (also at Manchester, NH) as from 15 Oct 44.

Second Rcmdn - Defence of Newfoundland

2. (a) Canadian Army Garrison, Newfoundland

Approval has been given for a reduction in the Canadian Army Garrison in Newfoundland. Coast defences at Botwood and at Lewisporte will be permanently withdrawn from their operational roles when freeze-up occurs this winter. LAA defences at these ports have already been withdrawn, and inf detachments will be called in when the ports are closed by ice. These inf detachments will rejoin their Battalion at St. Johns.

(b) At the end of the year the strength of the Canadian Army Garrison at Newfoundland, as a result of these and other reductions previously reported, will be reduced to about 3,700 all ranks.

Third Rcmdn - Defence of Canada

3. (a) In addition to the reduction in the Coast and AA defences on the Canadian Atlantic Coast, outlined in para 2(a) of the Canadian Army Progress Report, of 4 Sep, 44, the examination battery at Gaspe has been placed in maintenance - this completes the removal of all army defences at that point.

(b) Civil Defence

It has been decided that under existing conditions there is no longer any need for "Civil Defence" in Canada and all such activities have been discontinued.

(c) Crimson Route

The Canadian Chiefs of Staff in October considered the defence aspects of the Crimson Route. It was agreed that the airdromes on the Northeast

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staging route were not important from a defence aspect and that the maintenance of defence forces at The Pas, Churchill and Southampton Island was no longer necessary.

(d) Atlantic Command

The death of Maj-Gen L. F. Page, CB, DSO, GOC-in-C, Atlantic Command, occurred on 26 Aug, 44. A successor to General Page has not been appointed but Brigadier L. C. Goodeve, DSO, has been acting GOC-in-C, Atlantic Command.

Seventeenth Rcmdn - Defence of Goose Bay, Labrador

4. (a) The HAA defences at Goose Bay have been withdrawn. The coast arty at Rigolet has been taken out for the winter, decision as to removal of guns being deferred for consideration in the spring. This leaves LAA and one airfield defence company for the defence of this airport.

(b) With reference to item 4(b) of the Canadian Army Progress Report of 26 June, 44, the experiment of growing vegetables in chemically impregnated sand has proved to be uneconomical and the development of a 30 acre farm for the production of vegetables is being undertaken in its place. Greenhouses will continue to be operated throughout the winter.

GENERAL

5. Rawins

Decision has been taken to continue the operations of the radar set at Goose Bay by a small army detachment for the purpose of recording upper wind data (Rawins) in co-operation with the US AAF, which computes the observations and provides radar targets, hydrogen balloons. A similar situation exists at Gander.

6. Weather Stations, Canol Route

Arrangements have been made whereby the Canadian Government is taking over the operation of the weather stations on the Canol Route previously operated by the United States. The R C Sigs will operate the stations at Wrigley, Hay River and Embarras, and the Department of Transport the stations at Norman Wells, Simpson, Fort Smith and McMurray. In addition the R C Sigs are considering the taking over of the US operated receiver site at Whitehorse.

7. Map of Meteorological Stations - Canada

With reference to para 8 of the Canadian Army

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Progress Report of 26 Jun 44 a revised map showing the Meteorological Stations in Canada (both U S and Canadian operated) has been completed and distributed.

8. Jesuit College, Edmonton

The Jesuit College at Edmonton has been taken over from the U S Government by the Department of National Defence for use as a Military Hospital and conversion has already begun.

9. Cold Weather Trials

With reference to para 3 of the Canadian Army Progress Report of 4 Sept 44, outlining cold weather trials to be held this winter, the U S Government have agreed to attach about thirty six officers as observers and, in some cases, as specialists to assist in the trials. In addition, the U S Government has provided on loan 92 tractors and other vehicles that are essential to the successful carrying out of the trials. About 20 items of engineering vehicles and other equipment are being supplied to "Eskimo" for testing and use in the exercise. The U S War Department has undertaken to train one Canadian officer and fifteen O R's in the U S in the operation and maintenance of this equipment. Some items of medical equipment are being loaned for "Polar Bear" exercise.

For New York Meeting 7-8 Nov 44.

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PERMANENT JOINT BOARD ON DEFENCE
(Canada - United States)

ROYAL CANADIAN NAVY

PROGRESS REPORT FOR SEPTEMBER AND OCTOBER, 1944.

EAST COAST

The U-boat situation has increased in intensity during the last two months with one or two U-boats operating continuously in Canadian coastal waters. On the 3rd September, a merchant ship was sunk, and on the 14th October, H.M.C.S. "MAGOG" was torpedoed near Pointe des Monts in the St. Lawrence River and severely damaged.

A conference to discuss trade and shipping problems as they will be modified by the defeat of Germany was held in Washington on the 12th October. Unanimous agreement was reached on the policy to be followed in the control of shipping on the Atlantic - a policy which will maintain efficient controls while permitting flexibility and speed in ship movements. The findings of the conference are under consideration by Admiralty and U.S. Navy Department.

While an extension of repair facilities has taken place, and improvements made to existing repair facilities, the situation is far from satisfactory due to:

(a) The lull which occurred in ship repairs during the summer while ships were being used for the invasion and could not be spared for refit,

(b) Labour shortage. It is still impossible to find the necessary skilled labour required to meet immediate demands.

WEST COAST

The West Coast fuel tankage has been under study with the result that Naval tankage at Powell River, Ocean Falls and Burnaby, B.C., a total of 138,000 barrels, will be released for commercial use in the near future.

D I S T R I B U T I O N

Copies 1 - 29 American Section.
" 30 - 42 Canadian Section.

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PERMANENT JOINT BOARD ON DEFENSE
CANADA--UNITED STATES

SECRET
C220052

U. S. ARMY
PROGRESS REPORT

S E C R E T 2 November 1944.

NOTE: Paragraphs are numbered according to Recommendation Number of the Permanent Joint Board on Defense, Canada-United States.

2. Defense of Newfoundland:

a. Operation of U. S. Radar Stations in Newfoundland

The matter of Canada assuming responsibility for the operation of the five U. S. radar stations in Newfoundland has been under consideration by Eastern Air Command Headquarters and the Commanding General, Newfoundland Base Command. The War Department has been notified that Eastern Air Command are now in a position to start placing RCAF personnel on these stations, thus gradually relieving the U. S. personnel concerned. It is expected that all U. S. personnel will be relieved by 31 December 1944. Details incident to disposing of equipment involved are being jointly worked out locally. It is understood that the Canadian Government will not, in assuming responsibility for the operation of these stations, be committed for the purchase of same.

10. Air Staging Facilities--Western Canada:

a. Instrument Approach System

The War Department has been informed that the Canadian Government has no objection to U. S. installation and operation of SCS-51 instrument approach facilities at the following airfields:

Whitehorse
Fort Nelson
Watson Lake
Fort St. John
Grande Prairie
Namao (Edmonton Satellite)

with the following provisos:

(1) That the frequencies do not interfere with any existing radio installations used for airways and airdrome control.

(2) That siting of these facilities are concurred in by the commands concerned and by the Department of Transport Engineers.

b. High Intensity Approach Lights--Watson Lake

The Commanding General, Army Air Forces, concurs in deferring the installation of high intensity approach lighting equipment at Watson Lake, B. C. in view of the present status of future runway construction at this airfield.

c. International Flights (Canada-U.S.) Coordination and Control

With further reference to item 10 b of the U. S. Army Progress Report of 6 September 1944, detailed arrangements have been agreed to by the War Department and Canadian agencies concerned.

S E C R E T

SECRET

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PERMANENT JOINT BOARD ON DEFENSE
CANADA--UNITED STATES

SECRET
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d. Maintenance of Airfield Facilities, Whitehorse Airbase

In accordance with previous agreements, major and minor maintenance of the airfield facilities at the Whitehorse Airbase has been the responsibility of the United States during the period in which the U. S. construction contract was in force. Contract construction work has now been completed at this airbase and all contractor's personnel and equipment have been evacuated. On 16 September General Foster was advised of this fact by the Northwest Service Command with a request that the RCAF be requested to assume maintenance responsibility of the facilities concerned, with the exception of winter maintenance of aprons which will remain a responsibility of the United States.

e. Airfield rehabilitation--Fort St. John

In view of the fact that the Canadian Government has authorized additional construction at Fort St. John (by U. S. contractors) at an estimated cost of $384,814.64, the Chief of Engineers, U. S. Army, has been directed to proceed with this project. Owing to the lateness of the season, however, the Canadian Government stipulated that in the event U. S. contractors could not complete the work this season, Canada will take over the construction in the spring and carry it to completion. In addition, the Chief of Engineers has been directed to furnish certain cost data for U. S. expenditures at Fort St. John to the Deputy Minister for budgetary purposes.

17. Northwest River Landing Field:

a. Transfer of Surplus Contractor equipment

At the request of the United States, certain units of contractor's equipment, which had been allotted for use of the RCAF and other Canadian agencies at Goose Bay, have been set aside for loan to the U. S. Commander at this airfield. It is understood that the equipment in question will be made as a loan to the United States, title remaining with Canada, and may be retained for use by U. S. Forces until such time as these forces are withdrawn from Goose Bay. In addition, the RCAF have confirmed the War Department's understanding regarding maintenance at Goose Bay and Gander as follows: "Canada is responsible for the overall maintenance of the airfields in accordance with the standards of the principle user, while the U. S. Forces are responsible for the maintenance of the U. S. portions of the airfields".

26. Northeast Short-Range Ferry Route to U. K.:

a. RCAF Operation of Control Tower

The RCAF has been notified that it is agreeable to the U. S. Army Air Forces that Canada operate the control towers at Goose Bay and Gander Airports provided that there is in each tower at all times one AACS control tower operator. The Commanding General, Air Transport Command, has been directed to issue appropriate instructions to U. S. personnel concerned.

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b. Instrument Approach System

The War Department has been informed that the Canadian Government has no objection to U. S. installation and operation of SCS-51 instrument approach facilities at:

Gander Lake
Goose Bay

with the following provisos:

(1) That the frequencies do not interfere with any existing radio installations used for airways and airdrome control.

(2) That siting of these facilities are concurred in by the commands concerned and by the Department of Transport Engineers.

(3) That the approval of the Newfoundland Government is obtained--the Canadian Government to present the matter to the proper Newfoundland authorities.

In connection with proviso (3) preceding, the War Department has been notified that the Newfoundland Government has approved this installation at Gander Airport, Newfoundland. This approval having been transmitted through the Canadian Department of National Defense for Air, under date of 25 October 1944. Siting of facilities has been approved and No. 1, Group Headquarters, RCAF, have been advised of the decision so that arrangements for installation can proceed without delay. The following understandings have been confirmed by the War Department to Canada:

(1) That the installation is of no continuing value to Canada.

(2) That installation will be undertaken by U. S. personnel.

(3) That all costs in connection therewith will be borne by the United States.

c. Air Traffic over North Atlantic Route

At the request of the Canadian Air Member of this Board, the Senior U. S. Army Member has obtained a statement from the War Department to the effect that the RCAF installations and facilities in Newfoundland and Labrador will be used by the U. S. Army Air Transport Command and are considered adequate for anticipated activities without expansion. In this connection, the War Department has requested that normal maintenance be accomplished under present agreements, in order to retain the facilities concerned in their present state of efficiency. The RCAF has given assurance that the maintenance and service facilities concerned will be kept at the present level as long as required.

d. Airfield Construction Data

Through the cooperation of Colonel Graling, U. S. Military Attache at Ottawa, copies of plans, completion reports and other data have been furnished the RCAF and Department of Transport for

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PAPIER DE COULEUR

C220055

the following airfields:

The Pas
Churchill
Southampton Island
Frobisher Bay
Fort Chimo
Mingan

32. Applications of Principles Set Forth in Board's 31st Recommendation (Maintenance and Control of Airdromes in Canada):

a. Joint Meeting

The fourth of a series of joint meetings, to consider all matters of joint interest relating to the maintenance, control, and defense of air facilities in question, was held at Ottawa on 19 October 1944. War Department representatives, both from Washington and from the field, were present. The decisions reached at the meeting are now before the War Department for approval. All of the U. S. representatives at the meeting wish to join with the U. S. Army Section of the Board in expressing their appreciation of the manner in which the meeting was conducted, the results attained, and of the sincere and personal hospitality extended by the RCAF.

GENERAL:

a. Canadian Army Anti-aircraft Firing Practice--Vancouver Area

In the U. S. Army Progress Report dated 24 June 1944, paragraph i of the General Section, subject as above, stated that the War Department had granted permission for units of the Pacific Command to conduct practice anti-aircraft firing at Point Roberts, Washington. In this connection, the Commanding General, Western Defense Command, has advised the War Department that the Pacific Command, Canadian Army, has withdrawn its request for the use of Point Roberts as a light anti-aircraft artillery range.

b. Weather Facilities:

(1) Canol Route

The War Department has been notified that Canada is prepared to take over and operate all weather stations along the Mackenzie River Route, to include Canadian assumption of responsibility for radio range and communication facilities concerned. It has been arranged that the U. S. equipment be left in place on temporary loan for Canadian operation until an appropriate survey has been made and the U. S. authorities notified what items of equipment Canada desires to retain. The Air Weather Officer, Army Air Forces, has been directed to work out the necessary details locally in conjunction with Canadian representatives.

(2) PAA Weather Stations--British Columbia

Major General W. W. Foster has been notified by the Northwest Division Engineer that the Army Airways Communications System of the U. S. Army Air Forces desires to acquire and operate the PAA stations at Dease Lake and Tacla Landing in view of the fact that PAA has been ordered to close and evacuate these stations in the future.

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(3) U. S. Type D Weather Station, Morley River, Y. T.

The Department of National Defense for Air has agreed to installation, by the U. S. Northwest Service Command, of a Type D Weather Station at Morley River, Y. T.--located at approximately 59° 59' North Latitude and 131° 50' West Longitude. This approval was given with the understanding that this installation should be considered not of continuing value to Canada.

(4) Meteorological Stations--Canada

In accordance with previous Board discussions on this subject, the map of meteorological stations in Canada with revised lists, as prepared by Canada, has been distributed to all War Department agencies concerned. In addition, all data has been carefully checked against available War Department records and the results of this investigation forwarded to the U. S. Military Attache to Canada for appropriate action.

(5) U. S. Type D Weather Station--Indian House Lake, Quebec

This weather station has now been completed and is in operation by a detachment of eight U. S. weather personnel.

c. Halifax Sub-port of Embarkation

Information has been received that the 821st Quartermaster Sterilization and Bath Company departed from Halifax on 7 September 1944 for duty in the United States. As a result, the only U. S. agency now operating in the Halifax area is Headquarters, U. S. Army Halifax Sub-port of Embarkation, staffed by a liaison officer and one enlisted man. The officer commanding is Major Harry H. Goble. His address will continue at Room 420, Capitol Building, Halifax, Nova Scotia (telephone number Halifax 3-8313).

d. Discontinuance of U. S. Army Forces in Eastern Canada

Effective 15 October 1944, Headquarters, U. S. Army Forces in Eastern Canada, was discontinued. The U. S. responsibilities involved have been transferred to the Commanding General, North Atlantic Division, ATC.

e. Abandonment of U. S. Military Facilities in Canada--Jesuit College, Edmonton

As a result of the presentation of this matter by the Senior U. S. Army Member at the 6-7 September 1944 Meeting of the Board, the War Department has been notified that the Canadian Government has agreed to take over this installation under the provisions of the 33d Recommendation of the Permanent Joint Board on Defense, Canada-United States.

f. Realignment, Radio Range Leg--The Pas

The Canadian Government has approved and given permission for U. S. authorities to realign the northwest quadrant of the radio range leg at The Pas, Manitoba. This authority was granted with the understanding that the work would be done by U. S. personnel and at U. S. expense.

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g. U. S. Liaison Officer with Western Air Command, RCAF

Colonel J. H. Harrington, GSC, has been assigned to duty as liaison officer, Western Defense Command and Alaskan Department, on duty with Pacific Command, Canadian Army. He has now been assigned additional duty as Liaison Officer with Western Air Command RCAF (for the Fourth Air Force, U. S. Army Air Forces) vice Lt. Colonel Roger P. Clark relieved.

h. Operation of Radio Beacons--St. Lawrence area

In view of the increase in the number of radio navigational aids in this area, during the past year, the Controller of Radio, Department of Transport, has been advised that it is considered unnecessary, from a U. S. viewpoint, to operate the radio beacons at Pointe Des Monts, West Point, Heath Point, Natashquan, and Cape Whittle throughout the coming winter. However, the North Atlantic Division, ATC, at Manchester, New Hampshire is particularly interested in knowing when the stations will be closed.

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C220058

PERMANENT JOINT BOARD ON DEFENSE

CANADA - UNITED STATES

U. S. NAVY SECTION PROGRESS REPORT

7 NOVEMBER 1944

S E C R E T

NEWFOUNDLAND

1. The Newfoundland Government has granted permission to the U. S. Navy to construct and operate an additional Loran Station in the vicinity of Port aux Basques. The station is under construction.

2. The Naval Air Station at Argentia has been changed to a Naval Air Facility and is on a reduced operational status.

WEST COAST OF THE UNITED STATES AND CANADA

1. On 14 September another conference on air-sea-land rescue was held between representatives of the Western Sea Frontier and the Western Air Command at the headquarters of the latter in Vancouver, B.C. The purpose of the meeting was to discuss and review proposed and existing plans, exchange information and develop working associations between the U. S. Navy and the RCAF for further coordination and integration of air-sea-land rescue activities between Canada and the United States.

ALASKA

1. The Naval Auxiliary Air Facility at Cold Bay, Alaskan Peninsula, is to be decommissioned.

2. The Naval Air Facility at Otter Point, Unmak Island, has been decommissioned.

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PJBD

JAG/DR
4/12/44

SECRET

C220053

For the Under-Secretary

The Prime Minister read alloud this morning your memorandum of April 10, quoting from General Pope's appreciation of the post-war defence relationship with the United States. The following points which arose from our discussion may be of interest:

1) The permanent character of the Permanent Joint Board on Defence was certainly quite deliberate.

   Mr. King says that the President called attention to this feature when the Ogdensburg Agreement was being drafted, and that he told the President that he certainly believed the defence arrangements ought to be on a permanent basis.

2) There may be occasion to fear a recrudescence of strength of Germany and Japan. Mr. King clearly thinks that the Canadian position, as lying between the U.S.S.R. on the one side and the U.S.A. on the other, may have to be worked out with very special care.

3) We will also have to think in terms of a rising unity of colour policy in the Far East generally which, from the point of view of world strategy, might have to regard the Far East as a solid block opposed to the so-called white races generally.

4) There is the possibility that oil developments in northwest Canada will reach such a scale as to make this area a much more vulnerable one in terms of offensive plans of any possible future enemy. The fact that it lies near the international air routes perhaps emphasizes the strategic aspect of which account would have to be taken.

J. A. G.

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FROM THE PRIME MINISTER PJBD

TO Mr. Heeney: C220060

Please bring this memorandum forward at the next meeting of War Committee.

Dealt with Cab. War Ctee Feb. 7th - exemption from duty, sales tax for immovables & movables approved. OC's to be enacted accordingly.

25/1/45 (EH)

Keith for Keith.

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SECRETARIAT,
CABINET WAR COMMITTEE

CANADA

CONFIDENTIAL

C220061
PRIVY COUNCIL OFFICE

24th January, 1945.

MEMORANDUM FOR THE PRIME MINISTER:

"At a meeting of the Permanent Joint Board on Defence held in Montreal on 22-23 January, there was some discussion of the question of the payment of Customs duties and other taxes on United States equipment presently in Canada which the United States may desire to have disposed of here rather than returning it to the United States. Apparently certain Canadian administrative considerations may make the imposition of these taxes unavoidable.

In discussion Mayor LaGuardia strongly urged that we in Canada give the most serious consideration to the advisability of waiving these duties and taxes. He referred to his time in Congress twenty years ago when France was accused of making the United States Army pay rent on the trenches they occupied in France during the last war. This was, of course, untrue, but it has never been possible to convince the United States people that this had not been done. Similarly he thought that were the Canadian Government, for reasons of its own administrative convenience, directly or indirectly to require the United States Government to pay Customs duty or other taxes, the reaction in his country would be anything but favourable, and that in the interests of good relations between the two countries every effort should be made to ensure that this be avoided. "

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CABINET WAR COMMITTEE

MEMORANDUM

C220062

Secret

FOR THE PRIME MINISTER:

I am sending you, herewith, Copy No.1 of the Journal of the Permanent Joint Board on Defence, covering the meeting of the Board held in Montreal on January 22nd and 23rd.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This Journal will be submitted at an early meeting of the Cabinet War Committee.

A.D.P.H.

January 27th, 1945.

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, MONTREAL, JANUARY 22-23, 1945.

---

1. The Permanent Joint Board on Defence met in Montreal on Monday, January 22, 1945, at 2.30 p.m. The following members participated :

Canadian Section	United States Section
Mr. H. L. Keenleyside	Mayor F. H. LaGuardia
Major General M. A. Pope	
Captain H. T. W. Grant (vice Vice Admiral G.C.Jones)	Vice Admiral A. W. Johnson
Air Vice Marshal W. A. Curtis	Colonel C. H. Deerwester
Group Captain W. F. Hanna	Captain R. W. Ruble
Colonel J. H. Jenkins	
Mr. R. M. Macdonnell	Mr. J. D. Hickerson

2. The Board noted that its Thirty-third Recommendation relating to the disposition of defence projects built or provided in Canada by the United States had been approved by both Governments. This approval was recorded in an Exchange of Notes dated November 22 and December 20, 1944, which is attached as an appendix to this copy of the Journal. Subsequently, correspondence took place which resulted in agreement regarding the channel through which payment for immovable facilities should be made to the United States War Department. The Acting Secretary of the Canadian Section stated that the Canadian authorities had prepared draft suggestions for the procedure to be adopted in disposing of facilities under the terms of the Thirty-third Recommendation and that they would be

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glad to discuss these with the United States authorities as soon as possible with a view to reaching agreement on details of procedure. The Board agreed that it would be desirable to work out these details without delay and Colonel Deerwester stated that the officer who would represent the United States had been appointed and would shortly proceed to Canada. It could therefore be expected that the necessary consultation could begin at an early date.

With regard to the assessment of customs duties and other taxes, the Acting Secretary of the Canadian Section said that the representations which the United States Government had submitted requesting exemption from these taxes were still under consideration by the Canadian Government and that no final decision had yet been reached. Mayor LaGuardia strongly urged that the Canadian Government give most serious consideration to the advisability, from the point of view of good relations between Canada and the United States, of waiving duties and taxes. Despite the smallness of the amounts of money involved, considerable criticism might arise if duties and taxes were charged, and it was his belief that the interests of both countries would be served if this criticism could be avoided. The Canadian members undertook to bring these views to the attention of the Canadian Government.

3. Reference was made to a letter from General Henry to the Acting Secretary of the Canadian Section inquiring whether the Canadian Government wished to acquire the office building in Edmonton formerly known as the Bechtel-Price-Callahan Building, which the United States Government would like to dispose of under the Thirty-third Recommendation.

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The Canadian Government has been giving consideration to the possible use of this building in the event of its being no longer required by the United States authorities and agrees that the most satisfactory procedure is for the United States War Department to declare the building surplus to its requirements, after which appraisal under the terms of the Thirty-third Recommendation would take place. The Canadian authorities are prepared to deal with this matter as soon as a formal declaration of surplus is made.

4. The Board noted that correspondence had taken place between the secretaries since the last meeting with regard to the disposition of the United States military hospital at The Pas, Manitoba. This was urgently required by the Canadian authorities for civilian needs in this area. The United States have agreed to turn the hospital over to Canada and to offer for sale such equipment as the Canadian Government desires to purchase and which the United States authorities are able to release as excess to their needs in other theatres. The building itself was originally provided by the Canadian Government and no financial problem arises out of its transfer to Canada, the Exchange of Notes of June 23 and 27, 1944, having dealt with this.

5. Colonel Deerwester inquired whether any decision had been reached on a request which had been forwarded to the Canadian Section that additional grading be done at the ends of the runways of the Calgary Municipal Airport. Air Vice Marshal Curtis replied that the Government had approved this request and that the work would proceed as soon as weather permits.

6. Air Vice Marshal Curtis informed the Board that the Canadian Government is giving consideration to the future use of the Mackenzie River Air Route. He recalled that

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arrangements had been made in 1944 for the airfields on this route to be turned over by the United States to Canadian control and operation. No undertaking had been given that Canada would continue to operate these fields or maintain them to any given standard, although an undertaking had been given that weather stations and communications facilities in this area which had been turned over to Canadian control would continue to be operated at the standard maintained by the United States. It would assist the Canadian authorities in reaching a decision as to the future use of the airfields if they could be informed whether the United States authorities regarded any of these fields as possessing continuing military value. Colonel Deerwester stated that in the opinion of the United States authorities the fields possessed no continuing military value to the United States and that therefore the United States Government had no interest in their future disposition.

7. Air Vice Marshal Curtis stated that the Royal Canadian Air Force expected to be in a position to take over the operation of the telephone line on the Northwest Staging Route at some time between July 1 and October 1, 1945. The requisite personnel were at present undergoing training. It was the hope of the R.C.A.F. that there would be some overlapping between Canadian and United States personnel so that before the latter were withdrawn Canadian personnel would have an opportunity to obtain the benefit of their experience in the details of operation. Colonel Deerwester believed that this could be arranged and undertook to take the matter up with the War Department.

8. With regard to the question of Canada assuming control of the airfields at The Pas, Churchill and Southampton Island, Air Vice Marshal Curtis informed the Board that officials of

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the interested departments of the Canadian Government had visited the fields with a view to listing the items of equipment which would be required by Canada. The United States authorities had agreed to release whatever items might be needed by the Canadian Government. While it was hoped that a decision would be reached in the near future, the Canadian Government had not come to any final conclusion about taking over the fields, since problems of maintenance and operation required further examination.

9. Mayor LaGuardia expressed the view that in the event of attacks on North America by V-bombs or other long range weapons, there should be complete exchange of information between the Canadian and United States authorities as well as the closest liaison in censorship matters for security purposes. The members of the Board agreed that this would be essential and the Service Members undertook to see that the existing channels of communication would be reviewed and, if necessary, improved so as to provide for rapid and effective action in the event of emergency.

10. Mr. Keenleyside expressed his regret at leaving the Board which was necessitated by his assuming his appointment as Canadian Ambassador to Mexico. Mayor LaGuardia, on behalf of the United States Section, paid warm tribute to the contribution made by Mr. Keenleyside to the solution of the many difficult problems which had faced the Board and wished him all success in his new appointment.

11. Progress Reports were distributed by the Service Members and discussed by the Board.

12. After agreeing to hold its next meeting in New York on April 24, 1945, the Board adjourned at 11.45 a.m., January 23.

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C220068

CANADIAN EMBASSY,
WASHINGTON, D. C.,
November 22, 1944.

No. 399

Sir :

Under instructions from my Government, I have the honour to refer to recent discussions with respect to the post-war disposition of defence projects, installations and facilities built or provided in Canada by the Government of the United States. This matter was the subject of a recommendation of the Canada - United States Permanent Joint Board on Defence, adopted on January 13, 1943, and subsequently embodied in an Exchange of Notes dated January 27, 1943.

After further study, and in the light of experience in connection with specific agreements already reached, it appeared desirable to the Board to amend its earlier recommendation and to make the revised recommendation applicable to all projects, disposition of which remains unsettled. Accordingly, on September 7, 1944, the Board adopted the following recommendation :

> "The Permanent Joint Board on Defence recommends that the following formula be applied to the disposition of all defence facilities constructed or provided in Canada by the United States (and mutatis mutandis to any defence facilities constructed or provided in the United States by Canada) which have not already been dealt with.
>
> Immovables
>
> A - The Government of the United States shall, within three months from the date of the approval of this Recommendation, supply the Government of Canada with a list of immovables (hereinafter referred to as facilities) which it desires to make subject to the provisions of this Recommendation.
>
> B - In the case of each of the facilities included in the list referred to in A, the Canadian Government and the United States Government will each appoint one qualified appraiser whose joint duty it will be to appraise such facility in order to determine the fair market value thereof at the time and place of appraisal. If the two appraisers cannot agree on the fair market value, they will select a third appraiser to determine this value. The amount set by the appraisers shall be paid to the United States Government by the Government of Canada,
>
> provided that the foregoing paragraphs A and B shall not apply to any facilities heretofore specifically provided for;

The Honourable Cordell Hull,
Secretary of State of the United States,
Washington, D. C.

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C - Any existing facility not included in the United States list shall, within one year after the cessation of hostilities, be relinquished, without cost, to the Crown either in the right of Canada or in the right of the Province in which the same or any part thereof lies, as may be appropriate under Canadian law.

Movables

A - The Government of the United States shall remove from Canada all those items which it desires.

B - The Government of Canada shall arrange through the appropriate governmental agencies for the purchase from the United States of such remaining items as it desires to obtain for its own use or disposition.

C - All other movables shall be transferred to a designated agency of the Canadian Government and shall be sold or disposed of by such agency, the proceeds to be paid to the Government of the United States,

provided that, in connection with the items referred to in paragraph C, the United States Government shall be represented by an officer designated by it for that purpose, who shall have an equal voice in the setting of prices, the allocation of priorities, the assessment of legitimate sales costs and other details of the sale or other disposal of the items concerned;

and provided further that any such items remaining unsold at the end of two years from the time they are transferred to the Canadian agency concerned shall either be declared of no value and the account closed or, at the option of the United States, shall be removed from Canada by the United States authorities."

I have been directed to inform you that this recommendation has been approved by the Government of Canada, subject to the following proviso :

"That, as there are certain facilities whose disposal would entail expenses such as custody and demolition, any expense of such a character would be taken into consideration in the final accounting."

and to propose that, if the foregoing is acceptable to the Government of the United States, this note and your reply thereto shall be regarded as placing on record the understanding arrived at between the two Governments concerning this matter.

Accept, Sir, the renewed assurances of my highest consideration.

L. B. PEARSON
for the Ambassador

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C220070

Department of State,
Washington, D. C.,
December 20, 1944.

Excellency :

I have the honor to acknowledge the receipt of your note no. 399, November 22, 1944, referring to recent discussions on the disposition of defense projects, installations and facilities built or provided in Canada by the Government of the United States and informing me of the approval by the Canadian Government of the 33rd Recommendation of the Permanent Joint Board on Defense, United States and Canada, on this subject. The 33rd Recommendation amends and supersedes the 28th Recommendation of the Board which was embodied in the exchange of notes of January 27, 1943.

The United States Government has been pleased to observe that, pursuant to the 28th Recommendation specific agreements have already been reached covering the disposition of the major defense projects constructed by the United States in Canada. It is considered that the current Recommendation of the Board is suitable for application to all projects, disposition of which remains unsettled and I am glad, therefore, to inform you that the Government of the United States approved the 33rd Recommendation on November 11, 1944.

It is noted that the Canadian Government's approval is subject to the following proviso :

> "That, as there are certain facilities whose disposal would entail expenses such as custody and demolition, any expense of such a character would be taken into consideration in the final accounting."

In accepting the Canadian Government's proviso to the 33rd Recommendation, I believe it useful to mention that it is understood by this Government from an explanatory memorandum kindly furnished by the Canadian authorities that expenses of custody and demolition will be taken into account by the appraisers and will through their

His Excellency
Leighton McCarthy,
Ambassador of Canada.

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findings be reflected in the final accounting.

In conclusion I may state that the United States Government accepts the proposal that your note under reference, and this reply shall be regarded as placing on record the understanding arrived at between the two Governments on this matter.

Accept, Excellency, the renewed assurances of my highest consideration.

EDWARD R. STETTINIUS, Jr.

842.20 Defense (M)/11-2244

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C220072

SECRET

COPY NO. 5

PERMANENT JOINT BOARD ON DEFENCE
CANADA - UNITED STATES
R.C.A.F. PROGRESS REPORT

10th January, 1945

Tenth Recommendation - Development of the Northwest Staging Route

MAIN STAGING UNITS - N.W.S.R.

Field Development

Major items of field construction at all main staging units, except Grande Prairie, are now completed. Snow removal and general maintenance of the runways, aprons and taxistrips is being carried out in a generally satisfactory manner. Recent reports received indicate that all the airfields are in excellent condition. Improved sewer facilities under construction at Whitehorse, Watson Lake and Fort Nelson are reported as nearing completion. There will be little if any further field development pending the arrival of spring when the N.W.-S.E. runway at Grande Prairie will be completed.

Building Programme

The simultaneous radio range at Fort Nelson is now completed. Simultaneous radio range facilities are now available at all the main staging units.

Thirty-Second Recommendation - Control of Aerodromes used Jointly by Canada and the United States

ADDITIONAL RADIO AIDS AND COMMUNICATION FACILITIES

The following additional radio aids and communication facilities have been provided or soon will be installed:

Radio Ranges - East Coast

Pennfield Ridge, N.B.	It is expected that this radio range will be operational in about two months.
Charlottetown, P.E.I. Dartmouth, N.S. Sydney, N.S. Dorval, P.Q.	These radio ranges are presently being converted to simultaneous operation and should be completed within the next few months.
Moncton, N.B.	Conversion of this radio range to simultaneous operation is now complete.

Radio Ranges - West Coast

Snag, Yukon Aishihik, Yukon Teslin, Yukon Smith River, B.C. Beaton River, B.C. Prince George, B.C.	These radio ranges are presently being converted to simultaneous operation.
Whitehorse, Yukon	Approval has been given for the installation of a fan marker on the north leg of this radio range.

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C220073

H/F D/F Stations - East Coast

Sydney, N.S.	Installation of a CR H/F D/F Station has been approved.

Transmitter & Receiver Stations - Northwest Air Command

Edmonton, Alta. Grande Prairie, Alta. Fort St. John, B.C. Fort Nelson, B.C. Watson Lake, Yukon Whitehorse, Yukon	Remote receiver and transmitter installations at these stations are nearing completion. A recommendation that the USAASC share the RCAF receiver buildings at Edmonton, Grande Prairie and Whitehorse has been approved.

VHF Communications - Western Air Command

Sandspit, B.C. Vanderhoof, B.C. Prince George, B.C. Quesnel, B.C. Ashcroft, B.C. Massett, B.C.	Installation of SCR-641 control twoer equipment is planned for these stations.

VHF Communications - Northwest Air Command & No.2 Air Command

Snag, Yukon Aishihik, Yukon Teslin, Yukon Smith River, B.C. Beaton River, B.C. White Court, Alta. Calgary, Alta. Lethbridge, Alta. Penhold, Alta.	Installation of SCR-641 control tower equipment is planned for these stations.

Airway Traffic Control - Eastern Air Command

A temporary Airway Traffic Control Interphone System has been installed connecting the following stations with the St. John's, Nfld., Airway Traffic Centre: Torbay, Argentia, Gander, Buchans radio range and Stephenville.

Flying Control

The Vancouver Flying Control Airway Centre commenced operation on September 30th, 1944 and is effecting control over all of Green Airway No.1 from the Edmonton Boundary; on Amber Airway No.1 from the U.S.-Canada border to 25 miles west of Vancouver; on Red Airway No. 44 from the U.S.-Canada border to Princeton, B.C.; on Amber Route No. 61 from 25 miles south of Dog Creek to Princeton; on Blue Route No. 81 from 25 miles south of Dog Creek to Vancouver. A complete airway traffic control interphone system is in operation over these airways and will be extended northward on Vancouver Island to permit the control of Amber Airway No.1 to the Canada-Alaska border. Flying Control Units are in operation and effecting airport traffic control at every station in the West Coast area where this service is required.

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The Edmonton Flying Control Airway Centre is in operation as previously reported and has extended control to include Blue Route No. 82 and Green Airway No. 1 to 25 miles east of Medicine Hat. It is anticipated that the required interphone circuits will be completed to Whitehorse within two months, at which time control will be extended on Amber Airway No.2 to this point. At the same time an Approach Control Centre staffed by qualified Airway Control officers will be established at Whitehorse. Flying Control Units have been established at every airport on the Northwest Staging Route.

The Halifax Flying Control Airway Centre commenced operation on August 1st, 1944 and is effecting control over Green Airway No.1 from the U.S.-Canada boundary near Blissville to 25 miles southwest of St. Andrews, Nfld., on all of Amber Airway No. 8, and on all of Red Airway No.3. It is planned to extend airway traffic control to include all airways and routes in the Halifax area by August 31st, 1945 when the required communications will have been installed. Flying Control Units effecting airport traffic control and pre-flight briefing, etc., have been established at every station where this is required.

The St. John's Flying Control Airway Centre commenced operation on January 8th, 1945 and will effect control over all airways and routes in Newfoundland with the exception of the Stephenville approach control area. It is planned to take over the Stephenville approach control which will be replaced by standard airway traffic control in the late summer of 1945 when the schedule 'F' airway traffic control interphone circuit which is now being constructed is expected to have been completed. Flying Control Units are in operation at Gander, Botwood and Torbay.

It is planned to commence operation of the Goose Bay Route Centre approximately January 31st to supercede the approach control now effected by the USAAF. The Goose Bay Route Centre will have communication with all operators on the Goose Bay Airport and in addition will have direct radio communication with the St. Johns and Halifax Centres. The radar filter plots will be made in the same room as the Goose Bay Route Centre, thereby providing an arrangement which will greatly improve the control in this area.

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C220075

RGCS/arc

HQS.5199-W-1, FD.64 (DMO&P)

S E C R E T

PERMANENT JOINT BOARD ON DEFENCE

Canadian Army Progress Report

20 January, 1945

Third Rcmdn - Defence of Canada

1. (a) Reduction in Coast and Anti-Aircraft Artillery

The 8 inch counter bombardment battery at Prince Rupert has been taken out of action and all Anti-Aircraft Artillery defences at Sydney, N.S. and Vancouver-Sea Island Area have been withdrawn.

(b) Reduction and Reallocation of other Units

In order to provide reinforcements for overseas, disbandment of the 6th Canadian Division as a formation has been approved. The personnel of this formation together with those from other units in Canada, similarly disbanded, have been made available to proceed overseas as reinforcements. As a result of the foregoing, eight Infantry Battalions will remain for duty in the North American Area (Canada, Newfoundland and British West Indies).

(c) Abolition of Atlantic Command

Approval was given to abolish the Atlantic Command as from 15 Dec, 1944, and to re-establish District control over the areas previously incorporated in the Command, with Newfoundland retained as a separate Command similar to a District.

(d) Liaison Eastern Defence Command, United States Army, New York

Consequent on the disbandment of Headquarters, Atlantic Command, arrangements have been made for National Defence Headquarters to assume the liaison functions with Headquarters, Eastern Defence Command, United States Army, formerly the responsibility of Headquarters, Atlantic Command, on the premise that, where Canadian Military Districts are concerned, United States Service Commands and Sectors will effect the necessary liaison.

(e) Reduction in Bomb Disposal Squads

Canadian Army Bomb Disposal requirements in the North American Area have been revised and

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authorization has been given for the disbandment of the squads at Sydney, Quebec, Toronto, Vancouver and Nanaimo. In addition new and simplified Bomb Disposal equipment, easily transportable by air, is to be distributed at Halifax, Saint John, N.B., St. John's, Newfoundland, Esquimalt and Prince Rupert.

GENERAL

2. Rawins

Further to arrangements made to combine the operations of the radar set at Goose Bay and Gander by the Army for the recording of upper wind data (Rawins), as recorded in item 5 of the Canadaian Army Progress Report of 4 Nov, 1944, arrangements have now been made for the Canadian Army to co-operate with the Department of Transport in securing meteorological data by radar at Vancouver, Barriefield and Halifax.

3. Return of Equipment to the United States

Arrangements have been made to return to the United States four 8 inch guns (two on railway mountings) together with the ammunition provided therefor. The first two of these guns were loaned to Canada in 1941 to augment the defences of Esquimalt and the other two were placed in action in Prince Rupert in the spring of 1942 when this port increased in importance resulting from the entry of the United States into the war. In returning these equipments it is desired to express to the United States Government the deep appreciation and gratitude of the Canadian Government for this timely assistance.

For Montreal meeting 22-23 Jan, 1945.

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SECRET

PERMANENT JOINT BOARD ON DEFENCE

(Canada - United States)

ROYAL CANADIAN NAVY

Progress Report for November, December, January 1944-45.

Enemy submarines continue to operate in Canadian Coastal waters and working close inshore have met with some success.

An independently routed ship was torpedoed off Matane in the St. Lawrence River on the 2nd November, but reached port.

On January 4th, 2 ships from a Sydney-Halifax convoy were torpedoed and sunk a few miles east of Sambro Light Vessel (Halifax) and on the 14th January, 3 ships from a Boston-Halifax convoy were torpedoed close inshore in the Halifax Approaches. Of these two were sunk and one was beached.

Naval losses consisted of the minesweeper, H.M.C.S. "CLAYOQUOT" and the Corvette H.M.C.S. "SHAWINIGAN", the former torpedoed off Halifax, and the latter lost with all hands in Cabot Strait.

No U-boats are known to have been damaged or sunk in Canadian waters during the period under review.

2. The decisions arrived at by the Conference held at Washington on the 12th October concerning the control and routeing of ships in the Atlantic after the defeat of Germany are now embodied in a series of instructions which will thus be ready to put into force as soon as the general war situation permits.

3. The dimout of the St. Lawrence River and Gulf was suspended with the close of navigation, without prejudice to its possible reinstitution next spring.

4. The examination services on the East Coast are being discontinued, but traffic control arrangements will apply in Halifax, Sydney, N.S., Saint John, N.B., and St. John's, Nfld.

DISTRIBUTION

American Section - 1 to 29
Canadian Section - 30 to 47

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PERMANENT JOINT BOARD ON DEFENSE
CANADA--UNITED STATES

U. S. ARMY
PROGRESS REPORT

SECRET

16 January 1945.

NOTE: Paragraphs are numbered according to Recommendation Number of the Permanent Joint Board on Defense, Canada-United States.

2. Defense of Newfoundland:

a. Operation of U. S. Radar Stations in Newfoundland

The United States has turned over for operation of the R.C.A.F. five aircraft warning stations in southern Newfoundland.

10. Air Staging Facilities--Western Canada:

a. Instrument Approach System

Installation of instrument approach systems along the Northwest Staging Route and the Goose Bay and Gander airfields is progressing satisfactorily.

b. Discontinuance of Operations of AACS operations at Prince George, B. C.

Clearance was obtained from the Canadian Government for discontinuance of operation of AACS operations at Prince George, B. C. The station will not be dismantled but will be held in readiness for possible recommissioning in the event using agencies request such action.

17. Northwest River Landing Field:

Repair of bolted tanks at Goose Bay

The repair of the four bolted fuel storage tanks at Goose Bay Airport has been completed.

26. Northeast Short-Range Ferry Route to U.K.:

a. Additional Parking Space at Mingan

The Canadian Government has approved construction of additional parking space at Mingan, Quebec, airfield. This construction to be considered of permanent value to Canada.

33. Disposition of United States Projects in Canada:

a. Survey of Crimson Route airfields

A Canadian group has, in accordance with the 33d Recommendation of the Permanent Joint Board on Defense, Canada-United States, just completed a general survey of the Crimson Route airfields. This with the view of Canada taking over the responsibility of those airfields in the near future.

b. Hospital at The Pas

The United States has turned over to the Canadian Government the hospital at The Pas Airport.

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C220079

c. U. S. Representative with Crown Assets Corporation

Lt. Colonel William G. Jones has been assigned as representative for duty with the Crown Assets Corporation, with station at Ottawa, Canada, as representative of the United States with this Corporation under the provisions of the 33d Recommendation, Permanent Joint Board on Defense, Canada-United States.

GENERAL:

a. Transfer of Leases.

An exchange of notes has recently cleared the way for the transfer of all U. S. leases for land in Canada to the Canadian Government.

b. Return of Railway Guns

The Canadian Government has returned to the United States the four 8" railway guns lent for the defense of the Pacific Coast.

c. Recognition of Command and Senior Pilot Privileges

The R.C.A.F. has given recognition to the Command and Senior pilot status and privileges afforded these ratings by U. S. Army Air Forces regulations.

d. Weather facilities

(1) Type D Weather Station, Nelson Forks, B. C.

Clearance has been obtained for the installation of a Type D Weather Station at Nelson Forks, B. C.

(2) PAA Weather Stations--British Columbia

Clearance has been received for the operation by the U. S. Army Air Forces of the Pan American Airways weather stations at Dease Lake and Takla Landing, B. C.

e. Canadian Army training exercise.

The U. S. Army has had representatives attending the winter training exercises conducted by the Royal Canadian Army.

f. Exchange of official visits

During the month of September 1944, Major General George R. Pearkes, General Officer Commanding in Chief, Pacific Command, Canadian Army, and Major General Charles H. Bonesteel, Commanding General, Western Defense Command, exchanged official visits and inspecting tours.

g. Transfer of telephone equipment at Ft. Pepperell to Eastern Air Command

Instructions have been issued through the Eastern Defense Command to Commanding General, Newfoundland Base Command, authorizing the transfer of the necessary U. S. telephone equipment presently installed at Fort Pepperell for use by Eastern Air Command for the Filter Room at Area Combined Headquarters, St. John's, Newfoundland.

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h. U. S. Air Member, Permanent Joint Board

Colonel Charles H. Deerwester, G.S.C. (AC) has been appointed as the U. S. Air Member, Permanent Joint Board on Defense, Canada-United States, replacing Colonel E. W. Hockenberry.

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C220081

PERMANENT JOINT BOARD ON DEFENSE

CANADA-UNITED STATES

U. S. NAVY SECTION PROGRESS REPORT

22 January 1945

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NEWFOUNDLAND

1. The Loran Station at Port aux Basques is still under construction. The U. S. Coast Guard estimates that the station will be in operation by 1 March 1945.

2. Additional officer's living quarters are to be constructed at Argentia.

ALASKA

1. The fueling station at Akutan Harbor, Fox Islands is to be closed on 1 April 1945. Fueling operations are to be transferred to Dutch Harbor.

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DEPARTMENT OF EXTERNAL AFFAIRS

C220082

Ottawa, ... File Secret Hill Jan 11 Jan

To THE PRIME MINISTER

FOR INFORMATION

This has been agreed with the United States Government Departments concerned R

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(For publication after 12:00 noon, E.D.T.)

C220083

PRESS RELEASE
DEPARTMENT OF EXTERNAL AFFAIRS

No. 8 Ottawa, January 31, 1945.

Prime Minister Mackenzie King announced to-day that an agreement has been reached between the Canadian and United States Governments relating to the disposition of defence facilities provided in Canada by the Government of the United States. Under this agreement both Governments accept a recommendation of the Permanent Joint Board on Defence.

Defence facilities are divided into two classes -- immovables (buildings or similar installations) and movables. The agreement provides that they shall be disposed of as follows:

1. Immovables. Within three months of the coming into force of the agreement the United States Government will supply the Canadian Government with a list of the immovable facilities which it wishes to bring under the agreement. Each government will appoint a qualified appraiser and the two will agree on "the fair market value" of each facility "at the time and place of appraisal". If the two appraisers cannot agree, they will select a third appraiser to determine the value. The price established by the appraisers will be paid to the United States Government by the Canadian Government. It is provided, however, that where the retention or disposal of a facility would result in the assumption of costs by the Canadian Government, such as charges for custody or demolition, these will be taken into consideration in the final accounting. Existing facilities not listed by the United States Government would within one year after the cessation of hostilities be relinquished, without cost, to the Crown either in the right of Canada or in the right of the province in which they lie, as may be appropriate under Canadian law.

The appraiser appointed by the Canadian Government under the agreement will be War Assets Corporation, which will take custody of the facilities or arrange for their custody by a Department of Government or other reliable agency and finally dispose of them.

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In respect of general disposal policies the Corporation will be guided by the Crown Assets Allocation Committee which will prepare recommendations regarding allocation and the general policy to be followed. These recommendations will be referred to the Government where necessary and transmitted to War Assets Corporation for execution. Inquiries should be addressed to War Assets Corporation.

2. Movables. The United States Government will remove from Canada all the movables which it desires. The Canadian Government will then arrange to purchase from the United States such remaining articles as it desires for its own use or disposition. All movables which still remain will be transferred to "a designated agency of the Canadian Government" and will be sold or disposed of by that agency. The proceeds less costs will be paid to the United States Government. The United States Government will be represented by a designated officer in all other than intergovernmental transactions with an equal voice in all details of the sale or disposal such as the setting of prices, the allocation of priorities and the assessment of sales costs. Movables remaining unsold at the end of two years after they are transferred to the Canadian Government agency will either be declared of no value and the account closed or at the option of the United States Government will be removed from Canada by it.

As in the case of immovables, War Assets Corporation acting with the Crown Assets Allocation Committee will handle the disposal of movables for the Canadian Government. Outright purchases will be made only for government departments or organizations and individuals immediately associated with them in the furthering of the war effort. It is not the intention of the Government to make direct purchases for any purpose unassociated with the war effort. The United States officer associated with the disposal of movables will represent his government in assuring that the most favourable sales conditions are obtained.

Applications to purchase movables may be addressed to the War Assets Corporation.

The text of the exchange of notes is attached.

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C220085

CANADIAN EMBASSY,
WASHINGTON, D. C.,
November 22, 1944.

No. 399

Sir :

Under instructions from my Government, I have the honour to refer to recent discussions with respect to the post-war disposition of defence projects, installations and facilities built or provided in Canada by the Government of the United States. This matter was the subject of a recommendation of the Canada - United States Permanent Joint Board on Defence, adopted on January 13, 1943, and subsequently embodied in an Exchange of Notes dated January 27, 1943.

After further study, and in the light of experience in connection with specific agreements already reached, it appeared desirable to the Board to amend its earlier recommendation and to make the revised recommendation applicable to all projects, disposition of which remains unsettled. Accordingly, on September 7, 1944, the Board adopted the following recommendation :

> "The Permanent Joint Board on Defence recommends that the following formula be applied to the disposition of all defence facilities constructed or provided in Canada by the United States (and mutatis mutandis to any defence facilities constructed or provided in the United States by Canada) which have not already been dealt with.
>
> Immovables
>
> A - The Government of the United States shall, within three months from the date of the approval of this Recommendation, supply the Government of Canada with a list of immovables (hereinafter referred to as facilities) which it desires to make subject to the provisions of this Recommendation.
>
> B - In the case of each of the facilities included in the list referred to in A, the Canadian Government and the United States Government will each appoint one qualified appraiser whose joint duty it will be to appraise such facility in order to determine the fair market value thereof at the time and place of appraisal. If the two appraisers cannot agree on the fair market value, they will select a third appraiser to determine this value. The amount set by the appraisers shall be paid to the United States Government by the Government of Canada,
>
> provided that the foregoing paragraphs A and B shall not apply to any facilities heretofore specifically provided for;

The Honourable Cordell Hull,
Secretary of State of the United States,
Washington, D. C.

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C - Any existing facility not included in the United States list shall, within one year after the cessation of hostilities, be relinquished, without cost, to the Crown either in the right of Canada or in the right of the Province in which the same or any part thereof lies, as may be appropriate under Canadian law.

Movables

A - The Government of the United States shall remove from Canada all those items which it desires.

B - The Government of Canada shall arrange through the appropriate governmental agencies for the purchase from the United States of such remaining items as it desires to obtain for its own use or disposition.

C - All other movables shall be transferred to a designated agency of the Canadian Government and shall be sold or disposed of by such agency, the proceeds to be paid to the Government of the United States,

provided that, in connection with the items referred to in paragraph C, the United States Government shall be represented by an officer designated by it for that purpose, who shall have an equal voice in the setting of prices, the allocation of priorities, the assessment of legitimate sales costs and other details of the sale or other disposal of the items concerned;

and provided further that any such items remaining unsold at the end of two years from the time they are transferred to the Canadian agency concerned shall either be declared of no value and the account closed or, at the option of the United States, shall be removed from Canada by the United States authorities."

I have been directed to inform you that this recommendation has been approved by the Government of Canada, subject to the following proviso :

"That, as there are certain facilities whose disposal would entail expenses such as custody and demolition, any expense of such a character would be taken into consideration in the final accounting."

and to propose that, if the foregoing is acceptable to the Government of the United States, this note and your reply thereto shall be regarded as placing on record the understanding arrived at between the two Governments concerning this matter.

Accept, Sir, the renewed assurances of my highest consideration.

L. B. PEARSON

for the Ambassador

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C220087

Department of State,
Washington, D. C.,
December 20, 1944.

Excellency :

I have the honor to acknowledge the receipt of your note no. 399, November 22, 1944, referring to recent discussions on the disposition of defense projects, installations and facilities built or provided in Canada by the Government of the United States and informing me of the approval by the Canadian Government of the 33rd Recommendation of the Permanent Joint Board on Defense, United States and Canada, on this subject. The 33rd Recommendation amends and supersedes the 28th Recommendation of the Board which was embodied in the exchange of notes of January 27, 1943.

The United States Government has been pleased to observe that, pursuant to the 28th Recommendation specific agreements have already been reached covering the disposition of the major defense projects constructed by the United States in Canada. It is considered that the current Recommendation of the Board is suitable for application to all projects, disposition of which remains unsettled and I am glad, therefore, to inform you that the Government of the United States approved the 33rd Recommendation on November 11, 1944.

It is noted that the Canadian Government's approval is subject to the following proviso :

> "That, as there are certain facilities whose disposal would entail expenses such as custody and demolition, any expense of such a character would be taken into consideration in the final accounting."

In accepting the Canadian Government's proviso to the 33rd Recommendation, I believe it useful to mention that it is understood by this Government from an explanatory memorandum kindly furnished by the Canadian authorities that expenses of custody and demolition will be taken into account by the appraisers and will through their

His Excellency
Leighton McCarthy,
Ambassador of Canada.

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findings be reflected in the final accounting.

In conclusion I may state that the United States Government accepts the proposal that your note under reference and this reply shall be regarded as placing on record the understanding arrived at between the two Governments on this matter.

Accept, Excellency, the renewed assurances of my highest consideration.

EDWARD R. STETTINIUS, Jr.

842.20 Defense (M)/11-2244

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CABINET WAR COMMITTEE

C220089

MEMORANDUM

Secret

FOR THE PRIME MINISTER:

I am sending you, herewith, Copy No.1 of the Journal of the Permanent Joint Board on Defence, covering the meeting of the Board held in Ottawa on April 10th and 11th.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This Journal will be submitted at the next meeting of the Cabinet War Committee.

A.D.P.H.

April 14th, 1945.

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C220090

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF
DISCUSSIONS AND DECISIONS
at the
MEETING OF THE BOARD, OTTAWA, APRIL 10 and 11, 1945.

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1. The Permanent Joint Board on Defence met in Ottawa on Tuesday, April 10, 1945, at 2.30 p.m. The following members participated :

Canadian Section	United States Section
Colonel O. M. Biggar	Mayor F. H. LaGuardia
Major General M. A. Pope	
Vice Admiral G. C. Jones	Vice Admiral A.W. Johnson
Air Vice Marshal W. A. Curtis	Colonel C. H. Deerwester
Group Captain W. F. Hanna	Captain R. W. Ruble
Colonel J. H. Jenkins	
Mr. R. M. Macdonnell	Mr. J. G. Parsons (vice Mr. J.D. Hickerson)

Mayor LaGuardia opened the meeting by expressing the pleasure of the United States Section at Colonel Biggar's rejoining the Board.

2. With regard to the installation of a radio range station at Kunghit Island, Colonel Deerwester and Air Vice Marshal Curtis reported that the United States Army and the Royal Canadian Air Force were agreed that no radio range was now required. The Board noted these reports.

3. Colonel Deerwester referred to five radar stations in Newfoundland which are being operated by Canadian personnel for the United States forces. It had been thought by the War Department that it might be desirable for Canada to take over the leases for the land on which the stations

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C220091

were built. However, as it appeared likely that these stations might be closed down in the near future, the War Department now believed that any consideration of the transfer of leases should be postponed. The Board agreed that no action was desirable.

4. Colonel Deerwester inquired whether the Canadian Government had reached a decision with regard to taking over the airfields at The Pas, Churchill and Southampton Island. The Canadian members reported that this question was still before the Canadian Government for consideration. In the course of discussion the suggestion was made by the United States Section that, in order to transfer personnel to duty elsewhere, the United States might relinquish their responsibility for the control, maintenance and defence of these fields, leaving the equipment in the custody of an agency of the Canadian Government. The United States members pointed out that, in view of the manpower situation, it was desirable to transfer personnel from the airfields as soon as possible. In the event that the Canadian Government decided to take over these fields, arrangements could be made for them to take over as much equipment as was needed, under the provisions of the Thirty-Third Recommendation. On the other hand, if the Canadian Government did not take over the fields, the equipment could still be dealt with under the Thirty-Third Recommendation. The Board, recognising the desirability of releasing the United States from responsibility for maintaining the airfields, approved the proposed arrangement and agreed to submit it to the two Governments.

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5. The Acting Secretary of the Canadian Section referred to the question of weather stations in central Canada which Canada had agreed to take over from the United States. The Canadian authorities had pointed out that, if they were to take over the weather station at Southampton Island, they would have to make arrangements in the near future for the shipment of the necessary supplies by sea. They also pointed out that the question of providing communications facilities at Southampton Island was closely related to whatever decision might be reached about the maintenance of the airfield, since there were no communications apart from those installed for the airfield. Colonel Deerwester said that he would endeavour to have the views of the War Department with regard to the Southampton Island weather station transmitted to the Canadian authorities at an early date.

6. There was a discussion about long range aerial missiles and the Board considered that existing channels for the exchange of information between the Canadian and United States authorities were satisfactory for the present.

7. Colonel Deerwester presented formal notification of the desire of the United States to abandon the flight strip at Dawson Creek known as Flight Strip No. 1. Air Vice Marshal Curtis reported that the Royal Canadian Air Force did not require this flight strip for its purposes and that its future use is under consideration by agencies of the Canadian Government.

8. Air Vice Marshal Curtis referred to the additional landline facilities on the Northwest Staging Route being constructed by the United States for the use of the Royal Canadian Air Force. He stated that completion of these

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facilities had been delayed as a result of difficulties experienced in getting a relatively small number of essential items of equipment. Inasmuch as the new facilities were urgently needed for airway traffic control along the staging route, and as the control system could be made ready for operation as soon as the deficient items of equipment were available, Air Vice Marshal Curtis suggested the desirability of hastening procurement action. He also mentioned that traffic over that section of the route between Edmonton and Whitehorse was heavier than on the section between Whitehorse and Fairbanks, in consequence of which it would be desirable to give priority to completion of traffic control facilities on the former section of the route. Colonel Deerwester undertook to bring the matter to the attention of the War Department and to do whatever might be possible to make the equipment available to Canada.

9. Air Vice Marshal Curtis stated that at a meeting of United States and Canadian officials held in Ottawa on October 19, 1944, to review the implementation of the Thirty-First and Thirty-Second Recommendations of the Board, it was agreed that a technical committee of United States and Royal Canadian Air Force representatives should study the problem of supply and distribution of petroleum products on the Northwest Staging Route. The committee had met at Whitehorse on November 29, 1944, and the substance of their recommendations was that the United States forces should be responsible for the supply and delivery of requirements to all sites north of Fort St. John, thereby avoiding the necessity of the Royal Canadian Air Force and the United States forces setting up duplicate supply arrangements. Air Vice

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Marshal Curtis felt that, in view of the decision to discontinue operation of the Canol Project, and because of the inability of the commercial oil companies to make deliveries at points north of Fort St. John, the recommendations made by the committee should be accepted. The Board concurred in these recommendations and Colonel Deerwester undertook to seek the approval of the War Department.

10. The Board noted that, by an exchange of notes of February 26, 1945, the Canadian and United States Governments had reached a further agreement with regard to the Canol Project. For purposes of record, it was agreed that copies of this agreement should be appended to the Journal.

11. The Acting Secretary of the Canadian Section submitted a progress report on the Thirty-Third Recommendation of the Board. With regard to immovables, appraisers had been appointed by both Governments and appraisals of the Jesuit College at Edmonton and of all facilities at Dawson Creek have been concluded. Appraisals of other immovable facilities are currently being undertaken. With regard to the disposition of movables, a small number of relatively minor items have so far been dealt with. Discussions about procedure are taking place between the Canadian and United States authorities, and it is expected that these will result shortly in agreed details of procedure which will provide a satisfactory method of implementing the portion of the Thirty-Third Recommendation which deals with movables.

12. Progress Reports were presented by the Service Members and discussed by the Board.

13. After agreeing to meet in New York on May 24, 1945, the Board adjourned at 11.15 a.m., April 11.

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CANADA

TREATY SERIES, 1945

No. 3

EXCHANGE OF NOTES

(February 26, 1945)

BETWEEN

CANADA AND THE UNITED STATES OF AMERICA

CONSTITUTING AN

AGREEMENT CONCERNING THE CANOL PROJECT

IN FORCE FEBRUARY 26, 1945

OTTAWA
1945

W.L.M. King Papers, Memoranda and Notes, 1940-1950,
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SUMMARY

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II. Note, dated February 26, 1945, from the Secretary of State for External Affairs of Canada, to the United States Ambassador 4

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EXCHANGE OF NOTES (FEBRUARY 26, 1945) BETWEEN CANADA AND THE UNITED STATES OF AMERICA CONSTITUTING AN AGREEMENT CONCERNING THE CANOL PROJECT.

I

The United States Ambassador to Canada
to the Secretary of State for External Affairs of Canada

EMBASSY OF THE UNITED STATES OF AMERICA

Ottawa, February 26, 1945.

No.290

Sir:

I have the honor to refer to previous correspondence and specifically to the exchanges of notes of June 27 and 29, 1942, August 14 and 15, 1942, and June 7, 1944, as well as to recent discussions which have taken place with officials of your Government, all with regard to the Canol Project.

In the note of June 27, 1942, my Government proposed that the pipeline from Norman Wells to Whitehorse and the refinery at Whitehorse should be operated under contracts with it or by its agents or representatives during the war. I am instructed now to propose that this shall not be construed as requiring that the United States shall continue to operate the pipeline and the refinery until the termination of hostilities, and further to seek the agreement of your Government that the United States may terminate or modify operation of any or all of the facilities of the Canol Project including the products pipeline system when, in its opinion, military considerations make such a course desirable. It is understood that the United States authorities will remain responsible for such care or maintenance of the facilities as they regard as necessary or desirable.

In the exchange of notes of August 14 and 15, 1942, it was provided that at the termination of hostilities discussions should be undertaken at the request of either Government with a view to reaching an agreement in regard to the disposition of the pipeline from Skagway to Whitehorse. Subsequently, by exchange of notes dated June 7, 1944, the two Governments agreed that the foregoing arrangements should apply also to the gasoline distribution lines from Carcross to Watson Lake and from Whitehorse to Fairbanks. My Government now desires to propose that the products pipeline system be evaluated by the appraisers appointed for the valuation of the crude oil system, but as an independent problem.

The exchange of notes of June 27 and 29, 1942, provides for valuation of the crude oil pipeline and refinery at the termination of hostilities at the then commercial value of these facilities. My Government now desires to propose that all the facilities of the Canol Project, including the products pipeline system, shall be valued at their commercial values as of the time or times of the completion of the appraisal, and in this connection it proposes that appraisal of the Canol Project should be initiated within a reasonable time following notice of the termination of operation of the project, or a major part thereof, and completed as soon as practicable.

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It therefore further proposes that the two Governments appoint representatives at an early date in order jointly to inspect the physical property, collect information and submit preliminary reports relating to evaluation as early as practicable and, if possible, prior to the termination of operations.

If your Government agrees to the proposals made herein it is suggested that this note and your reply indicating such agreement shall be regarded as placing on record the understanding of the two Governments on this matter.

Accept, Sir, the renewed assurances of my highest consideration.

RAY ATHERTON.

II

The Secretary of State for External Affairs of Canada
to the United States Ambassador

DEPARTMENT OF EXTERNAL AFFAIRS

Ottawa, February 26, 1945.

No.17

Excellency,

I have the honour to acknowledge your note No.290 of February 26 in which you make certain proposals with regard to the Canol Project.

The proposals set forth in your note are acceptable to the Canadian Government, and it is agreed that your note and this reply shall be regarded as placing on record the understanding arrived at between the two Governments on this matter.

Accept, Excellency, the renewed assurances of my highest consideration.

W. L. MACKENZIE KING,

Secretary of State for
External Affairs.

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COPY NO. 30

PERMANENT JOINT BOARD ON DEFENCE
CANADA - UNITED STATES
R.C.A.F. PROGRESS REPORT

31st March, 1945

Tenth Recommendation - Development of the Northwest Staging Route

MAIN STAGING UNITS - N.W.S.R.

Field Development

The programme of winter maintenance undertaken by the R.C.A.F. at the Main Staging Units on the Northwest Staging Route has been carried out in a satisfactory manner, despite an above-average snowfall. The runways, taxi-strips and aprons at Fort St. John, Fort Nelson, Watson Lake and Whitehorse are reported in good condition. The East-West runway at Grande Prairie is also in good condition. With the arrival of spring, the rehabilitation of the N.W.-S.E. runway at Grande Prairie will be completed, thus bringing to an end the programme of runway re-construction planned for the Northwest Staging Route, in order to insure that heavier types of aircraft be safely accommodated.

Thirty-Second Recommendation - Control of Aerodromes used Jointly by Canada and the United States

ADDITIONAL RADIO AIDS AND COMMUNICATION FACILITIES

The following additional radio aids have been provided or soon will be installed:

MF Beacons

St. John's, Nfld.	-	500-watt beacon now in operation
Langara Island, B.C.	-	500-watt beacon now in operation

H/F D/F Stations

Torbay, Nfld.	-	Construction of CR D/F Station commenced
Prince George, B.C.	-	Aural D/F Station now in operation
Prince George, B.C.) Patricia Bay, B.C.) Sandspit, B.C.)	/	Installation of C/R D/F proposed

Radio Ranges

Pennfield Ridge, N.B.	-	Now in operation
Montreal (Dorval)) Aishihik, Yukon) Prince George, B.C.) Snag, Yukon)	-	Simultaneous operation completed
Teslin, Yukon) Smith River, B.C.) Beatton River, B.C.)	-	Installation of Simultaneous Feature nearing completion
Charlottetown, P.E.I.) Dartmouth, N.S.) Sydney, N.S.)	-	Installation of Simultaneous Feature to commence very shortly.
Whitehorse, Yukon	-	Laberge fan marker in operation on North leg of this radio range

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VHF Communications - The complete organization according to present plans is:

Eastern Air Command

Dartmouth, N.S.	- 4 Communication Channels in operation 1 D/F Homer in operation
Ship Harbour, N.S.	- 1 D/F Fixer in operation
Mahone Bay, N.S.	- 1 D/F Fixer in operation
Debert, N.S.	- 6 Communication Channels in operation 1 D/F Homer in operation
North River, N.S.	- 1 D/F Fixer in operation
Greenwood, N.S.	- 6 Communication Channels in operation 1 D/F Homer in operation
Bear River, N.S.	- 1 D/F Fixer in operation
Yarmouth, N.S.	- 2 Communication Channels in operation 1 Combined Fixer Homer in operation
Sydney, N.S.	- 2 Communication Channels in operation 1 D/F Homer in operation
Pennfield Ridge, N.S.	- 2 Communication Channels 75% completed 1 D/F Homer in operation
Torbay, Nfld.	- 2 Communication Channels in operation 1 D/F Homer in operation
Gander, Nfld.	- 2 Communication Channels in operation 1 D/F Homer in operation
Goose Bay, Lab.	- 2 Communication Channels in operation 1 D/F Homer 50% completed
Moncton, N.B.	- 2 Communication Channels proposed 1 D/F Homer proposed
Summerside, P.E.I.	- 2 Communication Channels proposed 1 D/F Homer proposed
Chatham, N.B.	- 2 Communication Channels proposed 1 D/F Homer proposed
Gaspe, P.Q.	- 2 Communication Channels proposed 1 D/F Homer proposed

No. 1 Air Command

Rockcliffe, Ontario	- 1 Communication Channel proposed

No. 2 Air Command

Calgary, Alta.	- 1 Communication Channel proposed
Penhold, Alta.	- 1 Communication Channel proposed
Lethbridge, Alta.	- 1 Communication Channel proposed

Northwest Air Command

Edmonton, Alta.	- 2 Communication Channels proposed 1 D/F Homer proposed
Grande Prairie, Alta.	- 2 Communication Channels proposed 1 D/F Homer proposed

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Northwest Air Command (continued)

Fort St. John, B.C.	- 2 Communication Channels proposed 1 D/F Homer proposed
Beatton River, B.C.	- 1 Communication Channel proposed
Fort Nelson, B.C.	- 2 Communication Channels proposed 1 D/F Homer proposed
Smith River, B.C.	- 1 Communication Channel proposed
Watson Lake, Yukon	- 2 Communication Channels proposed 1 D/F Homer proposed
Teslin, Yukon	- 1 Communication Channel proposed
Whitehorse, Yukon	- 2 Communication Channels proposed 1 D/F Homer proposed
Aishihik, Yukon	- 1 Communication Channel proposed
Snag, Yukon	- 1 Communication Channel proposed

Western Air Command

Patricia Bay, B.C.	- 6 Communication Channels in operation 1 D/F Homer in operation
Glacier Point, B.C.	- 1 D/F Fixer in operation
Mount Douglas, B.C.	- 1 D/F Fixer 90% completed
Cottle Hill, B.C.	- 1 D/F Fixer 25% completed
Tofino, B.C.	- 4 Communication Channels 50% completed 1 D/F Homer in operation
Cape Beale, B.C.	- 1 D/F Fixer proposed
Alberni, B.C.	- 1 D/F Fixer proposed
Sea Island, B.C.	- 2 Communication Channels in operation, but re-siting necessary. 1 D/F Combined Fixer Homer in operation, but re-siting necessary.
Boundary Bay, B.C.	- 2 Communication Channels proposed 1 D/F Homer proposed
Abbotsford, B.C.	- 2 Communication Channels proposed 1 D/F Homer proposed
Comox, B.C.	- 2 Communication Channels proposed 1 D/F Homer proposed
Port Hardy, B.C.	- 2 Communication Channels proposed 1 D/F Homer proposed
Prince George, B.C.	- 2 Communication Channels proposed 1 D/F Homer proposed
Sandspit, B.C.	- 2 Communication Channels proposed 1 D/F Homer proposed

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Flying Control

Western Air Command

(a) The R.C.A.F. Vancouver Flying Control Airway Centre is continuing to operate as indicated in a previous report. The installation of a Schedule 'F' Interphone Circuit on Vancouver Island is progressing favourably and should be completed by 1st May. At that time, the Airway Traffic Control Area of the Vancouver Flying Control Airway Centre will be extended to Annette Island, Alaska. The Vancouver Centre is now controlling traffic on an advisory basis in the Prince George area and it is anticipated that full airway traffic control will be exercised by 15th April. By 1st May, all airways and routes in the Vancouver and the Prince George areas will be fully airway traffic controlled. It has been decided to consolidate the Vancouver and Prince George areas so that all control will be exercised from the Vancouver centre. The installation of additional interphone circuits and the rearrangement of the Defence Communications Limited telephone circuits has made this rearrangement possible.

Northwest Air Command

(a) The R.C.A.F. Edmonton Flying Control Airway Centre is controlling the areas as previously reported and, in addition, has assumed control of Blue Route 82. The extension of the Schedule 'F' Interphone Circuit from Edmonton to Whitehorse has not been completed but should be ready by 1st May, at which time the Edmonton control area will be extended to 25 miles northwest of Watson Lake. At that time, a flying control airway centre will be established at Whitehorse and it will control all airways in the Whitehorse control area. The Whitehorse control area will include Amber Airway #2 from 25 miles northwest of Watson Lake to the Fairbanks airway traffic control area boundary 25 miles southeast of Snag or Aishihik, to be determined at a later date by field representatives. Also included in the Whitehorse airway traffic control area will be Blue Route #38 from the United States-Canada boundary to Whitehorse, Amber Route #61 from 25 miles southeast of Teslin and Amber Route #63 from 25 miles west of Watson Lake.

Eastern Air Command

(a) The R.C.A.F. Halifax Flying Control Airway Centre is controlling the areas as previously indicated and plans to extend this area to include all airways and routes in the Halifax area are progressing favourably. It is anticipated that all airways in this area will be controlled by the 1st May and all routes within three months from that date.

(b) The St. Johns Flying Control Airway Centre commenced operation on 8th February and is controlling the following areas:

(i) Green Airway #1 from 10 miles west of Buchans to Gander.
(ii) Red Route #3 from 25 miles southwest of the Round Pond intersection to Gander.
(iii) All of Amber Airway #9.
(iv) Amber Route #9 from 50 miles north of Gander to Gander.
(v) All that area east of Amber Route #9 and Amber Airway #9 within a radius of 50 miles of Gander.

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Eastern Air Command (continued)

(c) The Goose Bay Flying Control Route Centre commenced operation as an Approach Control Office on 15th February, controlling all traffic within a radius of 150 miles of Goose. On 1st April the Goose Bay Flying Control Route Centre will commence operation as a standard route centre controlling traffic in accordance with standard procedures and practices on the following areas:

(i) Red Route #1 from 25 miles southwest of the Norman reporting point to Goose Bay.
(ii) Amber Route #7 from 25 miles southwest of the Caribou reporting point to Goose Bay.
(iii) Blue Route #88 from 25 miles south of the Natashquan reporting point to Goose Bay.
(iv) Amber Route #62 from 25 miles south of the Lake Boucher reporting point to Goose Bay.
(v) Amber Route #9 from 25 miles south of the St. Paul reporting point to Goose Bay.
(vi) All that area north of Red Route #1 and Amber Route #9 within a radius of 50 miles of Goose Bay.

Communications between Halifax, St. John's and Goose are being installed and should be completed by 15th April, at which time the areas as indicated will be extended to join the areas being controlled by the Montreal, Halifax and St. John's centre.

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RCGS/arc

H.S.5199-W-1, FD.66 (DMO&P)

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PERMANENT JOINT BOARD ON DEFENCE

C220104

Canadian Army Progress Report

7 April, 1945

First Rcmdn - Exchange of Information

1. The US Military Attache was advised of the reciprocal arrangements made between Canada and the United States whereby Canadian Officers serving with US Forces are made subject to the instructions and directions of their US Army superiors of relative rank. Similarly the United States authorities have issued orders, where applicable, to the effect that US Army personnel are required to carry out orders given by Canadian Officers serving with United States formations. The United States authorities have no power to discipline or punish Canadian Officers for breaches of discipline, but any such acts become offenses against Canadian military law and subject to punishment by competent Canadian authorities.

Second Rcmdn - Defence of Newfoundland

2. (a) Canadian Army Garrison, Newfoundland

The reduction in coast defences at Botwood and Lewisporte, referred to in Item 2(a) of the Canadian Army Progress Report of 4 Nov, 1944, have now been implemented. In addition the Heavy AA defences at Gander have also been withdrawn.

(b) As a result of these reductions the strength of the Canadian Army garrison in Newfoundland is now about 3,200 all ranks.

(c) Major-General H. N. Ganong, CBE, took over as GOC, Canadian Troops, Newfoundland, on 16 December, 1944, in succession to Major-General P. E. LeClerc, CBE, MM, ED.

Third Rcmdn - Defence of Canada

3. (a) There has been a continued scaling down of Coast and AA defences in the coastal areas of Canada. These include a further reduction in Coast Artillery at Sydney, N.S. and the withdrawal of all Heavy AA defences at Prince Rupert, B.C.

(b) Pacific Command

As from 1 April, 1945, Major-General F. F. Worthington, CB, MC, MM, took over as GOC-in-C, Pacific Command, in succession to Major-General G. R. Pearkes, VC, CB, DSO, MC.

.....2/

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Seventh Rcmdn - Defence of Goose Bay, Labrador

4. Further to Item 4(a) of the Canadian Army Progress Report of 4 Nov, 1944, decision has been taken to withdraw, on the opening of navigation, all army personnel at Goose Bay, except for those required for operations of radar (for Rawins observations) and for servicing the RCAF stationed there.

GENERAL

Exercise Lemming

5. An exercise by a small detachment is being conducted during March-April along the coast of Hudson Bay, North of Churchill, for the purpose of carrying out trials of the movement of oversnow vehicles on the Barren Grounds and sea ice. This exercise will assist in providing further information to round out winter doctrine being developed as a result of exercises Eskimo and Polar Bear (referred to in Item 9 of the Canadian Army Progress Report of 4 Nov, 1944). Among other objectives is a study to determine the suitability of the Barren Grounds as an area for possible winter exercises in 1945-46, in which the United States Government have expressed an interest.

Rawins

6. Item No.2 of the Canadian Army Progress Report, of 20 January, reported that the Canadian Army had agreed to co-operate with the Department of Transport in securing meteorological data (Rawins) by radar at Vancouver, Barriefield and Halifax. Previously arrangements had been made to operate sets at Goose Bay and Gander, in co-operation with the USAAF and the Department of Transport. Decision has now been made that the Canadian Army will continue the operation of radar for purposes of securing upper wind data at Goose Bay, Gander and Vancouver at least up to the 31 March, 1946.

Payment of United States Immovables Acquired by Canada

7. A suggested procedure put forward by the United States authorities for the payment, at the appraised value, for United States immovables by Canada has been agreed upon. Under this procedure payments made by the Canadian department acquiring the immovables is made direct to the

Real Estate Division,
Office, Chief of Engineers,
United States Army.

.....3/

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Japanese Balloons

8. Although Japanese free balloons were first found in the United States in November 1944, the first intimation that they were coming into Canada was in January of this year when a balloon landed and released an unexploded bomb in Saskatchewan. Since then balloons and other objects have been found in British Columbia, the three Prairie Provinces and in the Northwest Territories, the most easterly point being Oxford House which is near the Western border of Ontario.

A total of 34 different findings of balloons or material directly connected with them have been recorded in Canada up to this date. Since, however, the balloons are equipped with self-destroying devices, it is considered that many others have passed over Canadian territory; no damage resulting from these balloons has been reported.

Following the first finding, steps were taken to co-ordinate the action of the Armed Services and other Government Departments concerned. In light of the threat offered to both countries, and in recognition of the importance of rapid and complete exchange of information, a special channel of communication was established and has been maintained with the War Department through the US Military Attache in Ottawa and National Defence Headquarters.

In addition the necessary co-ordination between Western Defence Command has been set up through Pacific Command. Arrangements have also been made whereby information on balloon incidents reported in Northwest Service Command is passed through the RCAF to the District Officer Commanding, MD.13, Calgary. On 23 February a co-ordinating meeting was held in Washington between United States and Canadian representatives to discuss measures in hand and planned for dealing with these incidents.

In Canada the Army is responsible for bomb disposal measures and for overall co-ordination of all defence measures undertaken by the various agencies concerned.

The arrangements made are working out satisfactorily both as between Ottawa and Washington in regard to the complete pooling and integration of information and plans and locally as between Pacific Command and Western Defence Command.

For Ottawa Meeting - 10-11 April, 1945

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PERMANENT JOINT BOARD ON DEFENCE

(Canada - United States)

C220107

ROYAL CANADIAN NAVY

Progress Report for February and March, 1945.

During the period under review, U-boats continued to operate in Canadian Atlantic coastal waters, but no losses were suffered in this area by either Naval or merchant ships.

2. It is anticipated that the volume of shipping from Canadian ports will be considerably increased during the forthcoming months, necessitating all ports to be worked at full capacity.

3. The dimout of the St. Lawrence River and Gulf is being re-instituted with the re-opening of navigation.

DISTRIBUTION

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Canadian Section - 30 to 47

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S E C R E T
By authority of Senior U.S. Army Member, Permanent Joint Board on Defense, Canada-U.S.
6/April 1945. DHD

S E C R E T

PERMANENT JOINT BOARD ON DEFENSE
CANADA--UNITED STATES

U. S. ARMY
PROGRESS REPORT

S E C R E T 6 April 1945.

Note: Paragraphs are numbered according to Recommendation Number of the Permanent Joint Board on Defense, Canada-United States.

10. Air Staging Facilities -- Western Canada:

a. Calgary Municipal Airport.

Canadian Government approval has been given to the United States request that runways at Calgary Airport be levelled at their ends so as to increase their ultimate length. The Department of Transport has been authorized to proceed with the work as soon as practicable. This construction to be regarded as of continuing value to Canada.

33. Disposition of United States Projects in Canada:

a. Newspaper release on 33d Recommendation

A joint press release on the 33d Recommendation was made available to the press, for release at noon, EWT, 31 January 1945.

b. List of Immovables, 33d Recommendation

In accordance with paragraph A, Immovables, 33d Recommendation, Permanent Joint Board on Defense, Canada-United States, the United States Government forwarded to the Canadian Government, 8 February 1945, a list of immovables which the United States Government desires to dispose of in accordance with the 33d Recommendation procedure.

c. Customs duties on immovables and movables

The Canadian Government has agreed to exempt both immovables and movables, disposed of under the 33d Recommendation, from the imposition of customs duties.

GENERAL:

a. Weather facilities

(1) Payne Lake weather station

A requirement no longer exists for the establishment of a weather station at Payne Lake and the Canadian Government has been requested to remove site for such station from reserved lands previously allocated to the United States for this purpose.

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S E C R E T
By authority of Senior U.S. Army Member, Permanent Joint Board on Defense, Canada-U.S.
6 April 1945 BJE

(2) Ionosphere Station at Clyde, Baffin Island

Ownership, operation and maintenance of the Ionosphere Station at Clyde, Baffin Island, and all equipment therein is being transferred to Canada. The date for transfer has been set for 1 September 1945.

b. Montreal Sub-Port of Embarkation

The Montreal Sub-Port of Embarkation of the United States Army has been reopened, effective 26 February 1945, at 203 Lake of the Woods Building, 261 Sacrament Street, Montreal, P. Q.

c. Commanding General, Newfoundland Base Command.

Brigadier General S. M. Connell has been appointed as Commanding General, Newfoundland Base Command, replacing Major General John B. Brooks.

d. Visits

Major General R. H. Lewis, USA, Commanding General, Northwestern Sector, Western Defense Command, visited the General Officer, Commanding in Chief, Pacific Command, Vancouver, B. C.

e. Enemy activities

On 24 December 1944, 0915 PWT, a report was received from Canadian Army Operations, Vancouver, B. C. that an enemy submarine had been attacked by HMCS "Moncton" at 0802 PWT. Aircraft of Western Air Command, RCAF, were dispatched to investigate and at 1550 PWT were withdrawn from the search. The search was continued by the Royal Canadian Navy until 26 December 1944 when normal patrol was resumed.

f. Air Services of the Armed Forces of the United States and Canada.

In an exchange of notes, 13 February 1945, an agreement was effected between the United States and Canada regarding military air transport routes operated by one country over the territory of the other. The agreement replaces a number of special arrangements dealing with particular routes and for the most part provides for a continuation of the practices which the two governments have adopted to aid the prosecution of the war by granting all necessary facilities to transport aircraft operated by or on behalf of the Armed Forces of the United States and Canada. These aircraft of either country may use all airway facilities in the other country along the routes which they are now flying.

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PERMANENT JOINT BOARD ON DEFENSE

CANADA-UNITED STATES

US NAVY SECTION PROGRESS REPORT

10 April 1945

SECRET

SECRET

NEWFOUNDLAND

1. The Loran station at Port aux Basques, Newfoundland, constructed by the U.S. Coast Guard, has been completed. Operation can begin when the changes at the master station at Deming, Nova Scotia shall have been made.

2. Construction of the officers' quarters at Argentia, reported in the Progress Report of 22 January 1945, has been suspended pending further investigation as to their possible future need.

ALASKA

1. The repair ship, U.S.S. Black Hawk, is to be detached from Adak. Additional personnel to effect repairs on shore will be assigned to Adak to replace the personnel of the Black Hawk.

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RMM:KM
June 18, 1945. C220111

S E C R E T

MEMORANDUM FOR THE PRIME MINISTER

PERMANENT JOINT BOARD ON DEFENCE

In your talks with the President it may be that the Board will be discussed. You may therefore wish to have a note on the recent meetings held on June 14 and 15.

2. In addition to a number of routine matters there were two items of considerable long-range interest raised by the United States Section:

(1) Continental defence value of the Canadian Northwest. The Journal reads:

> "General Henry read a statement which initiated a general discussion of the continental defence value of the Canadian Northwest. It was noted that preliminary studies of this question were being undertaken by interested authorities of both governments and that concrete questions under this heading might be presented to the Board for consideration. It was the opinion of the Board that the studies being made were timely and of direct interest to it and that it might be profitable to discuss aspects of this matter further at future meetings."

It was clear from General Henry's presentation that the United States may in future decide to request Canada to undertake

.... 2.

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defence responsibilities, chiefly with respect to the Northwest Staging Route and related weather and communication facilities, which would give the United States a secure overland air link with their defences in Alaska and the Aleutians.

(2) Postwar collaboration. The Journal reads:

"The Board held a general discussion on the subject of closer postwar collaboration between the Armed Forces of the two governments. There was general agreement that it would be desirable to provide for combined Canada-United States staff talks at a future date and that the subject should be given further study."

General Henry pointed out that the United States was trying to get the governments of the Latin American Republics to adopt United States standards of equipment, organization and training. He went on to suggest that "from a military standpoint there appears little doubt that our tactical and supply problems for the defence of North America would be greatly simplified if Canadian and United States forces had interchangeable munitions and were trained and organized in general along similar lines". An interesting discussion followed in which the Canadian members, while agreeing that there was much to be said in certain cases for hemisphere homogeneity, pointed out some of the difficulties presented by Canada's acceptance of British Commonwealth standards and methods.

.... 3.

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3. These discussions emphasized two points made in the P.H.P. paper on Canadian defence relationship with the United States:

A - The United States may be expected to take an active interest in Canadian defence preparations in the future and may indeed exert pressure.

B - The Permanent Joint Board on Defence is a most useful body to consider potentially controversial questions of defence before government policy in either country has become fixed.

4. It is likely that important questions of postwar defence relationships will continue to come before the Board. Since the continued functioning of the Board is to Canada's interest (and also to that of the United States) it is to be hoped that it will have the support and encouragement of the President.

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PJBD

C220114

NAR/SR
27.3.45

MEMORANDUM FOR THE PRIME MINISTER

The next meeting of the Permanent Joint Board on Defence is set for April 10th-11th. I have arranged with Colonel Biggar to withhold his resignation as Chairman of the Canadian Section so that he can preside over this meeting in Ottawa.

Noted

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PRIVY COUNCIL OFFICE

MEMORANDUM

June 28th, 1945.

C220115

Secret

PJBD

For the Prime Minister:

I am sending you, herewith, Copy No. 1 of the Journal of the Permanent Joint Board on Defence, covering the meeting of the Board held in New York on June 14th and 15th, 1945.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This Journal will be submitted at an early meeting.

A. D. P. H.

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, NEW YORK, JUNE 14-15, 1945.

1. The Permanent Joint Board on Defence met in New York on Thursday, June 14, 1945, at 2:00 p.m. at the Mayor's House. The following members participated:

Canadian Section	United States Section
Captain H. S. Rayner (Navy)	Mayor F. H. LaGuardia (Chairman)
Air Vice Marshal W. A. Curtis	Vice Admiral A. W. Johnson
Group Captain W. F. Hanna	Major General Guy V. Henry
Colonel J. H. Jenkins	Colonel Charles H. Deerwester
Mr. R. M. Macdonnell	Mr. J. G. Parsons (Vice Mr. J.D. Hickerson)

Mr. Macdonnell read a letter from Colonel Biggar, expressing regrets at his inability to be present for the meeting of the Board. On behalf of the Board, Mayor LaGuardia requested that Mr. Macdonnell send a message to Colonel Biggar, expressing the kind regards of the members and their hope that he would soon be meeting with the Board again.

The Board recorded its satisfaction that Germany, the principal European power, which threatened the North American continent, had been totally defeated.

2. Air Vice Marshal Curtis referred to the 22nd Recommendation of the Board approved by the President of the

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United States and the Canadian Government in regard to facilitating the admission into the United States and Canada of members of the armed forces of the other country and raised a question with regard to formalities required at civil air ports in the United States. Although members of American forces entering Canada are exempt from customs and immigration examinations and although the procedure with respect to the entry of Canadian military personnel crossing the Border by train is simple and satisfactory, at civil air ports Canadian officers have been required to undergo extensive immigration and customs inspection and medical examination. Air Vice Marshal Curtis hoped that the United States regulations could be simplified so as to provide for a uniform procedure in the two countries. It was recalled that this question has created difficulties from time to time and the Board decided that the Acting Secretary of the American Section would, through the State Department, make every effort to bring this question effectively to the attention of the competent American authorities. It was the consensus of the Board that a smoother and more expeditious manner of handling the entry of Canadian military personnel into the United States by air should be worked out.

Colonel Jenkins raised a related question by referring to an order of the United States Acting Commissioner of Customs, effective June 1st, whereby

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the admission of Canadian Military property to the United States without customs formality was limited to equipment or defence materials, destined directly to and for the use of members of the armed forces of Canada, stationed in or moving through the United States. He referred to the 27th Recommendation approved by the President of the United States and the Canadian Government respecting the admission without undue formality of material for war research purposes consigned to non-military institutions and remarked that the practice, now rescinded, of admitting such shipments upon certification of United States military officers stationed in Canada had been of direct value to the war effort. It was the feeling of members of the Board that if there had been cases of abuse of this simplified procedure the proper remedy would be to deal with such cases and take steps to prevent their recurrence. The Acting Secretary of the American Section was also requested to examine into this matter.

3. Air Vice Marshal Curtis referred to five aircraft warning (radar) stations in Newfoundland which the United States authorities had advised the Canadian authorities were of no further use to the United States forces. Two of these in particular, at Fogo Island and Elliston (Bonavista) in Newfoundland, are of no value to Canada but before proceeding to abandon them, Air Vice Marshal Curtis wished to advise the United States members that their operation had been instrumental in saving at least five United States aircraft during

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recent months. He therefore believed that the United States authorities might wish to reconsider the matter. General Henry reported that there seemed to be a difference of opinion as to the continued need for various of these stations and recommended that a survey and determination on the spot by Canadian and United States authorities should be made as to what stations should be continued in operation by Canada. It was agreed that General Henry should take this matter up and advise Air Vice Marshal Curtis of the results. Brigadier General Connell, Commanding General, Newfoundland Base Command, was present and agreed to continue the leases on the two stations in question in order that the Royal Canadian Air Force might continue their operation.

Admiral Johnson recommended that a survey should be made of weather stations and ancillary facilities related to safe navigation by air and sea.

4. Air Vice Marshal Curtis advised the Board that on the 29th of May the Canadian Chiefs of Staff had decided that the facilities at Fort Chimo and Frobisher Bay were of no further military usefulness. He understood, however, that weather stations would be maintained by the United States at both points and inquired whether they would be equipped to perform caretaking and maintenance duties. General Henry indicated that at Frobisher Bay it was intended to

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maintain the status quo but that at Fort Chimo the facilities would be abandoned completely excepting those necessary for operation of the weather station. After discussion, Air Vice Marshal Curtis indicated that the Canadian authorities would consider whether they desired the United States to meet its obligation to maintain the Fort Chimo facilities until such time as it might be relieved of that obligation.

5. General Henry read a statement which initiated a general discussion of the continental defence value of the Canadian northwest. It was noted that preliminary studies of this question were being undertaken by interested authorities of both Governments and that concrete questions under this heading might be presented to the Board for consideration. It was the opinion of the Board that the studies being made were timely and of direct interest to it and that it might be profitable to discuss aspects of this matter further at future meetings.

6. In response to an inquiry from General Henry, Air Vice Marshal Curtis stated that the Royal Canadian Air Force recognized that the grading of the airport runways at Calgary was of great value to current operations and of some permanent value to Canada. Accordingly, the contractor had been instructed to proceed with this work.

7. For the information of the Board, General Henry read a message, currently going forward through

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diplomatic channels, stating that the War Department considers the Northwest Staging Route essential to the prosecution of the war against Japan. The message expresses the hope that the Canadian Government will continue to maintain runways, taxi strips and parking aprons in good serviceable condition and adds that any installations in addition to those already installed or proposed would be financed by the United States Government unless Canada should prefer to assume the obligation. It is also pointed out that present redeployment will necessitate the temporary withdrawal of certain United States forces from northwest Canada.

8. General Henry announced that in accordance with its obligation, the War Department was directing the United States Army engineers to place the Haines Cut-off Road in serviceable condition. Unless the War Department is advised that the Canadian authorities desire removal of the rock slide impeding traffic about forty miles north of Haines, the engineers do not, however, plan to remove this obstruction.

9. The Board held a general discussion on the subject of closer postwar collaboration between the armed forces of the two Governments. There was general agreement that it would be desirable to provide for combined Canada-United States staff talks at a future date and that the subject should be given further study.

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10. Admiral Johnson reported to the Board that on June 5 he had addressed a letter to the Canadian Naval member requesting on behalf of the Navy Department that the Canadian Government grant permission for a joint United States-Canadian siting party to locate and operate a mobile Loran station on Vancouver Island to be replaced later by a permanent Loran station constructed by the United States but paid for and operated by Canada. Captain Rayner reported on June 15th that the Canadian Government had consented to this proposal. The members of the Board were in agreement as to the necessity of the new station which is a reflection of the increased tempo of the war with Japan.

11. General Henry stated that a Conference of the interested Canadian and United States authorities had been held at Edmonton on April 6th, 1945, to consider commercial use of the telephone line along the route of the Alaska Highway to Fairbanks. The Conference had recommended such use of the telephone to the extent consistent with military requirements. General Henry stated that the War Department proposed to implement the recommendation if the Board had no objection. The Canadian members agreed to have this matter submitted to the Canadian Government with a favourable recommendation and to advise General Henry directly of the results.

12. Progress Reports were presented by the Service Members and discussed by the Board.

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13. After agreeing to meet in Canada on September 4th the Board adjourned at 12:00 noon June 15, 1945.

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PERMANENT JOINT BOARD ON DEFENCE

(Canada - United States)

ROYAL CANADIAN NAVY

Progress Report for April, May and June, 1945.

East Coast and Newfoundland

Notwithstanding the presence of some enemy submarines prior to May 8th only one loss occurred, the torpedoing of H.M.C.S. "ESQUIMALT" (Bangor Minesweeper) on 16th April, while patrolling in the Halifax Approaches. Subsequent to May 8th, two German U-boats surrendered to the Royal Canadian Navy.

Trade convoys in non-combat areas were discontinued as of 29th May, and troop-convoys as of 4th June. Naval control still exists insofar as routes are concerned and any diversions are made by Naval authorities.

All available repair facilities on the East Coast, with the exception of Point Edward, Sydney, will be fully employed on the refitting of Frigates and Destroyers for Stage II.

Consequent upon the termination of U-boat activity, a number of East Coast bases are being closed and will be disposed of. Port defences are being withdrawn and it is anticipated that by 30th September, 1945, the Naval base at St. John's, Newfoundland, will be reduced to care and maintenance.

West Coast

Repair facilities are being used for the refitting of Frigates in preparation for the Pacific.

The Nanaimo repair base for small craft and War Watching Station at Sheringham Point have been closed.

DISTRIBUTION

American Section - 1 to 29
Canadian Section -30 to 47

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COLOURED PAPER
PAPIER DE COULEUR

RGC/hpl

HQS 5199-W-1 FD 70 (DMO&P)
(Oprs 201-G)

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C220125

PERMANENT JOINT BOARD ON DEFENCE

Canadian Army Progress Report

11 June 1945

First Rcmdn - Exchange of Information

1. Information was received that United States' installations at Port Edward and Prince Rupert would not be available for disposal as forecast in view of the US War Dept's intention to considerably increase their use of these facilities during the coming summer.

Second Rcmdn - Defence of Newfoundland

2. (a) The AA Artillery at Gander and the Coast and AA Artillery at St. John's have been taken out of action and personnel are being returned to Canada.

(b) When these withdrawals have been effected, the remaining Canadian garrison in Newfoundland will number about 1,900 all ranks, concentrated mainly in the St. John's area. This figure will be further reduced when the Headquarters and admin establishments have been reviewed.

(c) Brigadier L.C. Goodeve, DSO, has been appointed Commander Canadian Troops, Newfoundland, effective 1 June, in succession to Major-General H.N. Ganong, CBE.

Third Rcmdn - Defence of Canada

3. (a) On 9 May all remaining AA Artillery and on 30 May all Coast Artillery and Infantry Units on the East Coast of Canada were withdrawn from their operational role consequent on the defeat of Germany and elimination of enemy submarine risk.

Note - The Army reductions in Newfoundland (para 2(a)(b)) and in Eastern Canada (para 3(a)) will not interfere with the continued operation during the coming summer of facilities connected with North Atlantic air routes (reference memo from US Army member of 14 May -- also see para 8).

(b) On the Pacific Coast, Esquimalt and Prince Rupert remain as "defended ports" with one Infantry Battalion in the Esquimalt area and a second battalion allocated to the northern Vancouver Island - Prince Rupert area. These are exclusive of units in training.

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PAPIER DE COULEUR

Twenty-Fourth Rcmdn - Alaska Highway

4. (a) Advice was received that the British Columbia Government has called for tenders, covering the initiation of construction of a road to link Prince George with the Alaska Highway at Dawson Creek.

(b) The Pine Pass road is to be a second class gravelled highway running from Summit Lake (32 miles north of Prince George), along the Crooked River to Fort McLeod, thence north-easterly from Fort McLeod along the Misinchinka River to Azouzetta Lake, and from there following the Pine River easterly to Commotion Creek, a total distance of approximately 150 miles.

(c) It is estimated that the cost will be $6,000,000.00.

Twenty-Sixth Rcmdn - North Atlantic Ferrying Routes

5. (a) Advice was received from the Senior US Army Member regarding the United States' proposal to abandon the airfields at Chimo and Frobisher Bay (except for maintenance personnel at Frobisher and operation of weather stations at both places).

(b) On 29 May the Canadian Chiefs of Staff agreed that these airfields have no military value, are no longer important from a defence aspect and that there is no longer a requirement for defence forces to be maintained there.

(c) Previously the Cabinet War Committee had agreed that the airfield at Southampton Island, which had been on a care and maintenance basis, should not be maintained.

GENERAL

Communications Prince Rupert and Ketchiken, Alaska

6. A Canadian commercial radio-telephone service has been established between Prince Rupert and Ketchiken, Alaska.

Exercise Lemming

7. This exercise referred to in Item No. 5 of the Canadian Army Progress Report of 7 April 1945, has been completed. This exercise is the first winter manoeuvre carried out by the Canadian Army over the Arctic barrens (as compared to the winter exercise "Eskimo" which did not go beyond the northern limit of tree growth). It was attended by representatives of the US Army and by representatives of various Canadian civilian Departments of Government. A total of 653 miles from Churchill, Manitoba to Padlei, North West Territories and return was covered. The results obtained are summarized in the detailed report which has been passed to the United States Navy and War Departments.

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COLOURED PAPER
PAPIER DE COULEUR

C220127

Rawins

8. Following the withdrawal of AA Artillery defences on the East Coast, arrangements have been made to continue the Army cooperation with the Department of Transport in securing Rawins (Upper Wind) readings at Halifax. This will result in Canadian Army radar detachments being located at Goose Bay, Gander and Halifax for taking Rawins readings for assistance in trans-Atlantic flying.

Japanese Balloons

9. (a) Item 8 of the Canadian Army Progress Report dated 7 April 1945, summarized the situation regarding Japanese balloon attacks on Canada. Since that Report was written the number of sightings and findings in Canada has decreased. This may be explained in part by the recent unsettled weather and that the prevailing winds appear to be in a more northerly direction which would have the effect of carrying the balloons into sparsely inhabited territory.

(b) No known damage in Canada from these balloons has occurred to date. However, following the death of six picnickers in United States and the possibility of similar deaths occurring from unauthorized persons tampering with material dropped from Japanese balloons, the censorship restrictions in this connection have been relaxed to the extent of permitting the publication of a general description of the balloon's apparatus. However, no publicity is permitted regarding the number and location of findings and regarding new types of equipment or form of attack.

(c) An interdepartmental committee has been organized under the direction of the Army to coordinate measures taken to deal with all possible forms of attack that might result from these balloons. Similar sub-committees are being formed in the four Western Provinces.

For New York Meeting 14 and 15 June

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S E C R E T

COPY NO. 46

PERMANENT JOINT BOARD ON DEFENCE

CANADA - UNITED STATES

8th June, 1945

R.C.A.F. PROGRESS REPORT

Tenth Recommendation - Development of the Northwest Staging Route

Main Staging Units - Northwest Staging Route

A recent inspection of the runways and taxi-strips at the main staging units reveals the need of a protecting sealcoat on all asphalted surfaces. Certain taxi-strips and the asphalt runways on the Canadian side of the airfield at Whitehorse have developed cracks in several places. Recommendations covering these requirements have been put before the appropriate authorities for approval. It is expected that repair work will be commenced within a very short time and completed during the summer months.

Authority to proceed with the installation of an adequate water supply system at Fort Nelson is also expected at an early date.

Miscellaneous

Since the last Progress Report was presented to the meeting of April 10-11, Canadian approval has been given for the following installations:

(a) Installation of standard interphone drops at Aishihik, Snag and Whitehorse have been approved as of continuing value to Canada. The United States Forces are to furnish and install the necessary equipment. The United States will be re-imbursed by Can-Pay procedure for the cost of the equipment and installation estimated at $50,800;

(b) Approval has been granted to the United States request to install and operate ground/air radio stations at Port Hardy and Alliford Bay, on the understanding that the equipment will be supplied and installed by the United States at United States expense and that the United States will be permitted to remove the equipment at the termination of hostilities or when no longer required. Details with respect to the installation and operation of these facilities, frequencies, etc., are to be discussed by the United States Forces with Western Air Command, R.C.A.F.;

(c) The provision of Schedule "F" facilities by Canada on the Pacific coastal route has recently been approved and will provide the airways traffic control on the Canadian portion of the route between Seattle and Anchorage as requested by the United States Forces. These facilities are not expected to be completed and in operation for three or four months but temporary arrangements have been made and these will enable airways traffic to be controlled along the route pending completion of the permanent set-up.

(d) Approval has been given to the United States request for permission to construct additional communications facilities at the following stations in Eastern Air Command:

Mingan, P.Q.
St. Johns, Newfoundland
Gander, Newfoundland
Goose Bay, Labrador

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The facilities requested by the United States are urgently required in connection with the movement of their Forces by air from the European Theatre to North America.

The United States request was approved on the understanding that the construction is not of continuing value to Canada, that the equipment is to be provided and paid for by the United States and that any construction involved is to be undertaken and paid for by the United States.

(e) Approval has been given to the United States request for permission to abandon the airfields at Fort Chimo and Frobisher Bay, except for small detachments which are to be retained at each of these airfields.

(f) The United States proposal for the installation of additional teletype drops on meteorological weather circuit 9892 on the Northwest Staging Route has been approved. The installation within Canadian territory is considered as of continuing value to Canada. The United States Forces have been authorized to provide and install the equipment required in Canada, estimated to cost $14,000.00 (United States funds). Settlement with the United States Government will be effected through the Can-Pay office at Washington.

(g) Advice has been received from United States authorities that the United States Navy ferry service established in 1943, between Columbus, Ohio and Montreal, in connection with an airplane modification program which was then being undertaken, was discontinued early in May, 1945.

(h) Canadian approval has been given to the proposal of the United States to relinquish responsibility for control, maintenance and defence of certain airfields of the Northeast Staging Route; viz., The Pas, Churchill and Southampton Island. The airfields at Churchill and The Pas will be placed on a non-operational maintenance basis under the control of the Department of Transport. No attempt will be made to maintain the airfield at Southampton Island. Transfer from United States to Canadian control will be made as soon as possible.

(i) Approval has been given to the United States proposal that No.1 Wireless Relay Detachment, Mont Jacques Cartier, P.Q., originate hourly weather reports for incorporation in the sequence collection. This replaces the three-hourly reports formerly originated by this Detachment. This new service went into effect 1st June, 1945, and will be provided by the R.C.A.F. so long as No.1 Wireless Relay Detachment continues in existence. When No.1 Wireless Relay Detachment is disbanded, other arrangements for providing weather reports will be made.

(j) The radio ranges along the route Edmonton, Vermillion, North Battleford, Saskatoon, through Regina to the Canada-United States Border towards Minot, North Dakota, have been installed, calibrated and placed in continuous operation as from 13th May, 1945. It is not intended to provide airways traffic control along this route until further facilities are available, i.e. Schedule "F" interphone connections with Department of Transport, Winnipeg Airways Traffic Control Centre.

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PERMANENT JOINT BOARD ON DEFENSE

CANADA-UNITED STATES

U. S. NAVY SECTION PROGRESS REPORT

14 June 1945

SECRET

NEWFOUNDLAND

1. The operation of the loran station at Port aux Basques, Newfoundland is still awaiting completion of the changes underway at the master station at Deming, Nova Scotia.

ALASKA

1. Akutan Harbor, Fox Islands, was closed as a U. S. Naval fueling station on 1 April 1945.

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By authority of
The Chief of Staff

PERMANENT JOINT BOARD ON DEFENSE
CANADA--UNITED STATES

11 June 1945 C.J.H.

U. S. ARMY
PROGRESS REPORT

C220131

SECRET

11 June 1945.

Note: Paragraphs are numbered according to Recommendation Number of the Permanent Joint Board on Defense, Canada-United States.

2. Defense of Newfoundland:

a. Radar stations in Newfoundland

The War Department has directed the Commanding General, Newfoundland Base Command to terminate the leases on the five (5) radar stations in Newfoundland. The RCAF has been authorized to terminate their operation and return the equipment to United States control.

b. Aids to aerial navigation

The United States has requested and Canada has concurred that the RCAF and the Canadian Navy continue in the Newfoundland area all aids to aerial navigation and air-sea rescue that may be essential to the United States in its heavy troop movement across the North Atlantic.

10. Air Staging Facilities -- Western Canada

a. Watson Lake Runway extension

The original request for the 622-foot extension of the E/W runway at Watson Lake has been reviewed by the Army Air Forces with the decision that basic request for the extension is not favorably considered.

b. Watson Lake Radio Range

RCAF has approved the installation by Department of Transport of an MRL range to the west of the east-west runway as a temporary measure. U. S. request for relocation of the Watson Lake range is being considered by the RCAF.

c. Dykes around bulk fuel storage, Watson Lake, B. C.

The Northwest Service Command has taken the necessary action to construct dykes around the bulk fuel storage facilities at Watson Lake, work to be performed by the Elliott Construction Company.

d. Temporary reduction in U. S. personnel on Northwest Staging Route.

In order to meet the heavy load placed on the Army Air Forces Air Transport Command in returning personnel from Europe it has been necessary to make a temporary reduction in United States personnel along the Northwest Staging Route. Within Canada, the principle reductions are being made at Calgary and Grande Prairie.

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SECRET

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By authority of
The Chief of Staff
11 June 1945 GHQ

26. Northeast Short-Range Ferry Route to U.K.:

a. Airfields and Weather Stations, Central Canada.

The Canadian Government has notified the U. S. Government that they will take over the airfields and weather stations in the Central Canada Section, 1 July 1945, and several conferences have already been held.

b. Withdrawal of personnel from Fort Chimo and Frobisher Bay

The United States is withdrawing personnel from Fort Chimo and Frobisher Bay airfields but will continue to operate the weather stations at both fields and will leave a maintenance crew for Frobisher Bay.

c. Construction at Mingan, Goose Bay, Gander Lake, St. Johns, and Cape Harrison

In order to expedite the return of individuals from the European Theater to the United States construction of additional aids to aerial navigation has been authorized at Mingan, Quebec, Goose Bay and Cape Harrison, Labrador, and St. John's and Gander Lake, Newfoundland, at the expense of the United States and of non-continuing value to Canada.

33. Disposition of United States Projects in Canada:

a. Transfer of buildings to City of Sault Ste. Marie

The Canadian Government has approved the transfer of certain buildings erected by the War Department on leased premises in Sault Ste. Marie to the City of Sault Ste. Marie in lieu of restoring the premises, with the War Department obtaining in exchange complete releases from the lessors. These buildings were included in items 30 and 31 of the list of immovables which were to be dealt with under the Thirty-third Recommendation and therefore items 30 and 31 have been deleted from this list.

b. Transfer of facilities to Canadian Government

Appraisal and transfer has been completed of Jesuit College, Camp 550 at Edmonton, BPC Building at Edmonton, Bechtel-Price-Callahan Building at Edmonton, Dawson Creek Base and Appurtenances thereto, Elliott Camp Area at Whitehorse, Prince George, B. C. Naval Installations--4 Duplex Residences, and Peace River Installation.

GENERAL:

a. Weather facilities

(1) Forecast center at Prince George, B. C.

The forecast center at Prince George, B. C. is being reduced to a dependent forecasting center where a staff of dependent forecasters will be maintained to give all necessary service required at the airport. All the observations--hourly, synoptic, pilot balloon and radiosonde--will be continued as at present and forecasts will be available for any operations through Prince George.

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SECRET
By authority of
The Chief of Staff

11 June 1945 GNL

(2) Forecast Center at Norman Wells

Army Air Forces Weather Division has approved request of Canadian Controller of Meteorology to discontinue the forecast center at Norman Wells owing to the small amount of flying there at present. It will, however, be retained as a complete meteorological station taking synoptic observations, hourlies as may be required, pilot balloon and radiosonde observations.

(3) Additional weather facilities at Mount Jacques Cartier and Campbellton, New Brunswick

Arrangements have been completed by the Royal Canadian Air Force to provide hourly weather reports from Mount Jacques Cartier, Gaspe Peninsula. The installation of a new station at Campbellton, New Brunswick is still under review by the Canadian authorities.

(4) Weather Circuit 9892

The Canadian Government has approved the United States request for additional meteorological teletype facilities for weather circuit 9892 on the Northwest Staging Route; installation within Canadian territory considered as of continuing value to Canada.

b. Installation at Aishihik, Snag and Whitehorse

The Canadian Government has approved as of continuing value to Canada the installation of standard interphone drops at Aishihik, Snag and Whitehorse which provides an interphone circuit between the traffic control centers at Fairbanks, Alaska and Whitehorse, Canada with drops at intermediate locations in Alaska and Canada.

c. Ground/air radio stations at Port Hardy and Alliford Bay

Canadian Government approval has been granted to the United States request to install and operate ground/air radio stations at Port Hardy and Alliford Bay on the Seattle-Anchorage Route, on the understanding that the equipment will be supplied and installed by the United States at United States expense and that the United States will be permitted to remove the equipment after the end of hostilities or when no longer needed.

d. Schedule "F" facilities on Pacific coastal route

The provision of Schedule "F" facilities by Canada on the Pacific coastal route has recently been approved by the Canadian Government and will provide the airways traffic control on the Canadian portion of the route between Seattle and Anchorage as requested by the U. S. Forces. These facilities are not expected to be completed and in operation for three or four months but temporary arrangements have been made and these will enable airways traffic to be controlled along the route pending completion of the permanent set-up.

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P.C. 5731

PRIVY COUNCIL

CANADA

W-59
1945

C220134

AT THE GOVERNMENT HOUSE AT OTTAWA

THURSDAY, the 23rd day of AUGUST, 1945.

PRESENT:

HIS EXCELLENCY

THE GOVERNOR GENERAL IN COUNCIL: (Earl of Athlone)

His Excellency the Governor General in Council, on the recommendation of the Secretary of State for External Affairs, is pleased to appoint and doth hereby appoint General, the Honourable A.G.L. McNaughton, C.B., C.M.G., D.S.O., Chairman of the Canadian Section of the Permanent Joint Board on Defence which was established pursuant to the Agreement reached between the Prime Minister of Canada and the President of the United States of America at Ogdensburg, New York, on the 17th of August, 1940, vice O.M. Biggar, resigned.

A. D. P. Heeney.

Clerk of the Privy Council.

The Right Honourable
the Prime Minister

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C220135

NAR/LF
1.9.45.

MEMORANDUM FOR THE PRIME MINISTER:

Since Keenleyside's departure in January last, R.M. Macdonnell has been acting as Secretary of the Canadian Section of the Permanent Joint Board on Defence. Pending a decision as to Colonel Biggar's successor as Chairman, it was not thought necessary to take formal action to replace Keenleyside. Now that General McNaughton has been named as Chairman of the Canadian Section, I think we should regularize Macdonnell's position by Order in Council in the usual way.

hdk

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JAG/Z C220136

SECRET September 29, 1945

THE PRIME MINISTER:

I have extracted from the record of the last meeting of the Permanent Joint Board on Defence the three attached papers on the Continental Defence Value of the Canadian Northwest and Canada-U.S. Post-War Collaboration.

These were initiated, on an informal and personal basis, by the Senior Air member of the U.S. side, Major-General G. V. Henry. The Canadian conclusions and comments represent the informal and personal views of the Canadian members of the Board; they have been approved both by the Chiefs of Staff and the Post-Hostilities Advisory Committee. Paragraphs 9, 10 and 12 of the third paper are of special interest.

Jan.

J.A.G.

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PERMANENT JOINT BOARD ON DEFENCE
Washington 25, D.C.

C220137

8 June, 1945.

Continental Defense Value of the Canadian Northwest

1. Both the United States and Canada have expended large sums of money for defense purposes in the Canadian Northwest during the present war. The main installations are the Northwest Staging Route, the Alaska Highway, the telegraph line and gasoline distributing system in general paralleling the Highway, the Skagway-Carcross gasoline pipe line, the Haines cut-off, the Canol project proper and the various installations in Prince Rupert and vicinity.

2. The question arises are any of them from the viewpoint of both Canada and the United States necessary to the postwar defense of the North American continent or to the defense of Alaska from the viewpoint solely of the United States? If so, which are necessary and how is their maintenance to be financed in the postwar period? Some may also have both postwar military and economic value and for this reason should be maintained and developed.

3. Many people believe that the defense of Alaska in case of war with an Asiatic power is of major importance to the defense of the North American continent and that its defense would be largely a matter of air and navy.

4. All of the facilities built along the Northwest Staging Route were primarily constructed for the maintenance of an air route across Canada and into Alaska. One authority in commenting on a bill recently introduced in the United States House of Representatives seeking to create a commission to be known as the "Alaska International Highway Commission" states "a properly controlled air route to Alaska is considered indispensable to the permanent defense of the continent. Such an air route requires weather stations, auxiliary landing fields and flight strips, telephone and telegraph communications and supply of aviation gasoline, subsistence and maintenance items. The only feasible way to properly provide these necessary items to a controlled airway to Alaska is a highway generally along the same route." This matter may later be presented to the Permanent Joint Board for an official declaration regarding whether or not a land route to Alaska is of permanent value in the defense of the continent. Local pressure may also do the same, for it is understood that the Government of British Columbia has recently let a contract for a road connecting Prince George with the Alaska Highway at Dawson Creek and that either Alberta or British Columbia has provided for bridging one of the main streams on the road between Edmonton and Dawson Creek. Further, Alaskan interests are pushing for the maintenance of the Haines cut-off and the Alaska Highway from where that cut-off joins the same on to Fairbanks, Alaska.

5. I think it would be interesting to hear, perfectly informally, from our Canadian members their personal views regarding the defense value of the air route, the Alaska Highway, the telegraph line, the gasoline distributing systems and the Haines cut-off and whether or not the Canadian portions are likely to be maintained by Canada in the post-war period. Also the Prince Rupert installations might be touched upon.

GUY V. HENRY

Major General, U.S. Army

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C220138

PERMANENT JOINT BOARD ON DEFENSE
Washington 25, D.C.

8 June 1945.

POSTWAR COLLABORATION

1. The United States has informed the other American Republics that it believes the defensive power of the Western Hemisphere would be greatly augmented if the armed forces of the various American Republics were a homogeneous whole, i.e. armed and equipped with standard material and, in general, organized and trained along standard lines. In order to ascertain the views of the other American Republics on this matter, the United States has held joint staff conversations with the military representatives of these Republics and is also offering to assist them with armament, technical advice and training on the terms mutually agreeable to each Government.

2. The Inter-American Conference on Problems of War and Peace held in Mexico City in early March 1945 approved certain "Declarations on Reciprocal Assistance and American Security". The outstanding one is known as the Act of Chapultepec and it further recommended "That the Governments consider the creation, at the earliest practicable time, of a permanent agency formed by the representatives of each of the General Staffs of the American Republics, for the purpose of proposing to the said Government, measures for a better military collaboration between all the Governments and for the defense of the Western Hemisphere."

3. Personally I do not see how there can be any true homogeneity of defense of the Western Hemisphere unless the Dominion of Canada is a member of the military family of American nations, so to speak.

4. From a military standpoint there appears little doubt that our tactical and supply problems for the defense of North America would be greatly simplified if Canadian and United States forces had interchangeable munitions and were trained and organized in general along similar lines.

5. In this war we have had at least two examples of the desirability of this, i.e., the re-equipping with U.S. materiel of the Canadian Aleutian Force and the present re-equipping and reorganizing of the Canadian Pacific Ground Force and the similar attempt by the RCAF.

6. There are certain complications in Canada being incorporated in a military family of American nations. First, would Canadian public opinion be favorable to a closer tie between Canadian and U.S. armed forces? Second, Canada's political, economic, cultural and military relationship with Great Britain. Third, Canada is a manufacturing nation as is the United States and this might, from a Canadian point of view, make it inadvisable for the Canadian armed forces to have equipment interchangeable with that of the United States forces.

7. Other people have in mind closer postwar relationship between the military of the two countries. This is shown by the following:

a. On February 17 to March 3, 1945, the British Commonwealth Relations Conference was held in London under the auspices of the Royal Institute of International Affairs. A short extract from the minutes reads, "The security of Canada and of Australia and of New Zealand depends upon collaboration with the United States".

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b. Canadian Ambassador Llewellyn Keenleyside, according to press dispatches, recently stated in an address in Mexico City, "The clarification of Canada's relationship to the Pan American Union would await final results of the San Francisco United Nations Conference".

8. The views I have presented are purely personal. However, I would be glad to hear discussion regarding the feasibility or the desirability of our two countries entering into joint staff conversations, this with a view of determining the extent to which the two countries can in the postwar period coordinate their armed force efforts.

(Sgd) GUY. V. HENRY,
Major General, U.S. Army
Senior U.S. Army Member.

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S E C R E T

C220140

Canada - United States

PERMANENT JOINT BOARD ON DEFENCE

OTTAWA, 3rd September, 1945.

Note on General Henry's statements on (a) Continental Defence Value of Canadian Northwest and (b) Canada-United States Post-War Collaboration, for use by Canadian Section at Meeting of the Permanent Joint Board on Defence to be held in Montreal, 4th September, 1945.

---

1. Introduction.

The Canadian Section listened with much interest to the remarks made by General Henry at our last meeting on the subjects of (a) Continental Defence Value of the Canadian Northwest, and (b) Canada-United States Post-War Collaboration. These subjects are of considerable importance to both countries and now that hostilities have come to an end they will tend more and more to become matters of practical politics. Actually, some of the points mentioned by General Henry came up in our day-to-day conduct of our war effort, and during the last few weeks the members of the Canadian Section have endeavoured to reach some tentative conclusions in their regard. As respects others, there yet appear to be too many unknown factors to permit of a really objective appreciation. However this may be, we should like to offer the following observations to our United States colleagues, who will of course understand that in so doing we are merely expressing, in their presence, our personal and tentative views.

2. General.

As has been said, there are too many unknown factors in the international situation to enable us to study many of our defence questions with any degree of finality. The number, the nature and the scope of the special agreements to be negotiated on the initiative of the future Security Council and of the regional arrangements for international security for which provision has been made in the Charter of the United Nations, have yet to be defined. Nor again can the question of defence co-operation within the British Commonwealth of Nations be yet said to be entirely clear. In these circumstances no clearly defined picture can be drawn.

3. Moreover, defence problems will only admit of rational solution on the basis of rational assumptions as to the nature and the measure of force to be resisted. We on our part are not unprepared to lay down such assumptions but we have here, as our name implies, to do with matters of joint defence which again implies that such assumptions be made in collaboration and not independently. At the moment the Canadian services have no information as to the views of the United States Army and Navy in these matters.

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S E C R E T

C220140

Canada - United States

PERMANENT JOINT BOARD ON DEFENCE

OTTAWA, 3rd September, 1945.

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4. It might be pertinent here to recall that during the course of the war a number of defence installations were constructed in Canada at United States request but which eventually became a charge against Canadian public funds. We are of course all agreed that in war prompt action must be a paramount consideration, but we on our side find it difficult to exclude from our minds the thought that the cost of some of these facilities was out of proportion with their value as factors towards the achievement of victory. Our United States colleagues will doubtless remember that these doubts as to the ultimate value of one or more of these projects were expressed by some of us at the time they were first put in hand. It seems therefore to follow that in future it would be helpful if the Canadian Services were made more fully aware of the bases of the appreciation of the United States Joint Chiefs of Staff on the defence requirements of the North American continent. So much for the general picture.

5. Continental Defence Value of the Canadian Northwest.

As regards the continental defence value of the Canadian Northwest, our personal views as to the points raised by General Henry, quite informally, are as follows:

(a) Northwest Air Staging Route:

We entirely agree that the Northwest Air Staging Route is, and will continue to be, an integral feature of Alaskan defence and as such will be maintained indefinitely into the future. The division of responsibility between the Military and Civil authorities and such questions as the number of airfields to be maintained as Air Force Stations are matters for later study and decision.

(b) Alaska Highway:

(i) In our view the defence value of the Alaska Highway as a whole may differ in some respects from that of the Air Route. Theoretically, perhaps, it can be argued that of itself the road directly adds to the defence potential of Alaska. We are under the impression, however, that no military supplies have ever been sent to Alaska via this route. Nor does the enemy appear to have made any attempt to interfere with the United States line of communication through the Gulf of Alaska. Moreover, it seems unlikely that, within the reasonably distant future, any Pacific Power will be in a position to threaten the sea route between Seattle and Alaskan ports.

(ii) On the other hand it is clear that certain sections of the highway are essential to the

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effective maintenance and supply of the Airway. For this reason we feel that these said sections should be maintained to an effective standard.

(c) Telegraph Line:

The telegraph line would appear to have, inter alia, a useful role to play in the defence of the Canadian Northwest and Alaska. We therefore believe that a reasonable case for its continued maintenance can be made.

(d) Gasoline Distribution Systems:

As we see them the gasoline distributing systems are a necessary feature of supply for the Air Route and they should be retained in operation. The question of the siting of the Skagway-Carcross pipe line will of course have to be resolved.

(e) Haines Cutoff:

The Canadian Section do not feel themselves to be in a position to assess the defence value of the Haines Cutoff and they would be glad of an indication of the views held by their United States colleagues under this head.

(f) Prince Rupert and Port Edward:

Certain United States installations at Prince Rupert are of defence interest to Canada. The same cannot be said of the Port Edward development.

6. Canada-United States Post-War Collaboration.

It need hardly be said that the members of the Canadian Section have read with interest of the proceedings of the Inter-American Conference at Mexico and of the signing of the Act of Chapultepec. In many, if not all respects, the questions involved seem in the last analysis to be of a political nature and as such not within the competence of the Board.

7. The question of Canada-United States post-war Military Collaboration does not appear to present any special difficulty. Our understanding, with which we are sure our United States colleagues will be disposed to agree, is that the founders of this body advisedly inserted the word 'Permanent' in our title. There would then seem to be no reason why we should not, and every reason why we should, continue our collaboration of the last five years in matters of defence.

8. If this is agreed, the way ahead should be reasonably clear. We should both seek to agree as to the international picture of the coming post-war period in so far as

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this has a bearing on the question of North American defence. This having been done, it should only be necessary for us to revise Defence Scheme No. 2 (ABC-22) which has governed the employment of our forces disposed for home defence during the course of this war, so as to bring it into line with our new joint appreciation of our defence position. This having been done and the new plan having gained the approval of our respective Governments, it can be held in readiness (subject of course to periodic revision) to be put into effect by Governmental agreement in the event of an emergency arising.

9. With regard to General Henry's view that our tactical and supply problems for the defence of North America would be greatly simplified if Canadian and United States forceshad interchangeable munitions and were trained and organized in general along similar lines, we are of opinion that no sufficient reason has yet been adduced to suggest that a major decision of principle under this head is expedient at the present time. We very much doubt if a military appreciation of our North American defence position over the next one or two decades will lead to the conclusion that the northern half of our territories is threatened with invasion. It therefore seems unlikely that within that time our ocean waters, our lands or our air will be the scene of major operations. Consequently, while our defence forces will probably require to be maintained on a greater scale in the future than they were in the past, they are unlikely in our view to be such as to require at an early date complete uniformity of equipment, organization and training of the Forces of our two countries.

10. We should, however, wish to make it clear that the way is quite open to us to model our forces on any pattern we may choose. As mentioned by General Henry, there have been two instances in which the Canadian Army has adopted the United States model so as to facilitate the integration of the smaller force with the larger one. These instances, however, have merely been episodes in the prosecution of the War against Japan and it would be straining the point to argue that they fell under the head of Continental defence. Nor do they in any way compare with the long record of our close and intimate association with the Forces of the British Commonwealth, which association seems not unlikely to continue.

11. There is however another aspect to this question. In view of the wide measure of standardization of Canadian and United States industry, as well as the difficulty sometimes experienced in times of peace of obtaining our accustomed equipment, the Canadian Forces have now and then sought and obtained certain United States types. Our mechanical transport is similar to yours. Many of our aircraft are of United States design and manufacture. There are signs that our radio and radar equipment are tending to standardize themselves along United States lines. Thus in some fields we can see uniformity developing on an <u>ad hoc</u> basis.

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12. From a still wider aspect, we are of opinion that the co-ordination of military supply of the countries making up the English-speaking world would further the cause of international peace and consequently the security of our common interests, and that the achievement of this end would be facilitated by the standardization of British Commonwealth and United States military equipment. While therefore for the reasons we have given we do not consider that a convincing case can yet be made for us to decide now to adopt United States standards, we have no hesitation in saying that uniformity of United Kingdom and United States military organization, training and equipment appears in our view to be a most desirable objective and Canadian influence, such as it may be, will always be exerted to that end.

13. In conclusion, may it be said that we trust that this informal expression of our personal views may be of interest to our United States colleagues and of some value to them in the further consideration of our joint defence problems, which might be carried out either through the medium of the Board or by separate staff conversations. Possibly on some appropriate occasion our Chiefs of Staff might meet for the purpose of making a broad survey of the requirements of North American joint defence.

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PJBD
JAG/Z

C220145

SECRET September 29, 1945

THE PRIME MINISTER:

I have extracted from the record of the last meeting of the Permanent Joint Board on Defence the three attached papers on the Continental Defence Value of the Canadian Northwest and Canada-U.S. Post-War Collaboration.

These were initiated, on an informal and personal basis, by the Senior Air member of the U.S. side, Major-General G. V. Henry. The Canadian conclusions and comments represent the informal and personal views of the Canadian members of the Board; they have been approved both by the Chiefs of Staff and the Post-Hostilities Advisory Committee. Paragraphs 9, 10 and 12 of the third paper are of special interest.

J.A.G.

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PRIVY COUNCIL OFFICE

MEMORANDUM

September 10th, 1945.

Secret

For the Prime Minister:

I am sending you, herewith, Copy No. 1 of the Journal of the Permanent Joint Board on Defence, covering the meeting of the Board held in Montreal on September 4th and 5th, 1945.

Copies are being sent as usual to the Minister of National Defence, the Minister of National Defence for Air, and to the Minister of Munitions and Supply.

This Journal will be submitted at an early meeting of the Cabinet.

A. D. P. H.

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, MONTREAL, SEPTEMBER 4 and 5, 1945.

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1. The Permanent Joint Board on Defence met in Montreal at 2:30 p.m., Tuesday, September 4, 1945, the following participating :

Canadian Section	United States Section
Gen. the Hon. A.G.L. McNaughton	Mayor F. H. LaGuardia
Vice Admiral G. C. Jones	Vice Admiral D. W. Bagley (assisted by Lt. R. B. Wheeler)
Maj. Gen. M.A. Pope	
Air Vice Marshal W.A. Curtis	Maj. Gen. G. V. Henry
Group Captain W. W. Bean	Col. C. H. Deerwester
Col. J. H. Jenkins	Captain T. P. Jeter
Mr. R. M. Macdonnell	Mr. J.D. Hickerson

2. The Board recorded its satisfaction that Japan, the last of the Axis powers, had been totally defeated. The Canadian Section extended congratulations on the magnificent work of the United States forces in the Pacific War. The United States Section extended congratulations to the Canadian forces for their splendid performance and co-operation throughout the war.

3. The United States Section extended a warm welcome to General McNaughton, who had recently been appointed Chairman of the Canadian Section. They asked the Canadian Section to convey to the retiring Chairman, Colonel O. M. Biggar, an expression of their deep appreciation for his great contribution to the work of the Board since its inception in August 1940. The Board welcomed Vice Admiral Bagley and Captain Jeter. It noted that Admiral Johnson had retired from the Board and expressed its best wishes to him.

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4. General Henry referred to a letter which he had addressed to the Canadian Air Member with regard to the curtailment of United States activities along the Northwest Staging Route. Air Vice Marshal Curtis reported that the proposals of the United States War Department were agreeable to the Royal Canadian Air Force, particularly the suggestion that a committee representing Canadian and United States officials directly concerned should meet to discuss the details of the new arrangements which would have to be made. Plans are being made to hold this meeting in either Ottawa or Edmonton in October.

5. General Henry informed the Board that, owing to the termination of hostilities in the Pacific, the United States Army Transportation Service will close its activities in Prince Rupert and vicinity as rapidly as practicable and will offer the installations there for disposition under the Thirty-Third Recommendation. It will not take advantage of the Canadian Government's permission to open a sub-port of embarkation at Vancouver, B.C. Admiral Bagley stated that the United States Navy had no further requirements in the Prince Rupert area.

6. General Pope referred to the discussion which took place at the last meeting of the Board on the statements presented by General Henry on the Continental Defence Value of the Canadian Northwest and Closer Postwar Defence Collaboration between Canada and the United States. In order to carry this discussion a step further, General Pope made a number of observations on behalf of the Canadian members, representing their personal and tentative views. It was agreed that this continuation of the earlier discussion had been profitable and provided material for further study. Copies of General Henry's

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memoranda, read at the meeting held on June 14, and of the Canadian Section's paper above referred to are annexed.

The United States Section associated themselves with the view expressed by the Canadian Section that the question of Canada - United States postwar military collaboration does not appear to present any special difficulty. Both were agreed that the founders of the Permanent Joint Board on Defence advisedly inserted the word "Permanent" in the Board's title. This being so, there would seem to be no reason why the two countries should not, and every reason why they should, continue their collaboration of the past five years in matters of defence.

In further discussion General McNaughton suggested that the most feasible way of achieving uniformity of armaments would be to bring about joint collaboration in the development of new weapons or materiel. The Board agreed with this view.

7. At the request of General Henry the Board considered various questions regarding the dates on which United States responsibility for maintenance of the Alaska Highway and other defence projects in Canada should terminate. It was agreed that, with respect to the Alaska Highway, the Canadian Section should bring to the attention of the Canadian Government the fact that the United States authorities wish to know as soon as possible when it would be agreeable to Canada for the United States to withdraw therefrom. The Canadian Section would endeavour to obtain a decision on this point and communicate it to the United States Section.

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With regard to the land lines from Edmonton to the Alaska border, it was agreed that the United States Section would inform the Canadian Section of the extent of United States requirements, military, civil and air, and would suggest March 1, 1946, as the date on which Canada should assume responsibility. The Board also noted that consideration would have to be given to land line facilities needed in connection with any future use of the gasoline pipeline system along the Alaska Highway, but agreed that action could be deferred for the time being.

8. Mr. Hickerson referred to paragraph 2 of the Journal of the last meeting of the Board and stated that the Acting Secretary of the United States Section had looked into the two questions raised by Air Vice Marshal Curtis and Colonel Jenkins respectively. During a visit to Ottawa, the Chief of the Visa Division of the State Department had advised Air Vice Marshal Curtis that whenever advance word was received of the impending arrival of Canadian military aircraft at civil airports in the United States, the United States authorities would always be glad to give special treatment to the Canadian military personnel involved and minimize customs, immigration and health formalities. However, when no advance word was received, it was difficult to avoid the procedure applicable to all foreign arrivals, including those of United States military personnel. Inasmuch as relatively few cases of the type mentioned by Air Vice Marshal Curtis had occurred and as there would be progressively fewer with the curtailment of military activities, Mr. Hickerson stated that it was not considered necessary to go into the matter further. The Canadian members fully agreed.

In regard to the customs entry of material from Canada sent to the United States for war research purposes,

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Mr. Hickerson mentioned that the Acting Secretary of the United States Section had written to the Secretary of the Canadian Section under date of July 24, 1945, in order to advise him that arrangements for entry could be made through the Washington office of the Canadian Department of Munitions and Supply, or, in appropriate cases, by special arrangements for the issuance of blanket authorizations.

9. Air Vice Marshal Curtis inquired as to the continuing military needs of the United States at Goose Bay and Gander. General Henry stated that by January 1, 1946, it was expected that the amount of United States military traffic would have dropped considerably, but that there would be a continuing need for facilities at Goose Bay and Gander so long as United States forces remained in Europe. Air Vice Marshal Curtis explained that the Royal Canadian Air Force was considering turning over the administration of these fields to the Department of Transport and agreed to communicate directly with General Henry on this point. With regard to the long range interest of the United States in the maintenance of Goose Bay and Gander, it was stated by the United States Section that the United States Government would shortly communicate with the Canadian Government, listing the airfields in Canada, Newfoundland and Labrador which the United States regarded as possessing continuing defence value. The Board noted that this list would certainly include Goose Bay and probably Gander as well.

10. Air Vice Marshal Curtis raised the question of the continued maintenance of the Stephenville - St. John's land line cable operated by the United States forces. After discussion, the Board agreed that the continued maintenance of this cable was necessary for transatlantic air operations

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civil and military, as well as to the defence of Newfoundland. General Henry stated that the War Department was considering the possibility of having postwar maintenance expenses shared by Canada and the United States and undertook to communicate a proposal to the Canadian Section at a later date.

11. Air Vice Marshal Curtis inquired whether the United States Navy required continued maintenance of the airfield at Maitland, Nova Scotia. Captain Jeter replied that the United States Navy wanted this field only for take-offs and landings as long as Minas Basin remains free from ice. It would therefore be satisfactory if Canadian personnel were withdrawn and the field placed on a caretaker basis.

12. Admiral Bagley informed the Board that the United States Navy proposed to send the submarine MERO, which had been built on the Great Lakes for ocean use, before proceeding to sea, to visit United States Great Lakes ports on the occasion of Navy Day, October 27. The Canadian Section saw no objection.

13. Progress Reports were presented by the Service Members and discussed by the Board.

14. After agreeing to meet in New York on November 7, 1945, the Board adjourned at 12 noon, Wednesday, September 5.

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SECRET COPY NO. 6

PERMANENT JOINT BOARD ON DEFENCE
CANADA - UNITED STATES
R.C.A.F. PROGRESS REPORT

28th August, 1945

Tenth Recommendation - Development of the Northwest Staging Route

MAIN STAGING UNITS - N.W.S.R.

In the Progress Report presented to the meeting of June 14-15, it was stated that a recent inspection had revealed the need of a protecting sealcoat on all asphalted surfaces at the main staging units, and that approval for this repair work would shortly be forthcoming. This authorization has since been received together with approval for repairs to certain taxi-strips and runways on the Canadian side of the airfield at Whitehorse which have developed cracks. Work is now under way and it is expected the programme will be completed during the summer months.

Good progress is being made with the installation of an adequate water supply system at Fort Nelson. It is expected that the new system will be completed and in operation before winter sets in.

Thirty-Second Recommendation - Control of Aerodromes used jointly by Canada and the United States

FLYING CONTROL

Western Air Command

(a) The R.C.A.F. Vancouver Flying Control Airway Centre is continuing to operate as indicated in a previous report. The expected extension of control to Annette Island, Alaska has not as yet materialized in view of the existing work load on the centre. The Prince George area is now the responsibility of the Vancouver Flying Control Airway Centre.

Northwest Air Command

(a) The R.C.A.F. Edmonton Flying Control Airway Centre is controlling the areas as previously reported. The Schedule 'F' interphone circuit from Edmonton to Whitehorse was commissioned during the month of July and control of traffic will, in the near future, be extended to 25 miles north of Watson Lake.

(b) The Whitehorse Flying Control Airway Centre is being organized. Once the centre is commissioned, control of traffic will be effected along Amber Airway No. 2 from 25 miles north of Watson Lake to 25 miles north of Snag.

Eastern Air Command

(a) The R.C.A.F. Halifax Flying Control Airway Centre is controlling all the airways and routes located in the Halifax area with the exception of Amber Route 7, Blue Route 88, Red Route 72 and Red Route 73. It is expected that control of traffic over Red Route 72 and Red Route 73 will be inaugurated during the month of August.

(b) The St. John's Flying Control Airway Centre is now exercising control over the following areas:

(i) Green Airway No. 1 from 10 miles west of the Buchans, Newfoundland radio range station to Torbay, Newfoundland radio range station.

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(ii) Green Route No. 3 from 25 miles west of the Round Pond intersection to the Torbay, Newfoundland radio range station.

(iii) Amber Route No. 9 from 25 miles southeast of the St. Paul's reporting point to Gander radio range station.

(iv) Red Route No. 3 from 25 miles southwest of the Ocean intersection to Gander, Newfoundland radio range station.

(v) Red Route No. 4 from 25 miles west of the Atlantic reporting point to the Torbay, Newfoundland range station.

(vi) All that area east of Green Airway No.1 and Amber Route No.9 within a radius of 50 miles of Gander, Newfoundland.

(c) The Goose Bay Flying Control Route Centre is now operating as a standard route centre, controlling traffic in accordance with standard procedures over the routes indicated in a previous report.

MISCELLANEOUS

(a) Maintenance, control and defence of the airfields at The Pas and Churchill, Manitoba were to be relinquished to the Canadian Government by the United States Forces, in accordance with existing agreements, on the following dates:

Churchill - 1st August, 1945
The Pas - 2nd August, 1945

(b) The Canadian Government has informed United States authorities that Canadian requirements are not sufficient to justify taking over the operation and control of the radio range, radio and weather station at Padloping Island, Baffinland.

(c) United States authorities have been informed that there is no Canadian objection to the withdrawal of United States personnel from Dawson Creek and the abandonment of the flight strip.

(d) Interested United States authorities have been informed that, in view of heavy commitments in maintenance of the landline system on the Pacific Coast it has been decided that R.C.A.F. personnel will not be attached to the United States Forces for the purpose of obtaining field experience in the maintenance of the Alaska Highway Telephone System..

(e) With the view of reducing establishments on the East Coast to a position more in keeping with present day requirements, it has been decided to close R.C.A.F. Station, Sydney, Nova Scotia Arrangements for the turning over of this property to the Department of Transport are presently under way.

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RGCS/arc

HQS.5199-W-1, FD.71(DMO&P)
(Oprs.203-W)

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PERMANENT JOINT BOARD ON DEFENCE

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Canadian Army Progress Report

31 August 1945.

1. With the termination of the war it is appropriate that a brief review should be made of the work of the PJBD insofar as it affected the Canadian Army. In general it may be said that the first recommendation of the Board, made at its first meeting on 26 Aug 1940 and before the United States had entered the war, to the effect that there should be a full exchange of military information, has been satisfactorily carried out, and has proved to be a most valuable contribution to the smooth working out of the many problems that have arisen from time to time in connection with the defence of Canada and Newfoundland.

2. Following the seventh recommendation of the Board, made at its second meeting on 27 Aug 1940, the Joint Plan for the Defence of Canada and the United States, known as ABC-22, was worked out by the respective General Staffs. It became the basis on which the joint defence of North America was founded, and was used in the preparation of joint plans by local commanders and for establishing methods of co-operation between the Services of each country.

3. At the earliest meetings of the Board the whole problem of the defences of Canada and Newfoundland was discussed and various recommendations were made involving the Army that were subsequently carried out. At the time of the first meeting of the Board, the Canadian garrison in Newfoundland consisted mainly of one battalion of infantry. Following the recommendations of the Board, the defences in Newfoundland were steadily built up until at the peak there were three battalions there, together with coast and AA artillery at St. John's, Gander, Lewisporte and Botwood. Following the construction of the airport at Goose Bay, Labrador, the Canadian Army also had the commitment for its ground defence. This was built up to include heavy and light anti-aircraft defences and an infantry battalion with the necessary ancillary personnel. As the strategic situation developed favourably, it was possible to gradually scale down the defences in Newfoundland and Labrador. By the end of the war, all troops had been taken out of Goose (except for Army Service Corps detachments for servicing of the RCAF personnel still at the airport), and the garrison in Newfoundland reduced to one battalion at restricted strength, the necessary Headquarters and ancillary troops all at St.John's, which included personnel required for the temporary maintenance of the coast artillery.

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PAPIER DE COULEUR

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4. Similarly the defences of Canada, particularly on the coasts, were steadily increased as equipment became available (some of which was loaned by the US through the facilities of the Board) and as the changing strategic picture required. Coast and anti-aircraft artillery defences were increased and modernized at major ports and other bases, and anti-aircraft artillery put in at the important aluminum plant at Arvida, which was considered to be exposed to possible enemy attack. In addition, following the outbreak of war with Japan, the infantry garrisons for the defence of Canada were increased to two divisions, three brigade groups and a number of unbrigaded battalions.

5. Of particular interest to the Board were the defences at Tofino air base, and at Prince Rupert. At Tofino and at Port Hardy, where the RCAF also put in an advanced air base, the Army provided infantry and anti-aircraft defences - these were completed by the end of October 1942. At Prince Rupert the coast and anti-aircraft installations were brought up to their maximum requirement by December 1943. As the threat from Japan receded the defences at both points were successively cut down. At Tofino all anti-aircraft defences were withdrawn by August 1944, but the coast and light anti-aircraft defences at Prince Rupert were still in action on V-J Day.

6. In February 1942 the Board recommended that the Canadian Army should add to the anti-aircraft defence of Sault Ste Marie, that up to that time was being undertaken by the US Army alone. This recommendation led to the installation of a Canadian heavy anti-aircraft battery, which was in action under command of the US Army Commander of the Sault Ste Marie Military District from August 1942 to November 1943 when it was withdrawn owing to the reduced risk of attack to the area.

7. Although the construction of the Alaska Highway, recommended by the Board in February 1942, did not directly concern the Canadian Army, it is recorded in this summary because of the interest inherent in the construction and operation of a military highway of such length in Canada, during the war, by the United States Army.

8. In addition to the problems discussed and the exchange of information recorded in the foregoing paragraphs, there were a variety of other matters handled by the Board that contributed to the overall effectiveness of the close co-operation that existed between the Canadian Army and the US Army during the war. Among these may be mentioned the study of the defence aspects of the Crimson Route, the arrangements to facilitate the entry across the border of military stores without undue customs formalities, and the procedure for the disposal of US Defence Projects in Canada no longer required for war purposes.

For Montreal meeting - 4-5 ~~Jul~~ SEP 45

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PERMANENT JOINT BOARD ON DEFENCE

(Canada - United States)

ROYAL CANADIAN NAVY

Progress Report for September, 1 9 4 5.

In view of the defeat of Japan, demobilization is being accelerated and Naval activities are being reduced in accordance with plans previously prepared.

2. Naval port defences on both coasts are being withdrawn. All bases in Canada are being closed except those at Halifax and Sydney (Point Edward) N.S., and Esquimalt, B.C. The base at St. John's, Nfld., will be reduced to care and maintenance by 30th September. The control of all ports is being transferred to civilian authorities. Arrangements are in hand for the disposal of surplus vessels.

3. Plans for the R.C.N. postwar fleet are under review.

D I S T R I B U T I O N

American Section - 1 to 29

Canadian Section - 30 to 47

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By authority of
The Chief of Staff
Aug 28, 1945

PERMANENT JOINT BOARD ON DEFENSE
CANADA--UNITED STATES

U. S. ARMY
PROGRESS REPORT

SECRET

28 August 1945

Note: Paragraphs are numbered according to Recommendation Number of the Permanent Joint Board on Defense, Canada-United States.

2. Defense of Newfoundland:

Radar Stations in Newfoundland

With respect to the Aircraft Warning Stations in Newfoundland, by mutual agreement between the RCAF and the Commanding General, Newfoundland Base Command, five aircraft warning stations will continue in operation, ie:

RCAF owned and operated - Flat Rock
US owned RCAF operated - Bonavista
US owned RCAF operated - Fogo Island
US owned RCAF operated - St. Brides
US owned RCAF operated - Allan's Island

The Aircraft Warning Station at Cape Spear was ordered disbanded effective 20 June 1945. Arrangements have also been effected for removal of the equipment at that place.

10. Air Staging Facilities -- Western Canada:

a. Tone Telegraph Channel

The Canadian Government request for information as to whether or not, in view of the cessation of hostilities, the tone telegraph channel between Edmonton and Whitehorse is still a necessity of the U. S. Army Air Forces has been referred to that arm for the necessary information to make adequate reply.

b. Dawson Creek Flight Strip

With the concurrence of Canada the Flight Strip at Dawson Creek has been abandoned by the U. S. Army Air Forces and no further maintenance will be performed.

33. Postwar Disposition of United States Projects in Canada:

a. Disposition of Facilities in Central Canada

The disposition of the U. S. facilities in Central Canada is progressing according to plan.

b. Ionosphere Station, Baffin Island

The responsibility for the ionosphere station at the River Clyde has been taken over by the Canadian Government and arrangements are being made by DOT to take over maintenance on 1 September 1945. The Weather Station and Uncillary Communications System will remain under control of the U. S. Army Air Forces and supplies and relief for the present operating staff are enroute to Baffin Island. It is presumed U. S. operation will continue throughout the winter.

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S E C R E T
By authority of
The Chief of Staff
28 Aug 1946

S E C R E T

c. Status of Immovables, 33rd Recommendation

For the information of the Board the following report is made of the status of the immovables being handled under the 33rd Recommendation:

(1) The following installations have been appraised, received and paid for by the Canadian Government:

Camp 550	Edmonton, Alberta
Jesuit College	Edmonton, Alberta
Dawson Creek Base and appurtenances thereto	
BPC Building	Edmonton, Alberta

(2) The following installations have been appraised but not paid for as of this date by the Canadian Government:

Weather Stations and Communications Facilities:

Duck Lake, Saskatchewan
Eskimo Point, NWT, Canada
Hudson Bay Junction
Gillam, Manitoba
Island Falls, Saskatchewan
The Pas, Manitoba
Wabowden, Manitoba

Camp Prairie and appurtenances including the boat yard	Waterways, Alberta
Camp and appurtenances and loading dock facilities	Fort Smith, N.W.T.
Water transshipping facilities	Fitzgerald, Alberta
Camp and transshipping facilities	Mills Lake, N.W.T.
Construction camp and appurtenances	Peace River, Alberta

(3) The following installations were removed from the 33rd Recommendation list and turned over to the city of Sault Ste. Marie, Ontario:

AAA Camp Sites	Sault Ste. Marie, Ontario
AAA Balloon Sites	Sault Ste. Marie, Ontario

GENERAL:

a. Termination of Northwest Service Command

The Northwest Service Command was terminated on 30 June 1945 and its functions taken over by the Northwest Division, Sixth Service Command.

(1) The headquarters of the Northwest Division of the Sixth Service Command is at Edmonton, Alberta, Canada.

(2) The headquarters of the Sixth Service Command is in Chicago, Illinois.

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PERMANENT JOINT BOARD ON DEFENSE

CANADA-UNITED STATES

U. S. NAVAL SECTION PROGRESS REPORT

4 SEPTEMBER 1945

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1. Operation of the Loran station at Port aux Basques, Newfoundland is still awaiting completion of the necessary changes at the master station at Demming, N. S. It is expected that the changes will be completed within the next few weeks.

2. The joint Canadian-United States survey party has located a suitable site at Spring Island for the installation of the Vancouver Island Loran station approved at the last meeting of the Board. Preparation of the site will begin shortly.

3. Authorization for the disestablishment and abandonment of the United States Naval Ammunition Storage Facility at Levis, Quebec, has been granted.

4. The Submarine Base at Kodiak, Alaska, has been decommissioned.

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PRIVY COUNCIL OFFICE C220161

MEMORANDUM

SECRET

FOR THE PRIME MINISTER:

I am sending you, herewith, Copy No.1 of the Journal of the Permanent Joint Board on Defence, covering the meeting of the Board held in New York on November 7th and 8th, 1945.

Copies are being sent as usual to the Minister of National Defence, the Minister of National Defence for Air, and to the Minister of Munitions and Supply.

This Journal will be submitted at an early meeting of the Cabinet.

A.D.P.H.

A.D.P.H.

November 13th,1945.

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PERMANENT JOINT BOARD OF DEFENSE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, NEW YORK, NOVEMBER 7-8, 1945

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1. The Permanent Joint Board on Defense met in New York on Wednesday, November 7, 1945, at two p.m. at the Mayor's House. The following members participated:

Canadian Section	United States Section
General A.G.L. McNaughton	Mayor F.H. La Guardia, Chairman
Captain H. S. Rayner	Vice Admiral David W. Bagley
Major General H. F. G. Letson	Major General Guy V. Henry
Colonel J. H. Jenkins	Captain Felix L. Baker
Air Vice Marshal W.A. Curtis	Colonel Charles Deerwester
Group Captain W.W. Bean	Mr. J. Graham Parsons
Mr. R. M. Macdonnell	

The Board welcomed two new members, Major General H.F.G. Letson, who replaces Lieutenant General Pope as senior Canadian Army Member, and Captain Felix L. Baker, who replaces Captain T.P. Jeter as United States Naval Air representative.

2. Air Vice Marshal Curtis referred to an indication from General Gaffney, Commander, Alaskan Wing, Air Transport Corps, that the United States forces would withdraw from the Northwest Staging Route on April 1, 1946, and asked if the United States Army representatives could provide further information on this subject. General Henry replied that he believed that details of this matter could best be settled at the meeting to be held in Ottawa on November 12 between Service representatives. He said, however, that the United States forces planned to withdraw all personnel from the Route except at Edmonton, Fort Nelson and Whitehorse. At these points it was expected to maintain

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small detachments rather indefinitely. It was understood that the foregoing statements apply to airforce personnel and not to landline maintenance and other ground personnel.

3. Air Vice Marshal Curtis referred to the program of assigning understudy personnel to learn the operation of the landline communications system, Northwest Staging Route, prior to take over by Canada and asked if the United States would be able to keep key technical personnel on duty to train their Canadian successors. General Henry stated that men having sufficient points for discharge would necessarily be returned home but a program was in hand to assure sufficient competent replacement personnel. In addition, it was hoped that many of the technical personnel now available would re-enlist.

In response to a question as to Canada's responsibility for maintenance of landlines along the Canol Project, General Henry stated that Canada has no responsibility for maintenance from the point where the Canol Line branches off from the route of the Alaska Highway to Norman Wells and from the point where it branches off at Carcross to Skagway.

General Henry distributed copies of a memorandum setting forth United States requirements and interests, military, civil and air, in the landline system paralleling the Alaska Highway. This memorandum is attached to the journal as an appendix and states that from the point of view of the defense of the North American Continent, the United States is interested in the continued maintenance and use of the Northwest Staging Route, the Alaska Highway and the Canol pipeline distributing system. General Henry then said that the Civil Aeronautics Administration, the United States Weather Bureau, the Department of the Interior (Alaskan Branch), the Army Air Forces and the Army Signal Corps

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were all interested in maintenance of the landline system. He stated that the last named organizations expected to lease two circuits each to cover their continuing requirements.

4. Mr. Macdonnell inquired as to the United States long range plans for weather services in the far North. General Henry stated that he understood that a great deal of thought had been devoted to this question from a purely weather viewpoint; there were oceanographic and other considerations of importance. He hoped that both governments would consider this general question from a broad viewpoint.

General McNaughton referred to the establishment by private scientific interests of the Arctic Institute of North America and distributed to the members a paper describing the organization, objectives and present status of the Institute. The importance of the Institute and the interest of its work to the Board were noted. Colonel Deerwester distributed a paper on the Arctops project.

General Henry then read a memorandum in regard to United States Weather Stations in Canada and announced the willingness of the War Department to turn over the United States equipment involved if assurance could be obtained from Canada that it would be maintained in service after June 30, 1946. It was agreed that the Canadian Section would take up this proposal with the appropriate Canadian authorities and would later advise the United States Section. General Henry's memorandum on this subject is appended to the Journal.

General McNaughton referred to the need for two new weather reporting stations in the vicinity of Baker Lake and Banks Island but felt that the matter of these proposed new

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stations should be kept separate from the question of the transfer of United States equipment now in Canada. There was general agreement that this question should have continuing attention.

5. Air Vice Marshal Curtis referred to the exchange of notes of December 16th, 1940, and the subsequent exchange dated March 27th - April 18th, 1941. In regard to the reciprocal transit of military aircraft and public vessels in Canada and the United States, it was noted that these exchanges had been entered into as a matter of comity between the two Governments. The members of the Board expressed their satisfaction as to the manner in which this continuing arrangement had operated.

6. Air Vice Marshal Curtis referred to the forthcoming transfer of certain air fields on the west coast from the Royal Canadian Air Force to the Department of Transport and inquired whether the United States had any requirements for the future maintenance of the Coast Air route to Alaska. General Henry and Captain Baker both stated that this route was essential to the future operations of the Army Air Forces and Naval Air Service. It was agreed that questions as to the maintenance of particular fields or landing strips should be made the subject of correspondence between the service members.

7. Air Vice Marshal Curtis inquired as to United States long range requirements for air facilities in Newfoundland and Labrador. General Henry replied that Goose Bay was considered by the War Department as essential to the defense of North America but that the interest in Gander was secondary. He stated that the United States personnel now at Goose could be reduced but that as long as United States troops remained in Europe, it would be necessary to retain some personnel there. As regards Gander, all the United States personnel could be withdrawn at once, provided that communications and

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stations should be kept separate from the question of the transfer of United States equipment now in Canada. There was general agreement that this question should have continuing attention.

5. Air Vice Marshal Curtis referred to the exchange of notes of December 16th, 1940, and the subsequent exchange dated March 27th - April 18th, 1941. In regard to the reciprocal transit of military aircraft and public vessels in Canada and the United States, it was noted that these exchanges had been entered into as a matter of comity between the two Governments. The members of the Board expressed their satisfaction as to the manner in which this continuing arrangement had operated.

6. Air Vice Marshal Curtis referred to the forthcoming transfer of certain air fields on the west coast from the Royal Canadian Air Force to the Department of Transport and inquired whether the United States had any requirements for the future maintenance of the Coast Air route to Alaska. General Henry and Captain Baker both stated that this route was essential to the future operations of the Army Air Forces and Naval Air Service. It was agreed that questions as to the maintenance of particular fields or landing strips should be made the subject of correspondence between the service members.

7. Air Vice Marshal Curtis inquired as to United States long range requirements for air facilities in Newfoundland and Labrador. General Henry replied that Goose Bay was considered by the War Department as essential to the defense of North America but that the interest in Gander was secondary. He stated that the United States personnel now at Goose could be reduced but that as long as United States troops remained in Europe, it would be necessary to retain some personnel there. As regards Gander, all the United States personnel could be withdrawn at once, provided that communications and

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weather facilities could be provided by Canada.

8. Air Vice Marshal Curtis inquired if a take-over date could be set for the buildings now occupied by United States Forces at Goose Bay and Gander. General Henry stated that he would take this matter up and inform Air Vice Marshal Curtis by letter.

9. Vice Admiral Bagley and General Henry presented to the Secretary of the Canadian Section of the Board a joint proposal on the general subject of continued collaboration between the United States and Canada. The Canadian Section agreed to transmit this proposal to the Canadian Government. It was decided that if the proposal is accepted, the service members would prepare suggestions for procedure under the proposal and that they would then be considered at an early meeting of the Board.

10. The Canadian service members stated that as a practical measure of continuing collaboration and to assist in co-ordinating the Armed Forces of United States and Canada, Canada's Chiefs of Staff recommend that the practice of interchange of Canadian and United States officers within selected positions should be developed. Such a system would promote better understanding and knowledge within the respective Services of the two countries and would be particularly valuable in such matters as the development and use of weapons, logistics, communications and organization. Some exchanges have been effected during wartime but it is felt that these should now go forward on a carefully planned basis.

The Board agreed that the continuance of exchange of officers between United States and Canadian Navy, Army and Air Forces was desirable and that the selection of positions

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to be interchanged should be left to the Chiefs of Staffs concerned.

The United States Navy and Army members undertook to seek the approval of their Chiefs of Staff to this proposal.

11. General Henry read a statement on the future importance of the Northwest Staging Route. This statement is attached as an appendix to the Journal. It indicates that the War Department is concluding that the Northwest Staging Route is as important to the future defence of the North American continent as it was when the Permanent Joint Board on Defence made its 10th recommendation on November 14th, 1940. In view of this, the War Department is gratified that the Canadian Government is undertaking - for a limited period at least - the maintenance and operation of the Northwest Staging Route, the landline and the highway. The Canadian Section undertook to present this statement to the appropriate Canadian authorities.

12. General Henry distributed copies of a memorandum which he had written to the Secretary of the Canadian Section announcing the decision of the United States to continue the maintenance of the Stephenville-St.John's landline. The memorandum is attached to the Journal as an appendix and the Secretary of the Canadian Section will inquire as to any Canadian requirements for rental or lease of circuits.

13. General Henry presented a detailed memorandum as to the terms upon which the United States proposed to turn over, under the exchange of notes of June 23 - 27, 1944, certain categories of equipment along the Alaska Highway, the pipeline distributing system and the Northwest Staging

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Route. The Canadian Section expressed their gratification that this matter had been clarified on what appeared to be a most satisfactory basis.

14. Progress reports were presented by the Service Members and discussed by the Board.

15. After agreeing to meet in Canada on January 15th, 1946, the Board adjourned at one p.m., Thursday, November 8th.

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CANADA APPENDIX 1 UNITED STATES

PERMANENT JOINT BOARD ON DEFENSE
WASHINGTON

American Section
Room 3E838-40
Pentagon Building

1 November 1945.

MEMORANDUM TO THE CANADIAN SECTION,
PERMANENT JOINT BOARD ON DEFENSE,
CANADA-UNITED STATES:

SUBJECT: United States requirements and interests, Military, Civil and Air, in the Land-Line System paralleling the Alaskan Highway.

1. At the last meeting of the Board it was agreed that the United States Section would inform the Canadian Section of the extent of the United States requirements and interests, military, civil and air, in the land-line system paralleling the Alaskan Highway. Since the last meeting of the Board the Secretary of the Canadian Section has, by letter, requested this information.

2. Unfortunately, only unofficial information could be given. However, I can now officially state that the War Department desires the continuation of the Alaskan land-line system as indicated by the expressed requirements of the following agencies:

a. The continuance of the land-line is necessary to the Civil Aeronautics Administration unless radio facilities are greatly increased at considerable expense. Its representative believes that his organization could obtain funds to help maintain the Alaskan portion of the line.

b. The United States Weather Bureau considers the land-line essential if the present high standards of weather reports is to be maintained. If the line were not maintained radio equipment would necessarily be added and radio communication in this aurora area is not reliable for satisfactory service. Information on Alaska and Canadian weather in this area materially affects forecasting throughout Canada and the United States and especially shipping in the North Pacific air routes. Its representative believes that his organization can obtain funds by congressional action to pay their proportionate share of the maintenance of the line.

c. The Department of Interior (Alaskan Branch) considers that the future development of Alaska will require better communication than has been available in the past. Its representative stated that his department would use the line on a toll basis if operated that way, or would probably lease a circuit if available.

d. The United States Army Air Forces believe the land-line greatly contributes to safe aerial navigation over the Northwest Staging Route and further believe that United States military aircraft will make use of this

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route for an indefinite period. This being the case the Air Forces would probably desire to lease two circuits -- one for weather and one for flight operations.

e. The United States Army Signal Corps would probably desire to lease two circuits for Army communications.

3. From the point of view of the defense of the North American continent, the United States is interested in the continued maintenance and use of the Northwest Staging Route, the Alaskan Highway, and the Canol Pipeline Distributing System.

4. It is hoped that shortly more complete data on this whole subject can be submitted for the consideration of the Board and the Canadian Government.

(Sgd.) GUY V. HENRY,
Major General, U.S. Army
Senior U.S. Army Member.

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APPENDIX 2

CANADA UNITED STATES

PERMANENT JOINT BOARD ON DEFENSE
WASHINGTON 25, D.C.

American Section
Room 3E838-40
Pentagon Building

6 November 1945

MEMORANDUM FOR THE SECRETARY,
PERMANENT JOINT BOARD ON DEFENSE,
CANADA-UNITED STATES

SUBJECT: United States Weather Stations within Canada.

1. On 13, 14, and 15 September 1945 a conference was held between the Department of Transport, Meteorological Division, and the Regional Control Officers, 16th Weather Division, AAF, to make decisions regarding Canada's taking over and operating U. S. installations in general along the N.W. Staging Route and to decide what equipment the Canadian Meteorological Division would desire to purchase from the United States.

2. At certain of these stations the AAF Weather Service has installed radiosonde and Rawinsonde and takes from these stations two observations a day. The AAF Weather Service as well as the U. S. Weather Service feels that a continuation of these observations after the Canadian Government takes over is very desirable. Reports on weather from this region assist greatly in forecasting weather throughout Canada and the United States, and specially weather as it affects shipping in the Northern Pacific and the Northern Pacific Air Routes. Further, from a defense viewpoint, observations taken now may be of inestimable value for making long-range forecasts for military purposes years hence when general weather conditions are the same and a sequence has been built up. It is understood that the Meteorological Division of DOT, if given the U. S. equipment without cost, desires to make the observations in question provided it receives sufficient funds to finance the same. These observations are quite expensive when the equipment used daily is imported from the United States, which it is understood would probably have to be the case for a period of about two years. However, it is believed that at least 1/3d of the expense is import duty and tax; and therefore while these are charged against the Canadian Weather Service, the moneys paid actually revert to the Canadian Treasury.

3. The AAF Weather Service can make arrangements to transfer the radiosonde and Rawinsonde equipment to the Canadian Government to the extent necessary to support U. S. military operations if any assurance can be given that observations will continue after 30 June 1946. This matter is presented to the Secretary of the Canadian Section for the information of the proper agencies of the Canadian Government.

4. At this same meeting, the Department of Transport desires to purchase from the AAF Weather Service a number of teletypewriters. It is probable that a number of these are included in those which were installed for the use of the AAF Weather Service on the Alaskan Highway Land-Line System at the time of exchange of Note 238 27 June 1944. If so, they go to Canada without further

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reimbursement under that exchange of notes. This information is given as it may have a bearing on the amount of funds required for the operation of the Meteorological Division, DOT.

(Sgd.) GUY V. HENRY
Major General, U.S. Army
Senior U.S. Army Member.

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APPENDIX 3

CANADA UNITED STATES

PERMANENT JOINT BOARD ON DEFENSE
WASHINGTON

American Section
Room 3E838-40
Pentagon Building

2 November 1945

MEMORANDUM FOR THE CANADIAN SECTION,
PERMANENT JOINT BOARD ON DEFENSE,
CANADA-UNITED STATES:

SUBJECT: Importance of the Northwest Staging Route.

1. The various United States War Department agencies have been so busy fighting the war that they have had little time to devote to post-war matters. With the closing of hostilities more attention is being given to these, and there has been gathered together numerous studies made during the war which were not coordinated due to more pressing war activities. As these are coordinated and the studies extended, the War Department is coming to the conclusion that the Northwest Staging Route, taken as a whole, is of as much importance to the future defense of the North American continent as it was when the Permanent Joint Board on Defense made its Tenth Recommendation, 14 November 1940.

2. At that time the Board recommended the development of air staging facilities across western Canada between the United States and Alaska, with suitable landing fields, complete emergency lighting, radio aids, meteorological equipment and limited housing for weather communications and transient personnel, stating that such means were vital to the effective use in joint continental defense of both the rapidly expanding Air Forces of the United States and the extension of air operating facilities in Canada.

3. A recent study prepared for presentation to the Joint Chiefs of Staff by the Post-War Division of the U. S. Army Air Forces in collaboration with the United States Army Service Forces invites the attention of the Joint Chiefs of Staff to the desirability of having the Northwest Staging Route kept open in order that a large number of aircraft can be concentrated in Alaska in the minimum of time.

It also points out that the International Air Route Plan proposed by the Civil Aeronautics Board and approved by the Joint Chiefs of Staff calls for a route from Fairbanks, Alaska to Siberia over the Bering Straits. It is probable that some day this will become an important international civil air route, being the most direct one from the United States to Eastern Asia.

These civil requirements, added to the military, present an all-round desirability for the maintenance of the Northwest Staging Route including its allied facilities of the Alaskan Highway, the Land Line and the Pipeline Distributing System paralleling the route in question.

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4. With the above conception of its importance, the War Department is gratified that the Canadian Government is undertaking -- for a limited period at least -- the maintenance and operation of the Staging Route, the Land Line and the Highway.

During this period it is hoped that joint studies may be undertaken to determine the exact importance that these facilities bear to the defense of the North American continent.

5. This memorandum is presented for the information of the Canadian Members of the Board and the proper agencies of the Canadian Government.

(Sgd.) GUY V. HENRY,
Major General, U.S. Army
Senior U.S. Army Member.

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CANADA

APPENDIX 4

UNITED STATES

PERMANENT JOINT BOARD ON DEFENSE
WASHINGTON 25, D.C.

American Section
Room 3E838-40
Pentagon Building

5 November 1945.

MEMORANDUM FOR THE SECRETARY, CANADIAN SECTION, PERMANENT JOINT BOARD ON DEFENSE, CANADA-UNITED STATES

SUBJECT: Stephenville-St. John's Land-Line, Newfoundland

1. The matter of continued maintenance and ownership of the Stephenville-St. John's Land-Line has been brought on one or more occasions before the Permanent Joint Board. The United States has now decided to continue the maintenance of this system, and would be pleased to arrange with the proper agencies of the Canadian Government for the continued rental or lease of the circuits these agencies require, rates to be arrived at by joint agreement based on comparable commercial rates. This is apparently the same system that the RCAF contemplates entering into for use of circuits on the Alaskan Highway Land-Line System by such United States agencies as desire the use of the same.

2. It is therefore recommended that Canadian agencies desiring the use of facilities on the Stephenville-St. John's Land-Line, communicate with the Chief Signal Officer, War Department, Washington, D. C., with a view of arriving at a joint financial agreement for the use of the facilities in question.

(Sgd.) GUY V. HENRY
Major General, U.S. Army
Senior U. S. Army Member.

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December 13, 1945

C220176

PERMANENT JOINT BOARD ON DEFENCE

Pursuant to the joint declaration by the Prime Minister of Canada and the President of the United States at Ogdensburg on August 18, 1940, the Canada-United States Permanent Joint Board on Defence was established by Order-in-Council P.C. 4077 of August 21, 1940, to consider in the broad sense the defence of the north half of the Western Hemisphere and to undertake studies relating to sea, land and air problems, including personnel and material.

The Board was to consist of four or five members from each country, most of them from the Services. The present members of the Board are:

CANADIAN SECTION

General A. G. L. McNaughton - CHAIRMAN

Maj.Gen. H. F. G. Letson, Canadian Joint Staff Mission Washington

Vice Admiral G. C. Jones, Chief of the Naval Staff

Air Vice Marshal W. A. Curtis, Air Member for Air Staff

Mr. R. M. Macdonnell, Department of External Affairs (Acting Secretary)

UNITED STATES SECTION

The Hon. F. H. LaGuardia, New York - CHAIRMAN

Maj. Gen. G. V. Henry, United States War Department

Vice Admiral D. W. Bagley, United States Navy Department

Captain F. L. Baker, USN, United States Navy Department

Colonel C. H. Deerwester, United States Army

Mr. J. D. Hickerson, Department of State, Secretary.

Meetings are held every two or three months.

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December 12, 1945

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C220177

PERMANENT JOINT BOARD ON DEFENCE

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The Board was to consist of four or five members from each country, most of them from the Services. The present members of the Board are:

CANADIAN SECTION

General A.G.L. McNaughton, Chairman (vice Col. O.M. Biggar, resigned Oct 45)

Major General H.F.G. Letson, Canadian Joint Staff, Washington

Vice Admiral G.C. Jones, Chief of the Naval Staff

Air Vice Marshal W.A. Curtis, Air Member for Air Staff

R. M. Macdonnell, Department of External Affairs, Secretary.

UNITED STATES SECTION

The Hon. F.H. LaGuardia, Mayor of New York, Chairman

Major General Guy V. Henry, U.S. War Department

Vice Admiral ~~A.W. Johnson~~ D. W. Bagley, U.S. Navy Department

Captain ~~R.W. Ruble~~ F. L. Baker, U.S.N., United States Navy Department

Colonel C.H. Deerwester, U.S. Army

J.D. Hickerson, Department of State#, Secretary.

Meetings are held every two or three months.

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October 3, 1945.

PERMANENT JOINT BOARD ON DEFENCE

Pursuant to the joint declaration by the Prime Minister of Canada and the President of the United States at Ogdensburg on August 18, 1940, the Canada-United States Permanent Joint Board on Defence was established by Order-in-Council P.C. 4077 of August 21, 1940, to consider in the broad sense the defence of the north half of the Western Hemisphere and to undertake studies relating to sea, land and air problems, including personnel and material.

The Board was to consist of four or five members from each country, most of them from the Services. The present members of the Board are :

CANADIAN SECTION

Major General ~~Maurice A. Pope, Military Secretary to the Cabinet.~~ H. F. G. Letson, Canadian Joint Staff Mission, Washington

Vice Admiral G. C. Jones, Chief of the Naval Staff.

Air Vice Marshal W. A. Curtis, Air Member for Air Staff.

Mr. R. M. Macdonnell, Department of External Affairs (Acting Secretary)

The position of Chairman, left vacant by the retirement through ill health of Colonel O. M. Biggar, has not yet been filled. OMIT

UNITED STATES SECTION

A.G.L. McNaughton - CHAIRMAN.

The Hon. ~~Mayor~~ F. H. LaGuardia, New York ~~CHAIRMAN~~ Chairman

Major General G. V. Henry, United States War Department

Vice Admiral A. W. Johnson, United States Navy Department

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Colonel C. H. Deerwester, United States Army

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OFFICE OF THE CLERK OF THE PRIVY COUNCIL

MEMORANDUM

January 21st, 1943.

Secret

For the Prime Minister: C220179

Attached is Copy No. 1 of the Journal of the Permanent Joint Board on Defence, covering the meeting held in New York on Wednesday, January 13th, 1943.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This Journal will be submitted at an early meeting of the Cabinet War Committee.

A. D. P. H.

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COLOURED PAPER
PAPIER DE COULEUR

C220180

TWENTY-EIGHTH RECOMMENDATION

The Board considered the question of the post-war disposition of the defence projects and installations which the Government of the United States has built or may build in Canada. The Board noted that the two Governments have already reached specific agreements for the post-war disposition of most of the projects and installations thus far undertaken. It considers that such agreements are desirable and should be made whenever possible.

The Board recommends the approval of the following formula as a generally fair and equitable basis to be used by reference whenever appropriate in the making of agreements in the future and to cover such defence projects, if any, the post-war disposition of which has not previously been specifically provided for:

"A - All immovable defence installations built or provided in Canada by the Government of the United States shall within one year after the cessation of hostilities, unless otherwise agreed by the two Governments, be relinquished to the Crown either in the right of Canada or in the right of the province in which the same or any part thereof lies, as may be appropriate under Canadian law."

"B - All movable facilities built or provided in Canada by the Government of the United States shall within one year after the cessation of hostilities, unless otherwise agreed by the two Governments, at the option of the United States Government:

(1) be removed from Canada;

or

(2) be offered for sale to the Government of Canada, or with the approval of the Government of Canada, to the Government of the appropriate Province at a price to be fixed by a Board of two appraisers, one to be chosen by each country and with power to select a third in the case of disagreement."

"C - In the event that the United States Government has foregone its option as described in B(1), and the Canadian Government or the Provincial Government decides to forego its option as described in B(2), the facility under consideration shall be offered for sale in the open market, any sale to be subject to the approval of both Governments.

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COLOURED PAPER
PAPIER DE COULEUR

"D - In the event of no sale being concluded the disposition of such facility shall be referred for recommendation to the Permanent Joint Board on Defence or to such other agency as the two Governments may designate."

The principles outlined above shall reciprocally apply to any defence projects and installations which may be built in the United States by the Government of Canada.

All of the foregoing provisions relate to the physical disposition and ownership of projects, installations, and facilities and are without prejudice to any agreement or agreements which may be reached between the Governments of the United States and Canada in regard to the post-war use of any of these projects, installations and facilities.

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COLOURED PAPER
PAPIER DE COULEUR

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, NEW YORK, JANUARY 13, 1943.

1. The Permanent Joint Board on Defence met at the Mayor's House in New York at 2.30 p.m., January 13, 1943. This meeting was arranged by consultation between the two Chairmen as a special meeting. The following members participated:

Canadian Section	United States Section
Colonel O. M. Biggar	Mayor F. H. LaGuardia
Major General M. A. Pope (assisted by Colonel J. H. Jenkins)	Major General Guy V. Henry
Rear Admiral G. C. Jones	Captain J. P. Whitney
Air Vice Marshal N. R. Anderson	
Mr. H. L. Keenleyside	Mr. J. D. Hickerson

2. The Board adopted the following as its TWENTY-EIGHTH RECOMMENDATION :

> The Board considered the question of the post-war disposition of the defence projects and installations which the Government of the United States has built or may build in Canada. The Board noted that the two Governments have already reached specific agreements for the post-war disposition of most of the projects and installations thus far undertaken. It considers that such agreements are desirable and should be made whenever possible.
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> The Board recommends the approval of the following formula as a generally fair and equitable basis to be used by reference whenever appropriate in the making of agreements in the future and to cover such defence projects, if any, the post-war disposition of which has not previously been specifically provided for:

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REPEAT
REPETER

COLOURED PAPER
PAPIER DE COULEUR

TWENTY-EIGHTH RECOMMENDATION

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

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> The Board recommends the approval of the following formula as a generally fair and equitable basis to be used by reference whenever appropriate in the making of agreements in the future and to cover such defence projects, if any, the post-war disposition of which has not previously been specifically provided for:

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"A - All immovable defence installations built or provided in Canada by the Government of the United States shall within one year after the cessation of hostilities, unless otherwise agreed by the two Governments, be relinquished to the Crown either in the right of Canada or in the right of the province in which the same or any part thereof lies, as may be appropriate under Canadian law."

"B - All movable facilities built or provided in Canada by the Government of the United States shall within one year after the cessation of hostilities, unless otherwise agreed by the two Governments, at the option of the United States Government:

(1) be removed from Canada;

or

(2) be offered for sale to the Government of Canada, or with the approval of the Government of Canada, to the Government of the appropriate Province at a price to be fixed by a Board of two appraisers, one to be chosen by each country and with power to select a third in the case of disagreement."

"C - In the event that the United States Government has foregone its option as described in B(1), and the Canadian Government or the Provincial Government decides to forego its option as described in B(2), the facility under consideration shall be offered for sale in the open market, any sale to be subject to the approval of both Governments."

"D - In the event of no sale being concluded the disposition of such facility shall be referred for recommendation to the Permanent Joint Board on Defence or to such other agency as the two Governments may designate."

The principles outlined above shall reciprocally apply to any defence projects and installations which may be built in the United States by the Government of Canada.

All of the foregoing provisions relate to the physical disposition and ownership of projects, installations, and facilities and are without prejudice to any agreement or agreements which may be reached between the Governments of the United States and Canada in regard to the post-war use of any of these projects, installations, and facilities.

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3. General Henry read the following memorandum from Major General Thomas T. Handy, Assistant Chief of Staff, United States Army, dated January 8, 1943:

> "The following items of possible interest to the next Board meeting are submitted for your consideration:
>
> a. Brigadier General Marchant, formerly Commanding General, Military District of the Sault Ste. Marie, has been reassigned and replaced at the "Soo" by Major General Samuel T. Lawton.
>
> b. The War Department is contemplating establishment of a Military Area in the vicinity of the Sault Ste. Marie in the near future, in order to place control of all defense activities, including control of aliens and internal security, under one commander. It might be suggested that the Canadians take similar action on their side of the border.
>
> c. Central Defense Command has reported informally to this office that a most cordial, cooperative relationship exists between the American and Canadian troops in the vicinity of the Sault Ste. Marie."

The Canadian Section took note of the foregoing suggestion, stated that they would look into this question and that Colonel Jenkins would get in touch with either the United States Army members of the Board or with the United States Commanding Officer at Sault Ste. Marie on this subject.

4. The Secretary of the United States Section referred to the proposed survey by the United States Army Engineers of a road between the Yukon and the Mackenzie River Systems which was taken up at the meeting of the Board in Montreal on December 14 and reported that the Secretary of the Canadian Section had informed him by telephone on December 17 that the Canadian Government had approved this proposed survey on the preceding day.

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The Secretary of the United States Section of the Board added that he had informed the appropriate officers of the War Department of this approval orally on December 17 and had later sent a letter confirming this approval.

5. The Secretary of the United States Section read the following informal memorandum which he had prepared on the subject of the need for a concerted program of wildcatting for oil in western Canada:

> "The Canadian Government is aware of the steps which the Government of the United States has taken and is taking to increase the fuel supply, particularly of aviation gasoline, in Alaska. Among the more important of these actions may be mentioned the following:
>
> 1. The Canol Development.
>
> 2. The wildcatting program in Northwest Territories designed to find, if possible, a daily production of 20,000 barrels, which will, if successful, result in proposals being made to the Canadian Government to increase the scope of the Canol Development.
>
> 3. The Skagway-Whitehorse pipeline, with oil storage facilities in Prince Rupert and the Barge route thence to Skagway through protected waters.
>
> 4. The military highway to Alaska, with a small pipeline along certain portions of the road to service trucks.
>
> 5. The construction of a highway from Haines Point, Alaska, to Champagne to increase the carrying capacity of the Alaska Highway.
>
> 6. The survey of a road connecting the Yukon and Mackenzie River Systems; the construction of such a road would, it is believed, facilitate transportation of supplies, including essential petroleum products, across Alaska all the way to Nome.
>
> Canadian military authorities are fully aware of the military reasons which have prompted this extensive program and those reasons need not be set forth here. The Canadian military authorities have been in whole-hearted agreement concerning the advisability of the foregoing program.

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The Canadian Government may wish to consider whether it would not be advisable for the Canadian Government to undertake a concerted program of oil exploration work in the Provinces of Western Canada, particularly those sections of Alberta and British Columbia adjacent to the military highway and air route to Alaska. It is understood that private oil companies in Canada have done a considerable amount of survey work in this area and that in a number of instances surface indications look promising. It is believed that there are a number of specific steps which the Canadian Government might wish to consider under such a program. Among these are the following:

1. The private oil companies in Canada could be encouraged and perhaps persuaded and if necessary compelled to pool their information resulting from surveys on exploration work in this area. An arrangement could undoubtedly be made by the Canadian Government for drilling operations to be undertaken by private companies under contract with the Canadian Government at the most promising places.

2. The Canadian Government could encourage private companies to undertake such operations by

(a) removing for the war period the import duty and sales taxes on oil well machinery and equipment to be used in such exploration work;

(b) if necessary granting tax inducements (such as special income tax remission) to companies and individuals undertaking work under this program;

(c) if necessary giving an actual monetary grant to promote the drilling of wells under such a program."

Mr. Hickerson pointed out that he had discussed this proposal with officers of the War Department dealing with the oil supply program in Alaska and Northwestern Canada and that these officers had expressed great interest in this subject and had indicated their willingness to cooperate in every way in the execution of such a program if the Canadian Government decided to act upon this suggestion. He went on to say that should the Canadian Government embark upon such a program, the American

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Government could undoubtedly be of assistance in making available the services of geologists, consulting engineers, technicians, et cetera, and in endeavoring to grant the necessary priorities for the furnishing of oil drilling equipment for such a program which might be purchased in the United States. In the last-named regard, he continued, it would of course be necessary to correlate any requests received from the Canadian Government with the program for stimulating wildcatting which is currently underway in the United States. Most of these matters are handled in the United States by the Petroleum Administrator for War. Mr. Hickerson said that he would be glad to take up the matter with the Petroleum Administrator for War with the view to seeking his cooperation in the carrying out of such a program if the Canadian authorities so desired.

The members of the Canadian Section expressed a keen interest in this subject and stated that they would immediately bring it to the attention of the appropriate officers of the Canadian Government for their consideration.

6. After agreeing to defer its next regular meeting from February 10 to February 24, 1943 (in Montreal), the Board adjourned at 6.30 p.m.

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OFFICE OF THE CLERK OF THE PRIVY COUNCIL

MEMORANDUM

Secret

C220188

For the Prime Minister:

Attached is Copy No.1 of the Journal of the Permanent Joint Board on Defence, covering the meeting held in Montreal on Wednesday and Thursday, February 24th and 25th, 1943.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This Journal will be submitted at the next meeting of the Cabinet War Committee.

A.D.P.H.

March 1st, 1943.

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TWENTY-NINTH RECOMMENDATION

The Governments of Canada and the United States having a mutual interest in the expeditious completion of the airway from the United States to Alaska, including the necessary installations thereon such as airports, housing, air navigation and other facilities, and in the expansion of this route with a view to its utilization in facilitating offensive operations against Japan, it is recommended:

1. that the Department of Transport (Canada) be responsible for the completion of all facilities on this route presently in process of actual construction by contractors under contract to the Department of Transport, but that wherever possible and in order to expedite construction, United States Engineer troops be used to assist in such construction;

2. that the construction of the following facilities be approved by the Canadian Government, subject to the submission to the Department of Transport of a detailed plan showing the location of such facilities at the respective airports:

EDMONTON	PRIORITY
4 Barracks - 68-man capacity each	A
1 Transient Officers Quarters - 40-man capacity	B
1 Mess Hall - 1,000-man capacity	C
1 Laundry - 3,000 capacity	D
2 Hangars - 150' x 200'	E
2 Warehouses - 50' x 400'	F
1 Garage - 70' x 200'	G
1 Recreation Hall & Gymnasium	H
Doors on north end of present #1 Hangar	I

WHITEHORSE	
4 Barracks - 68-man capacity each	A
2 Transient Officers Quarters - 40-man capacity	B
1 Mess Hall - 500-man capacity	C
1 Laundry - 2,000 capacity	D
1 Hangar and 20,000 sq. ft. office space, 220' x 200'	E
1 Warehouse - 40' x 200'	F
1 Garage - 70' x 200'	G
1 Recreation Hall & Gymnasium	H

3. that the United States Army Air Forces be responsible for the construction of all facilities set forth in 2; (construction to be accomplished by United States Engineer troops or by contract with Canadian or United States contractors, except that at Edmonton airport no construction shall be undertaken by a United States contractor except with the prior approval of appropriate Canadian authorities. If United States contractors are employed, Canadian and United States civilian labour will not be used on the same specific project at Edmonton)

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4. that, inasmuch as speed of completion of these projects is of the highest importance, it be understood that contracts with Canadian contractors may require the employment of Canadian labour on a basis of three shifts daily;

5. that if, in the course of construction of the various projects at Edmonton airport, it becomes apparent that United States Engineer troops, or Canadian contractors, or both, are unable to complete any project within the time required, or are unable to undertake the construction of necessary additional facilities, upon appropriate representation the Canadian Government authorize the use of United States contractors, employing United States labour;

6. that the United States Forces be authorized further to expand the facilities, including airports, on this route as may be required, subject to the following conditions:

   a. the submission of a detailed plan showing the location of the proposed facilities and the approval thereof by appropriate Canadian officials;

   b. no United States contractor or labour other than the United States Engineer troops shall be employed at Edmonton without the prior approval of the Canadian Government;

7. that in the construction of any such additional facilities, including airports, at any point north of Edmonton, United States Engineer troops, or Canadian or United States contractors employing United States labour may be employed, except that Canadian and United States contractors be not engaged in the same specific project. (At Edmonton work is to be performed by United States Engineer troops or Canadian contractors within the limit of the ability of such contractors to perform the services required.);

8. that in all cases where civilian labour is employed, if Canadian contractors are available, their services shall be utilized, within the limit of their abilities, in the construction of these projects;

9. that in any case where Canadian contractors are employed by the United States Forces in the construction of any projects, the United States Forces be responsible for the administration and supervision of the contract;

10. that the Department of Transport (Canada) designate a responsible official to be stationed on this route with authority to make decisions with respect to location of buildings and any other matters which properly may be brought to his attention.

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, MONTREAL, FEBRUARY 24 and 25, 1943.

1. The Permanent Joint Board on Defence met in Montreal on Wednesday, February 24, 1943, at 2.30 p.m. The following members participated:

Canadian Section	United States Section
Colonel O. M. Biggar	Mayor F. H. LaGuardia
Major General M. A. Pope (assisted by Colonel J. H. Jenkins)	Major General G. V. Henry
Rear Admiral G. C. Jones	Vice Admiral A. W. Johnson
Group Captain W. F. Hanna (vice Air Marshal N. R. Anderson)	Captain J. P. Whitney
	Colonel E. W. Hockenberry
Mr. H. L. Keenleyside	Mr. J. D. Hickerson

2. The Secretary of the Canadian Section reported that the memorandum on the need for a concerted program of wildcatting for oil in Western Canada, presented to the Board at its last meeting by the Secretary of the United States Section, had been brought to the attention of the appropriate officers of the Canadian Government. Examination revealed that all of the measures suggested by Mr. Hickerson, whereby private companies might be encouraged to undertake such a programme have either already been carried out or are being actively considered by the Canadian Government at the present time.

Oil well machinery and equipment were exempted from import duties and sales taxes for the duration of the war by Orders in Council of February 1, 1943. Importations of this nature have also been exempted from

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the War Exchange Tax of 10% ad valorem. Recommendations favouring special tax remission for producing companies are being given sympathetic consideration by the Minister of Finance and relief is assured in the forthcoming Budget. Private enterprise has stated that this relief is all that it requires to prosecute a vigorous production programme. However, in the event of its failure to do this, a Crown Company is being set up to finance production, particularly on the West Flank of Turner Valley. The Department of Munitions and Supply proposes to take over the financing of the tests on tar sands in northern Alberta. The Department of Mines and Resources has in mind a programme of exploration on the Sarcee Indian Reserve, Wainwright, and other areas. Thus it is apparent that a programme along the lines suggested by the Secretary of the United States Section has already been inaugurated in Canada.

3. The Board noted the fact that the Canadian Government had modified its decision on the North Atlantic Air Ferry Route Project, reported at the meeting of the Board on July 6, 1942, and had agreed, on July 8, 1942, to assume responsibility for the construction of the runways at The Pas. This decision had already been communicated to the United States Government, but it was considered advisable to record it in the Journal of the Board.

4. The senior United States Army Member reported that the following is the road programme of the United States Forces in the Canadian Northwest:

1. The Alcan Highway on its present location as a two-way, all-weather road with permanent bridges.
2. Haines to Mile 108 on Alcan Highway.
3. Grimshaw to Hay River improved and extended as a winter road to Norman Wells.

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4. Winter road constructed from Fort Nelson to Fort Simpson

5. Access road from Whitehorse to Norman Wells roughed out along the line of the proposed pipeline.

5. The Board considered the report of a meeting between representatives of the directly interested departments of the two Governments which had been held in Ottawa on February 18-20, 1943, to discuss certain proposals regarding the expansion of facilities on the Northwest Airway.

It was explained by the senior United States Army Member that work had been greatly delayed on much of the already approved programme of construction along the Airway, that this had interfered with the delivery of aircraft to the U.S.S.R., that it had delayed the reinforcement of the United States Forces operating from Alaska, and that the prospective utilization of this route in connection with plans for the defeat of Japan make it necessary to supplement the original construction programme by extensive and immediate additions.

After careful consideration of the proposals emanating from the meeting mentioned above, the Board agreed to adopt the following as its TWENTY-NINTH RECOMMENDATION:

> The Governments of Canada and the United States having a mutual interest in the expeditious completion of the airway from the United States to Alaska, including the necessary installations thereon such as airports, housing, air navigation and other facilities, and in the expansion of this route with a view to its utilization in facilitating offensive operations against Japan, it is recommended:

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1. that the Department of Transport (Canada) be responsible for the completion of all facilities on this route presently in process of actual construction by contractors under contract to the Department of Transport, but that wherever possible and in order to expedite construction, United States Engineer troops be used to assist in such construction;

2. that the construction of the following facilities be approved by the Canadian Government, subject to the submission to the Department of Transport of a detailed plan showing the location of such facilities at the respective airports.

EDMONTON	PRIORITY
4 Barracks - 68-man capacity each	A
1 Transient Officers Quarters - 40-man capacity	B
1 Mess Hall - 1,000-man capacity	C
1 Laundry - 3,000 capacity	D
2 Hangars - 150' x 200'	E
2 Warehouses - 50' x 400'	F
1 Garage - 70' x 200'	G
1 Recreation Hall & Gymnasium	H
Doors on north end of present #1 Hangar	I

WHITEHORSE	
4 Barracks - 68-man capacity each	A
2 Transient Officers Quarters - 40-man capacity	B
1 Mess Hall - 500-man capacity	C
1 Laundry - 2,000 capacity	D
1 Hangar and 20,000 sq. ft. office space 220' x 200'	E
1 Warehouse - 40' x 200'	F
1 Garage - 70' x 200'	G
1 Recreation Hall and Gymnasium	H

3. that the United States Army Air Forces be responsible for the construction of all facilities set forth in 2; (construction to be accomplished by United States Engineer troops or by contract with Canadian or United States contractors, except that at Edmonton airport no construction shall be undertaken by a United States contractor except with the prior approval of appropriate Canadian authorities. If United States contractors are employed, Canadian and United States civilian labour will not be used on the same specific project at Edmonton.)

4. that, inasmuch as speed of completion of these projects is of the highest importance, it be understood that contracts with Canadian contractors may require the employment of Canadian labour on a basis of three shifts daily.

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5. that if, in the course of construction of the various projects at Edmonton airport, it becomes apparent that United States Engineer troops, or Canadian contractors, or both, are unable to complete any project within the time required, or are unable to undertake the construction of necessary additional facilities, upon appropriate representation the Canadian Government authorize the use of United States contractors, employing United States labour;

6. that the United States Forces be authorized further to expand the facilities, including airports, on this route as may be required, subject to the following conditions:

   a. the submission of a detailed plan showing the location of the proposed facilities and the approval thereof by appropriate Canadian officials;

   b. no United States contractor or labour other than the United States Engineer troops shall be employed at Edmonton without the prior approval of the Canadian Government;

7. that in the construction of any such additional facilities, including airports, at any point north of Edmonton, United States Engineer troops, or Canadian or United States contractors employing United States labour may be employed, except that Canadian and United States contractors be not engaged in the same specific project. (At Edmonton work is to be performed by United States Engineer troops or Canadian contractors within the limit of the ability of such contractors to perform the services required.);

8. that in all cases where civilian labour is employed, if Canadian contractors are available, their services shall be utilized, within the limit of their abilities, in the construction of these projects;

9. that in any case where Canadian contractors are employed by the United States Forces in the construction of any projects, the United States Forces be responsible for the administration and supervision of the contract;

10. that the Department of Transport (Canada) designate a responsible official to be stationed on this route with authority to make decisions with respect to location of buildings and any other matters which properly may be brought to his attention.

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6. The Canadian Section presented a memorandum giving in outline form a list of all United States defence projects in Canada as of February 23, 1943. A copy of this memorandum is attached to the Journal.

7. The Secretary of the Canadian Section read a letter from the National Harbours Board of Canada which read in part as follows:

> "In order to provide further protection against fire for large troopships using the Port of Halifax, the War Committee of Cabinet has approved the immediate provision of a fire boat for this purpose, in addition to the one already in service there for general fire protection. The National Harbours Board was directed to make arrangements accordingly.
>
> There is no tug suitable for this purpose on the Canadian Atlantic coast which could be made available immediately. The Board can make arrangements to secure a tug from the St. Lawrence as soon as navigation opens, but this would mean that the necessary protection could not be provided until approximately May 15th. The problem, therefore, is to provide for the intervening period. Captain Norman B. Hall of the United States Coastguard, who recently visited Halifax on security matters, informed us that a considerable number of fire boats had been made available for their service and that in an emergency it might be possible to secure authority to transfer, on loan, one or more of these units to the Port of Halifax, if required. Portland, Maine, was mentioned as the possible location of units that might be spared."

The United States Naval Members agreed to see what action could be taken immediately and to inform Admiral Jones.

8. The Board considered the situation in relation to the measures of local defence, particularly air defence, which it might be necessary to take in emergency in the St. Lawrence Valley, including the Great Lakes Area east of Sault Ste. Marie, and particularly in the neighbourhood of Buffalo and Niagara Falls.

It was agreed that the Twenty-Second Recommendation should be regarded as extending to the preparation of plans

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for defence, not only with respect to the coastal areas but to the interval between them. The plans for defence in this interval should be concerted between the appropriate United States and Canadian officers, it being understood, however, that the making of any such plans should not impose either on the United States or the Canadian Government any obligation at present to implement any plans made either with personnel or equipment.

9. A question was raised as to the channels through which it would be most convenient to clear proposals for the construction or acquisition of facilities in Canada required by the United States Forces. The particular case, by reference to which the question was raised, was the proposal to provide accommodation for quartermaster's stores in Winnipeg by the leasing of a warehouse, at which a small number of United States Army personnel would be placed on duty. It was agreed that arrangements for the construction or acquisition of facilities of substantial importance or relating to new projects should be dealt with between the members of the Board representing the Services concerned in each country, but that the construction or acquisition of minor facilities related to approved projects should be arranged between local commanders who would advise their respective headquarters.

10. After discussing the proposed extensions in the facilities of the Northwestern Airway (discussed in paragraph 5), the Board considered the question of the need of an alternative route to avoid congestion at Whitehorse. It was pointed out that there can be no further expansion

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at Whitehorse for physical reasons. General Henry stated that the United States War Department wished to obtain the approval of the Canadian Government for the improvement and extension of facilities by the United States authorities over what is referred to as the "low level route". This route branches off the present Northwest Airway route at Fort Nelson, going down the Mackenzie River to the headwaters of the Porcupine and thence down the Porcupine and Yukon Rivers to Fairbanks. General Henry continued that the United States War Department had built flight strips at McMurray, Chipweyan, Fort Smith, Resolution, Providence, Simpson, Wrigley, and Norman Wells in connection with supplying the Canol Project. He added that, while construction of these flight strips has been approved by the Canadian Government as a supply measure, the Canadian Government has not heretofore considered the use of these fields or air strips in connection with an air route project. He therefore requested that the Canadian members obtain the approval of the Canadian Government for the use of these flight strips and the construction of such additional facilities in connection with the development by the United States War Department of this alternative air route to Alaska. General Henry stated that any construction of barracks and other buildings at the existing flight strips or at new airfields would be of portable or temporary buildings.

The Chairman of the Canadian Section stated that he would endeavour to obtain the Canadian Government's approval at an early date of the development of this air route and that he would ask the Canadian Air Member to communicate the answer direct to General Henry.

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11. The Board considered the possibility of the exercise of control of passenger traffic on the railway between The Pas and Churchill in the interest of security. It was agreed that some measure of control would be advisable if it could be conveniently exercised, as it appeared likely that it could, and the Canadian Secretary undertook to make inquiry and arrange for the exercise of such control by the appropriate Canadian authorities as seemed feasible and adapted to attain the desired result.

12. With reference to the question of military areas, Sault Ste. Marie, discussed at the meeting of the Board in New York on January 13, 1943, it was reported that a study by the Canadian Government in this connection has been forwarded to the Commanding General, Central Defence Command. The United States Commanding General, Sault Ste. Marie Military District, has been directed to consult with the Canadian Commanding Officer in that vicinity and to submit further suggestions regarding means of ensuring protection on the Canadian side commensurate with those which will be established on the American side by Public Proclamation No. 1.

13. The Board considered the question of responsibility for maintenance and control during the war of aerodromes on Canadian territory used by the United States Forces. It was agreed that Canada should be responsible for the administration, security, traffic control and maintenance of aerodromes used jointly by United States and Canadian Forces, and that the United States would assume these responsibilities at aerodromes

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constructed by or for the United States Government and used exclusively or mainly by the United States Forces. It was further agreed that the Canadian Government might post a liaison officer to each of the aerodromes under the control of the United States Forces.

14. Progress Reports, copies of which are attached, were presented by the Service Members of the Board.

15. After agreeing to hold its next meeting in New York on Thursday, April 1, at 12.30 p.m., the Board adjourned at 12.30 p.m., February 25th.

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UNITED STATES DEFENCE PROJECTS IN CANADA

1. The Alaska Highway

(a) Highway from Dawson Creek to the Alaskan Boundary
- constructed under authority of Exchanges of Notes dated March 17-18 and May 4-9, 1942, and upon Recommendation 24 of the Permanent Joint Board on Defence.

(b) Storage and housing facilities at Dawson Creek and Whitehorse, rest camps and weather reporting stations along the route.
- built as part of the project, under the above Exchanges of Notes.

(c) Eight Flight Strips located at:

* Dawson Creek
50 mi. south of Fort Nelson
75 mi. west of Fort Nelson
40 mi. east of Lower Post
55 mi. west of Lower Post
60 mi. southeast of Whitehorse
30 mi. northwest of Whitehorse
Midway between Burwash Landing and Snag

(* Constructed by the Department of Mines and Resources at the expense of the Canadian Government)

- constructed under authority of an Exchange of Notes dated August 26 and September 10, 1942.

(d) Telephone and telegraph line from Edmonton to the 141st Meridian boundary
- being installed as part of the general project but specifically authorized in a letter to the United States Minister, October 16, 1942.

(e) Highway from Haines Point, Alaska, to Champagne, Yukon
- authorized by an Exchange of Notes dated November 28 - December 7, 1942.

(f) Survey for a road connecting Prince George and Fort St. John

2. Canol Project

(a) Pipeline from Norman Wells to Whitehorse

(b) New wells at Norman

(c) Refinery and storage facilities at Whitehorse
- all under authority of an Exchange of Notes dated June 27-29, 1942.

(d) Pipeline, Skagway to Whitehorse

(e) Loading and storage facilities at Prince Rupert
- both under authority of an Exchange of Notes dated August 14-15, 1942.

(f) 2" gasoline pipeline from Carcross to Watson Lake
3" gasoline pipeline from Whitehorse to the Alaskan Boundary
- not specifically authorized, but noted in an exchange of letters between the Department of External Affairs (Sept. 22, 1942) and the United States Minister (October 5, 1942)

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2. Canol Project

(g) 14 Landing Strips for aircraft. Main fields at McMurray, Fort Smith, Simpson and Norman Wells, with emergency fields at Embarras, Resolution, Hay River, Providence and Wrigley. Radio ranges at main fields.

- built as part of the general project but without formal authorization. Subject of an exchange of letters between the Department of External Affairs (Sept. 17, 1942) and the United States Minister (October 5, 1942)

(h) 12 Weather Stations - McMurray, Embarras Portage, Fort Smith, Resolution, Hay River, Providence, Wrigley, Simpson, Norman Wells, Ross River Post, Upper Hay River, Peace River (Alta.)

- by arrangements between the U. S. Army Weather Service and the Meteorological Service of Canada, with the concurrence of the Dept. of Transport, Dept. of National Defence (Army) and National Defence (Air)

(i) Winter Roads, Fort Nelson to Simpson
Peace River to Simpson
Simpson to Norman Wells

- built as part of the general project; subject of an exchange of letters between the Department of External Affairs (Sept. 22, 1942) and the United States Minister (October 5, 1942)

(j) Permanent summer road, Fort Smith to Providence - partially completed.

Permanent, all-weather road from Grimshaw to Hay River - projected.

- no formal authorization.

(k) Wildcatting Programme in the Northwest Territories and Yukon

- Dept. of Mines & Resources is to reserve oil rights in some 16,500 square miles of the Northwest Territories and 4,350 square miles of the Yukon.

(l) Improvement of transportation and storage facilities along the Mackenzie River Route

200 ton and 300 ton refrigerator storage at Waterways and Fort Smith, respectively; a 500' timber wharf at Waterways, Fitzgerald, Fort Smith and Norman Wells and small landings for mooring and servicing tugs at Resolution, Providence and Simpson; storage and dispensing facilities for approximately 4,000 gallons of gasoline (motor) and 100,000 gallons of diesel oil to be provided at the wharves at Camp Prairie, Fort Smith, Providence, and Norman Wells; improvement of portage road between Fitzgerald and Fort Smith and of the road to the waterfront at Fort Smith.

- no specific authorization.

3. Naval Mine Testing Station at Minas Basin

Laboratory, shop facilities, storage and living space near Truro, N.S.

- authorized in a letter from the Department of External Affairs to the United States Minister, October 30, 1942.

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4. Emergency Airfield at Mingan (Long Point) P.Q.

- approved by Cabinet War Committee, October 28, 1942, and decision conveyed to the United States Minister in a letter dated October 30, 1942.

5. North Atlantic Ferry Route

(a) Permanent year round bases, equipped with radio ranges, at Churchill and Southampton Island.

(b) Winterized bases at Chimo (Crystal I) and Frobisher Bay (Crystal II)

(c) Buildings and radio range at The Pas

- under Recommendation 26 of the Permanent Joint Board on Defence, June 9, 1942, and Cabinet War Committee decisions of July 1 and 8, 1942.

(d) Meteorological Stations at:

Coral Harbour	Churchill	Repulse Bay
Amadjuak Lake	Nueltin Post	Winter Outpost
North Indian Lake	Baker Lake	York Bay
East Hope Lake H.B.C.	Douglas Harbour	Padlei (Padloping Island)*
Bowman Bay	Cormoran	
Lake Harbour H.B.C.	Eskimo Point	Amadjuak H.B.C.
Le Pensie	Sandy Lake	Etawney Lake
Ilford	Cape Low	Thicket
Cape Dorset H.B.C.	Sherridon	Tavani
Nuwata	Herchmer	Stanley
Rat River	Wager Bay	

- under authority of our note of October 17, 1942, to the United States Minister

(* United States forces stationed here)

(e) Landline Communications

Great Falls to Edmonton -	3 teletypes leased from and maintained by C.P. Telegraphs
Edmonton to Saskatoon -	"
Saskatoon to Hudson Bay Junction -	3 teletypes leased from and maintained by Saskatchewan Government Telephones
Hudson Bay Junction to Churchill -	Hudson Bay Railroad circuit leased and telegraph carrier superimposed
Saskatoon to Regina -	2 teletypes
Great Falls to Churchill	6 phase teletype circuit

6. Utilization and Expansion of Hudson Bay Railroad Facilities

(a) Additional trackage on pier, 1½ miles track to airfield at Churchill.

(b) Extension of lines of communication from The Pas and Churchill to the airfields at these points.

(c) Office accommodation for Signal Corps at all terminals on a rental basis.

(d) Barracks for U. S. Signal Corps personnel at Hudson Bay Junction, The Pas, Wabowden and Gillam, on sites leased from the Railroad.

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REPEAT
REPETER

C220202

2. Canol Project

(g) 14 Landing Strips for aircraft. Main fields at McMurray, Fort Smith, Simpson and Norman Wells, with emergency fields at Embarras, Resolution, Hay River, Providence and Wrigley. Radio ranges at main fields.

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- no specific authorization.

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- authorized in a letter from the Department of External Affairs to the United States Minister, October 30, 1942.

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CANADA

REPEAT
REPETER

C220203

4. Emergency Airfield at Mingan (Long Point) P.Q.

- approved by Cabinet War Committee, October 28, 1942, and decision conveyed to the United States Minister in a letter dated October 30, 1942.

5. North Atlantic Ferry Route

(a) Permanent year round bases, equipped with radio ranges, at Churchill and Southampton Island.

(b) Winterized bases at Chimo (Crystal I) and Frobisher Bay (Crystal II)

(c) Buildings and radio range at The Pas

- under Recommendation 26 of the Permanent Joint Board on Defence, June 9, 1942, and Cabinet War Committee decisions of July 1 and 8, 1942.

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East Hope Lake H.B.C.	Douglas Harbour	Padlei (Padloping Island)*
Bowman Bay	Cormoran	
Lake Harbour H.B.C.	Eskimo Point	Amadjuak H.B.C.
Le Pensie	Sandy Lake	Etawney Lake
Ilford	Cape Low	Thicket
Cape Dorset H.B.C.	Sherridon	Tavani
Nuwata	Herchmer	Stanley
Rat River	Wager Bay	

- under authority of our note of October 17, 1942, to the United States Minister

(* United States forces stationed here)

(e) Landline Communications

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(b) Extension of lines of communication from The Pas and Churchill to the airfields at these points.

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(d) Barracks for U. S. Signal Corps personnel at Hudson Bay Junction, The Pas, Wabowden and Gillam, on sites leased from the Railroad.

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C220204

7. Northwest Staging Route

(a) Additional facilities needed by the United States beyond Canadian standards and requirements at:

Aishihik	Beaton River	Snag
Teslin	Smith River	Grande Prairie
Fort St. John	Fort Nelson	Whitehorse
Prince George	Watson Lake	Kamloops
Edmonton		

- by arrangement between representatives of the U.S.A.A.F., R.C.A.F. and Dept. of Transport, approved by Aerodrome Development Committee. Division of costs laid down by Cabinet War Committee decision of April 22, 1942.

(b) Additional facilities needed by the United States at Lethbridge and Calgary
- by arrangement between representatives of the U.S.A.A.F., R.C.A.F. and Dept. of Transport, November 16, 1942. Construction begun but temporarily suspended pending formulation of decreased United States requirements at these points.

(c) Parking Area for the U.S.A.A.F. at Regina - to be constructed by the Dept. of Transport in the spring of 1943.
- approval given in Treasury Board Minute T 237404B, Feb. 11, 1943.

8. Housing and Port Facilities at Prince Rupert and Port Edward
- construction being carried on under Recommendation 22 of the Permanent Joint Board on Defence. The propriety of this was questioned in a letter dated April 24, 1942, from the Canadian Secretary to the American Secretary of the Board.

9. R.D.F. Installations at Cochrane, Hearst, Nakina, Armstrong and Kapuskasing
- authorized in a letter from Air Commodore F. V. Heakes, Canadian Air Member, P.J.B.D., to Lt. Col. R. Douglass Jr., United States Air Member, August 7, 1942.

10. Lease of the White Pass and Yukon Railway
- under authority of Order in Council 10067 of Nov. 6, 1942.

11. Mackenzie - Yukon Road Survey

Road from Peel River to Porcupine River via Rat River, Macdougall Pass and Bell River.
- by permission of Cabinet War Committee, Dec. 16, 1942.

12. Aerial Photography of Canadian Territory
- under aegis of Permanent Joint Board on Defence, approved March 18, 1942, by Dept. of Mines & Resources, subject to certain conditions.

13. Defence Installations at Sault Ste. Marie

Housing facilities for upwards of 50 officers and 2000 men, 1 battery barrage balloons, 2 batteries artillery.
- under Recommendations 22 and 25.

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14. Utilization of Halifax as a Sub Port of the Boston Port of Embarkation

- under Recommendation 22

Decision to establish this sub port was conveyed to Col. J. H. Jenkins by Lt. Col. F. J. Graling, Assistant United States Military Attache, Ottawa, in a letter dated January 28, 1943.

15. Utilization of Facilities at Fort Shilo for Winter Practice

- under arrangements worked out between the Department of National Defence and the United States War Department.

16. Prince George - Fairbanks Railway Survey

- now completed and projected construction abandoned.

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C220206

ROYAL CANADIAN AIR FORCE

REPORT

Construction - Joint Projects
23rd February, 1943.

Aishihik, Y.T. - Landing strip 4000' x 150' in good condition for landing and take-off.
Contractor's personnel - 38.

Whitehorse, Y.T.- Imperial Oil Installations:- Foundation for off-field pumphouse completed. Tank steel has been moved into tank foundations, ready for welding. Foundations for the two on-field pumphouses poured.

Teslin, Y.T. - Landing strip 3600' x 100' serviceable. Condition of field is good.
Powerline completed except Nisutlin Bay crossing.
Contractor's personnel - 7.

Watson Lake, Y.T.- Two runways snow-compacted and serviceable, viz:-
E-S-E - W-N-W - 5500' x 200'
and N-E - S-W - 4500' x 200'

Radio Range completed.
Imperial Oil Installations:- The two 10,000 gallon tanks have been fabricated in Edmonton. Arrangements being made to ship them to Watson Lake.
Contractor's personnel - 31.

Smith River, B.C.- Further grading being done but owing to heavy frost none of area suitable for landing.
Landing strip smoothed and rolled on small lake north of airport.

Fort Nelson, B.C.- Powerline completed.
Ferry Command Transmitter Station:- Concrete foundations laid.
Imperial Oil Installations:- Two 200 gallon per minute pumps installed temporarily are operating satisfactorily. As soon as the pipecrew at Grande Prairie has finished work there, it will proceed to Fort Nelson to complete installations.
Contractor's personnel - 48.

Beatton River, B.C. - Access road to Beatton River cleared to width of 30 feet and has reached Beatton River crossing. Distance of 10 to 12 miles awaits completion. The portion of the Alcan Highway leading to Beatton River cleared and suitable for truck and car traffic. This clearing will be pushed through to Radio Range site and landing area. At landing area it is proposed to widen width of clearing to approximately 50 feet and prepare for grading in the spring.

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Fort St. John, B.C. - Powerline 95% complete. Water main system 95% complete. Sewer lines 75% complete. Radio Range completed.
Imperial Oil Installations:- Piping for both off-field and on-field pumphouses completed. Bowser air releases, which are not yet available, will be installed in on-field pumphouse. Arrangements completed to fuel tank trucks with either 91 or 100 octane gasoline from 200 gallon per minute gasoline engine driven pumps; 300 gallon per minute pumps will be ready for operation when starters are connected to the power lines.

Grande Prairie, Alta. - Water main system 91% complete.
Radio Range completed.
Imperial Oil Installations:- Off-field pumphouse completed and ready for installation of 300 gallon per minute pump. Electrical room is now being added to on-field pumphouse.
Contractor's personnel - 49.

Edmonton, Alberta. - Extremly cold weather has hindered progress but it was expected that all electrical installtions would be completed by first week in February.
Imperial Oil Installations:- Small crew engaged in fitting some Bowser fittings in the No. 4 pumphouse and will await arrival of complete Bowser order.

Prince George,B.C. - Building sites have been prepared but construction delayed by sub-zero weather.
Contractor's personnel - 75.

Terrace, B.C. - Foundations completed for half the buildings. Sites have been prepared for the hangars. Fifty percent of the roads have been graded and gravel laid.

Smithers, B.C. - Accommodation buildings 95% complete.
The hangar is approximately 45% complete; the walls and roof are being sheathed.
Radio Range is in operation.

Seven Islands,P.Q. - Flightway clearing is 55% complete. Runway is in very good condition.

Gander, Nfld. - Work is in progress on the new road to link Gander with Lewisporte and Bishop's Falls.
The Drem lighting system is being installed.

Botwood, Nfld. - The seaplane base has been completed.

Torbay, Newfoundland - Sub-repair and Sub-equipment depots are under constructio.
No. 8 - Type "K" Transmitter Building:- Cedar siding and exterior walls completed. Work has begun on pouring the concrete floors.

Goose Bay, Labrador - ~~Runways:- Clearing and grubbing almost complete~~.
Camouflage almost completed.
Permanent dock and warehouse completed.
Water Supply:- (a) U.S. Army - almost complete
(b) Canadian Army - 72% complete
(c) R.C.A.F. - 85% complete.
Sewsage System:- (a) U.S. Army - almost complete
(b) Canadian Army - 88% complete
(c) R.C.A.F. - 93% complete.
United States Army operations towers and masts almost complete and R.C.A.F. towers and radio masts nearly complete.

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COLOURED PAPER
PAPIER DE COULEUR

JHJ/hrb

H.Q.S. 5199-W-1, F.D. 60.

S E C R E T

C220208

PERMANENT JOINT BOARD ON DEFENCE

Canadian Army Progress Report.

22nd February, 1943.

First Rcmdn. - Exchange of Information

1. The exchange of information is continuing satisfactorily.

Second and Third Rcmdn. - Defence of Newfoundland and Canada.

2. (a) The effectiveness of present Coast Defences is being increased by the installation - as equipment becomes available - of more modern range finding equipment and Coast Artillery armament such as higher angle mountings for 9.2" and 6" guns and rapid fire anti-M.T.B. guns such as 6-pdr. twins.

(b) The installation of Anti-Aircraft defences for defended ports and the more important operational aerodromes in Canada and Newfoundland is continuing.

Twenty-Fourth Rcmdn. - Highways along North-West Air Staging Route.

3. (a) A reconnaissance of possible routes for a road to connect Prince George with the Canada Alaska highway has been undertaken by the Canadian Army. Three possible routes between Prince George, B.C. and Fort St. John, B.C. are:-

via Peace Pass (elev. 1950' and 419 mls.),
Pine Pass (elev. 2850' and 314 mls.)
or Monkman Pass (elev. 3500' and 342 mls.).

The route via Peace Pass which would necessitate 125 miles of new construction - is considered to be the most satisfactory possible route.

(b) On 15 Jan 1943 the Canadian Chiefs of Staff dealt with the question of construction of a road to connect the Prince George - Terrace highway with the Canadian - Alaska highway. They decided that the construction of such a road is not justified on military grounds. The Canadian Army therefore has no intention of implementing this road reconnaissance by constructing a military road between Prince George and Fort St. John.

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COLOURED PAPER
PAPIER DE COULEUR

Twenty-Fifth Rcmdn. - Defence of Sault Ste Marie.

4. (a) As instructed at the special meeting of the Board on 13 Jan more detailed information was obtained regarding the proposals of the U.S. War Dept for the establishment of a Military Area at Sault Ste Marie - with special reference to control of aliens and of anti-sabotage measures.

(b) In Canada the measures covered by the Proclamation establishing this U.S. Military Area are divided between the Military and Civilian authorities, with the Army responsible for any measures considered necessary for defence against armed enemy attack. Protection against sabotage, subversive elements or risks not directly relating to the armed forces of the enemy is not primarily the function of the Army but of the Civilian authorities. In the Sault this responsibility rests with the Royal Canadian Mounted Police, supported by the Provincial and local police organizations. The steel plants have been declared Protected Places under the Defence of Canada Regulations and private plant guards are utilized in the role of sentries and for general surveillance.

Twenty-Sixth Rcmdn. - North Atlantic Air Ferry Routes.

5. (a) In Oct 1942 the Canadian Government approved the construction by the United States of an emergency landing field at MINGAN, P.Q. with the proviso that the responsibility for any defence measures should be assumed by the United States War Department and that the U.S. measures should include preparation of the field for emergency demolition.

(b) On 15 Jan 1943 the Canadian Chiefs of Staff decided the following in this connection:-

(i) Canadian requirements for U.S. provision of defence measures at Mingan emergency landing field can be satisfied by U.S. Army Air Force armed ground crew personnel normally stationed there.

(ii) Under present conditions the Canadian requirements for U.S. Army preparation of the airfield for demolition can be met by the making of plans and the providing of the necessary explosives but does not require the actual placing of the explosives.

6. There is nothing of importance to report, insofar as it concerns the Canadian Army, on the Recommendations not dealt with in the preceding paragraphs.

22 Feb 43

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C220210

PERMANENT JOINT BOARD ON DEFENCE
(Canada - United States)

ROYAL CANADIAN NAVY
PROGRESS REPORT FOR FEBRUARY, 1943

SECOND AND THIRD RECOMMENDATIONS

EAST COAST — Newfoundland and Maritime Provinces

Labrador – War Watching Station at Rigolet, Hamilton Inlet.

Botwood – A/S equipment will be laid in the Spring.

Wabana – Temporary curtain A/T baffles (ex-Sydney) have been provided to afford close protection to loading piers and ships alongside; permanent protection will be provided on opening of navigation.

Sydney – A/T net weighed 24th November, A/S nets (2) on 6th January. Port closed for season.

Gaspe – A/S booms lifted on 25th November. Base closed for season.

Louisburg – In use as a winter port for Wabana convoys (iron ore) and ferry service to Port Aux Basque, Nfld. Defences: 2-18 pdr. guns; 2 searchlights; A/T baffle now being provided, installation hitherto prevented by ice conditions.

Canso – A/S nets and indicator loops will be laid at both ends of the Gut as soon as ice is clear.

Saint John, N.B. – Indicator loops to protect anchorages outside Saint John Harbour will be laid in the Spring.

WEST COAST

Strait of Juan de Fuca – Equipment intended for two harbour defence Asdics to be installed in vicinity of Port San Juan, in conjunction with searchlight and similar installations on U.S. side of Strait, was diverted by Admiralty to more urgent (Mediterranean) purposes. Substitute equipment is now on the way and early delivery is anticipated. Material for buildings also is on order and they will shortly be erected.

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C220211

U. S. ARMY

PROGRESS REPORT

February 20, 1943.

(NOTE: Paragraphs are numbered according to Recommendation Number of Permanent Joint Board on Defense, Canada-United States.)

1. Exchange of Information:

The following brief report is submitted relative to joint activities of the Western Defense Command:

a. Prince Rupert, B. C. At the request of the General Officer Commanding in Chief, Pacific Command, a U.S. Army Coast Artillery Officer has been detailed to assist in the training of the 9th Coast Battery, Prince Rupert Defenses, B.C.

b. Esquimalt Fortress, B.C. Two U.S. Army Coast Artillery non-commissioned officers are on duty, from Fort Worden, Washington, with the 68th Coast Battery, Canadian Army, located at Christopher Point. This unit is continuing training on the two U.S. 8" railway guns—the armament to which it is regularly assigned.

c. Pacific Command Operations Center. There is a full exchange of all information and intelligence between the Pacific Command and the Western Defense Command.

d. Conference, Air Defense. At the request of the Commanding General, 4th Fighter Command, Oakland, California, a conference was held January 5, 1943 at Headquarters, Seattle Air Defense Wing between representatives of the 4th Fighter Command, the Canadian Army and the Royal Canadian Air Force. This meeting was held for the purpose of promoting a continuity of the air defense of the West Coast and to provide a basis of understanding which will assist future planning.

e. Flight Plans. Proposed flying instructions are being drawn up at the present time by the Air Officer, Commanding Western Air Command, Royal Canadian Air Force, Vancouver, B.C. It is expected that procedures now in operation by the U.S. Army, Navy, Royal Canadian Air Force and authorized Civil Aeronautics organizations may be coordinated.

f. Relations. Relations between U.S. authorities of the Western Defense Command and Canadian authorities of the Pacific Command are excellent. A feeling of mutual helpfulness on the part of the officers of the U.S. and Canadian services has fostered a close official and personal friendship. Visits of key American officers to Canada and vice-versa, particularly those of an official nature, continue to be made frequently.

20. Newfoundland Roads:

No further improvements are considered necessary on the St. John's Holyrood Section of the Fort Pepperrell--Fort McAndrew highway at this time. Equipment is available to reasonably maintain the entire road as an all-weather road.

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24. Military Highway to Alaska:

a. Report of Operations, December, 1942. Construction has been completed on 1,749 miles of pioneer road, 1,537 miles of graded "improved road" of which 1,262 have been gravelled, and 104 miles of graded "permanent road" of which 25 have been gravelled. Rough grading has been finished on the "permanet road" from Dawson Creek to a point 29 miles above Fort Nelson and certain sections thereof are in a more advanced state of completion. Maintenance and snow removal operations were continued. Survey of the pioneer road and preliminary surveys for the permanent main road from Dawson Creek to Big Delta have been completed, together with soil investigations. Maps have been prepared and designs for the permanent highway have been inaugurated. Preparations are being made for an early resumption of construction activities in the Spring. About 1600 trucks, of which 247 were consigned to as far north as Whitehorse, were dispatched during the month from Dawson Creek. Engineer officers and troops on the job numbered 10,325. Public Roads Administration forces totaled approximately 4,920 men.

b. Status of Supply. Due to the weather, operations on the White Pass and Yukon Railroad (Skagway to Whitehorse) were greatly restricted which resulted in delay or non-receipt of construction equipment, repair parts, and materials and an accumulation of same at Skagway, Prince Rupert, and Tacoma. Lack of adequate railroad shipping facilities and operating personnel at Edmonton and effect of the weather on the line to Dawson Creek railhead also caused a serious delay in the receipt of equipment and supplies for the project.

c. Operations Next Month. Snow removal, road maintenance, and such construction activities as weather permits will be continued. Planning and preparing designs for the permanent road is proceeding and construction will be fully resumed as soon as weather and ground conditions allow. Construction and maintenance of the highway are now under the immediate direction of the Division Engineer, Northwest Division, Edmonton, Alberta, Canada.

25. Defense of Sault Ste. Marie:

a. As a result of the discussion on Military Areas--Sault Ste. Marie, at the January 13th meeting of the Board, a rough draft of the result of a study by Canada in this connection has been forwarded to the Commanding General, Central Defense Command. The Commanding General, Sault Ste. Marie Military District has been directed to consult with the Canadian Commander in that vicinity and submit further suggestions regarding means of insuring protection on the Canadian side commensurate with those which will be established on the American side by Public Proclamation No. 1.

b. The War Department considers long-range bombardment a possible threat to the United States. Important objectives, vulnerable to such bombardment, are located in the Northern Area of the Eastern Defense Command and the Northeastern Area of the Central Defense Command. Bombing attacks will not recognize geographical boundaries. Accordingly, directives have been issued to the Commanding Generals concerned to assure that close cooperation and constant liaison exists in matters pertaining to aircraft warning services and air defense. This liaison should include interchange of air defense plans and of available plans for air defenses of opposite Canadian areas. Plans are being prepared for the assignment of one Fighter Squadron to be used in case of emergency for the defense of the Sault Ste. Marie Locks.

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26. Northeast Short-Range Ferry Route to U.K.:

a. Operational Plans. Movement of combat aircraft over any air route is, in the first instance, determined by the war strategy and by the types of aircraft allocated to various theaters. For the time being, North Atlantic Route Operations of combat aircraft, except for 4-engine aircraft, have been suspended due to bad icing conditions encountered particularly on the Eastern half of this route. As soon as weather and communication facilities are functioning, station personnel have been assigned in adequate numbers to service aircraft, and dependent upon weather conditions and current allocations of combat aircraft to the European Theater, combat aircraft will be moved over the Crimson (Northern) Route.

b. Personnel Plans. Lt. Colonel Fraim has been named as commanding officer of the 16th Ferrying Group with Headquarters at Churchill. All Air Transport Command units in this area will be under his command. Agreements have been reached by representatives from the Directorate of Weater and Communications for putting, as soon as possible, thirty-five (35) communication personnel and eleven (11) weather personnel at each of the new bases. These will be put in by air.

c. 1943 Program. The 1943 program is expected to include some expansion of the housing and messing facilities for transients over and above that originally planned, and for some enlargement of the housing facilities for station personnel, particularly at Crystal II. It is now believed that Crystal II will become one of the most active bases on this route.

Upon completion of the 1943 objective, the Air Transport Command believes that the facilities at each of the larger bases will be adequate to accommodate movement of two squadrons of aircraft at any one time and to provide 1st and 2nd echelon maintenance. At the larger bases, such as Goose Bay, more than twice this number may be accommodated. The bottle-neck on the North Atlantic Air Route is, and will continue to be, movements into Iceland and from there to the United Kingdom. This problem is now under study.

d. Defense of Long Point (Mingan, P.Q.): The War Department is of the opinion that such defense as is feasible can be provided by personnel normally assigned. United States installations at this field are considered to be expendable so far as defense against any enemy attack in force is concerned. It will be noted that this statement only concerns the attitude of the War Department from the standpoint of the extent and nature of U.S. installations at Long Point.

28. Postwar Disposition of Defense Projects and Installations Constructed by the United States in Canada:

The War Department has reviewed the 28th Recommendation of the Board and has notified the Secretary of State of its concurrence.

GENERAL:

a. Aerial Photography in Canada:

In conformity with an agreement reached between the Royal Canadian Air Force and Army Air Forces representatives, two (2) units of the First U.S. Mapping Group will commence photographic operations in Canada on March 1, 1943. The present plan contemplates the establishment of bases for these operations at Churchill and McMurray. Initially, flights will be established at Churchill and Chimo in the

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East and at McMurray and Norman Wells in the West. It is expected that Eastern Operations will be completed on or before June 15, 1943. Operations will continue in the West for an appreciable length of time and, as operations progress, bases will be shifted to Southampton and to Fort Smith. Two aircraft will be based at Frobisher Bay in connection with the establishment of control points on Baffin Island. Final details of the summer's operation are being worked out between Army Air Force operating personnel, Group Captain Bennett and Squadron Leader Burton at Ottawa.

b. Clearance from Canadian Government for Flights of U.S. Commercial Aircraft:

Permission has been obtained for the operation of one commercial aircraft between Prince George, B.C. and Anchorage, Alaska. This aircraft is owned by the Morrison Knudsen Company, Inc., and will be used by that company to transport supplies and personnel in connection with certain War Department contracts for the construction of Airports in Alaska.

c. Canadian Combat Aircraft in Aleutian Islands Area:

Number 8 Squadron Bomber Reconnaissance, R.C.A.F., has been ordered back to Canada. It will be replaced by an R.C.A.F. Fighter Squadron which will probably be based initially at Umnak.

d. United States Anti-Aircraft Artillery Activities in the Vicinity of Buffalo, New York:

Major General Jarman, Anti-Aircraft Artillery Commander, Eastern Defense Command, has initiated a request for permission to make certain reconnaissance and establish certain material on the Canadian side of the border in the vicinity of Buffalo, New York. This matter has been referred to the proper Canadian Military authorities for decision.

e. Defense of Prince Rupert Sub-Port of Embarkation:

As a result of an initial request for certain defense weapons to be used for the active defense of Prince Rupert, the Commanding General, Western Defense Command has been notified that these weapons will not be furnished until such time as the Canadian Government requests this additional armament; or until it has been ascertained that such weapons are necessary to carry out defense responsibilities of the United States in that general vicinity.

f. Joint Local Defense (Waterfront): Straits of Juan de Fuca to the Alaskan Gulf:

The Twenty-second Recommendation of the Permanent Joint Board on Defense, Canada-United States, permits direct collaboration between local commanders in matters of this nature. In addition, local joint-planning committees have been established for the purpose of obtaining Army-Navy collaboration. The Commanding General, Western Defense Command, has been accordingly directed to prepare communication plans locally for the defense of the Prince Rupert Area by collaboration with the Commander, Western Sea Frontier and local Canadian Defense authorities, and to submit any necessary recommendations for additional communications deemed essential.

g. Recreational Facilities at Prince Rupert, B.C.:

The Empress Club of Victoria, B.C. has been secured for recreational purposes and is being turned over to the Canadian Y.M.C.A.

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Arrangements are being made for United States U.S.O. officers, now stationed at Prince Rupert, to participate so that services may be made available to both Canadian and United States forces.

h. Uniform Measures for Identification of Aircraft:

Wing Commander Middleton and Flight Lieutenant Edison, representing the Department of National Defense for Air, conferred with representatives of the War Department (Army Air Forces) on this matter.

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C220216

PERMANENT JOINT BOARD ON DEFENSE
CANADA-UNITED STATES
U.S. NAVY PROGRESS REPORT
FEBRUARY 23, 1943

SECRET

SECOND RECOMMENDATION: DEFENSE OF NEWFOUNDLAND.

The 7,000 ton floating drydock, which is being sent to the Argentia base, has been completed and will be shipped to Newfoundland as soon as weather permits and all the shore installations have been made ready. This will probably be in the month of April. Most of the United States civilian employees are to be replaced by U.S. Navy "Seabees," and at the present time 1300 of these men are being sent to Argentia and an equal number of civilians brought back. Work is proceeding on the barracks for approximately 600 men who will service the British carrier-based planes, and these facilities should be ready early in the Spring.

COORDINATION OF PORT SECURITY METHODS:

Captain Norman B. Hall, U.S. Coastguard, returned on February 2oth from a visit to Canada, where he exchanged views on Port protection with Commissioner S. T. Wood, R.C.M.P. Captain Hall was enthusiastic about the system currently in use by the R.C.M.P. and will render a written report through the Commander in Chief of the U.S. Coastguard.

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OFFICE OF THE CLERK OF THE PRIVY COUNCIL file

MEMORANDUM for War Committee next week

SECRET

C220217

For the Prime Minister:

Attached is Copy No.1 of the Journal of the Permanent Joint Board on Defence, covering the meeting held in New York on Thursday and Friday, April 1st and 2nd, 1943.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This Journal will be submitted at the next meeting of the Cabinet War Committee.

A.D.P.H.

A.D.P.H.

April 7th, 1943.

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PAPIER DE COULEUR

C220218

THIRTIETH RECOMMENDATION

That the Governments of the United States and Canada, having a mutual interest in the proposal to utilize non-rigid airships in anti-submarine activities in Eastern Canadian waters at the earliest practical date, appoint a Joint Canadian-American Board of officers to investigate, consult and report on the proposal and on the selection of suitable base sites and facilities, in that area, to support the operation of not more than twelve airships commencing about May, 1944.

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C220210

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, NEW YORK, APRIL 1 and 2, 1943

1. The Permanent Joint Board on Defense met at the Mayor's House in New York on Thursday, April 1st, 1943, at 12.30 p.m. The following members participated:

Canadian Section	United States Section
Colonel O. M. Biggar	Mayor F. H. LaGuardia
Major General M. A. Pope (assisted by Colonel J. H. Jenkins)	Major General G. V. Henry
	Vice Admiral A. W. Johnson
Rear Admiral G. C. Jones	Captain J. P. Whitney
Group Captain W. F. Hanna (vice Air Vice Marshal N.R. Anderson)	Col. E. W. Hockenberry
Mr. H. L. Keenleyside	Mr. J. D. Hickerson

2. Admiral Johnson reported that discussions with the Canadian Naval Authorities in regard to making available United States Naval fireboats for Halifax had been actively carried on, and it is expected that the fireboats will proceed to Halifax in a short time.

3. Informal preliminary discussions between Canadian and United States authorities concerned have indicated the desirability of exploring the question of utilizing non-rigid airships in anti-submarine operations in Eastern Canadian waters. The United States Navy Department in studying the matter has determined that the present situation as to materials, airship and facility production for the continental and Caribbean programs will not permit

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the diversion of non-rigid airships to Canadian bases during 1943 even if such bases could now be made ready.

However, the United States Navy Department is desirous of cooperating in the establishment of such operations, if agreeable to the Canadian Government, and to that end is prepared to appoint specially qualified officers to a joint board to investigate, select and report on suitable base sites and facilities to support the operation of not more than twelve non-rigid airships commencing about May 1944.

It was the view of the Board that the Canadian Government would probably desire to undertake the construction, manning and operation of the necessary shore facilities whose installation in Canadian territory might be approved by the Canadian Government. The United States Naval members stated that the U. S. Atlantic Fleet would be in a position initially to furnish airship units to operate in Eastern Canadian waters. They added that it would be agreeable to the United States Navy to turn over the operation of these units to Canadian authorities on terms mutually agreeable to the two Governments at as early a date as practicable. The United States Naval members further stated that to facilitate the operation of these units by Canadian forces, the U. S. Navy will, if desired, institute the lighter-than-air training program for Canadian personnel to man airships and will make the training facilities at the Naval Air Station, Lakehurst, New Jersey, available for that purpose.

In the light of the foregoing, the Board approved the following as its THIRTIETH RECOMMENDATION:

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That the Governments of the United States and Canada, having a mutual interest in the proposal to utilize non-rigid airships in anti-submarine activities in Eastern Canadian waters at the earliest practical date, appoint a Joint Canadian-American Board of officers to investigate, consult and report on the proposal and on the selection of suitable base sites and facilities, in that area, to support the operation of not more than twelve airships commencing about May, 1944.

4. General Henry referred to the several meetings which were held in Ottawa some months ago in connection with a Weather Teletype Channel allotted to the United States Army Air Forces for use on the Northwest Staging Route. As regards the control and monitoring of this Circuit, he stated that he had been informed that Lt. Col. Flynn of the United States Air Transport Command has reached an oral agreement with the Canadian authorities concerned, to the effect that the control of the Northwest Weather Circuit is to be in the hands of the United States Air Forces and that the Canadian Meteorological Service will be consulted on the scheduling of messages; thus, the United States Army Air Forces would monitor as well as control the Weather Circuit. General Henry requested the confirmation of the interested Canadian authorities of this understanding. The Canadian Air Member stated that he would look into this matter and communicate direct with General Henry on the subject.

5. Admiral Jones brought up the question of the desire of the Royal Canadian Navy to rent a cable circuit between St. John's, Newfoundland, and Canso, Nova Scotia. This circuit, he stated, is badly needed by the Royal Canadian Navy in connection with its operations, particularly in the light of the added responsibilities which it has

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undertaken in anti-submarine work. The United States Army Air Forces also desire equally strongly to use this same circuit. The Board was of the opinion that the disposition of this circuit should be referred to the Combined Communications Board in Washington.

6. Colonel Jenkins reported on the measures which the Canadian Army and the Royal Canadian Air Force have taken in respect to the water supply in Prince Rupert. These measures are set forth in detail on page 3 of the Progress Report of the Canadian Army.

7. Group Captain Hanna referred to a recent request of the Canadian Government addressed to the United States War Department in connection with road building equipment needed by the Canadian authorities for use in the construction of the highway from Gander to Bishop's Falls, Newfoundland. He stated that the War Department had made some of the equipment which the Canadian Government desired available to the Canadian authorities; a considerable part of the desired equipment, however, could not be made available because of the urgent requirements of the United States War Department for this equipment elsewhere. Group Captain Hanna pointed out that the construction of this highway has become increasingly important because of the large increase in air ferrying activities in Newfoundland. In addition he stated that Botwood will be used to a greater extent by British Overseas Airways Corporation, American Export and Pan American Airways. He added that the United States Army Air Force is increasing its strength based on Gander Airport and that the Royal Canadian Air Force is also increasing its patrol activities from that airport. He continued that,

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since gasoline and other supplies for Gander Lake are to a large extent stored at Lewisporte, this highway has an important strategic aspect. He mentioned also the fact that the completion of the highway wouldfacilitate plane salvage operations. General Henry stated that he would take steps to ascertain whether the construction equipment which the Canadian authorities had been unable to obtain from the War Department were still in Newfoundland in order that consideration could be given to this matter in the light of the increased importance of the construction of this highway.

8. Mr. Hickerson brought to the attention of the Board the Exchange of Notes between the United States and Canadian Governments dated February 22 and 23, 1943, in regard to the leasing of the White Pass and Yukon Railway to the United States War Department for the duration of the war.

9. The Canadian Secretary reported that at the direction of the Cabinet War Committee, the Clerk of the Privy Council had suggested the importance of the Board's distinguishing in its Journal between matters which called for action on the part of either Government, or their concurrence, and matters which were recorded merely for the guidance of the Board. He suggested that this distinction could be most readily made, and indeed had generally been made, by the formulation of recommendations covering the Board's conclusions relating to matters calling for action or concurrence by the government. He pointed out that the

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approval of the Canadian Government must be taken to have been given only to conclusions so formulated and upon which it had acted when action on its part was called for.

The Board concurred in the view that any decisions upon which the action of either Government was sought or in which the concurrence of either was desired should be cast in the form of recommendations.

10. The Board gave further consideration to the question of responsibility for the control and maintenance during the war of aerodromes on Canadian territory used by United States forces. A draft recommendation was considered and was referred for decision to the next meeting of the Board.

11. General Henry referred to a proposal of the United States War Department to establish temporary sub-ports of embarkation at Montreal and Quebec to facilitate the handling of United States Army cargo scheduled for shipment during 1943 from Montreal to Goose Bay and from Quebec to Mingan Point. The approval of the Canadian Government for the establishment of these sub-ports was recently sought through diplomatic channels. Mr. Keenleyside, after conferring with his department in Ottawa on the telephone, reported that the Canadian Government had approved the establishment of the sub-ports of embarkation and that information in that sense had already been conveyed to the officers on the spot in Montreal and Quebec.

12. The Board was informed that Paragraph 9 of the Journal covering the meeting of the Board in Montreal on February 24-25, 1943, had given rise to further discussions

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of the most effective channel for the presentation of the United States requests for the construction, extension or acquisition of defense facilities in Canada. The Board discussed this question at considerable length and decided to study this matter further and to deal with it at the next meeting of the Board.

13. After deciding to meet in Montreal at 2.30 p.m. on May 6, the Board adjourned at 1 p.m. on April 2.

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COPY NO. 25

SECRET

Permanent Joint Board on Defence
Canada - United States

R.C.A.F. Progress Report
April 1st Meeting

C220226

26th March, 1

Second Recommendation - Newfoundland

Botwood - No. 8 Works Construction & Maintenance Unit has a detachment at Botwood completing the 'T' extension to the wharf, W/T Station, and gasoline storage installation.

Gander - Combined operations building 70% completed. Fighter sector operations building 60% completed. Completion of domestic accommodation being delayed due to shortage of required materials. Work is proceeding on clearing and erection of poles for Drem lighting system, 30% of the poles being erected to date.

Torbay - Work has commenced on the construction of the sub-repair and sub-equipment depot buildings. The fighter sector operations building is 70% completed.

Tenth Recommendation - Development Northwest Staging Route

Grande Prairie, Alberta - Water mains completed from well and connected to some buildings. Sewer lines are being connected to septic tanks and to buildings as construction of sewer is completed. Main lead and distribution of electric power are complete. Building construction is well advanced. Runways are in good condition and will be cleared to black-top surface.

Fort St. John, B.C. - Electric power house and plant are 95% complete. Three water wells now drilled and producing, two of which are connected. The three wells are expected to produce 46,000 gallons per day. Sewage and septic tanks complete and operating satisfactorily. No. 1 Pump House is complete, and No. 2 Pump House is 90% complete. Good progress is being made in building constructio

Fort Nelson, B.C. - Radio Range Station completed. Snow compacted runways in good condition, and are to be cleared of snow on arrival of snow fighter. Power building is nearing completion, awaiting delivery of permanent power units. Permanent water supply continues to be investigated. U.S. forces are carrying out a drilling program in an effort to locate a better water supply. No water and sewer mains have been constructed to date. Water from underground seepage reservoir is holding level.

Watson Lake, Y.T. - All building construction is complete or nearing completion. Five of the total of sixteen buildings are complete and each of the remaining buildings is 95% complete with the exception of the N.W. Airlines Nose Hangar which is 75% complete. Runways are in good condition and will be cleared to black-top surface.

Whitehorse, Y.T. - Water and sewer systems are nearly complete. All buildings are nearing completion with the exception of the Oil Storage and the 30 Men Building. Runways are in good condition.

Beatton River, B.C. - Clearing is proceeding rapidly on the main runway. Tho temporary runway has been cleared of brush and levelled roughly. When rolled it will be fit for landings. The connecting road to Alcan Highway is in fair condition and is much travelled.

Smith River, B.C. - Connecting road to Alcan Highway has been cleared and is being used for winter traffic. Temporary buildings have now been completed at the radio range station and tho tower erected, but no buildings have been constructed at the landing strip.

Teslin, Y.T. - Radio Range building complete. Towers erected and radio installation nearly complete. Power house is complete and power units have been installed. Barrack building and Airway Building complete except for water suppl

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Aishihik, Y.T. - Radio Range building complete and steel towers erected. Two 75 KW power units are now in operation. Barrack building is complete except for plumbing and heating. Material for general building is being freighted over Aishihik Lake and abundant supplies are expected to be on hand by breakup.

Snag, Y.T. - A temporary truck connecting road to Alcan Highway has been completed and trucks are now hauling from Whitehorse to Snag. The bridge required for the radio range road is under construction and will consist of five 30' spans all built of native lumber. Considerable difficulty is being experienced with glaciers on the highway and at the White River crossing.

Prince George, B.C. - Radio Range completed. Tower transmitter and receivers are being installed. Excavation completed on five buildings and foundations poured for three.

Terrace, B.C. - Construction operations closed down. Expected that work on grading and ditching will commence in the near future.

Smithers, B.C. - Construction operations closed down. Accommodation buildings 80%, operational buildings 75% and auxiliary buildings 50% completed.

Use by R.C.A.F. of U.S. facilities on Northwest Staging Route and Alcan Highway

The Air Member, Canadian Joint Staff, Washington, has entered into the following agreement with U.S. officials with respect to the use of facilities in Northwestern Canada. This agreement will obviate the necessity for duplicating facilities.

(i) Aviation gasoline and oil - The Officers Commanding U.S. Detachments at Grande Prairie, Fort St. John, Fort Nelson, Watson Lake and Whitehorse have been authorized to hold on behalf of the R.C.A.F. 5,000 gallons of 100 octane gasoline, 100 gallons Shell oil No. 100, 200 gallons Imperial Oil No. 100, or the equivalent, at each of these main staging units.

(ii) M.T. and aerodrome maintenance equipment petroleum products - It was agreed that 1,000 gallons of M.T. gasoline and 175 gallons of Diesel fuel oil would be made available each month at the main staging units.

(iii) M.T. Refueling and Rest Facilities - Alcan Highway - As from March 6th permission has been granted for R.C.A.F. convoy personnel to use the 50 mile interval refueling facilities and 100 mile interval rest camps on the Alcan Highway. When gasoline or oil is furnished to an R.C.A.F. aircraft or M.T. vehicle the R.C.A.F. person in charge will acknowledge receipt by signing a U.S. War Department shipping ticket.

Eleventh Recommendation: Aerodrome - Ucluelet

Tofino - Clearing of aerodrome and flightway approach almost complete. Three runways paved, and all paving on taxi strip with connecting arms for NW-SE runway complete. One hangar 90% complete, second hangar 30% complete.

Port Hardy - NW-SE runway grading completed. Taxi strip now being graded. Operational buildings and accommodation buildings 50% complete. Work started on grading of site for first hangar.

Seventeenth Recommendation - Goose Bay

Building Construction: No. 1 Hangar is completed and in use. No. 2 Hangar is under construction and is about 40% completed. R.C.A.F. buildings 62% complete, U.S.A.A.F. buildings 78% complete and Canadian Army Buildings 83% complete. Water and sewage systems almost complete. Gasoline to 500,000 gallons storage completed. Telephone distribution systems of R.C.A.F., U.S.A.A.F. and Canadian Army nearly complete.

Twentieth Recommendation - Roads in Newfoundland

On the Gander-Lewisporte-Bishop's Falls Highway clearing is nearing completion and approximately 7 miles of road have been graded. Construction of this project is seriously hampered by lack of equipment. It was hoped to obtain major part of equipment from U.S. projects in Newfoundland but some difficulty has been experienced in this regard.

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Twenty-Sixth Recommendation - North Atlantic Ferry Route

The Pas - Runways: NE-SW 6000' x 200' - not started

NW-SE 4000' x 200' - under construction and made serviceable by snow compaction

E-W 6000' x 200' - 35% complete

The transmission station is now 100% complete and the Direction Finding Station is being erected. Erection of doors of hangar has begun and the exterior walls and roof of hangar have been sheathed.

Seven Islands - Power line completed. R.C.A.F. Mess completed and R.C.A.F. Quarters almost completed. W/T Station almost completed. Single runway WNW-ESE 5000' x 200' partly graded and snow compacted. Three hard-surface runways 6000' x 200' have been authorized and a fourth runway is to be graded for winter operations.

ADDITIONAL INFORMATION FOR THE BOARD

Installation of V.H.F.D.F. Station - British Columbia

The Commanding Officer, Fourth Fighter Command, United States Army Air Forces, has asked the A.O.C. Western Air Command, R.C.A.F., for authority to install a V.H.F.D.F. Station at Port Renfrew or Clo-Oose in British Columbia, to assist fighter fixing in this area. It is proposed that the initial tests should be made from a temporary installation in order to determine the suitability of the site. It is probable that the R.C.A.F. will desire to install similar facilities on United States territory in the area of Bellingham.

United States Army Hospital - Edmonton

The Canadian Government has approved the construction at Edmonton of a 250-bed hospital for the United States Army. Construction is to be undertaken by the United States Corps of Engineers.

Installation of Radio Range Stations - Coast of British Columbia

Representations have been made by the Civil Aeronautics Association on behalf of the United States Army and Navy for the very urgent installation of Radio Ranges to facilitate navigation on the coastal staging route between Seattle and Alaskan territory. The sites that have been chosen are Comox, Port Hardy and Masset (Queen Charlotte Islands). The Civil Aeronautics ~~Association~~ authority has made available three Radio Range equipments for these sites. Department of Transport, R.C.A.F. and United States technicians are co-operating to have these Radio Range facilities installed with all possible speed. Canada will acquire the necessary property, construct and operate the ranges and an offer to purchase the Radio Range equipment will be made at a later date.

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H.Q.S. 5199-7-1, FD 35

SECRET

Ottawa, 29 Mar 43

PERMANENT JOINT BOARD ON DEFENCE

Canadian Army Progress Report

C220229

29 March 1943

Second and Third Rcmdn. - Defence of Newfoundland and Canada

1(a) The A.A. defence requirements for the air bases of Gander and Goose have been reviewed by the Canadian Chiefs of Staff. As a result of their importance in air ferrying and of the steadily increasing size of the establishments being constructed at these bases, it has been decided to increase the A.A. defences as follows:

	3.7"		40mm	
	Present	Future	Present	Future
Gander	8	12	12	16
Goose	4	12	8	12

(b) Six 40mm Bofors have been allocated for the A.A. defence of the new R.C.N. repair establishment and convoy anchorage at Bay Bulls, Nfld. Certain of these guns will be sited with dual role (A.A. and anti-ship)

(c) With reference to Para. e under General section of U.S. Army Progress Report presented to Board meeting of 24 Feb 43, the A.A. defences of Prince Rupert have been reviewed and as a result, it has been decided that:

(i) Canada would assume sole responsibility for the A.A. gun defence of Prince Rupert (i.e., seaplane base, docks, water front and other port facilities).

(ii) Present allotment of A.A. equipment to be increased to 8 - 3.7" and 14 - 40mm guns.

Eleventh Rcmdn. - North-west Air Staging Route

2. Provision of 6 40mm A.A. guns for the defence of the air staging installations at Whitehorse, Y.T. has been approved and the organization of the necessary unit is being expedited.

Seventeenth Rcmdn. - Goose Bay

3. See Para 1(a).

/2

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Twenty-Second Rcmdn. - Joint Defence Planning

4. With reference to Para 8 of the Journal for the meeting held 24 Feb 43, arrangements have been made for a representative of the Canadian Army to attend the conference to be held at Headquarters, Eastern Defence Command and First Army - New York on March 31 for the purpose of planning in connection with the Air Defence of the Great Lakes - St. Lawrence River Valley.

Twenty-Fifth Rcmdn. - Defence of Sault Ste. Marie Military Area

5(a) At the request of the Senior U.S. Army member, a table (Appendix "A") has been prepared showing the corresponding Canadian jurisdiction regarding a number of the more important features of the Proclamations issued by the U.S. War Dept. in establishing a "Military Area" at Sault Ste. Marie, Mich.

(b) This table indicates that the authority exists in Canada to apply such restrictions and regulations as may be required to bring in any further measure of control necessary in Sault Ste. Marie, Ont., bearing in mind that already certain matters have the force of law, such as loitering near the canals, controlled access to the steel plants and close surveillance of the canal and locks by the R.C.M.P., together with regulations prohibiting other than military aircraft from flying over the Sault area and controlling matters pertaining to air raid warnings and blackouts.

A.A. Defence

(c) During the coming summer, it is proposed to exchange the four 3.7" guns manned by the 40th A.A. Bty., R.C.A., in Sault Ste. Marie (other guns in this area U.S. manned 90mm) with four 3" A.A. guns, complete with instruments and at present in action at Arvida. This will enable all Hy. A.A. guns in the Arvida area to be of the same calibre (3.7") thereby facilitating control.

Twenty-Sixth Rcmdn. - North Atlantic Air Ferry Route

6(a) Through the medium of the meeting of the Board held on 3 Nov 42, the U.S. War Dept. was advised regarding the scale of defences that Canada considered should be provided by the U.S. at their airfields being constructed at Fort Chimo, Frobisher Bay and Southampton Is. (on the Crimson project).

(b) Following a request from the U.S. War Dept., the defence requirements for these three airfields were reviewed by the Canadian Chiefs of Staff on 26 Mar. They are of the opinion that the U.S. ground crew garrisons forcast for each of the staging airfields - Fort Chimo, Frobisher Bay and Southampton Is. - are sufficient to meet Canadian defence requirements with the following provisos:

/3

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Twenty-Second Rcmdn. - Joint Defence Planning

4. With reference to Para 8 of the Journal for the meeting held 24 Feb 43, arrangements have been made for a representative of the Canadian Army to attend the conference to be held at Headquarters, Eastern Defence Command and First Army - New York on March 31 for the purpose of planning in connection with the Air Defence of the Great Lakes - St. Lawrence River Valley.

Twenty-Fifth Rcmdn. - Defence of Sault Ste. Marie Military Area

5(a) At the request of the Senior U.S. Army member, a table (Appendix "A") has been prepared showing the corresponding Canadian jurisdiction regarding a number of the more important features of the Proclamations issued by the U.S. War Dept. in establishing a "Military Area" at Sault Ste. Marie, Mich.

(b) This table indicates that the authority exists in Canada to apply such restrictions and regulations as may be required to bring in any further measure of control necessary in Sault Ste. Marie, Ont., bearing in mind that already certain matters have the force of law, such as loitering near the canals, controlled access to the steel plants and close surveillance of the canal and locks by the R.C.M.P., together with regulations prohibiting other than military aircraft from flying over the Sault area and controlling matters pertaining to air raid warnings and blackouts.

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(i) that the runways be prepared for demolition as previously stipulated by the Canadian Chiefs of Staff.

(ii) That steps are taken in advance to prepare for emergency destruction of supplies, especially gasoline and oil.

(iii) In increasing armament of the station complement, the U.S. should include a number of .5" M.G. for use either against ground or air attack.

(c) On the basis of the foregoing, provision by the U.S. of an Air Base Security Battalion - now under training for allocation among these three bases - will not be necessary (from Canadian viewpoint)

General

Water Supply - Prince Rupert

7(a) At the February meeting of the Board, the Senior U.S. Army member requested that reported difficulties at P. Rupert in obtaining satisfactory supply of water to meet Service requirements (Canadian and U.S.) should be investigated.

(b) The following is brief summary of present situation:-

(i) Water supply from Shawatlan Lake is through 30 year old cast iron mains in good condition. R.C.A.F. are installing 2 booster pumps with object of increasing flow to 3,000,000 gals. per day.

(ii) Delivery of necessary chlorination equipment for this supply forecast within 90 days.

(iii) U.S. Army repairing Mount Oldfield system which will supply 100,000 gals. min. to 500,000 gals. max. per day. This requires chlorination and hypo-chlorinator.

(c) It is considered that above arrangements when complete will be adequate for total of at least 25,000. Present population, civil and military, is about 20,000 with persistent tendency to increase. It is, therefore, essential that the effect on water supply should be borne in mind in planning any large increases in military establishments in Prince Rupert.

Joint U.S.- Canadian Winter Tests

8. Cold weather tests of ordnance equipment conducted as a joint U.S.-Canadian Army project during the past winter have been completed and the personnel concerned returned to their respective stations.

Additional U.S. Facilities at The Pas and Winnipeg

9. The Senior U.S. Army Member , has been advised that there is no objection to his proposals (referred to in Para 9 of Journal for Meeting of 24 Feb 43) regarding the U.S. Army obtaining accommodation in Winnipeg for quartermaster stores and in Winnipeg and The Pas for small offices.

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Special Accommodation at Halifax

10. Upon request of Senior U.S. Army member, arrangements have been made to provide temporary accommodation for two U.S. Army Sterilizing Coys. at Halifax during period April to June incl.

U.S. Army Storage Space - Edmonton

11. Permission has been granted (subject to certain conditions re material and labour) for construction by the United States of 60,000 sq. ft. of storage space (with facilities and housing for operating personnel) for use by the U.S. Army at Edmonton.

12. There is nothing of importance to report, insofar as it concerns the Canadian Army, or Recommendations not dealt with in the preceding paragraphs.

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APPENDIX "A"

WARTIME PROTECTIVE MEASURES.

AMERICAN	CANADIAN
THE PRESIDENT	THE FEDERAL GOVERNMENT
EXECUTIVE ORDER NO.9066.	DEFENCE OF CANADA REGULATIONS
MILITARY PROCLAMATION OF THE SECRETARY OF WAR AND THE MILITARY COMMANDER DESIGNATED BY HIM.	MINISTERIAL ORDER BY THE APPROPRIATE MINISTER.
Military Areas subdivided into prohibited or restricted zones.	(1) Protected Places: Minister of Justice. Art.3. (2) Protected Area: Minister of National Defence with concurrence of Minister of Justice. Art.4. (3) Controlled Area: Minister of National Defence. Art.5. (4) Evacuated Areas: Minister of National Defence. Art.32. All of which can be either prohibitive or restrictive in character.
ENFORCEMENT OF REGULATIONS:	ENFORCEMENT OF REGULATIONS:
Federal Troops, Federal Agencies, Assistant of State and Local Agency.	Primarily by - Royal Canadian Mounted Police, also any Peace Officers, Constable, Military Force when required.
PENALTIES:	PENALTIES:
Primarily Public Law No.503 of March 21st, 1942, also Certain provisions of the U.S.Code.	Provided for in the Defence of Canada Regulations.
ECONOMIC LIFE AND ENJOYMENT OF PROPERTY	SIMILAR PROVISION
to be disturbed as little as may be permitted.	in Article 1, Defence of Canada Regulations.
REMOVAL OF UNDESIRABLES:	REMOVAL OF UNDESIRABLES:
Covered by the Military Proclamation	Can be made as all embracing as required by the Minister in his Ministerial Order. See also Internment Regulations Articles 21 et seq.

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CIVILIAN FLYING is regulated by the Proclamation with such restrictions and orders as are deemed necessary.	X CIVILIAN FLYING X X falls under the control of the X Minister of Transport and is X prohibited except as may be X permitted by said Minister. X Further regulations covering same X are to be found in Articles 41 to 47
FALSE STATEMENTS: Prohibited by the Military Proclamation.	X FALSE STATEMENTS: X X Are made an offence by Article 54.
FIRE ARMS, WEAPONS OF WAR, AMMUNITION AND EXPLOSIVES are covered by the Military Proclamation.	X SAME IN CANADA X X are regulated by 37, 37a, 37b, 37c, and 38 which impose very severe restrictions.
RADIOS, SIGNALS, CODES, CAMERAS, BOOKS AND MAGAZINES fall under the Military Proclamation	X SAME IN CANADA X X are covered by Articles 9 to 20 and fall principally within the ambit of the powers conferred on the Minister of National War Services.
CONTROL OF ARTIFICIAL LIGHTING: Regulated by the Military Proclamation.	X CONTROL OF ARTIFICIAL LIGHTING: X X Regulated by the Minister of Pensions and National Health under Article 35.
CONTROL OF LOITERING AND TRESPASSING: Is covered by the Public Proclamation and is more or less severe depending on whether the zone is a prohibited or restricted one.	X CONTROL OF LOITERING AND TRESPASSING: X X Can equally well be made completely prohibitive or simply restricted by the appropriate Minister in the protected areas etc. mentioned above.
ACCOMMODATION AND MAINTENANCE OF RESIDENTS WHO ARE ADVERSELY AFFECTED BY THE REGULATIONS. Is the responsibility of the Secretary of War.	X ACCOMMODATION AND MAINTENANCE OF RESIDENTS WHO ARE ADVERSELY AFFECTED BY THE REGULATIONS. X X Is the responsibility of the Minister of Pensions and National Health. See Article 32c.

G.S. (Oprs. 165-Z-41)
20 Mar 43

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PERMANENT JOINT BOARD ON DEFENCE
(Canada - United States)

ROYAL CANADIAN NAVY
PROGRESS REPORT FOR MARCH, 1943.

FIRST RECOMMENDATION

Full information continues to be exchanged. Technical and Staff Officers have been visiting Washington in increasing numbers and an expression of thanks is tendered for facilities afforded.

SECOND RECOMMENDATION

Steps to expand the shore base at St. John's, Nfld., are under review.

Officers from British Admiralty Delegation, Washington, and Naval Service Headquarters, Ottawa, are visiting Newfoundland now in order to ascertain how ship repair facilities can be implemented as quickly as possible.

THIRD RECOMMENDATION

Present indications are that there is still an abnormal amount of ice in the Gulf of St. Lawrence and that the season is at least two weeks later than last year (attached chart shows the general ice situation).

Arrangements have been made for ice breaker "N.B. MacLEAN" to refit and be available for operations in Hudson's Bay as soon as the season opens. Arrangements have been co-ordinated between United States and Canadian Authorities regarding movements in this area for the forthcoming season. Latest reports are that the season will not open unduly late.

The laying of nets at Sydney and the various outports will be undertaken as ice conditions permit.

Arrangements have been completed regarding the movement of merchant shipping in the River and Gulf of St. Lawrence.

Steps have been taken to co-ordinate the movements of new construction ships proceeding down the St. Lawrence from the Great Lakes area. Owing to the number of ships involved, this will become increasingly difficult as the season progresses. Surveys have been undertaken with a view to increasing facilities at Montreal and Quebec.

Bic Island anchorage will not be used as an assembly anchorage this season.

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PERMANENT JOINT BOARD ON DEFENSE
CANADA-UNITED STATES

U.S. ARMY

PROGRESS REPORT

March 30, 1943.

(NOTE: Paragraphs are numbered according to Recommendation Number of Permanent Joint Board on Defense, Canada-United States.)

1. Exchange of Information:

a. Eastern Defense Command:

(1) General Progress of U.S. Projects:

(a) General construction has been completed to the extent of 95 per cent at Fort Pepperrell, 97 per cent at Fort McAndrew and 95 per cent at Harmon Field.

(b) Emplacement of guns at Argentia is progressing satisfactorily. The War Department has approved construction of emplacements, barracks, base and stations, etc. for the installation of two batteries of 90 mm AMTB and AA guns at this station. Construction will proceed at once.

(c) Three administrative telephone lines and a teletype line are in operation between Fort Pepperrell and Fort McAndrew. Additional circuits are being installed. Two radar stations are in operation and the three other U.S. Army stations are expected to be in operation within two weeks. The information center at Fort Pepperrell is almost complete. A radar beacon is in operation at Allans Island. The AACS Radio Station building at Newfoundland Airport is complete and equipment is being installed.

(2) General activities of U.S. Forces:

(a) The 42lst Bombardment Squadron (H) was redesignated as the 20th anti-submarine squadron (H) and transferred to the Anti-Submarine Command. That Command plans to establish a wing headquarters at St. John's and to augment the air forces in Newfoundland and Greenland. A joint conference was held at St. John's to coordinate the air coverage of Allied convoys. Representatives of the U.S. Army, U.S. Navy, Royal Canadian Navy and Royal Canadian Air Force attended. Planning has started for the construction of a temporary refueling and rearming base for U.S. Army aircraft at Torbay airport.

(b) A combined American-Canadian command post exercise was held for all seacoast units in the St. John's area. The results were satisfactory.

(c) Additional seacoast observation points are being established North of St. John's. Those at Fort McAndrew are being relocated.

(d) Construction by the District Engineer will terminate in March, at which time all construction activities will be accomplished by the Newfoundland Base Command. Negotiations with the U.S. Navy and commercial organizations are resulting in an improved power supply for U.S. Army stations.

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(e) A Joint Army-Navy-Marine medical plan is being formulated at Fort McAndrew. The health of the troops is relatively good.

(f) The Commanding General, Newfoundland Base Command was present at a conference attended by the Commanders of the three Canadian Services in Newfoundland. The mission and defenses of each of the forces were described and mutual problems were discussed.

(3) Political Matters having a bearing on the Military:

The St. John's City Council has approved the granting of a lease for the property lying between the Boulevards and Quidi Vidi Lake for the duration of the war plus six months. Detailed terms of the lease are now under negotiation.

b. Western Defense Command:

(1) Joint Operations Center:

The Joint Operations Center, located at Jericho Beach, Vancouver, B.C. is gradually approaching completion. This Center will provide land, sea and air commanders with a Joint Center for operations of their respective services.

(2) Pacific Command Operation Room:

The exchange of information and intelligence between the Canadian services and the United States Army and Navy continues satisfactorily.

(3) Joint Agreement:

(a) Representatives of the Western Air Command (RCAF), Northwest Sea Frontier (U.S. Navy), Western Defense Command, and Alaskan Wing, Air Transport Command (AAF), together with other interested agencies, met and prepared a joint operations and communications procedure to be followed by all aircraft enroute to and from Alaska over Western Canada.

(b) The principal purpose served by the agreed procedure is to provide complete information of all flights over Western Canada between Alaska and the United States and thus reduce to a minimum the number of "unidentified aircraft" reported in the air defense zones.

(4) Command Study Week, Pacific Command:

A "Command Study Week" was held in Vancouver, B.C. from January 11-16 inclusive. United States Army representatives joined with the General Officer Commanding and his Staff in this study.

(5) Visits:

On February 4-5, 1943, the General Officer Commanding In Chief, Pacific Command, Canadian Army and party visited the Harbor Defenses of Puget Sound and Fort Lewis, Washington, and other installations in that area. The party was conducted by the Liaison Officer from this headquarters to the Pacific Command, Canadian Army.

20. Newfoundland Roads:

The War Department has approved sale to the Canadian Government of certain U.S. construction equipment now present in Newfoundland, for use in the construction of the Gander-Lewisporte-Bishop Falls Highway.

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24. Military Highway to Alaska:

a. Report of Operations, January 1943:

Construction was carried forward on several permanent bridges and road relocations. Maintenance and snow removal operations were continued. Considerable trouble was experienced, particularly in the section from Donjek River (West of Whitehorse) to Big Delta at many river crossings due to the development of bridges into "ice dams" or by other glacial action. Engineer officers and troops on the job number 9,337. Public Roads Administration and Contractors' forces totaled approximately 4800. Sub-zero weather continued to seriously curtail construction, maintenance and repair activities and trucking operations over the highway. Temperatures ranged from 50 degrees above zero to 56 degrees below zero. Initial troop housing program is 95 per cent complete and all present personnel are housed in barracks. Additional housing units along the road have been completed to accommodate the transport operating units.

b. Status of Supply:

Receipt of equipment repair parts and construction materials continued to lag due to inadequate rail transportation facilities at Edmonton and from Edmonton to Dawson Creek Railhead. Measures are being taken to relieve rail traffic congestion at these places, including establishment of a priority and control system requiring O.D.T. approval and release of all equipment and materiel shipments into Canada from the United States. Additional highway transport operating units arrived.

c. Operations Next Month:

Snow removal, increased road maintenance and such limited construction activities as weather conditions permit, will be carried forward and construction will be fully resumed when weather and ground conditions permit.

25. Defense of Sault Ste. Marie:

In connection with the Internal Security of the Sault Ste. Marie Area, the Commanding General, Central Defense Command, has published Proclamation No. 1 as approved by the War Department. This Proclamation coordinates all the essential items of Proclamations Nos. 1, 2, and 3 of the Eastern Defense Command, in an ateempt to give the Commanding General, Central Defense Command, borader operational powers.

26. Northeast Short-Range Ferry Route to U.K.:

a. General Summary of North Atlantic Ferry Route:

(1) On May 24, 1942, the Chief of Staff approved the project of immediate further development of the North Atlantic Ferry Route for aircraft destined to move to the United Kingdom. The Commanding General, Army Air Forces, was charged with determining the requirements of the route and the Commanding General, Services of Supply, was directed to initiate construction. The Commanding General, Air Force Ferrying Command was charged with monitoring the project.

(2) Pursuant to these directives, a project committee was established to plan and coordinate the development, of this route. All agencies concerned with shipping, construction, supply, maintenance and operation of the route were given representation on the committee.

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(3) Route improvements decided upon involved construction of entirely new bases at the following points:

The Pas, Manitoba
Churchill, Manitoba
Southampton Island
Ft. Chimo, Quebec
Frobisher Bay, Baffinland
Long Point, Quebec
Ikateq, East Greenland

It also involved substantial improvements to existing facilities at the following:

Goose Bay, Labrador
Narsarssuak, West Greenland
Simiutak, West Greenland

(4) The Committee also urged the construction of a new base in Northern Iceland, but this was not included in the program because of lack of available shipping.

b. General Status of Project:

Completion of the 1942 program is continuing. In addition, based on last year's experience, further facilities have been found to be essential.

c. Restriction of Civilian Traffic, Churchill, Manitoba:

Interested agencies of the War Department have been informed that the Commissioner of Royal Canadian Mounted Police have made a submission to the Minister of Justice, recommending that the area from the Eastern town limits of La Pas to, and including, Churchill, be declared controlled area within the means of defense, Canadian Regulation No. 5. It is expected that the recommendation will be approved and such approval will enable the Mounted Police to control the situation through their personnel located at The Pas.

GENERAL:

Designation of Montreal and Quebec, Canada as temporary sub-ports of Boston Port of Embarkation:

With the permission of the Canadian Government, the War Department desires to open temporary sub-ports of the Boston Port of Embarkation at Montreal and Quebec, P.Q. This matter has been presented to the Canadian Government for decision.

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OFFICE OF THE CLERK OF THE PRIVY COUNCIL

MEMORANDUM

PJBD

Secret

C220240

FOR THE PRIME MINISTER:

Attached is copy No.1 of the Journal of the Permanent Joint Board on Defence, covering the meeting held in Montreal on Thursday and Friday, May 6th and 7th, 1943.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This Journal will be submitted at the next meeting of the Cabinet War Committee.

A.D.P.H.

A.D.P.H.

May 10th, 1943.

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THIRTY-FIRST RECOMMENDATION

1 - In cases in which the airfield is used principally or exclusively by U. S. forces the United States shall normally be responsible for defence, maintenance and control.

2 - In all other cases, unless some special arrangement has been made, Canada shall be responsible for defence, maintenance and control.

3 - Provision for the defence of airfields shall, in all cases, be of a standard acceptable to the Canadian Chiefs of Staff.

4 - The assignment of responsibilities in respect of any airfield shall remain unchanged during the war except by mutual agreement; provided that should Canada inform the United States that it is prepared to assume such responsibilities in respect of any airfield previously controlled by the United States, the necessary arrangements shall be concerted between the two Governments.

5 - The United States Government may station a liaison officer at any airfield in Canada used by United States forces; and the Canadian Government may station a liaison officer at any airfield in Canada the control of which is exercised by the United States.

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, MONTREAL, MAY 6 and 7, 1943.

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1. The Permanent Joint Board on Defence met in Montreal on Thursday, May 6, 1943, at 2.30 p.m. The following members participated:

Canadian Section	United States Section
Colonel O. M. Biggar	Mayor F. H. LaGuardia
Major General M. A. Pope (assisted by Col. J.H. Jenkins)	Major General Guy V. Henry
	Vice Admiral A. W. Johnson
Rear Admiral G. C. Jones	Captain J. P. Whitney
Air Vice Marshal N. R. Anderson	Lt. Col. E. W. Hockenberry
Mr. H. L. Keenleyside	Mr. J. D. Hickerson

2. With reference to the 30th Recommendation the Canadian Secretary reported that while the Canadian Government was not prepared to approve the proposal in the form submitted, it would have no objection to the appointment of a joint Canadian-American board of officers to examine and report upon the feasibility and utility of non-rigid airships as an effective anti-submarine measure in Eastern Canadian waters. The Board agreed that this qualified approval met the essence of the original proposal and the Air members undertook to initiate the steps required to bring the proposed board into existence.

The Canadian Secretary stated that the Canadian Government had appointed Lieutenant Commander J. S. Stead, Group Captain W. I. Clements and Wing Commander S. B. Rhude

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as the Canadian members of the Board. It was reported that the United States members had also been designated and that their names would be communicated to Air Vice Marshal Anderson.

3. The Secretaries reported that paragraph 9 of the Journal covering the Board meeting of February 24-25, 1943, had been found to be not sufficiently comprehensive and to have given rise to discussions as to its effect. They considered that it was desirable that there should be substituted therefor a fuller statement of the procedure which it would be convenient to follow in putting forward and disposing of proposals relating to the acquisition, construction or extension of defence facilities in either country which the authorities of either country desire to have dealt with through the Board.

It was recognized that such proposals fell into two categories, namely : (a) those which related only to minor facilities with which the local representative of the Government of the country in which they were situate was authorized to deal, and (b) those which required to be dealt with departmentally or otherwise at Washington or Ottawa.

The Board agreed:-

(1) That proposals in class (b) should be first put forward either at a meeting of the Board or by communication directly between the Service members of the Board concerned or between the Secretaries who, in order that a proper record may be kept of all proposals and appropriate action taken thereon, should be at once notified in writing of any proposal put forward or received by a Service member.

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(2) That all matters first forwarded by communication between the Secretaries should be the subject of report to the Board at its next meeting for appropriate action.

(3) That, in order to narrow the field within which there might be doubt whether a given proposal could or could not be dealt with by the local officers of the Government of the country in which the facility was situate, it would be desirable that specific instructions indicating the limits, financial or other, of the authority of such local representatives should, whenever possible, be defined and the definition communicated to the Board, and

(4) That it was desirable that all the members of the Board should be kept fully informed of any proposals for the acquisition, construction or extension of defence facilities by either country in the other which the Governments find it convenient to discuss otherwise than through the Board.

4. It was reported to the Board that arrangements had been made to establish at Edmonton a Control Unit to govern civilian traffic on the Alaska Highway. It was further reported that the United States authorities propose to appoint an Army Officer as the United States member of the Unit. The Canadian Military member stated that the Chief of the General Staff was prepared to appoint a Canadian Army Officer as the Canadian member of the Unit if the Canadian Government so desired. The Board took note of this action.

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5. The Service members concerned reported that a successful solution had been found for the problems relating to the St. John's - Canso cable circuit.

It was agreed that steps should be taken to repair the cable between Canso, Nova Scotia, and Port aux Basques, Newfoundland, and that the protection of the cable ship is the responsibility of the Royal Canadian Navy.

6. Consideration was given to the desire of the United States Army to establish a Disinfecting Plant at the Halifax sub-port of embarkation. Admiral Jones explained the difficulty of obtaining an appropriate site in a port that had been and still is seriously overcrowded. After discussion General Henry agreed to have the question restudied with a view to considering whether some other solution for the problem could not be found.

7. The Canadian Secretary read to the Board a letter addressed by the Minister of Mines of the Province of Quebec to the Prime Minister of Canada advocating the construction of a military highway from Senneterre, P.Q., to Goose Bay, Labrador. The Board agreed that such a road is not a military necessity.

8. The Senior United States Army member requested that, since the Corps of Engineers, United States Army, is designated by law as the agency to accomplish all construction for the United States Army, and as it is desirable that a single agency should be established for contact with local Canadian agencies, requests for construction made to Canadian local authorities by any other United States Army agency should be returned to the agency in question.

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9. The Board gave renewed consideration to the problems arising from the fact that, although the right of control over all airfields in Canadian territory is an inalienable attribute of Canadian sovereignty, it has been found desirable, for the effective prosecution of the war, to make special arrangements for the assumption by the United States of responsibility for the administration, defence, traffic control and maintenance of certain airfields on Canadian territory.

The Board therefore decided to propose the acceptance of the following general principles defining the respective responsibilities of the two countries as its THIRTY-FIRST RECOMMENDATION:

1 - In cases in which the airfield is used principally or exclusively by U.S. forces the United States shall normally be responsible for defence, maintenance and control.

2 - In all other cases, unless some special arrangement has been made, Canada shall be responsible for defence, maintenance and control.

3 - Provision for the defence of airfields shall, in all cases, be of a standard acceptable to the Canadian Chiefs of Staff.

4 - The assignment of responsibilities in respect of any airfield shall remain unchanged during the war except by mutual agreement; provided that should Canada inform the United States that it is prepared to assume such responsibilities in respect of any airfield previously controlled by the United States, the necessary arrangements shall be concerted between the two Governments.

5 - The United States Government may station a liaison officer at any airfield in Canada used by United States forces; and the Canadian Government may station a liaison officer at any airfield in Canada the control of which is exercised by the United States.

It was agreed that upon acceptance of this Recommendation the Air Members of the Board should prepare a schedule showing the application of these principles to

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each airfield affected for submission to the Board as a basis for a further recommendation.

10. The Board gave consideration to a memorandum presented by the senior United States Army member which set forth proposals of the United States War Department with respect to the modification of the programme envisaged in the Twenty-Sixth Recommendation which had to do with the development of the Northeast Ferrying Route to Europe (Crimson Project). General Henry explained in some detail the reasons which had led the United States War Department to decide that the abandonment of certain parts of this project should be recommended. The memorandum read as follows:

> "The War Department desires to modify the Crimson Project and requests the approval of the Permanent Joint Board on Defense and of the proper Canadian officials of the following proposals:
>
> a. The U. S. Army desires to make the following changes in plans for the Northeast Atlantic Ferry Route (the Crimson Project) effective at the earliest practicable date:
>
> (1) Turn over to the Canadian authorities the airfields at The Pas and Southampton Island and the air facilities at Churchill, as limited by paragraph (6) below.
>
> (2) Reduce activities and construction at Mingan, Fort Chimo, and Frobisher Bay airfields so that they become emergency airfields.
>
> (3) Request release of the obligations of the United States with regard to the defense of Southampton, or alternatively the United States will render this field unusable if the Canadians prefer not to defend it.
>
> (4) Permission is requested for the U.S. Army to leave weather stations and the necessary accompanying communications facilities at Churchill and Southampton. In this connection, the U. S. Army wishes to restudy the weather reporting requirements under the new plan with a view to requesting authority to relocate or establish weather stations which will contribute to the other routes lying east or west of the stations to be abandoned.

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(5) The U. S. Army desires to use the harbor facilities at Churchill in connection with the modifications proposed and also as a port of embarkation for West Greenland.

(6) The U.S. Army desires to retain the use of the hospital group, and of all buildings and barracks at the airport site at Churchill (with the exception of the hangar, the control building, the buildings in the immediate vicinity of the hangar and control building, and the radio range facilities), as it is proposed to submit a request for authority to station an Ordnance Cold Weather Proving Ground unit of approximately one thousand (1,000) men (officers and enlisted men) at Churchill for the season of 1943 and 1944.

(7) The U. S. Army will fulfill its obligations to defend Churchill.

It was the sense of the Board that the proposals contained in General Henry's memorandum should be carried out subject to such modifications in detail as may be agreed upon through service channels in the light of the decision the Canadian Government may make as to the future of the airfields concerned.

11. The senior United States Army member sent a memorandum dated April 16, 1943, through the American Secretary, to the Canadian Secretary, which read as follows:

> "A careful review has been made by the War Department of the Northwest Staging Route and the development of the so-called Low-Level Route. The War Department requests the postponement at this time of further consideration of a low-level route from Canada to Alaska. The request is therefore officially withdrawn which was made to the Permanent Joint Board on Defence and which is contained in paragraph 10 of the Journal of the meeting of that Board of February 24th and 25th last, in which the Canadian Government's approval was asked for the development of the low-level route, explained in the paragraph referred to."

12. After agreeing to leave New York on July 1st to visit the Pacific Coast and Alaska, the Board adjourned at 12.30 p.m. on May 7.

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May 6, 1943.

UNITED STATES DEFENCE PROJECTS IN CANADA

1. THE ALASKA HIGHWAY

(a) Highway from Dawson Creek to the Alaskan Boundary
- constructed under authority of exchanges of notes dated March 17-18 and May 4-9, 1942, and of Recommendation 24 of the Permanent Joint Board on Defence.

(b) Storage and housing facilities at Dawson Creek and Whitehorse, rest camps and weather reporting stations along the route.
- built as part of the project under the above exchanges of notes.

(c) Additional housing and storage facilities at Whitehorse and McRay, Yukon Territory
- to be constructed under authority of an exchange of letters between the United States Legation, Ottawa (March 29, 1943) and the Department of External Affairs (April 9, 1943)

(d) Flight Strips

(i) Either completed or under construction

*Dawson Creek, B.C. - south of Alaska Highway terminus
Burwash, Y.T. - east of the Highway
Near Prophet River, B.C. - 164 miles north of Ft. St. John
Near Tetsa River, B.C. - 71.5 miles north of Ft. St. John
Trout River, B.C. - 209 miles north of Ft. Nelson

(ii) Proposed additional sites

Sikanni Chief River, B.C. - 109 miles north of Ft. St.John
Racing River, B.C. - 133 miles north of Ft. Nelson
Barrey Lake, Y.T. - 300 mi. north of Ft. Nelson
Pine Lake, Y.T. - near Swift River
Squanga Lake, Y.T. - 37.5 miles north of Teslin
Champagne, Y.T. - 62 miles north of Whitehorse
Pon Lake, Y.T. - 110.5 miles north of Whitehorse

(*Built by the Department of Mines and Resources at the expense of the Canadian Government)

- constructed under authority of an Exchange of Notes dated August 26-September 10, 1942.

(e) Telephone and telegraph line from Edmonton to the 141st Meridian Boundary
- being installed as part of the general project, but specifically authorized in a letter to the United States Minister, Ottawa (October 16, 1942)

(f) Proposed extension of the railhead at Dawson Creek
- authorized by an exchange of letters between the United States Legation, Ottawa (March 17, 1943) and the Department of External Affairs (April 5, 1943)

2. HIGHWAY FROM HAINES POINT, ALASKA, TO CHAMPAGNE (MILE 108), YUKON
- authorized by an Exchange of Notes dated November 28 - December 7, 1942.

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3. CANOL PROJECT

(a) Pipeline from Norman Wells to Whitehorse

(b) New wells at Norman

(c) Refinery and storage facilities at Whitehorse
- all under authority of an Exchange of Notes dated June 27-29, 1942.

(d) Pipeline, Skagway to Whitehorse

(e) Loading and storage facilities at Prince Rupert
- both under authority of an Exchange of Notes dated August 14-15, 1942.

(f) 2" gasoline pipeline from Carcross to Watson Lake
3" gasoline pipeline from Whitehorse to the Alaskan Boundary (terminus at Fairbanks)
Pumping stations and storage facilities along pipelines
- not specifically authorized, but noted in an exchange of letters between the Department of External Affairs (Sept. 22, 1942) and the United States Minister (October 5, 1942)

(g) 14 Landing Strips for aircraft. Main fields at McMurray, Fort Smith, Simpson and Norman Wells, with emergency fields at Embarras, Resolution, Hay River, Providence, Wrigley, Waterways and Camp Canol. Radio ranges at main fields.
- built as part of the general project, but without formal authorization. Subject of an exchange of letters between the Department of External Affairs (Sept. 17, 1942) and the United States Minister (October 5, 1942)

(h) 12 Weather Stations - McMurray, Embarras Portage, Fort Smith, Resolution, Hay River, Providence, Wrigley, Simpson, Norman Wells, Ross River Post, Upper Hay River, Peace River (Alta.)
- by arrangements between the U. S. Army Weather Service and the Meteorological Service of Canada, with the concurrence of the Dept. of Transport, Dept. of National Defence (Army) and National Defence (Air)

(i) Winter Roads - Fort Nelson to Simpson
Fort Smith - Hay River - Providence - Norman Wells
- built as part of the general project; subject of an exchange of letters between the Department of External Affairs (Sept. 22, 1942) and the United States Minister (October 5, 1942)

(j) Other Road Projects - Grimshaw - Hay River
Access road from Whitehorse to Norman Wells, to be roughed out along the line of the proposed pipeline
- no formal authorization

(k) Wildcatting Programme in the Northwest Territories and Yukon
- Dept. of Mines & Resources has reserved oil rights in some 16,500 square miles of the Northwest Territories and 4,350 square miles of the Yukon.

(l) Improvement of transportation and storage facilities along the Mackenzie River Route
- 200 ton and 300 ton refrigerator storage at Waterways and Fort Smith, respectively; 500' timber wharf at Waterways, Fitzgerald, Fort Smith and Norman Wells, and small landings for mooring and servicing tugs at Resolution, Providence and Simpson; storage and dispensing facilities for approximately 4,000 gallons of gasoline (motor) and 100,000 gallons of diesel oil to be provided at the wharves at Camp Prairie, Fort Smith, Providence and Norman Wells; improvement of portage road between Fitzgerald and Fort Smith and of the road to the waterfront at Fort Smith
- no specific authorization

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4. NAVAL MINE TESTING STATION AT MINAS BASIN

Laboratory, shop facilities, storage and living space near Truro, N.S.
- authorized in a letter from the Department of External Affairs to the United States Minister, October 30, 1942.

5. EMERGENCY AIRFIELD AT MINGAN (LONG POINT) P.Q.
- approved by Cabinet War Committee, October 28, 1942, and decision conveyed to the United States Minister in a letter dated October 30, 1942.

6. NORTH ATLANTIC FERRY ROUTE (CRIMSON PROJECT)

(a) Permanent year round bases, equipped with radio ranges, at Churchill and Southampton Island

(b) Winterized bases at Chimo (Crystal I) and Frobisher Bay (Crystal II)

(c) Buildings and radio range at The Pas
- under Recommendation 26 of the Permanent Joint Board on Defence, June 9, 1942, and Cabinet War Committee decisions of July 1 and 8, 1942.

(d) Meteorological Stations at :

Coral Harbour	Churchill	Repulse Bay
Amadjuak Lake	Nueltin Post	Winter Outpost
North Indian Lake	Baker Lake	York Bay
East Hope Lake H.B.C.	Douglas Harbour	Etawney Lake
Padlei (Padloping Island)	Cormoran	Thicket
Bowman Bay	Eskimo Point	Tavani
Lake Harbour H.B.C.	Sandy Lake	Stanley
Le Pensie	Cape Low	Rat River
Ilford	Sherridon	Wager Bay
Cape Dorset H.B.C.	Herchmer	Nuwata

- under authority of our Note of October 17, 1942, to the United States Minister

(e) Landline Communications

Great Falls to Edmonton -	3 teletypes leased from and maintained by C. P. Telegraphs
Edmonton to Saskatoon -	"
Saskatoon to Hudson Bay Junction -	3 teletypes leased from and maintained by Saskatchewan Government Telephones
Hudson Bay Junction to Churchill -	Hudson Bay Railroad circuit leased and telegraph carrier superimposed
Saskatoon to Regina -	2 teletypes
Great Falls to Churchill -	6 phase teletype circuit

7. UTILIZATION AND EXPANSION OF HUDSON BAY RAILROAD FACILITIES

(a) Additional trackage on pier, 1½ miles track to airfield at Churchill.

(b) Extension of lines of communication from The Pas and Churchill to the airfields at these points.

(c) Office accommodation for Signal Corps at all terminals on a rental basis.

(d) Barracks for U. S. Signal Corps personnel at Hudson Bay Junction, The Pas, Wabowden and Gillam, on sites leased from the Railroad.

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8. NORTHWEST STAGING ROUTE

(a) Additional facilities needed by the United States beyond Canadian standards and requirements at :

Aishihik	Beaton River	Snag
Teslin	Smith River	Fort Nelson
Grande Prairie	Fort St. John	Whitehorse
Prince George	Watson Lake	Kamloops
Edmonton		

- by arrangement between representatives of the U.S.A.A.F., R.C.A.F. and Dept. of Transport, approved by Aerodrome Development Committee. Division of costs laid down by Cabinet War Committee decision of April 22, 1942.

(b) Additional facilities needed by the United States at Lethbridge and Calgary
- by arrangement between representatives of the U.S.A.A.F., R.C.A.F. and Dept. of Transport, November 16, 1942. Construction begun but temporarily suspended pending formulation of decreased United States requirements at these points.

(c) Parking Area for the U.S.A.A.F. at Regina
- to be constructed by the Dept. of Transport in the spring of 1943. Approval given in Treasury Board Minute T237404B, Feb. 11, 1943.

(d) Access roads to Alaska Highway from Snag, Aishihik, Teslin, Smith River and Beaton River.

9. HOUSING AND PORT FACILITIES AT PRINCE RUPERT AND PORT EDWARD

- construction being carried on under Recommendation 22 of the Permanent Joint Board on Defence. The propriety of this was questioned in a letter dated April 24, 1942, from the Canadian Secretary to the American Secretary of the Board.

10. R.D.F. INSTALLATIONS AT COCHRANE, HEARST, NAKINA, ARMSTRONG AND KAPUSKASING

- authorized by a letter from Air Commodore F. V. Heakes, Canadian Air Member, P.J.B.D., to Lt. Col. R. Douglass Jr., United States Air Member, August 7, 1942.

11. LEASE OF THE WHITE PASS AND YUKON RAILWAY

- under authority of Order in Council P.C. 10067 of November 6, 1942.

12. AERIAL PHOTOGRAPHY OF CANADIAN TERRITORY

1943 programme, now under way, provides for aerial surveys in the Northwest based on McMurray and Norman Wells, and in the Northeast from Churchill and Chimo.

- under aegis of Permanent Joint Board on Defence, approved March 18, 1942, by Dept. of Mines & Resources.

13. DEFENCE INSTALLATIONS AT SAULT STE. MARIE

Housing facilities for upwards of 50 officers and 2,000 men, 1 battery barrage balloons, 2 batteries artillery.

- under Recommendations 22 and 25.

14. PROJECTED MACKENZIE - YUKON ROAD SURVEY

Permission to make a survey for a road from the Peel to the Porcupine River, via Rat River, Macdougall Pass and Bell River, was given by Cabinet War Committee on December 16, 1942.

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15. UTILIZATION OF HALIFAX AS A SUB PORT OF THE BOSTON PORT OF EMBARKATION

Decision to establish this sub port was conveyed to Col. J. H. Jenkins by Lt. Col. F. J. Graling, Assistant United States Military Attache, Ottawa, in a letter dated January 28, 1943.

16. ESTABLISHMENT OF TEMPORARY SUB PORTS OF EMBARKATION AT MONTREAL AND QUEBEC

- by direct arrangement between the United States authorities concerned and the Department of Transport, as reported to the Board on April 2, 1943.

17. ESTABLISHMENT OF A TEMPORARY FIGHTER FIXING STATION NEAR PORT RENFREW, BRITISH COLUMBIA

- under Recommendation 22

18. IONOSPHERIC OBSERVATORY AT CLYDE, BAFFIN ISLAND

- to be established by the Carnegie Institute of Washington, under authority of an Exchange of Notes dated March 8-17, 1943.

19. CONSTRUCTION OF A 250-BED HOSPITAL AT EDMONTON, ALBERTA

- under authority of an exchange of letters between the United States Legation, Ottawa, and the Department of External Affairs, March 9-19, 1943.

20. PRIMARY TRIANGULATION FROM WHITE PASS SUMMIT, Y.T., TO THE POINT WHERE THE ALASKA HIGHWAY CROSSES THE 141st MERIDIAN

- a joint United States - Canadian undertaking, authorized by a letter from the Department of External Affairs to the United States Minister, January 6, 1943.

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COPY NO. 28

Permanent Joint Board on Defence
Canada - United States

C220262

R.C.A.F. Progress Report
May 6th Meeting

4th May, 1943.

Second Recommendation - Newfoundland

Botwood - No. 8 Works Construction and Maintenance Unit is making good progress on the 'T' extension to the wharf, W/T station and gasoline storage installation.
Gander - Satisfactory progress is being made on the combined operations building and the fighter sector operations building, both being 80% completed. The final completion of the bomb stores is being held up due to the lack of fill available. Good progress is being made on the installation of the Drem lighting system; all clearing has been completed, wire has been strung on the circle and 70% of the poles set for the lead-ins and funnel.
Torbay - The fighter sector operations building is now 95% completed. The sub-equipment depot building is being framed. The foundations of Hangar No. 4 are being poured.

Tenth Recommendation - Development of Northwest Staging Route.

Grande Prairie, Alta. - Runways are cleared to black-top surface. Water main system is practically complete. Sewer lines are 92% complete. Estimated date of completion of all buildings is May 15th. Electric power line is 95% complete and the Radio Range station is in operation.
Fort St. John, B.C. - NW-SE runway, 200' x 6700', and NE-SW runway, 200' x 4800', are completed and serviceable. E-W landing strip, 500' x 4200' is suitable for use except in wet weather. N-S landing strip has been finally graded but finishing is not complete and strip is unserviceable. Building construction is nearing completion. The water main system is 95% complete, the sewer lines 75% complete, and the electric power line is 95% complete. Temporary lighting has been laid on both NE-SW and NW-SE runways. Rotating beacon and ceiling projector have been installed.
Fort Nelson, B.C. - The NE-SW runway, 200' x 4400' is completed. A survey for water supply from the Muskwa and Fort Nelson Rivers is under way. Two tanks and the building to house them have been constructed and the temporary water supply reservoir for chlorinating purposes has been completed. Construction of four engine bases for the power house has been completed. The electric power line is complete and is under revision. The temporary fueling facilities provided by two 200-gallon per minute gas engine driven pumps continue to operate satisfactorily.
Watson Lake, Y.T. - The north end approach of the NE-SW runway is being cleared. Snow has been removed from the ESE-WNW runway which is 5500' long x 200' wide. All building construction is well advanced. The electric power line has been completed. The water main system is 50% complete and the sewer lines have been completed. The Imperial Oil pumphouse building has been completed.
Whitehorse, Y.T. - The N-S runway, 6600' x 200', is hard surfaced. The NE-SW runway, 3300' x 200', has a 4" gravel base. The N-S taxi-strip and the E-W connecting strips are complete with hard surface. All United States barracks buildings are completed and occupied. The R.C.A.F. barracks is practically complete. A plan for a proposed new water supply for the east side of the field has been submitted.
Beatton River, B.C. - The clearing of the field is in progress. A landing strip, 4000' x 200', has been levelled but not completely graded. Light or medium aircraft can land on it. Portable radio equipment is installed and operating. Radio range towers have been erected and are complete with the exception of the insulation and lighting. The clearing of the road between the field and the Radio Range and the road from the field toward Fort St. John is in progress. The road from the Alaska Highway became impassable for trucks on April 6th and is not expected to be serviceable again this year for hauling by trucks.

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Smith River, B.C. - Some further grading has been done but heavy frost conditions make the entire area unserviceable for landing. The Radio Range building is 90% complete, the temporary staff quarters is complete and a temporary power house has been completed.

Teslin, Y.T. - The E-W landing strip, 2000' x 100', has been rolled and graded and the condition of the field is good. The Radio Range installation is complete and operating 24 hours per day. The electric power line is complete. The airways and barracks buildings, the Range building and the power house are all practically complete. An A.T.-3 transmitter is set up temporarily at the landing strip and installation has been completed.

Aishihik, Y.T. - A N-S landing strip, 4000' x 150', is in fair condition. The Radio Range building is nearly complete and the barracks is 85% complete. Portable radio transmitting equipment is in operation at the landing strip. The Radio Range counterpoint is practically complete; the cable trenches have been completed.

Snag, Y.T. - The N-S strip, 2600' x 100', is graded and usable. The Radio Range towers are completed and the clearing from airport to range is nearing completion.

Prince George, B.C. - The telephone facilities to the site are 85% complete. Building construction is well advanced. The installation of airport traffic control equipment is under way. The transmitter has been installed and transmitting antenna erected.

Terrace, B.C. - Frost is still in the ground which is drying slowly, while work proceeds in clearing, stumping and burning the field. Good progress is being made.

Smithers, B.C. - The Radio Range is in operation. The 12-unit barracks is almost complete and the Airways building 65% complete.

Eleventh Recommendation - Aerodrome - Ucluelet.

Tofino - Clearing of aerodrome and flightway approach is practically completed. Runways, taxi-strips and aprons have been completed. Accommodation buildings average 95% complete, operational buildings 95% complete and auxiliary buildings 90% complete. One hangar has been completed and the second hangar is 30% complete. The water supply and distribution are complete with the exception of the storage reservoir which is 70% complete. The sewage system is complete with the exception of the disposal plant which is 75% complete.

Port Hardy - The NW-SE runway has been completed. The base has been poured for the taxi-strip in the hangar area. Grading is proceeding on the other two runways. Foundations have been completed for No. 1 Hangar and a start has been made on the foundations for No. 2 Hangar. The Headquarters building is 80% complete and the operations building 50% complete. Accommodation buildings average 90% and auxiliary buildings average 60% complete.

Seventeenth Recommendation

Goose Bay - Hangar No. 1 is in use. Hangar No. 2 is 50% completed and the estimated date of completion is September 30th, 1943. Water and sewage systems are almost completed. The gasoline and fuel storage of both the R.C.A.F. and the U.S. Army is nearly complete. Good progress is being made in building construction, R.C.A.F. buildings being 84% complete, U.S.A.A.F. buildings 96% complete and Canadian Army buildings 91% complete.

Twentieth Recommendation

Roads in Newfoundland - On the Gander-Lewisporte-Bishop's Falls Highway clearing has been completed and approximately 7 miles of rough grading has been completed. The grading is held up due to lack of equipment.

Twenty-Sixth Recommendation - North Atlantic Ferry Route.

The Pas - NW-SE strip, 4000' x 200' is serviceable for aircraft. The erection and insulation of the hangar is completed, steamfitting is 75% complete and the fuel oil tank has been installed. Good progress is being made in building construction. The water supply line has been excavated as far as the railway spur.

Seven Islands, P.Q. - R.C.A.F. quarters are nearly complete. The flightway has been half cleared and the runway is 25% open. The winter landing strip is in good condition. The W/T station is practically complete.

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PAPIER DE COULEUR

JHJ/sh

SECRET

PERMANENT JOINT BOARD ON DEFENCE

Canadian Army Progress Report

C220264

4 May, 1943

Second and Third Rcmdn. - Defence of Newfoundland and Canada.

1(a) An additional 4 - 3.7" A.A. guns have been allotted for the defence of Prince Rupert area, thereby raising the total of A.A. guns that will be in action there during the coming summer to 12 - 3.7" and 16 - 40mm guns.

(b) In June 1942 an extensive construction programme was commenced for the Joint Services in the Pacific Coast area. The object of this programme was to implement the limited commercial telegraph and telephone facilities available and to provide war communications to a number of Service establishments which were depending entirely on wireless.

(c) The construction programme, when completed, will provide the Services with direct telephone and teletype communications linking the R.C.N., Army and R.C.A.F. stations on the B.C. Coast (Vancouver and Queen Charlotte Islands and Mainland) - with alternative land line circuits from Vancouver to Prince Rupert via Prince George (in the Interior). The circuits now in operation include direct communications between respective Headquarters of the U.S. and Canadian commanders. These include direct telephone lines between Vancouver and Seattle and between Victoria and Port Angeles - Fort Worden. The Canadian Army in Prince Rupert is connected by W/T and R/T with U.S. Army Signals at Annette Island, Alaska. The U.S. Army has leased teletype from Seattle to Edmonton where it joins the U.S. Army telecommunications along the Alaska Highway.

(d) In addition the Northwest Territories and Yukon radio system - operated by the Canadian Army - provides R/T communications at the following stations in Northwest Canada:

Aklavik, N.W.T.	Mayo, Y.T.	Whitehorse, Y.T.
Chipewyan, Alta.	McMurray, Alta.	Yellowknife, N.W.T.
Dawson, Y.T.	Norman, N.W.T.	
Edmonton, Alta.	Resolution, N.W.T.	
Ft. Smith, N.W.T.	Simpson, N.W.T.	

These stations handle all types of messages from the Services and from the U.S. Army. They also provide commercial radio telegraph and radio telephone service.

(e) The possibility of making Canadian accommodation (either Army or R.C.A.F.) at Botwood available for interim use by the U.S. Navy Clipper Service is being investigated.

2.....

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17th Rcmdn. - Goose Bay

2(a) Plans have been completed for the movement of Canadian Army personnel and supplies to Goose Bay during the water navigation season of 1943. Personnel movement will include new A.A. Arty. units and reliefs for all who have been stationed there during past winter. The general policy will be not to grant leave during the freeze-up - thereby reducing Army demands for air transport next winter to essentials only.

(b) Tentative arrangements for boats to be stationed at Goose Bay during the present summer are for one Cdn. Govt. Steamship (with Capt. acting as Port Warden) for general lighterage duties around the port, one Dept. of Transport launch for miscellaneous (incl. log towing) and one launch for Army transport between Goose and Rigolet.

GENERAL

3(a) Canol Project

Advice has been received that the U.S. Army Engineers at Edmonton are setting up an organization to be called "Marine Operators" for the purpose of co-ordinating their water transport hiring requirements on the Athabaska - Slave - MacKenzie waterways.

(b) Water Supply - Prince Rupert

The problem of ensuring, for the duration of the war, an adequate supply of water to meet the requirements of the Canadian and U.S. Forces in Prince Rupert is receiving active attention and a number of possible alternative plans are under consideration.

(c) Northwest Purchasing Company

An organization entitled "Northwest Purchasing Company" has been incorporated (Feb. '43) by the Dept. of Munitions and Supply for the purpose of assisting the U.S. War Dept., Northwest Division and to purchase all requirements obtainable in Canada for the U.S. Army and its contractors engaged in construction of the Alcan Highway and associated projects (Canol, etc.). The President is Mr. P.A. Woodward with S.V.T. Jeffrey, Chief Purchasing Agent C.P.R. Vancouver as General Manager. Its head office is at 100th Street and 102nd Avenue, Edmonton, Alberta.

(d) Administration of Discipline - U.S. Forces

Order-in-Council 2813 was passed on 6 April 1943 designating the United States as a foreign power under the Foreign Forces Order of 1941 but with the exception concerning jurisdiction of Canadian courts in certain major crimes removed.

However, the Government decided to refer to the Supreme Court of Canada the question whether, under international law, the U.S. Service courts possessed exclusive jurisdiction over American personnel in Canada and, if not, whether, in war conditions the Federal government had power to confer such exclusive jurisdiction upon them.

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SECRET

PERMANENT JOINT BOARD ON DEFENCE
(Canada - United States)

ROYAL CANADIAN NAVY
PROGRESS REPORT FOR MAY, 1943

1. Considerable improvements in East Coast communications have taken place. This has been made possible by the assistance of the United States Navy in obtaining priorities on lines and equipment. The following is a list of telephone and teletype circuits either installed or under construction on the Atlantic Coast:

1. Telephone Circuits

(a) Halifax - Sydney - Gaspe - Rimouski - Quebec - Ottawa. In operation.
(b) Halifax to Shelburne with an extension to Baccaro Point. Under construction.
(c) Halifax to Deepbrook. Under construction.
(d) Halifax to Whitehead (Deming) with extensions to Mulgrave and Sydney. Under construction.
(e) Halifax to Saint John, N.B. Under construction.
(f) Halifax to St. John's, Newfoundland. Under construction.

2. Teletype Circuits

(a) Halifax - Sydney - Gaspe.
Gaspe - Rimouski - Quebec; these circuits will have a switch at Gaspe and Quebec in order that a continuous circuit may be established between Halifax and Ottawa.
In operation.
(b) Halifax to Shelburne with a drop to Crescent Beach. Under construction.
(c) Sydney to Gaspe. Under construction.
(d) St. John's, Newfoundland to Ottawa with drop at Halifax. Under construction.
(e) Trans-Atlantic teletype circuit between Commander-in-Chief Western Approaches, Liverpool to Commander-in-Chief Canadian Northwest Atlantic, Halifax. Under construction.
(f) Admiralty to Naval Service Headquarters (Y circuit). In operation.

2. The request of the United States for additional aids to navigation along the Inside Passage, B.C., to Alaska, was discussed by the War Committee of the Cabinet and the recommendation of the Minister of Transport that the Canadian Government assume full responsibility for provision, installation and maintenance of the proposed navigational aids and that the United States be requested to make the necessary equipment available for puchase by that Department was approved.

The United States Charge d' Affaires was acquainted with the above in a letter from the Assistant Under Secretary of State for External Affairs on the 23rd April.

3. Removal of Ripple Rock in Seymour Narrows is proceeding. Special equipment has been designed and tested and is now on the job. Several months' work will be required before this menace to navigation is removed.

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S E C R E T.

PERMANENT JOINT BOARD ON DEFENSE
CANADA-UNITED STATES

U.S. ARMY

PROGRESS REPORT

May 3, 1943.

(NOTE: Paragraphs are numbered according to Recommendation Number of Permanent Joint Board on Defense, Canada-United States.)

1. Exchange of Information:

a. Eastern Defense Command:

(1) Progress of U.S. Projects:

(a) General construction has been completed to the extent of 99 per cent at Fort Pepperrell, 99 per cent at Fort McAndrew and 96 per cent at Harmon Field.

(b) The general cable project is expected to be completed early in May. Seven telephone circuits and two teletype circuits are in operation between Fort Pepperrell and Fort McAndrew. All five SCR-271 (radar) stations are in training operation. The station at Cape Spear is being calibrated. Calibration of the other four should be completed in April. Radar beacons, to operate with ASV equipped aircraft have been installed at Allans Island, St. Bride's and Harmon Field. The transmitter station of the joint USAAF-RCAF radio station at Newfoundland Airport is 75 per cent complete.

(2) General Activities of U. S. Forces:

(a) A radio range was completed at Wesleyville, forty-eight miles Northeast of Newfoundland Airport, for use primarily by the AAF and RAF Air Transport Commands.

(b) A Board of Officers was appointed to submit recommendations for the air defense of Newfoundland. Closer cooperation with Canadian Armed Forces in this defense has resulted.

(c) Infantry seacoast observation posts north of St. John's are being strengthened by additional weapon emplacements and improved communications.

(3) Political Matters Having a Bearing on the Military:

(a) The Commission of Government has given approval to the closing of the "Boulevarde", adjoining the south boundary of Fort Pepperrell and this road will be closed to the general public effective April 8, 1943.

(b) Relations with officials of the Newfoundland Government are exceptionally good. During the month, conferences have been had with all of the six commissioners. At this time there are no pending matters requiring solution or adjustment. The present situation is one of complete cooperation.

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(4) New England Sector, Eastern Defense Command, Boston, Mass.:

The patrol of coastal roads in Eastern Maine (from the Penobscot River to the Canadian Border) has been taken over by the Anti-Tank Company 181st Infantry--the same general patrol plan is being followed. The practice of maintaining telephonic liaison between the headquarters at Machias, Maine and headquarters, St. John (N.B.) defenses, twice daily, is being maintained over the private telephone lines between the two offices. Visits to the New England Sector have been made by Anti-Aircraft officers of the Royal Canadian Artillery from the St. John Fortress Command. Visits were made to Boston, and the facilities of sector headquarters, 46th AA Brigade and the Boston Information Center were visited. Anti-aircraft gun emplacements in the Boston area were also visited and a firing of 90 mm aa guns at Salisbury Beach was witnessed.

b. Western Defense Command:

(1) Canadian officials visited the 39th Coast Artillery Brigade and the Harbor Defense at Fort Worden, and United States officers attended firing practice at Victoria, B.C. during the month.

(2) Flying U.S. Army P40s, Royal Canadian Air Force pilots made 24 Sorties over Kiska in three of eleven attack missions on April 26, 1943 with favorable results.

c. General:

(1) U.S. Army Personnel in Northwest Canada:

The number of U.S. Army personnel working in Northwest Canada as of June 1, 1943 totals approximately 33,000. This personnel includes: Civilian employees employed by Corps of Engineers or American contractors; Engineer troops and Army Air Forces Transport personnel. This figure does not, however, include the troops at the sub-port in Prince Rupert and vicinity.

2. Defense of Newfoundland:

Hangars 3 and 4 at Gander have been vacated by R.C.A.F. personnel and returned to the Commanding General, Newfoundland Base Command for use of U.S. Army Air Force units at that station.

20. Newfoundland Roads:

a. Gander--Lewisporte--Bishop Falls, Highway:

The Commanding General, Newfoundland Base Command has advised the War Department that eleven (11) items of road construction equipment, under his jurisdiction, have been sold to the Department of Munitions and Supply and the R.C.A.F. In addition, the Chief of Engineers has advised that twenty (20) additional items of equipment, under his jurisdiction, are being transferred to the Commanding General, Newfoundland Base Command who, in turn, will arrange the sale thereof to Canadian agencies concerned. It is believed that the original Canadian requirements for the construction of this highway have now been fulfilled.

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24. Military Highway to Alaska:

a. Report of Operations, March 1943:

(1) Construction activity during March consisted essentially in clearing operations, further work on access roads, and continued construction on permanent bridges. Progress on the latter item was delayed by insufficient delivery of superstructure timber and other required materials. Extreme cold weather continued to hamper effective work and personnel was therefore engaged primarily in highway maintenance and equipment-overhauling. It is estimated that the total project including the pioneer road is 27% complete as of March 31, 1943.

(2) Labor and equipment are being mobilized for prompt initiation of construction of the final type road immediately after the spring thaw. Delivery of bridge steel during the month to the Port of Skagway was slow and the shipment of additional construction equipment via this route was inadequate. Movement of supplies and materials overtaxed the limited capacity of the White Pass and Yukon Railway. Movement of materials and supplies from the Dawson Creek railhead owing to insufficient trucks was below the desired level. Shipments to Alaska, except automotive, are being routed to Prince Rupert.

(3) Plans and specifications for the final type road are nearing completion and those covering the many bridges to be replaced on account of destruction by ice during the spring thaw, and for river crossing relocations found necessary, are progressing satisfactorily.

b. Motor Repair and Servicing Facilities:

The Canadian Government has approved the expansion of motor repair and servicing facilities at rest camps along the Alaskan highway located at Fort Nelson, Summit Lake, Laird River, Watson Lake Junction and Marley Bay.

c. Activation of Sub-Regulating Station at Dawson Creek:

The Canadian Government has authorized the establishment of a sub-regulating station at Dawson Creek, as a branch office of the U.S. Army regulating station at Edmonton. It is expected that the establishment of this additional station will facilitate the movement of United States freight into this area.

d. Railhead Facilities at Dawson Creek:

The Canadian Government has approved the proposed acquisition by the U.S. War Department of additional land in the vicinity of Dawson Creek, B.C. for the construction of railhead facilities subject to the stipulation that American labor and materials are used in the construction to be undertaken.

25. Defense of Sault Ste. Marie:

a. Public Proclamation No. 1, establishing the Sault Ste. Marie Military Area, effective March 22, 1943, was distributed on March 19, 1943. General Samuel T. Lawton assumed command.

b. In conformance with the discussion which took place during the January 13, 1943 meeting of the Board in connection with the contemplate

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establishment of a Military Area in the vicinity of Sault Ste. Marie, a conference was held (April 12, 1943) at Toronto, Canada between appropriate United States officials and Canadian military and civilian commanders. The conference was held at the Office of Major General C. F. Constantine and the provisions and purposes of Public Proclamation No. 1, Central Defense Command, were studied and discussed. Upon the whole, it was considered by all Canadian representatives present that the objectives of a Military Area in Canada, corresponding to those attained by Public Proclamation No. 1, can be attained by coordinating the use of presently existing and exercised powers. It was further considered that the declaration of a Military Area on the Canadian side was not necessary to the accomplishment of the desired objectives.

c. Protection of Sault Ste. Marie Locks and Canal:

(1) Survey--Aircraft Warning Service:

(a) The Fifth WAAC Operations Company (9 officers, 195 auxiliaries) and 60th WAAC Filter Company (4 officers and 62 auxiliaries) have been assigned the Sixth Service Command and detailed to Headquarters, Central Air Defense Region for duty.

(b) Steps are being taken by the Navy to make the radio control prescribed by Central Defense Command, effective for Coast Guard Radio. It is at present unnecessary to blackout all visual aids during the air alert. First priority on blackout is being given the Soo locks, Detroit River and important harbors.

(c) The Commanding General, Sault Ste. Marie Military Area has been directed toorganize a provisional light tank company, utilizing the twelve light tanks now at Fort Brady, Michigan.

d. Relations of U.S. Forces with Canadian Authorities:

Constant and excellent liaison is being maintained between the military authorities concerned. Canadian civil authorities are entirely cooperative on all points.

29. U.S.--Alaska Air Route:

The Canadian Government has approved the erection in Edmonton of approximately 60,000 square feet of storage space, complete with minimum necessary facilities including housing for operating personnel. This approval was given with the understanding that American contractors and American labor will be employed in accordance with existing agreements.

GENERAL:

a. Additional storage and housing facilities at Whitehorse and McRae:

The Canadian Government has approved the construction, by the War Department, of about 1,140,000 square feet of closed storage and motor repair shop space, and housing facilities for 120 officers and 5,000 men at these two sites. This approval was given with the understanding that the work will be performed by U.S. contractors and labor; that the sites required are Crown land, and that the construction does not interfere with the development of the Whitehorse airdrome.

b. Cold Weather Tests, Winter 1943-1944 at Camp Shilo, Manitoba:

Final arrangements are in process between United States and Canadian military agencies concerning the possibility of making arrangements similar to the ones entered into for the past season.

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c. Bombing of Ice Jams.

In order to safeguard essential marine equipment which cannot be replaced, the Canadian Government authorized the bombing, by Army Air Forces, of ice jams on the Asthabaska River near Fort MacMurray and on the MacKenzie River at Norman Wells.

d. Temporary Sub-Ports, Montreal and Quebec:

Arrangements have now been worked out between the appropriate Canadian and United States authorities for the establishment of temporary sub-ports of the Ports of Embarkation at Montreal and Quebec.

e. Installation of Radio Range at Terrace, B.C.:

The War Department has been advised that the Canadian Radio Range equipment for Terrace, B.C. is immediately available and that a preliminary survey of the site has already been made by the Department of Transport. It is expected that the Range will be in operation approximately six weeks after the site has been prepared.

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COLOURED PAPER
PAPIER DE COULEUR

SECRET

C220272

PERMANENT JOINT BOARD ON DEFENSE

CANADA-UNITED STATES

U. S. NAVAL PROGRESS REPORT

MAY 6, 1943

The two fire boats requested for the Port of Halifax have arrived there and the two officers and 25 men have found suitable accommodations in Halifax.

Narsarssuak, Greenland - Command Center, Greenland Patrol. Navy is currently building 8 or 10 buildings to be used by naval personnel. These buildings include barracks, administration building, etc.

Ivigtut, Greenland - A minor repair base is being built to take care of boats up to 112 ft. in length, also sea plane ramp and hangar facilities for two sea planes. Here, also, is located an oil tank farm.

The only shipping proceeding to Greenland at present is that which is needed to supply our bases there. These ships return loaded with Cryolite and fish oil. Efforts are being made to send U. S. oil-burning, instead of coal-burning, ships to Greenland, due to the shortage of coal in this sector.

There have been no changes in the number of U. S. naval personnel in the areas adjacent to Canada except as noted below:

(a) Argentia Base, Newfoundland - In the U. S. Navy Progress Report for February 23, 1943, it was stated that 1,300 U. S. Navy "Seabees" were being sent to Argentia in exchange for an equal number of U. S. civilian workers. This exchange has now been completed. At the present time there are approximately 2,000 civilian workers at this Base, of whom the greater portion are Newfoundlanders and it is not contemplated that there will be any change in the size of this group.

(b) Labrador - A joint U. S. Navy and Army survey party is being sent to Labrador on or about July 1, 1943 to chart the waters and rivers of that sector.

SECRET

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C220273

W-312
1943

W-340(A)
1943

Ottawa, June 5th, 1943.

MEMORANDUM FOR THE PRIME MINISTER:

Re: Canada-U.S. Permanent Joint Board on Defence

Colonel Biggar, on several occasions has expressed to me the opinion that it would, at times, be helpful if, when the recommendations of the Defence Board are being considered, he were given the opportunity of attending meetings of the War Committee.

I agree with him that, on many occasions, his attendance would be a help in explaining to the War Committee the background and circumstances of the Board's decisions. On the other hand, I think it would be a mistake to establish any fixed rule which would require his attendance every time the Board's Journal is under discussion. Other agencies responsible to the War Committee might seek to have regular attendance of their officials.

I agree

I agree

As you know Colonel Biggar attended the War Committee's last meeting, on a specific point. If you agree, I propose to tell him that it will be understood that he, as Chairman of the Canadian Section of the Board, will be invited to attend when any question of particular difficulty or importance, requiring further explanation than is contained in the Journal, is to be considered; further, in submitting the Board's Journal, the Canadian Section would be free to indicate items in respect of which the Chairman's attendance is regarded as desirable.

Robertson agrees that it would be useful to have Biggar, from time to time, much in the manner in which the War Committee receives the Chiefs of Staff, though not at the same regular intervals.

I agree
June 5-43.

A.D.P.H.

A. D. P. H.

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C220274

Memorandum to the Prime Minister

Re: Dinner to Members of Permanent Joint Board onDefence, Wednesday, evening, July 14, 1943.

-- Attached are:

1. List of members of Board, and who they are. (All will be present at dinner.)

2. Notes for remarks at dinner.

3. Newspaper clipping re trip.

4. Detailed itinerary attached.

Note: Board has just completed an extensive flying tour of the North Pacific area, including Alaska and presumably the Aleutians.

Trip started from New York, July 1st, Minneapolis, July 2nd, Billings, Montana, then Vancouver. At Vancouver, had conference on Pacific coast defences with the United States and Canadian officers commanding. Went, via Prince Rupert to Skagway by steamer. FromSkagway to White Horse by White pass and Yukon Railway. Whitehorse to Anchorage, Alaska, via U.S. army aeroplane. Inspection of Kodiak, Anchorage Area. Inspection of facilities at Nome, Alaska. Left Nome for Fairbanks. Then Whitehorse to Edmonton (dinner with Brigadier Foster, on July 12th). Stop-over at Winnipeg, July 13. Proceeded from Winnipeg to Ottawa, then to Washington.

P. A.

The Board held its first meeting in Ottawa on August 26 and 27, 1940.

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Particulars re Members of Permanent Joint Board on Defence.

(Miss Waters states that all members will be present at dinner on Wednesday evening, July 14th.)

Canadian Members

Chairman: Colonel O. M. Biggar

Members: Major General Maurice A. Pope
Representing the War Committee of the Cabinet inWashington, D. C.
Air Vice-Marshall N. R. Anderson,
Dept. of National Defence - Air
Rear Admiral C. C. Jones,
Dept. of NationalDefence - Navy.

Secretary: H. L. Keenleyside,
Asst. Under-Secretary of State for External Affairs.

United States Members

Chairman: Mayor Fiorella H. LaGuardia
President U. S. Conference of Mayors;

Members: Major General G. V. Henry,
Senior Army Members;
Vice-Admiral A. W. Johnson,
Senior Navy Members;
Lt. Col. E. W. Hockenberry,
Representing Army Air Force;

Secretary: John D. Hickerson,
Asst. Chief, European Div'n. State Dept.

Note. Col. J. H. Jenkins, Director of Military Operations and Plans for Canada, although not a member of the Board, will be present at the dinner. (He frequently substitutes for Maj. Gen. Pope when the latter is in Washington but Gen. Pope will also be present this evening.)

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Notes for remarks at Dinner given by Colonel Ralston, to Permanent Joint Board onDefence.
(Wednesday evening, July 14, 1943)

Pleasant indeed to see that the acorn one has helped to plant has grown into a mighty tree, giving an even broader shelter than might have been expected.

It is now almost three years since the Ogdensburg Agreement, under which the Permanent Joint Board on Defence was set up, was reached as the result of a series of conversations between President Roosevelt and myself.

Let us, for a moment, look back to the time when, on August 17, 1940, it was announced that, under the terms of the Ogdensburg Agreement, the Permanent Joint Board on Defence should be set up to consider in the broad sense the defence of the north half of the western hemisphere.

At that time, when the Board was first formed, this continent was mainly concerned with the threat from Nazi Germany. France had fallen, and many feared an invasion of Britain at any moment.

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The United Kingdom would indeed have been in a sore plight if Canada and other members of the British Commonwealth had not done all in their power to help, and if the U. S. had not rushed generous aid to the rescue.

In those days, the main concern was inevitably the threat from Europe. Although danger of war with Japan had to be considered, it was not the imminent evil.

The Ogdensburg Agreement was announced some sixteen months before the Japanese struck their treacherous blow at Pearl Harbour.

Yet, today, the members of the Permanent Joint Board on Defence have just completed a vast tour by air, inspecting defence projects in north-west Canada, and Alaska (and the Aleutians?).

And I am glad to read that Mayor La Guardia, after inspecting these defences, is quoted as saying of the Japs "Let them come". That is confidence indeed!

From the beginning the conversations which led to the forming of the Board took into account the possible menace from the East as well as from the West.

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The first of the conversations leading to the Ogdensburg Agreement was on the occasion of a visit I paid to the President at the White House as long ago as March 1937. At that time, the discussion had reference to the position on The Pacific as well as the Atlantic coasts.

On September 30th of that year, the President paid a visit to Victoria, British Columbia. This visit led to arrangements for talks between staff officers regarding Pacific coast problems which took place in Washington in 1938.

I recall these things only to make it clear that the need for defence of our Pacific as well as our Atlantic coast was long foreseen.

Today, as a result of the planning of the Board, we have fliers of the R. C. A. F. co-operating with the U. S. Air Force in Alaska and the Aleutians, and together with the navies of both our countries, patrolling our Pacific as well as our Atlantic coasts; we have the Alaska highway joining up the series of airfields built by the R. C. A. F; and we have Canadian and American forces combined, not only in the defence of our shores, but also in the vital work

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of convoy duty across the North Atlantic.

We could not expect to win this war simply by defending our own shores, but well-planned defence was an essential preliminary to enable us to release major part of forces of both our nations to engage in the offensive abroad.

When therefore our pulses are stirred by news of progress of invasions in Sicily, where British, Canadians and Americans are advancing side by side, we can feel that work of the Permanent Joint Board on Defence was one of the many important contributing factors which helped to make this invasion possible.

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PRESS CLIPPINGS C220280 Office of The Prime Minister

Name of Publication OTTAWA MORNING CITIZEN

Date JUL 13 1943

Subject

"Let Them Come" Says LaGuardia After Tour North

EDMONTON, July 12—(C.P.)—No one living in the Pacific northwest area has anything to fear.

That was the way Mayor Fiorello LaGuardia of New York, chairman of the American section of the Canadian-U.S. Joint Defence Board, summed up the northwest defence situation in an interview tonight, following an extensive flying tour of the North Pacific area, including part of the Aleutians.

"Let them come," he said confidently, apparently referring to the Japs.

The mayor and Col. O. M. Biggar of Ottawa, chairman of the Canadian section of the board, parried questions with reporters in the hotel lobby while 11 other members of his party including high-ranking army, naval and air force officers from both Canada and the United States were registering.

Ottawa Stop on Program.

He revealed there "may be" a meeting of the joint board here tomorrow before the party leaves for the east. Stops are planned at Winnipeg and Ottawa.

In summing up his trip, the fiery mayor, his dark eyes flashing, said:

"The survey by the board reached to the Aleutians. It was very gratifying to see the fine co-operation in every respect and in every branch of the service of the Canadian and U.S. forces."

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CANADA | PERMANENT JOINT BOARD ON DEFENCE | UNITED STATES

Itinerary, West Coast Inspection Trip

C220281

Date	Programme	Accommodation
July 1.	Rendez-vous at the Waldorf, leaving 11 a.m. for La Guardia Field in a car provided by the Mayor; Leave LaGuardia field at 12 noon, arriving MINNEAPOLIS at 5.30 p.m. and remaining there overnight at the	Nicollet Hotel
2.	Leave Minneapolis 8 a.m., arriving BILLINGS 11.45 a.m., lunch at Billings, leaving 1.00 p.m., and arriving at VANCOUVER 5 p.m., remain there until evening of July 3	Hotel Vancouver
3.	Meeting in VANCOUVER with local commanders at 10.30a.m., lunch 1.15 p.m. at Joint Services Officers' Mess Leave at 9.p.m. for SKAGWAY via Canadian Pacific Steamship "PRINCESS NORA"	
4 or 5	Possible inspection of part of the Prince Rupert - Terrace Highway by arrangement with Mr. G. W. Archibald, Metropole Bldg., Prince Rupert.	
7	Arrive SKAGWAY, proceeding to WHITEHORSE via the White Pass and Yukon Route, transportation to be arranged by the Commanding General, Northwest Service Command.	To be provided by the Commanding General, Northwest Service Command, Whitehorse
8	Whitehorse to ANCHORAGE, Alaska, via United States Army aeroplane, arriving at Elmendorf Field in the afternoon	To be provided by Headquarters, Alaskan Defence Command
9	Inspection of KODIAK - ANCHORAGE Area	"

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Date	Programme	Accommodation
July 10	Inspection of facilities at NOME, Alaska; Lunch with Commanding Officer at Nome; leave Nome for FAIRBANKS (Ladd Field)	To be provided by the Commanding Officer at Fairbanks
11	Leave Fairbanks for WHITEHORSE	To be provided by the Commanding General, Northwest Service Command, Whitehorse
12	Leave Whitehorse for EDMONTON, remaining there from the afternoon of the 12th to the afternoon of the 13th. Commander of the Alaskan Wing, A.T.C. to co-ordinate a suitable programme with the local Canadian Commander Dinner with Brigadier W. W. Foster on the evening of the 12th.	Board members at the Macdonald Hotel; Crew to be accommodated by the U. S. Army
13	Leave Edmonton for WINNIPEG, remaining there overnight	Fort Garry Hotel
14	Leave Winnipeg for OTTAWA, United States members and General Pope remaining overnight at	Chateau Laurier
15	Ottawa - NEW YORK - WASHINGTON	

BAGGAGE - Limit 55 lbs. Ordinary weight clothing, including a top coat or heavy raincoat and an extra pair of heavy shoes because of muddy conditions at some of the stops.

CAMERAS - Permits for United States territory have been forwarded by General Henry. Permits for the Canadian section of the trip will be furnished upon arrival in Vancouver by the Officer Commanding, Pacific Coast.

A.D.P. Heeney

C220283

Lt.-Col. Paul Betters ~~(not a member of Board)~~		Col. J.H. Jenkins ~~(not a member of Board)~~
W.C. Macdonald, M.P.		D.C. Abbott, M.P.
Capt. Glenn Howell		Lt.-Col. E.W. Hochenderry (U.S.)
S.L. deCarteret		N.A. Robertson
Capt. J.P. Whitney (U.S.)		Col. F.J. Graling
Mr. Lewis Clark		Hon. L.S. St. Laurent
Hon. C.G. Power		Major-General Guy V. Henry (U.S.)
Lord Strathcona		His Excellency
Mr. King		Mr. Ralston
Mayor LaGuardia		Colonel Biggar
Hon. T.A. Crerar		Vice-Admiral A.W. Johnson (U.S.)
Major-General M.A. Pope		Hon. A.L. Macdonald
Vice-Admiral P.W. Nelles		Air Vice Marshal N.R. Anderson
Rear Admiral G.S. Jones (U.S.)		Hon. Cyrus MacMillan
Major-General J.C. Murchie		Air Marshal L.S. Breadner
Mr. J.V. Hickerson		H.L. Keenleyside
Brooke Claxton, M.P.		Colonel Willis O'Connor

Colonel Dyde

Mr. Turnbull
The order is being changed again.

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Re: Dinner - Permanent Joint Board of Defence
July 14, 1943

Ralston's request

About. parentage of Board.

An off-the-record story - by way of light refreshment - on a warm, sultry evening.

Telephone call from the President - Friday - August 16, 1940

Trip to Ogdensburg - Saturday afternoon.

Arrangements for ferry to cross.

Talk with the President

and Mr. Stimson.

Willkie's first address as Presidential candidate.

After dinner - conversation.

Sunday morning - review of the troops.

Return to car.

Luncheon.

Drafting of agreement,

typing - handing to press.

No signatures.

(This was before bases had been leased to the United States).

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C220285

Formation of Board:

Bigger, etc.
LaGuardia.

Reminds me of another incident:
Rush-Bagot Agreement -
not a treaty but self-denying
ordinance.

Re: limiting arguments, and Great Lakes.

Kept peace for 125 years.

Then Permanent Joint Board of Defence -
keep security for all time to come.

Ordinance of mutual aid.

Development of Board's work,
example of lesson which North-American
continent owes to the world.

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C220286

Franklin D. Roosevelt,
President of the United States
of America,

The White House,
Washington, D.C.

My dear Mr. President: My colleague the Minister of National Defence is entertaining at dinner this evening the members of the Permanent Joint Board on Defence, which has been meeting in Ottawa today for the first time since its initial meeting here on August 26, 1940. Remembering our own meeting at Ogdensburg the previous week, at which the creation of the Board was determined upon, and the services of all of the members who have since served on the Board during the nearly three years since the Ogdensburg Agreement, it is with a special satisfaction and pleasure that I send to you this message of greetings and good wishes. All of the assembled company beg to share heartily in this greeting to you. Kindest personal remembrances as always.

Mackenzie King.

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Ottawa Morning Citizen
July 14, 1943.

C220287

Edmonton Mayor Gets the Best of Stogie Exchange

EDMONTON, July 13—(C.P.)—Mayor Fiorello LaGuardia of New York, chairman of the U.S. section of the Joint Canadian-U.S. Defence Board, met today with Edmonton's Mayor John Fry and exchanged small talk and cigars.

On the cigars, Edmonton's mayor got the best of the deal, exchanging a Canadian 25-center for a Cuba stogie which Mr. LaGuardia explained was one of a box given him by Gen. Fulgencio Batista, president of Cuba.

LaGuardia in Winnipeg

WINNIPEG, July 13—(C.P.)—Mayor Fiorello LaGuardia of New York, chairman of the United States section of the Joint Canadian-U.S. Defence Board, landed here late today after a flight from Edmonton.

With a party of Canadian and United States military officials, he is returning East after a flying trip to Alaska and the Aleutian Islands. Members of the party include Col. O. M. Biggar of Ottawa, chairman of the Canadian section of the board, and Major-Gen. W. W. Foster, special defence commissioner for the northwest.

The New York mayor tonight was a dinner guest of local military and government authorities.

He will stay here overnight, leaving for Ottawa some time tomorrow.

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Ottawa Morning Citizen
July 14, 1943

C220287

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CABINET WAR COMMITTEE

MEMORANDUM

Secret

C220288

PJDB

FOR THE PRIME MINISTER:

Attached is copy No.1 of the Journal of the Permanent Joint Board on Defence, covering the meetings held in the course of the Board's recent visit to the West Coast and Alaska, July 1st to 14th, 1943.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This Journal will be submitted at the next meeting of the Cabinet War Committee.

A.D.P.H.

A.D.P.H.

August 2nd, 1943.

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COLOURED PAPER
PAPIER DE COULEUR

C220283

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETINGS OF THE BOARD HELD DURING THE COURSE OF THE NORTHWEST TRIP, JULY 1 to 14, 1943.

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1. The Permanent Joint Board on Defence held a meeting at the Joint Services Headquarters, Jericho Beach, Vancouver, B.C., at 10 a.m., July 3rd, 1943. Those present were the persons listed in Annex A.

The Canadian Chairman referred to the previous visit of the Board to the Pacific Coast and to the developments that had followed. He discussed also the changes brought about in the Pacific by the entrance of Japan and the United States into the war. He then asked the local officers commanding to review for the benefit of the Board the steps that had been taken by the various services to make effective the joint defence of the western coast of the continent and to prepare facilities for the coming attack on Japan.

General Pearkes gave a general survey of the military arrangements made in his command. He stated that he had in his area forces sufficient to meet and repel any foreseeable attack. This situation had resulted in a distinct improvement in civilian morale in the coastal cities. He described the close and satisfactory relationship which had been established with the United States Army Commanders. He was looking forward to the progressive development of the Pacific Coast region as an assembly area for future offensive action against Japan.

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General Lewis described in detail the organizational set-up in the United States zones and outlined the arrangements made to meet attacks. He described the co-operation with the Canadian forces as adequate and cordial.

General Cunningham supplemented General Lewis's report by describing the artillery protection being provided in the Puget Sound - Juan de Fuca area.

Air Vice Marshal Stevenson referred particularly to the close and harmonious relations between the Canadian and United States Air Forces. He also referred to the organization of the Canadian command as a "real combined headquarters" and described the Joint Operations room at Jericho. He mentioned the three fighter and one bomber squadrons maintained in Alaska by the Royal Canadian Air Force. In addition there were certain reconnaissance, fighter and bomber squadrons on the British Columbia coast. He stated that defence arrangements are modelled on those of the United Kingdom and added that the troops and aircraft were in good condition and capable of meeting any probable attack. (He emphasized that, of course, some bombers could get through in any determined attack but said that they would pay heavily for such an attempt.)

Air Vice Marshal Stevenson said that his only additional needs were two more fighter squadrons and one more airbase in the Prince Rupert area.

General Morris agreed with Air Vice Marshal Stevenson that some bombers would certainly get through and pointed out that no attempt is being made to give complete defence to all points on the coast. Defences were concentrated in essential areas but great mobility was maintained to permit of movement to any required

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point. This mobility included provision for rapid reinforcement of points in Canada. General Morris expressed great surprise at the failure of the Japanese to make nuisance raids on the Pacific Coast.

Commodore Beech said that relations with the United States Naval Command were satisfactory. This was confirmed by Captain Thomas who also described the United States naval dispositions on the Coast. He referred in some detail to the system of beach patrols which had been organized. He also described the use of blimps (of which three are already operating and seven more are expected shortly) in the fight against submarines. He stated that they were proving very valuable. The hovering ability of the blimps made them very useful supplements to the surface units.

In answer to Admiral Jones, General Ganong stated that recreational and hospital facilities in the Prince Rupert area were now adequate.

In response to questions from the Canadian Secretary, it was stated that one forest fire had been started in United States territory by Japanese incendiary bombs and that it was expected that further efforts of this kind might be anticipated. In no other way in this area could such serious results be produced with so little danger and expense. The fire-fighting arrangements in United States territory were described in some detail by General Lewis. These include provision for the use of Service personnel. Officers and other ranks are being trained at the fire-fighting school at the University of Washington in considerable numbers. Picnics, hunting and fishing expeditions are banned in Washington and Oregon until after the dry season is ended. Less detailed precautions are being taken in British Columbia. The problem is somewhat less

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acute in that Province because, except in the south, forest fires are not easily started.

Some attention was then given to the problem of providing early warning of air attacks. The systems of radar coverage and civilian watchers on both sides of the boundary were described and a detailed report on the methods of communication with headquarters and between headquarters was given.

After luncheon at the Joint Staff mess, the conference adjourned at 3 p.m.

2. The Board reconvened on board the S. S. "PRINCESS NORAH" on July 5th.

3. The Canadian Secretary read a letter addressed to the Board by Mr. Gray Turgeon, M.P., advocating the construction of a highway to join the road system in the Prince George area with the Alaska Highway. The Board, noting that this matter had been carefully considered and rejected by the Canadian Chiefs of Staff in January, 1943, were in agreement that such a highway is not at this time a military necessity for the defence of the continent.

4. The United States Chairman stated that he had discussed with Colonel Koenig the coal supply problem and that Colonel Koenig had stated that at the present time the coal supply for the White Pass and Yukon Railway - 8,000 tons per month - was imported by rail from the United States. Colonel Koenig had stated that in December last he had submitted a detailed report to the War Department on a proposal to expand a coal mine at Telkwa, B.C., near Smithers. In this report he had estimated that by an expenditure of about $150,000 the coal required for the White Pass and Yukon Railway could

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be produced within 200 miles of Prince Rupert and transported by railroad to that port for shipment by barge to Skagway, resulting not only in the saving of car and other rail facilities but also in a material reduction in the delivered cost of the coal.

The Canadian Secretary inquired whether consideration had been given to purchasing this coal at Ladysmith or Union Bay, Vancouver Island, for shipment by boat direct to Skagway. He added that this might not be practicable because of the tight coal situation in British Columbia.

The Senior United States War Department member said that he would look into the whole matter upon his return to Washington and report on it at the next meeting of the Board.

5. The Board resumed its sessions on the plane between Winnipeg and Ottawa on Wednesday, July 14th.

6. Reference was made to the notable absence of adequate recreational facilities at Prince Rupert and Whitehorse. The Canadian members of the Board agreed to do everything possible to see that improvements are initiated at once and the United States members promised to assist with any priorities that may be required.

7. The Air Members of the Board stated that they desired additional time to produce the required draft recommendation relating to the control and defence of certain airfields in Canada. It was agreed that this draft would be the first order of business at the next meeting of the Board.

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8. The Board gave consideration to the gap in the air defences of the West Coast caused by the lack of an airport for land planes in the Prince Rupert area. After learning that there is in the neighbourhood of Prince Rupert a site which could be developed to meet this situation, the Board agreed to consider a recommendation on this subject at its next meeting.

9. The Senior United States Army Member stated that the War Department had given further consideration to the Crimson Project since the last meeting of the Board. In the light of this further consideration, he requested that paragraph 10 of the Journal covering the meeting of the Board at Montreal on May 6-7, 1943, be cancelled. It was agreed that General Henry would prepare a detailed memorandum giving the views of the United States War Department as to the projects which should be completed and that this memorandum would be transmitted to the Canadian Air Member for consideration by the Canadian Government. It was further agreed that in the memorandum in question nothing would be included that was not already covered by the Twenty-sixth Recommendation and the special arrangement dealing with Mingan.

10. After consideration of the Progress Reports submitted by the Service Members and agreeing to meet in New York on Tuesday and Wednesday, August 24-25, 1943, the Board adjourned.

11. Attached to this Journal is an annotated itinerary of the Board's visit to the Pacific Northwest.

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VISIT TO THE NORTHWEST, JULY 1943

Annotated Itinerary

JULY 1 — Left NEW YORK 12.00 noon; Arrived MINNEAPOLIS 5.18 p.m.

JULY 2 — Left MINNEAPOLIS 8 a.m.; Arrived SEATTLE 4.30 p.m.
Left SEATTLE 6 p.m.; Arrived VANCOUVER 6.42 p.m.

JULY 3 — Left VANCOUVER (by ship) 9 p.m.

In Vancouver the Board held a meeting attended by the senior officers of the Canadian and United States Forces on the Pacific Coast. See Annex A to this report. A luncheon was given for the Board at the Joint Staff Mess at Jericho Beach.

JULY 5 — Arrived PRINCE RUPERT 8 a.m.

Accompanied by senior Canadian and United States officers, the Board travelled by tender to Port Edward, examining the harbour defences en route, and after a brief survey of the United States establishment at Port Edward, returned to Prince Rupert by motor car.

Arrived KETCHIKAN, Alaska, 5 p.m.

At Ketchikan the Board was met by the Governor of Alaska and the senior United States officers in that area. After a brief tour of the town, the journey was resumed.

Left KETCHIKAN 7 p.m.

JULY 6 — Arrived JUNEAU 4 p.m.

Governor Gruening, who had flown from Ketchikan, met the Board at the Alaskan capital. Accompanied by the Governor and the senior United States military and naval officials, the members of the Board travelled some 40 miles along the highway to Ste. Therese and visited the Mendenhall Glacier before returning to a dinner at the Governor's residence.

Left JUNEAU 11 p.m.

JULY 7 — Arrived SKAGWAY 9 a.m.

General O'Connor and his senior assistants met the Board at Skagway and before entraining for Whitehorse, the defence installations and facilities at the port were examined.

Left SKAGWAY 11 a.m. (by special train)

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JULY 7 Arrived WHITEHORSE 7 p.m.

During the evening the Board examined the airport and supplementary facilities at Whitehorse with the assistance of the officers of the United States Ferrying Command and the Royal Canadian Air Force. General O'Connor was host at a dinner for the Board.

JULY 8 Left WHITEHORSE 7 a.m. (by motor bus)

Accompanied by General O'Connor and Colonel Lyons, the Board travelled from Whitehorse to Watson Lake - a distance of 322 miles - along the Alaska Highway.

Arrived WATSON LAKE 10 p.m.

Between 10 and 12 p.m. members of the Board examined the airfield and water facilities at Watson Lake. The R.C.A.F. Officer Commanding entertained the Board at dinner.

JULY 9 Left Watson Lake 7.51 a.m. (by C87A - Liberator)
Arrived ANCHORAGE 12 o'clock noon.

During the two days that the Board worked out from Anchorage, several opportunities were given for the different members to obtain a detailed knowledge of the defence facilities at that post. In the absence of General Buckner, Generals Whittaker and Inico gave a detailed account of the whole Alaska defence set-up.

JULY 10 Left ANCHORAGE 10.27 a.m.; Arrived KODIAK 12.20 p.m.

At Kodiak the Board was taken by motor car on a tour of the harbour defences and was enabled to examine in detail several of the more important installations.

Left KODIAK 12.46 p.m.; Arrived at HEIDEN BAY 3.25 p.m.

During the hour and a half that the Board was at Heiden Bay, General Whittaker, who participated in this part of the tour, and the local officers described the facilities which had been established and took the Board by motor transport to see the more important installations.

Left HEIDEN BAY 4.47 p.m.; Arrived at ANCHORAGE 7.08 p.m.

JULY 11 Left ANCHORAGE 7.45 a.m. - via NOME - Arrived FAIRBANKS 3.54 p.m.

At Fairbanks the Board was entertained by the Officer Commanding and an opportunity was given to the different members to see the permanent as well as the temporary establishments created there. Special attention was given to the work of the Ferrying Command which at this airport hands over to Russian personnel.

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JULY 12 Left FAIRBANKS 7.10 a.m.; Arrived WHITEHORSE 10.40 a.m.
Left WHITEHORSE 11.15 a.m.; Arrived EDMONTON 5.20 p.m.

At Edmonton the Board was entertained by the Canadian Special Commissioner for Defence Projects and the different members paid visits to several of the more important activities being carried on in this area. The whole Board met at General Worsham's headquarters where General Worsham and Colonel Clifford gave a detailed explanation of developments in connection with the Canol Project.

JULY 13 Left EDMONTON 2.45 p.m.; Arrived WINNIPEG 7.10 p.m.

At Winnipeg the Board was entertained at dinner by the senior officers of the three Canadian Services and the Mayor. An opportunity was given to the members to see the air facilities at the Winnipeg Airport.

JULY 14 Left WINNIPEG 11.20 a.m.; Arrived OTTAWA 5.30 p.m.

The Minister of National Defence entertained the members of the Board at dinner.

JULY 15 Left OTTAWA 8.08 a.m. (United States members only)

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ANNEX A

Permanent Joint Board on Defence

United States	Canada
Mayor F. H. LaGuardia	Colonel O. M. Biggar
Major-General Guy V. Henry	Major-General M. A. Pope
Vice Admiral A. W. Johnson	Rear Admiral G. C. Jones
Captain John P. Whitney, USN	Colonel J. H. Jenkins
Colonel E. W. Hockenberry	Air Vice Marshal N. R. Anderson
Mr. J. D.Hickerson, State Dept.	Mr. H. L. Keenleyside, Dept. of External Affairs

United States Services

Major-General R. H. Lewis, Northwestern Sector
Aide to above
Brigadier General J. H. Cunningham, Harbour Defences, Puget Sound
Aide to above
Brigadier General Morris and 2 Aides
Colonel J. W. McCauley, Seattle Air Defence Wing
Captain A. C. Thomas, USN, 13th Naval District
Commander L. Bennet, USN, 13th Naval District
Lieut.-Commander L. D. Libenow, USN, 13th Naval District

Canadian Services (Joint Services Committee)

Major-General G. R. Pearkes, VC, CB, DSO, MC
Air Vice Marshal L. F. Stevenson
Commodore W. J. R. Beech
Brigadier W. H. S. Macklin
Brigadier W. N. Bostock
Air Commodore A. H. Hull
Group Captain W. A. Jones
Commander C. M. Cree
Lieut.-Colonel B. R. Mullaly
Colonel J. H. Harrington, U.S.A. Liaison Officer

The following also attended:

Major-General A. E. Potts, CBE, ED
Major-General H. N. Ganong, VD - Commander, Prince Rupert Area
Air Vice Marshal G. R. Howsam
Brigadier F. M. W. Harvey, VC, MC
Brigadier A. H. W. Landon, MC
Captain Massey Goulden, DSC, RCN
Commander D. C. Wallace, DSC, RCN
Commander G. Borrie, RCN
Air Commodore E. L. Macleod, RCAF
Group Captain R. H. Foss, RCAF
Commander H. G. Nares, RCNVR
Lieut.-Colonel Pelham, USA
Lieut.-Commander Kinnear, USN
A.D.C. to G.O.C.-in-C.
C.S.M. (W.O.II) C. F. Mann (Stenographer)

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Lieut.-Commander Kinnear, USN
A.D.C. to G.O.C.-in-C.
C.S.M. (W.O.II) C. F. Mann (Stenographer)

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COPY NO. 3

Permanent Joint Board on Defence
Canada - United States

R.C.A.F. Progress Report

C220293

22nd June, 1943.

Second Recommendation - Newfoundland

Gander - The combined operations building and the fighter sector operations building are both 95% complete. Good progress is being made in all building construction. The hospital, bomb stores, pyrotechnic stores (for the storage of ammunition, fuses, etc.), oil stores and fusing shelters are practically complete. The sewage disposal plant is 95% complete and all ground services are 90% complete.
Torbay - Hangars No. 2 and 3 are each 95% complete. Hangar No. 1 is 30% complete. The W/T station, the Drill Hall, pyrotechnic stores and gasoline stores are each 95% complete, and O.R. Quarters, bomb stores, and the H.Q. Equipment Building are nearing completion.

Tenth Recommendation - Development of Northwest Staging Route

Grande Prairie, Alta. - The two hard-surface runways, E-W 6200' x 200', and NW-SE 6500' x 200' are serviceable pending their completion by application of a seal coat surface to all hard surface areas. The water main system is 97% and the sewer lines are 93% completed. The Radio Range station is in operation and the electric power line is complete. In the construction of roads and paths in the building site, excavation and grading are 40% complete and the laying of gravel on roads is 35% complete. The estimated date of the completion of all buildings is June 30th.
Fort St. John, B.C. - This is a four-way field. The NW-SE runway, 6700' x 200' and the NE-SW runway, 4800' x 200' are complete with hard surface. The E-W landing strip, 4200' x 500', is suitable for use except in wet weather. The final grading and finishing of the N-S landing strip is not yet complete and this landing strip is unserviceable. The water main system is 95% and the sewer line 90% completed. The electric powerline is almost complete. Temporary lighting has been laid on both NE-SW and NW-SE runways and a rotating beacon and a ceiling projector have been installed. The estimated completion date of the buildingsis June 15th.
Fort Nelson, B.C. - The NE-SW runway, 200' x 4400', hard surface, is completed but the NW-SE landing strip 4400' x 300' which was smoothed for winter use is not yet finished or up to grade. The power house is in operation. A rotating beacon and ceiling projector have been installed. The Radio Range station, 4½ miles SW of the field, is completed and the transmitter station is almost complete. The survey for a water supply from the Muskwa and Fort Nelson River has been completed and plans are being prepared for the construction of a water supply from these rivers. This construction will depend, however, on the final result of a test drilling for water which has been conducted to a depth of 660' where there is evidence of both water and natural gas. The estimated completion date for all buildings was May 31st.
Watson Lake, Y.T. - Both hard surface runways, E-W 5500' x 175' and NE-SW 5000' x 150' are completed and serviceable. The main grass taxi-strips are also serviceable and the connecting strip and parking apron are in good condition. Sewer lines are completed, and the water main system is 50% complete. Roads within the building area are being graded. The electric power line is complete and the distribution system is 90% complete. The telephone pole line from the Alaska Highway has reached the aerodrome. Building construction is nearing completion.
Whitehorse, Y.T. - The N-S runway, 6600' x 200', hard surfaced,and the NE-SW runway 3300' x 200' with 4" gravel base, are both serviceable. The new parking area between the U.S. parking apron and the main N-S runway is now more than 90% graded. The new taxi-strip to connect the U.S. parking area with the south end of the runway has been graded as far as the junction with the NE-SW runway. This taxi-strip will be used while the north taxi-strip is out of service for paving operations. The United States Power House is complete and the United States Fire Station is almost complete. The R.C.A.F. barracks are complete and the 30-Unit Radio-Meteoro-

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logical barracks are about 60% complete.

Beatton River, B.C. - The clearing of this field is in progress. A temporary landing strip 2900' x 300' has been cleared but will have to be smoothed before it is serviceable for aircraft. Radio Range towers have been erected. The winter road became impassable on April 5th and the summer road is now being constructed.

Smith River, B.C. - Further grading has been done on the runway. The transmitter building is 90% complete and the radio range is complete so far as operation is concerned, including the erection of the counterpoise. There is one 75 K.W. Buda Unit at the site and one auxiliary gasoline (24 K.W.) plant has also been shipped in to operate the radio range equipment. The range road is cleared within two miles of the field and some grading has been done on hills.

Teslin, Y.T. - A landing strip 3600' x 100' is serviceable. An area 6000' x 600' has been cleared and grading has begun. The power house is complete with two 75 K.W. units in operation and the barracks buildings are complete. The power line to the range site is complete and radio equipment is installed and operating in the Airways building. A new well is being drilled for water supply.

Aishihik, Y.T. - A landing strip 3000' x 130' is serviceable for aircraft. The Radio Range building and the barracks building are complete. The Airways building is nearly complete. Radio Range towers, cables and counterpoises are all complete. A temporary power unit is installed at the range station. Arrangements are being made to construct a road from the Alaska Highway to Aishihik Lake.

Snag, Y.T. - An area 2000' x 100' has been available for the landing of aircraft since April 20th and will be extended as rapidly as possible as the frost comes out of the ground. Clearing on the N-S landing strip is now complete for a length of 5000 ft. and a width of 500 ft. The useable area on this runway is marked with white flags. All temporary camp buildings are complete. The radio range building, the transmitter building and the power house are almost completed and the summer road from the airport to the Alaska Highway is nearing completion.

Eleventh Recommendation - Aerodrome - Ucluelet.

Tofino - With one hangar completed, the second hangar is now more than 60% complete. All buildings are either complete or nearing completion with the exception of the hospital which is 5% complete. The construction of roads and the clearing of sites are 85% complete. All occupied buildings have water and sewer services.

Port Hardy - Rough grading of the taxi-strip is well advanced and, the NW-SE runway having been completed, work has begun on the E-W runway. The road from the aerodrometo Port Hardy is now open to traffic. One Hangar is 65% and the other 10% complete. Accommodation buildings and messes are 90% complete and the remaining buildings average 70% complete. Roads throughout the building area are 65% complete.

Seventeenth Recommendation

Goose Bay - The estimated completion date for the R.C.A.F. station is September 15th. Building construction is well advanced and all buildings are either complete or nearing completion with the following exceptions:- Hangar 12%; inflammable stores 40%; general stores 65%; Officers Mess 10%; N.C.O's quarters (2 buildings) 2%; Civilian quarters (2 buildings) 10% and 4%. Roads and water supply are almost completed.

Twentieth Recommendation

Roads in Newfoundland - On the Gander-Lewisporte-Bishop's Falls Highway clearing has been completed and approximately 12 miles of rough grading has been completed.

Twenty-Sixth Recommendation - North Atlantic Ferry Route.

The Pas - The concrete floor of the Hangar has been poured. The NW-SE strip 4000' x 200' is serviceable for aircraft. Good progress is being made in building construction. The water supply main is 58% complete and the grading and gravelling of roads is 70% complete.

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PERMANENT JOINT BOARD ON DEFENCE

Canadian Army Progress Report

25 June, 1943.

First Rcmdn. - Exchange of Information.

1(a) A copy has been received for reference purposes of the First Service Command's ABC Plan, revised March, 1943. This Plan is issued by First Service Command (with headquarters at Boston) for the defence of all material and installations vital to the war effort, lying within the New England States, against attacks of minor hostile ground forces.

(b) Exchange of information in this connection resulted from the visit of Major-General Sherman Miles - Commanding General First Service Command - to Ottawa in February, 1943.

Second and Third Rcmdn. - Defence of Newfoundland and Canada

2(a) In light of the improved strategic situation as regards the defence of Newfoundland, the Canadian Chiefs of Staff have decided that the strength of the infantry garrison at Gander can be safely reduced - with the present infantry battalion being replaced by an independent company. The two infantry battalions now at St. Johns - Tor Bay and at Botwood - Lewisporte respectively will remain.

(b) Before final decision regarding above was made, the matter was discussed with the Senior U.S. Army Member who advised there was no objection from U.S. viewpoint.

(c) When this reduction in infantry garrison and the increases in A.A. defences at Gander are completed by late summer the strength of the Canadian Army garrison in Newfoundland (excl. Labrador) will be approximately 5900 All Ranks. It is understood that revised plans for the U.S. Army garrison (ground force) in Newfoundland call for an approximate strength of 4500 All Ranks.

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(d) Major-General W.H.P. Elkins, C.B., D.S.O., C.B.E. is relinquishing his post as G.O.C.-in-C. Atlantic Command on reaching retirement age. He is being succeeded as G.O.C.-in-C. by Major-General L.F. Page, C.B., D.S.O. at present Commander Canadian Forces Newfoundland.

General Page is being succeeded in Newfoundland by Major-General F.R. Phelan, D.S.O., M.C., V.D. who was formerly commander of a reinforcement unit in Great Britain.

(e) The first of the new British 6-pdr. duplex coast defence guns (A/M.T.B.) to be released to Canada is now installed at entrance to Esquimalt Harbour. Others will be installed later in the summer at Vancouver and Prince Rupert and at Halifax, Sydney and Saint John on the East Coast.

(f) The defences of Johnstone Strait (en route Vancouver - Prince Rupert) are being strengthened by the installation of modern 4-inch twin equipment on a small island adjoining the present 6-inch battery. The coast defences of Prince Rupert are being similarly strengthened.

Twenty-Second Rcmdn. - Joint Defence Planning

3(a) The draft Plan for the Air Defence of the Great Lakes - St. Lawrence River Valley Area prepared following the joint conference held at Headquarters, First Army and Eastern Defence Command, New York, was referred by the Senior U.S. Army member for Canadian consideration.

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(b) The Canadian Chiefs of Staff approved the Plan in principle, subject to certain minor changes in detail, and on the understanding that this approval does not impose either on the United States or the Canadian Government any obligation at present to implement the Plan, either with personnel or equipment.

Twenty-Fifth Rcmdn. - Defence of Sault Ste. Marie

4. In the Canadian Army Progress Report dated 29 March, 1943, reference was made to the proposed allotment of 3" A.A. guns to the 40th A.A. Bty., R.C.A. at Sault Ste. Marie, Ont., in lieu of their present 3.7" equipment. Following representation from the U.S. Army Cmdr. - Sault Ste. Marie Area that the use of these 3" guns would necessitate a re-siting of the area defences, the present 3.7" guns will continue as the Canadian manned bty. at the Sault. This will not interfere with the previously announced plans re increased 3.7" defences at Arvida.

Twenty-Sixth Rcmdn. - North Atlantic Air Ferry Routes

5. The memorandum presented by the Senior U.S. Army member at the last Board meeting with respect to the Crimson Project (Northeast Air Ferrying) has been studied in detail by the Canadian Chiefs of Staff. However, at the request of the U.S. War Dept. made on 17 June, decision regarding the Canadian aspects of the proposed change in status of the six airfields has been deferred.

GENERAL

6. Joint U.S. - Canadian Winter Tests

Following a suggestion made to the Senior U.S. Army member that the Canadian Army would appreciate an opportunity of cooperating in cold weather tests during coming winter, advice has been received that the U.S. Ordnance Department is planning to conduct cold weather tests at Churchill in conjunction with the Canadians, similar to those carried out last winter at Shilo, Manitoba. In planning accommodation requirements at Churchill, the U.S. Ordnance has included the Canadian detachment at its anticipated strength of 220 All Ranks.

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GENERAL(cont'd)

7(a) Co-ordination of U.S. Defence Projects in Northwest

Brigadier W.W. Foster, D.S.O., has been appointed by the Canadian Government as Special Commissioner for Defence Projects in Northwestern Canada - with Headquarters at Edmonton. Captain J.H. Mobberley, E.D., D.C.M., has been attached to the Commissioner's office as Canadian representative on the Joint Travel Control Unit set up at Edmonton to deal with all applications for war-time travel over the Alaska Highway. He works in co-operation with the U.S. Army representative (Lieut.-Colonel Clifford, acting)

(b) A Western Labour Board, with headquarters at Edmonton, has been appointed by the Dominion Government under authority of Order-in-Council P.C. 3870 dated 17 May, having jurisdiction over wage and employment conditions on defence projects (Canadian and U.S.) in Alberta, British Columbia, Yukon and Northwest Territories.

(c) Major-General T.W. Robins, Asst. Chief of Engrs., Brigadier-General L.D. Worsham, Divisional Engr. Northwest Division, Brigadier-General B.C. Dunn, Divisional Engr., North Atlantic Division, visited Ottawa to meet various Canadian officials concerned with U.S. construction projects. Channels of communication for U.S. Army Defence Projects in Canada were discussed thoroughly at a meeting called by Dept. of Ext. Affrs. on May 17.

8(a) Water Supply - Prince Rupert

Active steps have been taken to improve the water supply situation at Prince Rupert. It is estimated that on the basis of approx. 22,000 people using the city water supply approx. 16.7% are Canadian Military personnel and approx. 6.7% are U.S. Army (including civilian employees). This does not include any Military personnel in the area who are obtaining their water from other sources.

(b) To improve the water supply situation a Booster Pump Plant has been installed by the Canadian Army and is operating 16 hours daily. As a result the present requirements (military and civilian) are being met satisfactorily although there are a number of leaks in the distribution system which are being searched for so that they may be repaired. The City Council has expressed satisfaction in the improvements resulting from the installation of these Booster Pumps and have agreed to raise the height of the reservoir walls by three feet.

(c) The present reservoir storage is approx. 2,400,000 gallons (including four American tanks of 100,000 gallons each). In addition the U.S. Army is installing five salt-water pumps for

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for water-front protection; each of these is understood to have a capacity of 600 gallons per minute. These sea-pumps together with Booster Pumps on the main water line are considered to provide facilities adequate for fire fighting needs other than wholesale conflagration.

9(a) Disinfestation of P.O.W.

Following a request of the Senior U.S. Army member, temporary working quarters were obtained in the Immigration Sheds for a U.S. Army Decontamination Unit to operate its mobile equipment in Halifax during recent movements of P.O.W. en route U.S.A. Temporary living accommodation for this unit was provided through the Canadian Army.

(b) A A joint U.S. - Canadian conference was held in Halifax for the purpose of enquiring into the nature and extent of the future provision that should be made for delousing P.O.W. passing through Halifax. This conference was held on 11 June and was attended by representatives of the U.S. and Canadian Army Medical Corps and Public Health Services. The policy whereby P.O.W. disembarking in Canada will be disinfested by Canadian Services and those disembarking from U.S. will be disinfested by United States Services was formulated. Full agreement was reached on site, methods, equipment and operations. Recommendations were submitted accordingly. These recommendations are being implemented with the least possible delay so as to permit operations by July 15. Until that date, the disinfesting facilities already installed and the U.S. mobile disinfecting apparatus will be used.

(c) Advice was forwarded to the Senior U.S. Army member that the Canadian Army is willing to provide hospitalization in Halifax for up to 25 U.S. Army personnel who may, from time to time, be returning from overseas and requiring immediate hospitalization upon disembarkation.

10. There is nothing of importance to report, insofar as it concerns the Canadian Army, on Recommendations not dealt with in preceding paragraphs.

For Pacific Coast Meeting 4 July, 1943. .....

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PERMANENT JOINT BOARD ON DEFENCE
(Canada - United States)

ROYAL CANADIAN NAVY
PROGRESS REPORT FOR JUNE, 1943.

1. The approaches to Halifax Harbour were mined by the enemy early in June. The mines were laid in the vicinity of Sambro Light Vessel outside the swept channel. Approximately 50 have been accounted for to date, including 3 which were recovered intact.

The mines were of the moored magnetic type, nearly spherical, 46" in diameter with a charge of 650 lbs. They can be laid in depths up to 290 fathoms and are equipped with delayed release.

Only one casualty has resulted so far, the S.S. "HALMA" which made no attempt to use the swept channel.

Full information was immediately communicated to the United States Authorities by the Liaison Officer at Halifax.

2. Movements to Goose Bay are continuing as requisite, the first convoy proceeding from Quebec on the 16th of June, consisting of four Liberty ships, S.S. "FLEURIS" with Air Force personnel and passengers, C.G.S. "LAURENTIAN" to act as tender for Department of Transport at Goose Bay and the C.G.S. "N.B. McLEAN", ice-breaker enroute to Hudson Bay. Four Corvettes have been detailed as escorts for these convoys.

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S E C R E T

PERMANENT JOINT BOARD ON DEFENSE
CANADA-UNITED STATES

U.S. ARMY

PROGRESS REPORT

30 June 1943

NOTE: Paragraphs are numbered according to Recommendation Number of Permanent Joint Board on Defense, Canada-United States.

1. Exchange of Information:

a. Western Defense Command:

(1) Visits by Canadian Officers to United States Installations:

There have been numerous visits by Canadian officers to the United States installations. A number of United States officers, including Lt. General J. L. DeWitt, Commanding General, Western Defense Command and Fourth Army, visited Headquarters, Pacific Command, during the months of April and May.

(2) Joint Agreements:

Representatives of the Western Defense Command, Northwest Sea Frontier, Fourth Air Force, U.S. Army Air Transport Command and the R.C.A.F. met with Headquarters, Pacific Command on 15 April 1943 for the purpose of drawing up a change to the existing joint agreement relative to procedures, communications, etc. for the control of aircraft flying over Western Canada to and from Alaska.

A further meeting has been tentatively scheduled to be held at Headquarters, Western Defense Command and Fourth Army, on 23 June 1943 for the purpose of reviewing the entire JAN-CAN agreement based on operational experience gained to date.

2. Defense of Newfoundland:

a. The Commanding General, Newfoundland Base Command, has made the facilities at Camp Alexander (near Fort Pepperrell, Newfoundland), available to the R.C.A.F. as requested. United States Army contracts for water and electricity have been cancelled and the U.S. Army guard withdrawn.

b. The Commanding General's (Newfoundland Base Command) request for an addition to the transmitter building at Gander was approved by the R.C.A.F.

c. The following information is reported by the Commanding General, Newfoundland Base Command:

(1) General Progress of U.S. Projects:

(a) A conference was held with Major General L. F. Page, GOC, Canadian Troops in Newfoundland; Major General Archibald, RA AA Artillery Advisor to the Canadian Army; and Brigadier L. C. Goodeve, Brig. G.S., Atlantic Command, for the purpose of discussing the joint Antiaircraft Defense of

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the St. John's area and means of coordinating operations of the U.S. Army and Canadian Army in effecting an efficient defense.

(b) The Joint U.S.A.A.F.--R.C.A.F. radio station at Newfoundland Airport is complete with the exception of one transmitter and the installation of control cables. A 1000-watt Radio Transmitter has been installed at Fort Pepperrell for use of the 25th Anti-submarine Wing.

(2) General Activities of United States Forces:

(a) A Board of Officers has submitted recommendations for improvements in the air defense of Newfoundland. Conferences were held with the R.C.A.F. and Canadian Army. Agreements were made for the joint use of existing facilities and individual responsibilities in this defense were decided. All Armed Forces are working harmoniously in cooperation.

(b) Brigadier General J. T. Larsen, Commanding General, Anti-submarine Command (AAF), Brigadier General Frederick Evans, Liaison Officer between Headquarters, AAF and Anti-submarine Command, and Colonel W. E. Whitson, C.O. 25th Anti-submarine Wing, visited St. John's, Newfoundland Airport and Harmon Field to study and plan for anti-submarine activity.

(c) Permission was granted by the local Government for U.S. Army troops to enter Crown land North of St. John's for familiarization with the terrain.

(d) The Spring thaws have required extensive special repairs to roads of all classes and types.

(e) Leases for many properties expire on 30 June 1943. Only those for required installations are being renewed.

d. Headquarters, New England Sector, reports that: Brigadier Anglin, Commanding Military District #7, St. John, N.B., Major General Panet, Commanding District #4 Montreal, and Brigadier Brown, Commanding the Canadian Reserve Army, visited the above Headquarters recently to survey the New England Sector Beach Patrol System, Communications Net and Joint Operations Room.

e. In connection with the reduction of Canadian Ground Defense Troops within Newfoundland, the question of a corresponding reduction of the United States garrison is still under consideration by the War Department. It is expected, however, that the approximate strength of the new Ground Defense Garrison will be 4500 officers and men.

10. Air Staging Facilities, Western Canada:

a. A meeting was held in the office of the Controller of Radio, Department of Transport, Canada on 29 May 1943 for the purpose of discussing conversion of radio range stations on the Northwest Staging Route to Simultaneous operation. The conference was attended by R.C.A.F., D.O.T. and U.S. Army representatives. The reasons for the necessity of the simultaneous feature at the fourteen radio range stations concerned, were discussed, including security and weather features. The statement was made in the Minutes of the meeting that all representatives agreed that the simultaneous feature should be adopted. It is expected that this matter will be formalized through proper channels.

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b. The Commanding General, Air Transport Command, advises that Kamloops, being located on a branch route from Seattle to Edmonton operated by Air Transport Command, is desired for use by that Command as an auxiliary and emergency field. A small detachment of the Air Transport Command is to be assigned to this location and it was further stated that no airfield improvements are presently required.

24. Military Highway to Alaska:

a. Report of Operations, April 1943:

(1) The Spring thaw which began about the middle of April greatly hampered activity onthe road during the month. Construction on the permanent road during this period, although restricted by thawing, was marked by the resumption of grading and widening improvement on sections of the Pioneer Road, the initiation of preliminary grading on stretches of new alignment, and the placing of additional culverts where indicated by the spring run-off. The Sikanni Chief River Bridge was opened to traffic, this being the first standard permanent structure completed. It is estimated on the basis of work now contemplated that the total project is 38 percent complete as of April 30, 1943.

(2) Operations during the period were necessarily concentrated on maintenance of the Pioneer Road. The thaw closed numerous sections to all but emergency traffic and three temporary bridges were destroyed by the ice breakup. It is expected a number of other structures will go out as the thaw develops progressively toward the north. The road is rapidly being brought back into serviceable condition by continuous blading, spot graveling and placing of additional culverts where local seepage develops. Work has started on replacing two of the temporary bridges lost during the month and replacement timbers have now been stock piled at all temporary bridge sites. High water and floating ice delayed immediate replacement of the damaged bridges.

(3) Freight movements by rail continue to increase, April receipts were approximately 19,000 tons for all agencies via the White Pass and Yukon Railway. An appreciable number of trucks loaded with equipment arrived over the highway during the month, although temporary closure of the road caused considerable stagnation of freight movement by motor convoys from the railhead at Dawson Creek. Air Transport has greatly facilitated deliveries of repair parts during the month. The Ordnance Department is establishing tire inspection and repair facilities at various points along the project and arrangements have been completed for providing area spare parts depots on a pool basis for the various contractors.

(4) Plans and specifications are practically complete except for sections where alignment has been revised in the interest of economy and speed of construction. The following standards will govern construction for the 1943 season: Roadway width - 26'; surface width - 20' to 22' of gravel or crushed stone placed to a depth sufficient to stabilize the road for continuous year around transport. Unsatisfactory temporary bridges will be replaced by permanent wood or steel structures.

b. It is estimated that the peak month for hauling over the Alaskan Highway will be June. It is believed that a maximum of 1,000 commercial vehicles will be required during this month to accommodate the excess trucking requirements. This can be accomplished by available commercial trucking operators without any further increase in number of

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trucks and without pressing into service any farm trucks. Mr. W. S. Campbell, Regional Representative of the War Time Price and Trade Board, has advised the Division Engineer that he is satisfied that farm trucks are not now operating on the Alaska Road and that such trucks will not be attracted to work on this highway.

25. Defense of Sault Ste. Marie:

a. Protection of Sault Ste. Marie Locks and Canal:

(1) Aircraft Warning Service:

(a) It is estimated that 20,000 civilian volunteers serve the Central Air Defense Region. 139 observation posts are manned throughout the 24 hours; 543 posts are manned on a part-time basis; 700 Canadian observation posts are integrated to the Central Air Defense Region System, operated by Aircraft Detection Corps, R.C.A.F., manned by 4,739 observers.

(b) The R.C.A.F. liaison officer has completed organization of air warning districts in Canada from Ottawa in the east to Winnipeg in the west, lying immediately north of the International Boundary.

(c) Permission has been granted for Canadian Flying Schools to conduct training flights as follows:

Schools near Winnipeg--over designated routes in Northern Minnesota and North Dakota.

Schools near London, Ontario--over the Northern part of the lower peninsula of Michigan.

(d) Instructions have been issued to all shipmasters covering aircraft observation. It is estimated that with shipping now in progress, ships on Lake Superior add 150 primary observation posts to the air defense observation system.

(2) Sault Ste. Marie Military Area:

(a) During the month of April, the Soo Warning Area had five alerts caused by unidentified planes.

(b) The Commanding General, Sault Ste. Marie Military Area, maintains constant liaison with General Constantine, Commanding Military District No. 2. Relationship with Canadian Civil Authorities continues to be excellent--cooperating completely.

29. United States--Alaska Air Route (Northwest Staging Route):

a. The Canadian Government on 26 May 1943 approved the expansion of the program for land required by the United States for storage space in the city of Edmonton, with the understanding that the property in question be acquired by the Canadian Government and that the new buildings to be erected thereon, comply with the zoning regulations at Edmonton Airport.

b. With certain provisions, the Canadian Government has agreed to the construction of additional facilities on the Northwest Staging Route as set forth in the so-called Plan "B".

c. Further expansion of the Northwest Staging Route, as lies within Canada, is proposed in Plan "C" which has been transmitted to the Canadian Government through diplomatic channels for consideration.

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d. It has been decided that the street lighting system, United States area at Edmonton Airport, will be installed by the Department of Transport. The U.S. Army Division Engineer and the Alaskan Wing, ATC, have approved the plans and specifications for installation.

GENERAL:

a. Meeting at Ottawa, 17 May 1943:

Major General Robins, Assistant Chief of U.S. Army Corps of Engineers, accompanied by U.S. Army Division and District Engineers, visited Ottawa for the purpose of conferring with representatives of various agencies of the Canadian Government to discuss certain problems arising from United States Defense construction activities in Canada, particularly in the Northwest. The proposed channels of communications for United States defense projects in Canada, and the question of employment of Canadian trucks on the Alaska highway and other pertinent matters were discussed. It is understood that a very satisfactory meeting was held.

b. Maintenance and Control of Airdromes in Canada:

In conformance with the provisions of the Board's 31st Recommendation which was approved by the Canadian Government on 2 June 1943, and by the United States Government on 3 June 1943, an initial meeting was held on 8 June 1943 at which interested agencies of the U.S. Army Air Forces were represented.

c. Disinfestation of Military Personnel at Halifax, Nova Scotia:

A meeting, of a general committee, on the above subject, was held on 11 June 1943 at District Headquarters, Halifax, N.S. Brigadier J.C. Mckins, D.D.G.M.S. presided. The following agencies of the War Department were represented: Office of the Surgeon General; Office of the Provost Marshal General; U.S. Public Health Service; Halifax Sub-Port of Embarkation; U.S. Army Transportation Corps. The Committee adopted the basic principles and lines of action involved and recommended expeditious action. A Joint Sub-Committee of medical and engineering representatives was formed and drafted the necessary technical report.

d. Organization Charts:

The following organization charts, with explanatory data for Corps of Engineers construction activities in Canda, have been forwarded to the United States Military Attache at Ottawa for distribution to the Canadian Government agencies concerned:

Army Air Force Projects.
Army Service Forces Projects, Northeast Canada.
Army Service Forces Projects, Northwest Canada.

e. Protection of Migratory Birds:

At the request of the Director of National Parks Bureau, Lands Parks and Forests Branch, Department of Mines and Resources of the Canadian Government, the Commanding General, North Atlantic Wing, Army Transport Command (Presque Isle, Maine) has been fully advised of the terms of the treaty between the United States and Canadian Governments covering the protection of migratory birds. This action was taken to assure that United States personnel stationed, or to be stationed at Mingan, Quebec, will be guided accordingly.

f. Cold Weather Tests at Churchill:

Representatives of the U.S. Ordnance Department are to make an inspection in the near future of facilities at Churchill to determine available accommodations during the coming winter at that station. For planning purposes, they are including in the anticipated overall strength, the detachment of Canadian officers and enlisted men for which accommodations have been requested.

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PERMANENT JOINT BOARD ON DEFENSE

CANADA - UNITED STATES

U. S. NAVY SECTION PROGRESS REPORT

June 21, 1943

THIRTIETH RECOMMENDATION

The U. S. Navy Members of the Joint Canadian-American Board to study the use of non-rigid airships for anti-submarine measures have been appointed and have received their orders. They will probably contact the Canadian Members within the next few days.

GREENLAND

Two radio stations have been approved for this area: one at Grondal and the other at Narsarssuak.

The construction of recreational facilities at Grondal has been approved.

A reservoir for the storage of an additional two million gallons of water at Grondal has been approved.

A small pontoon drydock to accommodate 112' ships is on the way to Grondal.

NEWFOUNDLAND

Another U. S. Navy Construction Battalion has arrived at the Argentia Base, which makes a total of three Battalions now stationed in Newfoundland.

A 7,000 ton drydock has arrived at Argentia Base and a 1,000 ton drydock is on the way.

Five 20" by 48" magazines have been approved for the Fleet Air Arm of the Royal Navy and two 20" by 48" magazines for submarine service of the Royal Navy at Argentia. These items have not been included under Lend-Lease.

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CABINET WAR COMMITTEE

C220313

MEMORANDUM

Secret

FOR THE PRIME MINISTER:

Attached is copy No.1 of the Journal of the Permanent Joint Board on Defence, covering the meetings held in New York on August 24th and 25th, 1943.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This Journal will be submitted at the next meeting of the Cabinet War Committee.

A.D.P.H.

September 7th, 1943.

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THIRTY-SECOND RECOMMENDATION

APPLICATION OF PRINCIPLES SET FORTH IN THE BOARD'S THIRTY-FIRST RECOMMENDATION

PART I

Definitions

That for the purposes of this Recommendation, the following definitions apply:

1. Control :

Control of airport and airways traffic, and airport administration, provided that regulations applicable to airway and airport traffic control shall be prepared jointly by the using services, and shall be limited to those matters essential to the orderly control of traffic movement, and shall not include ceiling and visibility limitations for take-off and landing.

Note : Airport administration, in the military sense, consisting of those functions pertaining to command.

2. Maintenance :

a. Airfields :

Maintenance of airfield surfaces including runways, taxiways, parking areas, hardstandings, and snow removal according to the standard of the principal user. The priority of such snow removal shall be as prescribed by the principal user.

Maintenance of access roads used solely, or nearly so, for the servicing of the airport and of roads and drainage ditches within and adjacent to the airport area, including snow clearance.

b. Other Facilities :

Maintenance of local airport landline communication systems, power, heating, lighting, water, fire-fighting and sewage systems, with the exception of that part of these systems installed in buildings.

c. Responsibility of Using Service :

Proper maintenance of all buildings and facilities installed therein is the responsibility of the using Service. When facilities are provided by the Government of one country for the occupation of forces of the other, the principles set forth in the Twenty-First Recommendation of the Board apply to the maintenance, upkeep and servicing of such facilities.

d. Responsibility of Officers Commanding :

In the discharge of the above responsibilities, Officers Commanding will be authorized to make such definitions or modifications as local circumstances may require.

3. Defense:

Defense of the airport area in conformance with standards acceptable to the Canadian Chiefs of Staff.

Note : Local security of aircraft, technical installations and building areas is the responsibility of the using Service.

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PART II

Schedule of Responsibility

1. Northwest Staging Route:

a. That Canada be responsible for the control, maintenance and defence of the following airports:

Feeder : Prince George, Kamloops, B.C.; Lethbridge and Calgary, Alta., Regina, Sask.

Main : Edmonton, Alta.; Grande Prairie, Alta.; Fort St. John and Fort Nelson, B.C.; Watson Lake and Whitehorse, Y.T.

Intermediate : Beaton River and Smith River, B.C.; Teslin, Aishihik and Snag, Y.T.; (Whitecourt, Alta., when constructed).

b. That the United States be responsible for the maintenance, local airport control and defence of the following airports:

Main : Edmonton Satellite

Note: Edmonton Satellite will be subject only to airways traffic control by Canada under mutually acceptable regulations.

2. That the United States be responsible for the control, maintenance and defence of the following flight strips:

a. Canol Project (N.W.T.)

(i) Canol #1A

Waterways, Alta.; Embarrass, Alta.; Fort Smith, Providence, Resolution, Hay River, Fort Simpson, Wrigley, Norman Wells, Canol Camp, N.W.T.

(ii) Canol #1 East and West

Goodland Lake and Twitya River, N.W.T.; Sheldon Lake, Pelly River and Quiet Lake, Y.T.

b. Alaska Highway

Dawson Creek, Prophet River, Sikanni Chief River, Trout River and Pine Lake, B.C.; Squanga Lake, Pon Lake and Burwash, Y.T.

3. Northeast Short-Range Ferrying Route to United Kingdom

a. That the United States be responsible for the control, maintenance and defence of the following airports:

Western Sector : The Pas, Churchill, Man.; Southampton Island, N.W.T.

Eastern Sector : Fort Chimo, P.Q.; Frobisher Bay, N.W.T.

Others : Mingan, P.Q.

Note : Mingan will be subject only to airways traffic control by Canada under mutually acceptable regulations.

b. That Canada be responsible for the control, maintenance and defence of the following airports :

Moncton, N.B.; Dorval, P.Q.

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, NEW YORK, AUGUST 24 and 25, 1943.

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1. The Permanent Joint Board on Defence met at the Mayor's House in New York on Tuesday, August 24, 1943, at 2 p.m. The following members participated:

Canadian Section	United States Section
Colonel O. M. Biggar	Mayor F. H. LaGuardia
Rear Admiral G. C. Jones	Vice Admiral A. W. Johnson
Lt. Col. R. T. DuMoulin (Vice Major General M.A.Pope)	Major General Guy V. Henry
	Col. E. W. Hockenberry
Group Captain W. F. Hanna (Vice Air Vice Marshal N. R. Anderson)	Captain J. P. Whitney
Mr. H. L. Keenleyside	Mr. J. D. Hickerson

2. The Canadian Secretary reported that the Department of National War Services expected to have affirmative action on a vote of funds for the construction of a large recreation building in Prince Rupert at a meeting of the Advisory Board on August 25. The Board expressed the hope that every effort would be made by the Department of National Defence to see that the building is completed before the onset of winter. The United States members again expressed their willingness to help as may be necessary in the procurement of any essential priorities required for this purpose.

The senior United States Army member reported that the United States War Department had authorized the construction of a recreation building in the Prince Rupert Camp Area.

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3. The senior United States Army member referred to the discussion at the last meeting of the Board concerning the advisability of the United States War Department's expending funds for the development of a coal mine at Telkwa, British Columbia, as a source of supply for the White Pass and Yukon Railway and other local United States needs. He stated that the appropriate War Department agencies have studied this matter and that they have reached the conclusion that it would be inadvisable, under present improved shipping and labour conditions, to undertake the development of this mine.

4. The Board discussed the matter of the application of the principles of its Thirty-first Recommendation, approved at the meeting of the Board in Montreal on May 6th and 7th, 1943, for the control, maintenance and defence of certain airfields in Canadian territory used jointly by the armed forces of both countries. It will be recalled that upon the approval by the Board of the Thirty-first Recommendation the air members of the Board were requested to prepare a schedule setting forth the application of these principles for submission to the Board as a basis for further recommendation. The Board had before it a detailed report on this subject which was prepared at a meeting in Ottawa on August 19, 1943, by representatives of the interested agencies of the two countries.

After detailed discussion of this report, the Board approved the following as its THIRTY-SECOND RECOMMENDATION :

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C220318

APPLICATION OF PRINCIPLES SET FORTH IN THE BOARD'S THIRTY-FIRST RECOMMENDATION

PART I

Definitions

That for the purposes of this Recommendation, the following definitions apply:

1. Control :

Control of airport and airways traffic, and airport administration, provided that regulations applicable to airway and airport traffic control shall be prepared jointly by the using services, and shall be limited to those matters essential to the orderly control of traffic movement, and shall not include ceiling and visibility limitations for take-off and landing.

Note: Airport administration, in the military sense, consisting of those functions pertaining to command.

2. Maintenance

a. Airfields

Maintenance of airfield surfaces including runways, taxiways, parking areas, hardstandings, and snow removal according to the standard of the principal user. The priority of such snow removal shall be as prescribed by the principal user.

Maintenance of access roads used solely, or nearly so, for the servicing of the airport and of roads and drainage ditches within and adjacent to the airport area, including snow clearance.

b. Other Facilities

Maintenance of local airport landline communication systems, power, heating, lighting, water, fire-fighting and sewage systems, with the exception of that part of these systems installed in buildings.

c. Responsibility of Using Service

Proper maintenance of all buildings and facilities installed therein is the responsibility of the using Service. When facilities are provided by the Government of one country for the occupation of forces of the other, the principles set forth in the Twenty-First Recommendation of the Board apply to the maintenance, upkeep and servicing of such facilities.

d. Responsibility of Officers Commanding

In the discharge of the above responsibilities, Officers Commanding will be authorized to make such definitions or modifications as local circumstances may require.

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3. Defence

Defence of the airport area in conformance with standards acceptable to the Canadian Chiefs of Staff.

Note: Local security of aircraft, technical installations and building areas is the responsibility of the using Service.

Part II

Schedule of Responsibility

1. Northwest Staging Route:

a. That Canada be responsible for the control, maintenance and defence of the following airports:

Feeder : Prince George, Kamloops, B.C.; Lethbridge and Calgary, Alta.; Regina, Sask.

Main : Edmonton, Alta.; Grande Prairie, Alta.; Fort St. John and Fort Nelson, B.C.; Watson Lake and Whitehorse, Y.T.

Intermediate : Beaton River and Smith River, B.C.; Teslin, Aishihik and Snag, Y.T.; (Whitecourt, Alta., when constructed).

b. That the United States be responsible for the maintenance, local airport control and defence of the following airports:

Main: Edmonton Satellite.

Note: Edmonton Satellite will be subject only to airways traffic control by Canada under mutually acceptable regulations.

2. That the United States be responsible for the control, maintenance and defence of the following flight strips:

a. Canol Project (N.W.T.)

(i) Canol #1A

Waterways, Alta.; Embarrass, Alta.; Fort Smith, Providence, Resolution, Hay River, Fort Simpson, Wrigley, Norman Wells, Canol Camp, N.W.T.

(ii) Canol #1 East and West

Goodland Lake and Twitya River, N.W.T.; Sheldon Lake, Pelly River and Quiet Lake, Y.T.

b. Alaska Highway

Dawson Creek, Prophet River, Sikanni Chief River, Trout River and Pine Lake, B.C.; Squanga Lake, Pon Lake and Burwash, Y.T.

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C220320

3. Northeast Short-Range Ferry Route to United Kingdom

a. That the United States be responsible for the control, maintenance and defence of the following airports:

Western Sector : The Pas, Churchill, Man.; Southampton Island, N.W.T.

Eastern Sector : Fort Chimo, P.Q.; Frobisher Bay, N.W.T.

Others : Mingan, P.Q.

Note : Mingan will be subject only to airways traffic control by Canada under mutually acceptable regulations.

b. That Canada be responsible for the control, maintenance and defence of the following airports:

Moncton, N.B.; Dorval, P.Q.

5. The Board discussed the proposed construction of an airfield for land planes at Metlakatla near Prince Rupert, British Columbia. The Board agreed that it would not make any recommendation at this time.

6. The Canadian Secretary gave a brief summary of an extensive report prepared by the Department of Mines and Resources on the progress being made in the wild-catting program in Canadian oil fields. The report indicated that the Canadian Government had taken action to remove customs duties and to remove or reduce taxation on materials imported for exploration and oil development purposes. Further encouragement was given to oil companies by the provision of a substantial measure of tax relief in the 1943 budget. At the present time there are a great number of Canadian and United States companies carrying on exploration work in Canada with the assistance and encouragement of federal and provincial authorities.

7. Progress Reports were read and discussed.

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8. At the suggestion of the Chairmen it was decided to incorporate in the Journal the exchange of telegrams regarding the Board which took place between the Prime Minister and the President on July 14-15, 1943:

Text of the Prime Minister's Message

OTTAWA, July 14, 1943.

Franklin D. Roosevelt,
President of the United States of America,
The White House, Washington, D.C.

My dear Mr. President: My colleague the Minister of National Defence is entertaining at dinner this evening the members of the Permanent Joint Board on Defence, which has been meeting in Ottawa today for the first time since its initial meeting here on August 26, 1940. Remembering our own meeting at Ogdensburg the previous week, at which the creation of the Board was determined upon, and the services of all of the members who have since served on the Board during the nearly three years since the Ogdensburg Agreement, it is with a special satisfaction and pleasure that I send to you this message of greetings and good wishes. All of the assembled company beg to share heartily in this greeting to you. Kindest personal remembrances as always.

Mackenzie King.

Text of the President's Reply

The White House, Washington, D.C.,
July 15, 1943.

Honourable William Lyon Mackenzie King,
Prime Minister of Canada,
Ottawa, Ontario.

I am delighted to have your telegram. I wish that I had been able to be with you at the dinner of the members of the Permanent Joint Board of Defense. I think they are doing splendid work. As you know, the creation of this Board by us has served as a fine example to several other nations. My warm regards to you all.

Franklin D. Roosevelt.

9. After agreeing to meet again in Montreal on October 19 and 20, 1943, the Board adjourned.

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COPY NO. 2

Permanent Joint Board on Defence
Canada - United States

R.C.A.F. Progress Report

21st August, 1943.

Second Recommendation - Newfoundland

Gander - Aprons and taxi strips are completed. Runways are 80% complete. Power line is completed and all ground services are 95% complete. Sewage collecting mains are 95% complete, other sewage facilities completed.

Torbay - Stores buildings on the average are about 90% completed. Sewage system is 90% complete. Hangar area drains, ditching building area, grading and roads average 80% completed.

Tenth Recommendation - Development of Northwest Staging Route.

Grande Prairie, Alta. - The E-W runway is serviceable and application of the seal coat has commenced. The NW-SE runway is serviceable and in good condition. Taxi and connecting strips are in good condition but the parking area in front of the Administration Building is not serviceable for heavy traffic due to wet weather. Construction of extension to both runways is completed and serviceable. Work of levelling and discing inside and outside areas is progressing. Boundary lines and contact lines are installed and satisfactory. R.C.A.F. building is completed. Department of Transport construction is practically completed on buildings with the exception of some small details and finishing work on the Admin. Buildings. U.S. contractors taking over and commencing to carry on work left by the Department of Transport - construction of hangar and workshop. No.'s 1, 2 and 3 water wells operating. Power and light operating satisfactorily.

Fort St. John, B.C. - The N-S runway is under construction and unserviceable. The NE-SW runway sealed, asphalt completed and serviceable the full length. The E-W runway under construction and unserviceable. The NW-SE runway sealed and asphalt completed for the full length. Taxi way completed. Parking area serviceable to the width of 125 ft., 75' of which is concrete. The R.C.A.F. buildings completed with the exception of insulating the heating boiler, and completing finish on Admin. Bldg. Control tower now occupied and operating. D.O.T. buildings completed with exception of covering of boiler and pipes on installations, this work proceeding and completion expected shortly. Work proceeding on installation of telephone system. Power and light distribution 99% completed. U.S. contractors taking over from D.O.T. contractors commenced construction of Hangar and Garage.

Fort Nelson, B.C. - Work on No. 1 runway is at a standstill due to change over of contractors. Runways will require re-surfacing before the wet weather. Work progressing on No. 2 runway. U.S. contractors have considerable equipment and have taken over control. Taxi strips serviceable but in same condition as runway No. 1. R.C.A.F. building complete. Department of Transport buildings complete with the exception of No. 18 Hydrogen Bldg., which is ~~only~~ 95% complete. Telephone installation proceeding as final equipment now arriving. Approximately 3000 cords of wood now in stock.

Watson Lake, Y.T. - The E-W runway hard surfaced, 5500 ft. long and 200 ft. wide is in good condition. The NE-SW runway 4700' x 200', crushed gravel surface is to be hard surfaced shortly. West part of taxi strip hard surfaced and in good condition and the East part is being asphalted. R.C.A.F. buildings completed. Department of Transport buildings are completed. Crew Chief, No. 8 Comm. Building and General Purpose Shop buildings have been taken over for completion by U.S. contractors. Re-vamping of water and sewer set-up has

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been submitted to A.F.H.Q. Telephone system will be finished shortly and fire alarm system equipment is being flown in and is being installed by No. 4 C. & M. U. ~~unit.~~

Whitehorse, Y.T. - The N-S runway in good condition. Taxi strip is also in good condition. U.S. contractor constructing on parallel runway. NE-SW runway extension under construction, remainder of runway good. Runway and contact lighting operating satisfactorily. D. of T. buildings completed and U.S. contractors taking over all other work on this airport. Four power units installed and operated by R.C.A.F. personnel. Radio Range transmitter station and other R.C.A.F. units are now connected to power house. Telephone installation ready to install.

Beatton River, B.C. - No work on connecting road of 75 miles. The only contact is by air. Temporary runway 3500', earth, fair in dry weather. Road to radio range through muskeg will require some time. Power house for generator has been built.

Smith . River, B.C. - The N.-S. runway has been cleared for 4800' x 700' and the landing strip is serviceable for light aircraft in dry weather. The connecting road is now serviceable. Two power units have been delivered and are ready to install when the building is ready. Radio Range and building progressing.

Teslin, Y.T. - Temporary landing strip 3600' x 100' serviceable in dry weather. Work on permanent strip proceeding well. This should be the first intermediate aerodrome to be fully staffed and in operation.

Work on DOT barracks block is completed. Control tower and power houses are completed. Construction of R.C.A.F. barracks commenced. Two power units operating satisfactorily. No report on the water well.

Aishihik, Y.T. - The N-S landing strip, 3600' x 100' is now serviceable; work on permanent strip proceeding satisfactorily. Control tower finished. D.O.T. barracks completed. R.C.A.F. barracks started. Power and control lines are completed from the transmitter to the range station. Two power units are in operation.

The water supply is satisfactory. The connecting highway of 75 miles is not serviceable.

Snag, Y.T. - The N-S runway is cleared 6500' x 500'. The E-W runway is cleared 5000' x 200' . Two landing strips are essential since the prevailing wind changes in summer and winter. The E-W runway will be graded for temporary use while the N-S strip is under construction. Building construction is proceeding well. D.O.T. barracks are completed. Power house is completed and ready for engines. One is at the intersection of the highway and the connecting road and the other at Whitehorse awaiting shipment.

Eleventh Recommendation - Ucluelet, B.C.

Tofino, B.C. - The area is well cleared and stumped. The drainage system is proceeding well. All projected grille-box drains are now completed - 37, 130 linear feet. Runway grading has been completed for 4000 cubic yds. Present grading is being done on the basis of 420' wide runways. Concrete slab and drainage is completed on all taxiways. The water supply system is all but completed. In the building area fifty acres have been cleared, stumped and grubbed. A common excavation of 56,500 cu. yds. has been dug and 7000cu. yds. of gravel have been put on the roads.

Port Hardy, B.C. - Radio range site has not yet been cleared. The average of building construction is 90% completed.

Seventeenth Recommendation.

Goose Bay - Lab. - Field development is nearly completed with the exception

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of paving which is 60%, camouflage 60%, gravelling 85%. Buildings are 90% to 95% completed and roads practically finished. Water supply, sewer system, communications and gasoline and fuel storage are all nearly completed.

Twentieth Recommendation.

Roads in Newfoundland. - Work on the Bishop's Falls-Gander-Lewisporte Highway has been abandoned.

Twenty-Sixth Recommendation - North Atlantic Ferry Route

The Pas - The NW-SE runway, 4000' by 200' is serviceable, clearing, grubbing and grading is proceeding satisfactorily. Water supply is 90% complete. Grading and gravelling of roads is 90% complete. Barracks block complete but for floor, insulation and sheathing of interior walls.

Building construction in the hospital area is well in hand. Some fixtures and appointments are required to complete.

Miscellaneous

Comox, B.C. - Radio range towers are in process of construction.

Massett, B.C. - Radio Range towers are completed, and radio equipment is being installed. Range is to be ready for operation by the first of September.

Radio Aids to Air Navigation - Bonilla Island and Spider Island, B.C.

The Senior United States Army Member has requested Canada to provide additional radio aids to air navigation at Bonilla Island and Spider Island on the coast of British Columbia. The purpose of these aids is to improve the facilities available to United States aircraft moving along the coastal route between continental United States and Alaska. The R.C.A.F. has agreed to install and operate radio beacons at the two stations referred to as soon as equipment can be made available by the United States. The beacons will be replaced by radio ranges to be installed and operated by Canada as soon as range equipment can be secured.

HF/DF Station - Annette Island, Alaska.

The R.C.A.F. has requested permission from the United States to erect a HF/DF station at Annette Island. This station is to be used to facilitate the operations of R.C.A.F. squadrons stationed there. The United States authorities have granted the necessary permission.

Meeting at Ottawa, August 19th - Representatives of U.S.A.A.F., R.C.A.F., and Canadian Department of Transport.

Officers of the U.S.A.A.F. and the R.C.A.F., and officials of the Canadian Department of Transport met at R.C.A.F. Headquarters, Ottawa, on August 19th to discuss matters in connection with the control, maintenance and defence of aerodromes in Canada used by the United States Forces. The agreements entered into at this meeting will be placed before the Permanent Joint Board on Defence as called for in the Thirty-First Recommendation of the Board.

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PERMANENT JOINT BOARD ON DEFENCE

Canadian Army Progress Report

C220325

17 August, 1943

First Rcmdn. - Exchange of Information

1. Advice has been received that the office of the Sub-Port of the Boston Port of Embarkation at Quebec was closed on 30th June.

Tenth Rcmdn. - Northwest Air Staging Route

2. The Canadian Chiefs of Staff have reconsidered the necessity for retaining special Canadian Army defences at Whitehorse in the light of the improved strategical situation and the location of this airfield and it was decided that the anti-aircraft troop and aerodrome defence platoon stationed there could safely be withdrawn. Action has since been taken accordingly.

Twentieth Rcmdn. - Communications - Newfoundland

3. Construction of the road between Gander, Lewisporte and Bishop's Falls, which was approved in August, 1942, has been undertaken but it has been found that costs are considerably exceeding estimates and progress has not been great. Consequently the matter has been reviewed in the light of present improved conditions, and the adequacy of present rail facilities for handling gasoline movement between Lewisporte and Gander. A recommendation that this project be held in abeyance has accordingly been made and is now under consideration.

GENERAL

4. There is nothing of importance to report, insofar as it concerns the Canadian Army, on Recommendations not dealt with in preceding paragraphs.

New York Meeting 24th August, 1943.

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PERMANENT JOINT BOARD ON DEFENCE
(Canada - United States)

ROYAL CANADIAN NAVY
PROGRESS REPORT FOR AUGUST, 1943.

1. During the period under review, there has been little U-boat activity in the Canadian North Atlantic Command and no further evidence of minelaying. A straggler from B.X. 65 was attacked and hit but owes her safety to the fact that she was fitted with a special type of protective gear known as the "Mark XXIX". Full reports on this attack have been forwarded through the usual channels. A further attack by one submarine was made on Convoy H.X. 252 in position approximately 200 miles south of Cape Race; one ship was sunk and another damaged.

2. Weather conditions have been extremely severe for this time of the year with long spells of thick weather. However, the volume of shipping on all routes has been well maintained.

3. The problem of ship repairs continues to increase, and is receiving the attention of the various authorities. A wooden floating dock has been obtained from United States sources and is being towed to St. John's, Nfld., leaving New York August 20th. It is hoped that this will assist at St. John's, Nfld., where the problem of the lack of docking facilities is most acute.

4. The fire boats "McNICHOL" and C.G.R. 1972, were turned over to the American Authorities at Yarmouth, N.S., on August 18th. These vessels and their crews have rendered most valuable assistance at Halifax for some months. The question of providing adequate fire fighting equipment on the waterfront at this port is receiving active attention.

5. There have been no developments of note on the Pacific Coast in the Canadian area except that further steps to coordinate patrols in the Straits of Juan de Fuca have been taken.

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S E C R E T

C220327

PERMANENT JOINT BOARD ON DEFENSE
CANADA-UNITED STATES

U. S. ARMY
PROGRESS REPORT

20 August 1943

NOTE: Paragraphs are numbered according to Recommendation Number of the Permanent Joint Board on Defense, Canada-United States.

1. Exchange of Information:

a. Western Defense Command:

At a meeting of the following representatives, Headquarters, Western Defense Command and Fourth Army, the JAN-CAN Agreement was reviewed and redrafted based on operational experience gained to date: R.C.A.F. Commander, Western Air Command; Commander, Northwest Coast Frontier, USN; Commanding General, Western Defense Command; Commanding Officer, Alaskan Wing, ATC. A representative of the Commander, U.S. Naval Air Transport Squadron, West Coast, was present at this meeting and became a signatory to the Agreement.

2. Defense of Newfoundland:

a. General Activities of U.S. Forces:

(1) In connection with the establishment of an Air Transport Command Depot at Stephenville (Harmon Field), the 406th Service Squadron has been activated for assignment with that station some time in October, 1943.

(2) The Fifth Coastal Artillery Cooperation Flight, R.C.A.F., will conduct aerial spotting of combat firing by U.S. Army seacoast batteries in the St. John's area. The Canadian Artillery has supplied a radio set to the U.S. Army 8" Gun Battery at Red Cliff to provide direct communication with aircraft of the 5th CAC, RCAF, during an alert.

(3) The Aviation Petroleum Products Board for Newfoundland, decided that existing aviation gasoline storage facilities are adequate for all activities of the R.C.A.F., R.A.F., and U.S. A.A.F. at the Newfoundland Airport until about December 1, 1943.

(4) The new Fort Pepperrell station hospital is in operation. An inspection and reception was held for civilian dignitaries, Allied Army and Naval officers, and members of the Government Medical Service on the opening day.

(5) The Controller of Civil Aviation, Department of Transport, has advised the U.S. Military Attache, Ottawa, that the R.C.A.F. have no objection to the U.S. Army transferring the radio beacon which they already have operating at Millartown, Newfoundland to Buchans, Newfoundland.

b. Political Matters Having a Bearing on the Military:

Continued cordial and friendly relations exist with all Government and City officials. Associations with the public are highly satisfactory. Frequent conferences with the Commission of Government, members of the Supreme Court and local judges decide all related mutual problems.

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10. Air Staging Facilities, Western Canada:

a. It is understood that there is no objection on the part of Canada to the United States Engineers' either purchasing or renting equipment and material from Canadian contractors. Arrangements should be made by the Engineers for payment direct to the contractors concerned.

b. A meeting was held in the office of the Commanding Officer, Alaskan Wing, ATC, at Edmonton on 13 July 1943 for the purpose of discussing control, maintenance and defense features of the Northwest Staging Route. The conference was attended by local commanders and members of their staff (both R.C.A.F. and U.S. A.A.F., as well as the air members of the Permanent Joint Board on Defense, Canada-United States).

c. It is understood that local agents of the Department of Transport have taken action towards the acquisition of title to certain land required by the United States for the construction of the satellite airfield near Edmonton.

24. Military Highway to Alaska:

a. Report of Operations, June 1943:

(1) Although heavy rains have continued to hamper activities, this period is marked by the resumption of large scale operations by all contractors on all sections of the road. These operations included grading and surfacing of certain sections of the final-type road, clearing, grubbing and rough grading of other sections which have been relocated, and necessary maintenance work on the pioneer road. Emphasis has also been placed on the completion of contractors' camps. Slow delivery of materials and high water resulting from excessive rainfall has retarded bridge construction, but in spite of this, two additional major structures were opened to traffic during the month. On the basis of work presently contemplated, it is estimated that the total project is 42% complete as of 30 June 1943.

(2) The prevailing heavy rainfall continued to necessitate the diversion of equipment and personnel to maintenance operations on the pioneer road and the replacement of temporary bridges washed out by flood waters. Stock piles of surfacing materials are being established at intervals along the road. Full responsibility for maintenance of the 35 mile section of the highway between Dawson Creek and the Peace River was assumed by the U.S. Engineering Department on 27 June 1943.

(3) Traffic congestion in west coast ports has delayed delivery of equipment and supplies via water. During the month 14,274 tons of freight for highway contractors' forces were received over the White Pass and Yukon Railway. Traffic conditions at Edmonton and Dawson Creek have improved to an extent to allow the discontinuance of the priorities system formerly established at these points and truck shipment over the highway has been resumed.

(4) Plans and specifications for the final type road and for permanent structures are essentially complete with the exception of some sections where the alignment of the final type road deviates from the pioneer road.

25. Defense of Sault Ste. Marie:

a. Protection of Sault Ste. Marie Locks and Canal:

Aircraft Warning Service: On 6 July 1943 Central Air Defense Region reports Canadians have established a prohibited flying zone

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covering Canadian territory within a circle of 100 mile radius centering at SOO Locks. On 8 July 1943, Radar siting officers recommended immediate installation of SCR 270-B at four (4) reporting platoon sites in Canada. As of 31 July 1943 a Ground Observer School will be held for Twenty-five (25) Canadian Regional Directors of Ground Observers.

26. Northeast Short-Range Ferry Route to U.K.:

a. Effective 1 July 1943, the control office and headquarters, U.S. Army Forces in Central Canada was established with Headquarters at Winnipeg, Manitoba, Canada, being organized by the Commanding Officer, Western Sector of the Crimson Project (Lt. Colonel J. P. Fraim, Jr.).

b. The Canadian Government has approved the United States program of weather reporting in Northeastern Canada as outlined in General Henry's memorandum of 23 July 1943 to Mr. Keenleyside, with the understanding that the Canadian Meteorological Service will be kept fully advised as to dates on which the various stations will be brought into operation, the number and type of observations taken at each and the codes being used. The Newfoundland Government has approved the use of the following sites in Labrador as weather stations: Hebron and Mecatina.

c. Canada has authorized the construction of one standard wooden hangar for the United States at Goose Bay, with the understanding that the site-location plan will be submitted for approval of Canadian Aerodrome Development Committee before any actual construction on the ground is started.

d. The use of land for a radio range near Cape Harrison, Labrador has been authorized for the duration and six months thereafter by the Newfoundland and Canadian Governments.

e. The Controller of Radio, Canadian Department of Transport, has advised the War Department, through the U.S. Military Attache, Ottawa that an application has been received from Canadian Pacific Airlines, Ltd. for a license to authorize the proposed establishment of a 60 watt radio telephone station at the U.S. Army Air Corps airport at Long Point (Mingan) Quebec.

f. The War Department has been advised that the Royal Canadian Air Force can not relinquish office or hangar space to United States troops at Torbay due to the over-crowded conditions at that airfield. The R.C.A.F., however, will continue to make hangar accommodation available for the Commanding General, Newfoundland Base Command, personal airplane in visiting the airdrome and to provide for routine inspection and minor repairs to other U.S. Army aircraft and visiting aircraft from Argentia.

GENERAL:

a. Classification of U.S. Defense Projects in Canada:

This matter has been reviewed by the War Department and appropriate authorities in Canada have been informed of the classification of all United States Military Projects and installations in Canada.

b. Quebec Sub-Port of Embarkation:

The Quebec Sub-Port of Embarkation has been closed.

c. Annette Island:

Interested agencies of the Canadian Government have been advised that the War Department has no objection to the erection, by the Canadian Government, of a HF/DF station at Annette Island airdrome.

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d. Radio Facilities from Seattle to Alaska:

The War Department has been advised of the Canadian Government's activities regarding additional radio navigational aids on the air route from Seattle to Alaska and has recommended certain action to be taken by War Department agencies in connection with the furnishing of certain items of equipment.

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S E C R E T

C220331

PERMANENT JOINT BOARD ON DEFENSE

CANADA - UNITED STATES

U. S. NAVY SECTION PROGRESS REPORT

August 24, 1943.

THIRTIETH RECOMMENDATION

The Joint Canadian-American Board appointed to consider the employment of non-rigid airships for anti-submarine work has recommended, to the U. S. Navy Department and Canadian authorities, the operation of one non-rigid airship from a mast at Yarmouth, Nova Scotia, during the summer of 1943. The Navy Department is ready to implement this recommendation if and when the Canadian authorities inform the Navy Department that they are in accord with the above recommendation.

GREENLAND

Additional Naval repair facilities and a recreational hall have been completed at Grondal.

6 PBY's from Fleet Air Wing 7 are now operating from the base at Narsarssuak.

NEWFOUNDLAND

A repair shop (equivalent to that of a destroyer tender) is nearing completion at Argentia. Ninety percent (90%) of the tools have been installed.

The runways at the Naval Air Station at Argentia are being extended from 5,000 feet to 6,000 feet in length.

ALASKA

The Navy Air Auxiliary Facility at Port Armstrong in the Sitka Subsector has been decommissioned.

The Navy Air Auxiliary Facility at Seward has also been decommissioned. The basic facilities were not dismantled, however, and will be operated by the U. S. Coast Guard.

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CABINET WAR COMMITTEE

MEMORANDUM

C220332

Secret

FOR THE PRIME MINISTER:

Attached is copy No.1 of the Journal of the Permanent Joint Board on Defence, covering the meeting held in Montreal on November 8th and 9th, 1943.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This Journal will be submitted at the next meeting of the Cabinet War Committee.

A.D.P.H.

November 11th, 1943.

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C220333

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, MONTREAL, NOVEMBER 8 and 9, 1943.

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1. The Board met in Montreal at 2 p.m., Monday, November 8, 1943. The following members participated:

Canadian Section	United States Section
Colonel O. M. Biggar	Mayor F. H. LaGuardia
Major General M. A. Pope (assisted by Colonel J. H. Jenkins)	Major General Guy V. Henry
	Vice Admiral A. W. Johnson
Rear Admiral G. C. Jones	Captain R. W. Ruble
Air Vice Marshal N.R. Anderson	Colonel E. W. Hockenberry
Mr. H. L. Keenleyside	Mr. J. D. Hickerson

2. The members of the Board noted with regret the retirement of Captain J. P. Whitney, but sent him their congratulations and best wishes on his new appointment. The accession of Captain R. W. Ruble to the membership on the Board was recorded with pleasure and satisfaction.

3. With reference to the proposed construction of a hangar for the R.C.A.F. at Millinocket, Maine, General Henry suggested that consideration be given to the use of the facilities at Houlton, Maine, rather than the erection of new facilities at Millinocket. The Canadian Air member agreed to have this proposal examined in the light of Canadian needs.

4. The Canadian Air member enquired as to the probable use of Kamloops air field by the United States Army Air Force. The United States members stated that the United States will place a small detachment at Kamloops to handle

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occasional landings by United States planes on an alternative route to be used when weather conditions require. There will be no regular or extensive United States traffic.

5. At a meeting of the Board on April 7-8, 1942, it was agreed in principle to set up an aircraft detection corps organization in the Central Canada area, with particular reference to the air defence of the Sault Ste. Marie. The United States and Canadian defence authorities co-operated subsequently in the establishment of an aircraft detection system in this area.

As a result of the improved war situation, the Canadian defence authorities are now of the opinion that the possibility of enemy aircraft attack in this region is so remote as not to justify continued maintenance of the aircraft detection corps organization, and advised the United States defence authorities that it is Canada's intention to disband the organization in this area, although some 9,000 volunteer observers will continue to be available in the area and will be instructed to report airplanes in distress or identifiable enemy aircraft over the regular communications system.

General Henry reported that the United States War Department has advised it concurs in the opinion of the R.C.A.F. that it will not be detrimental to abandon the aircraft detection corps set-up in the area lying in the territory between Ottawa and Winnipeg, including the Canadian side of the Sault Ste. Marie Canal.

The Board concurred in principle in the disbandment of the aircraft detection corps organization in this area.

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6. United States members of the Board inquired as to the legal position of the Goose Bay Air Base, and as to the present intentions of the Canadian Government in regard to the post-war military use of the Base. In reply the Canadian Secretary reported that it was hoped that negotiations concerning military rights and administrative control over the Base would shortly be completed and that while the provisions of the lease would probably not be as inclusive as the terms by which the United States holds its bases in Newfoundland, adequate provision would be included to permit the maintenance and operation of defence facilities at the Base over an extended period of time. While recognizing that the Board was responsibly interested only in the military aspect of the subject, the Canadian Secretary read for the information of the members the pertinent paragraphs of a letter relating to the lease negotiations which was addressed to the First Secretary of the United States Legation in Ottawa by the Under Secretary of State for External Affairs on November 2, 1943. In this letter it was stated that the question of post-war civil air rights had been postponed for consideration after the war.

7. The Secretary of the United States Section raised the question of whether the Board should not give further consideration to the problem of the post-war disposition of certain United States defence facilities in Canada. There was a general discussion of the matter. It was agreed that further study should be given to this question.

8. Progress Reports were presented by the Service members and discussed.

9. After agreeing to meet in New York City on January 13-14, 1944, the meeting adjourned on November 9.

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Permanent Joint Board on Defence
Canada - United States

C220336

R.C.A.F. Progress Report

3rd November, 1943.

Second Recommendation - Newfoundland

Gander - All buildings are complete or nearing completion with the exception of some buildings recently begun, including three additions to existing buildings, which are about 20% complete. Sewer systems, power line, and all ground services are practically complete.

Torbay - Field development is progressing satisfactorily. Field lighting has been completed on Runways No.'s 1,2, and 3. Rotating and code beacons have been installed and are in operation.

Tenth Recommendation - Development of Northwest Staging Route

MAIN STAGING UNITS

Grande Prairie, Alta. (No. 1 Staging Unit) - This is a two-way field. The E-W runway, 6200' x 200', and the NW-SE runway, 6500' x 200', are complete with seal coat surface. The main taxiway, 4400' x 150', and the two connecting taxiways, 500' x 75', each are also complete with seal coat surface. Flightways have been cleared of all obstructions and fairways have been rolled and smoothed. Buildings under Plan "A" are all complete. The water main system and sewer lines are complete. The transmitter has been completed two miles east of the field. The Radio Range, 4.5 miles SE of the field, is complete with 4 towers, 140' in height. Steel for the fifth tower has been hauled to the field and stored. The electric power line is complete. Boundary and contact lights, a rotating beacon, ceiling projector and wind indicator are all installed and in operation. U.S.A.A.F. construction (Under Plans "B" and "C") of hangar, warehouses, garage and parking apron is making good progress.

Fort St. John, B.C. (No. 2 Staging Unit) - This is a four-way field. The NE-SW runway, 6700' x 200', has been asphalt sealed and are complete. The E-W main taxiway, 1200' x 130', is also sealed and completed. The apron, 1100' x 70', is complete with unreinforced concrete. The West connecting taxiway, 3500' x 75', and the East connecting taxiway, 625' x 75', are both complete with asphalt sealing. The E-W grass landing strip, 4200' x 500', is suitable for use except in wet weather and a steel matting, 1800' x 30', has been laid on its east end. Fine grading of the N-S landing strip is practically complete. The water main system, sewer lines and power and electrical services are almost complete. Under Plans "B" and "C" good progress is being made by the U.S.A.A.F. in the construction of a hangar, warehouse, Motor Repair Shop, Officers' Quarters (3 buildings), Barracks, Commissary Building, Garage and Parking Aprons.

Fort Nelson, B.C. (No. 3 Staging Unit) - This is a two-way field. The NE-SW runway, 4400' x 200', is serviceable but loose gravel and occasional ruts have necessitated the repair of its surface by U.S.A.A.F. contractors who are constructing the new NW-SE runway, 4400' x 300'. A stabilized base has been placed for this runway, drain facilities are being constructed and work has begun on the asphalt surface course. The water main system is practically complete and the power house, with three diesel power units, has been completed. Four Radio Range towers have been completed and are in operation. The transmitter station is in operation.

Watson Lake, Y.T. (No. 4 Staging Unit) - This is a two-way field. The E-W runway, 5500' x 175', is hard surfaced and serviceable. The NE-SW runway has not yet been asphalted but is serviceable for landings. Building under Plan "A" is complete and U.S.A.A.F. contractors are now proceeding with the construction of a hangar, warehouse, officers' quarters, taxiways and parking aprons. Excavation of the hangar foundation has been completed, the officers quarters are 70% complete, footings and concrete columns have been poured for the warehouse. The taxiway and parking apron areas are being graded. An asphalt plant is being erected and rock is being crushed and stock piled.

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Whitehorse, Y.T. (No. 5 Staging Unit) - Concrete placing has been completed on the new runway, 6600' x 150', which has been constructed parallel to the completed hard-surface runway, N-S 6600' x 200'. Concrete buttresses have been poured for a hangar and in accordance with Plans "B" and "C" the U.S.A.A.F. is proceeding also with the construction of E.M. Barracks, Officers' Quarters, a parking apron and a taxiway. Good progress is being made.

INTERMEDIATE STAGING UNITS

Beatton River, B.C. - Good progress is being made in the grading of the permanent runway. A temporary landing strip, 2700' x 300', has been cleared. The Airways Building is practically complete and the power house is 80% complete. The Range building has been completed and the transmitter building is almost complete. The power line to the range is complete. The driller struck water at 280'.

Smith River, B.C. - The N-S landing strip is 90% complete. A temporary landing strip, 3600' x 100', is available and is being used by Boeing aircraft. The administration building is almost complete. Work continues on the construction of the road to the Alaska Highway. The road to the range is 25% complete. The power plant is complete and the Radio Range site is 40% cleared. Transformers are being installed in the transmitter building.

Teslin, Y.T. - A temporary landing strip, 3600' x 100', is serviceable, except in wet weather. The permanent runway is nearing completion. Good progress is reported in the construction of buildings. A pipeline is to be laid from a well near the lake to the aerodrome and reservoir.

Aishihik, Y.T. - All stripping has been completed and grading is proceeding on the westerly 200' of the runway. A temporary landing strip, 3600' x 100', is serviceable. The transmitter building, Airways building, power house, barracks, garage and range building are all nearly complete. The powerline is completed. The 132' well has been completed. The road to the Radio Range is nearing completion. Thirty-five miles of the access road have been completed from its junction with th Alaska Highway. There is an additional 35 to 40 miles yet to be built.

Snag, Y.T. - The N-S runway has been cleared and stumped for an area 7000' x 500'. The E-W runway has been cleared for an area 6000' x 300'. All clearing along the taxi strip and in front of the buildings has been completed. The range building, transmitter building, power house and barracks are nearing completion. The Radio Range site is 70% cleared. The road from the aerodrome to the Alaska Highway is open but the Alaska Highway is still impassable eight miles beyond the White River. A 60' well has been dug and cribbed. All holes for the power line poles have been dug and 85% of the poles with cross arms have been erected. All supplies, equipment and materials are brought in by aircraft. A landing strip, 3100' x 120', is available.

Namao-Edmonton Satellite Field - Excellent progress is being made in the construction of this airfield which will provide additional facilities for U.S. service aircraft being staged through Edmonton. The grading of runways has begun, buildings are being constructed, roads have been graded and gravelled and the railway spur from Edmonton has been completed. Namao is seven miles north of Edmonton.

Eleventh Recommendation - Ucluelet, B.C.

Tofino, B.C. - Concrete slab and drainage have been completed on parking areas, taxiways, bomb apron and rifle range aprons. The water supply is in satisfactory operation. To date, 419 acres have been cleared. Clearing is completed on the N-S flightway and the diagonal flightway. Good progress is being made in the clearing and grubbing of the Radio Range and Wireless Transmitter sites.

Port Hardy, B.C. - The Radio Range is in operation. Building construction is practically completed.

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Seventeenth Recommentation

Goose Bay, Labrador - Water supply, sewer systems and radio and telephone communications for R.C.A.F., U.S. Army and Canadian Army are almost completed. All building construction is approaching completion. Gasoline and Fuel Storage for the R.C.A.F. is 84% complete and for the U.S. Army 91% complete. Roads and streets are almost complete. All power and electrical services are nearly complete and good progress is being made in the camouflage programme.

Twenty-Sixth Recommendation - North Atlantic Ferry Route

The Pas - The grading and gravelling of roads are almost completed. The water main and pumphouse are almost complete. The NW-SE runway, 4000' x 200' is serviceable for aircraft. Field development is progressing satisfactorily. Buildings are being winterized and all building construction approaches completion.

Miscellaneous

Fan Marker, Pine Island, B.C. - Permission has been given for the United States authorities to install a Fan Marker at Pine Island, B.C. This marker will provide an additional aid to aerial navigation on the coastal route to Alaska.

Use of Non-Rigid Airships - Eastern Canadian Waters.

The Thirtieth Recommendation of the Permanent Joint Board on Defence called for the appointment of a Joint Canadian-American Board of Officers to investigate the use of non-rigid airships in anti-submarine activities in Eastern Canadian waters. The Joint Board of Officers was duly appointed, and recommended that an American patrol type airship be established at the R.C.A.F. Station, Yarmouth, so that its operations might be studied by Canadian officials. It was further recommended that after a study of this airship's operations a joint RCAF-RCN Board would determine whether or not to utilize airships in Eastern Canada area. The recommendation of the Joint Board of Officers was not concurred in by the Canadian Government, and no further action has been taken with respect to the Thirtieth Recommendation.

United States Navy Aircraft Ferry Service
Columbus, Ohio, - Montreal, P.Q.

Canadian authorities have agreed to the establishment of a temporary aircraft ferry service between Columbus, Ohio, and Montreal, P.Q.

Provision of Airways Traffic Control in Canada

At a meeting at Ottawa on August 19, 1943, representatives of the RCAF and the Canadian Department of Transport discussed with officers of the United States Services the question of setting up a satisfactory system of airways traffic control on certain airways in Canada. Such a system of airways traffic control was later provided for in the Thirty-Second Recommendation. It was agreed at the meeting on August 19th, 1943, that this problem should be referred to a Sub-Committee, which would set up standard regulations to cover the movement of United States aircraft over all staging routes coming under the jurisdiction of the RCAF. This Sub-Committee, consisting of representatives of the RCAF, the Department of Transport, the U.S.A.A.F., the U.S. Navy, and the Civil Aeronautics Administration, met at Washington on September 23 and drafted standard regulations on airways traffic control. The Sub-Committee also made recommendations regarding the provision of communications facilities required for the control of airways traffic. The recommendations of the Sub-Committee have been referred to the Services and Departments concerned, and action is being taken to implement them.

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JHJ/sh

H.Q.S. 5199-W-1, F.D. 52 (Oprs.)

Permanent Joint Board on Defence
Canadian Army Progress Report
NOVEMBER, 1943.

SECRET

C220339

First Rcmdn. - Exchange of Information.

1a. Advice has been received regarding changes in U.S. Army Command on the West Coast and the establishment of the Alaska Defence Command as a separate theatre of operations.

Second Rcmdn. - Defence of Newfoundland.

2a. The Canadian Army Progress Report for 25 June contained details of a reduction in the Canadian infantry garrison in Newfoundland, made as a result of the improved strategic situation. Reductions have now been made in the Coast Artillery defences at Botwood by the placing in maintenance (not manned) of the 10-inch U.S.-type Counter-Bombardment battery.

b. The provision of Light AA defences for the RCN repair establishment at Bay Bulls (referred to in Army report of 29 March) is in abeyance pending review in Spring 1944.

Third Rcmdn. - Defence of Canada.

3a. The improved strategic position on both Coasts of Canada resulting from the eviction of the Japanese from the Aleutians, the military victories in the Mediterranean and the Russian successes has enabled a considerable reduction to be made in the number of operational troops in Canada.

b. The main features of the Army reorganization are:-

(i) Downward adjustments in local defences (incl. Coast and AA Arty.) at strategic points, having regard to their relative importance and vulnerability.

(ii) The 7th and 8th Divisions now on duty in Canada will be disbanded and the 6th Division will be partially disbanded. In substitution for these Divisions it is proposed to retain a composite formation of three brigade groups each capable of operating independently. These troops will be administered and trained under a modified Divisional Headquarters.

(iii) There will be organized in Eastern Canada a "Training Brigade Group". This Training Group will have a cadre of officers, N.C.Os. and an administrative staff. The rank and file will consist mainly of reinforcements who have completed the regular basic and advanced training and who as part of their preparation for overseas will come to the brigade group for an additional and more advanced phase of training.

c. The necessary number of units have been retained to form the three brigade groups and to carry on necessary coast defence and other operational duties.

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d. This reorganization has reduced the establishment for operational troops in North America by about 22,000. These reductions will assist in meeting the Canadian Army overseas commitments. Certain low category personnel will be released to war industry.

e. The installation of certain coast artillery equipment, that had been planned to supplement present defences, will not be undertaken now. This cancellation includes the additional battery (4") in Johnstone Strait described in Para. 2f of Army Progress Report dated 25 June.

f. When the modernization of the main counter-bombardment bty. for Esquimalt is completed in early 1944, it is planned to take out of action the bty. of 8" railway-type guns loaned by the U.S. War Dept. in 1941 as an interim addition to the Esquimalt defences. Advice has been received through the Senior U.S. Army member that it will be agreeable to the U.S. War Dept. if these guns are placed on a "care and maintenance" basis for the duration or until further notice. The present plans for Prince Rupert include the continuance in action of the 8" railway guns there, that were loaned to Canada by the U.S. War Dept. in March, 1941.

Twenty-Fifth Remdn. - Defence of Sault Ste. Marie.

4a. Advice has been received through the Senior U.S. Army member, that it is acceptable to the War Department for Canada to withdraw her AA Bty. (3.7") from the Sault Ste. Marie area without replacement.

b. This Canadian bty. will remain in action at the Sault until 30 November (the official end of the present navigation season) after which it will be withdrawn from the area.

c. Advice has been received from the U.S. Comd. General Sault Ste. Marie area that the U.S. infantry, who had been posted on the Canadian locks for anti-sabotage and ground defence duties, will be withdrawn to the U.S. but the U.S. AA Arty. and barrage balloon personnel trained in ground defence duties will remain. Anti-sabotage protection on the Canadian locks will continue to be provided by the Royal Canadian Mounted Police.

Twenty-Sixth Remdn. - North Atlantic Air Ferry Routes.

5a. Under the Thirty-Second Remdn., the staging air fields at The Pas, Churchill, Southampton Island, Fort Chimo and Frobisher Bay have been included among those for which the United States assume responsibility for control, maintenance and defence. Prior to this Remdn., the Canadian Chiefs of Staff had decided that no defences were necessary at The Pas but that the runways at the other four airfields should be prepared for emergency demolition.

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b. In October the U.S. War Dept. requested the Senior U.S. Army member to ascertain whether or not Canada required provision for demolition at certain of these air fields.

c. As a result the question of airfield demolition measures has been reviewed by the Canadian Chiefs of Staff who have decided that (insofar as Canada is concerned):

(a) At Southampton Island, Fort Chimo and Frobisher Bay, preparations by local U.S. garrisons for destruction of gasoline, oil and other supplies, would represent adequate emergency demolition preparations.

(b) At The Pas and Churchill - such measures are not necessary.

GENERAL

6. There is nothing of importance to report, insofar as it concerns the Canadian Army, on Romdns. not dealt with in preceding paragraphs.

For Montreal Meeting 8 Nov. 1943.

OTTAWA, 2nd Nov. 1943.

(Oprs. 176-U)

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PAPIER DE COULEUR

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COPY NO. 27

PERMANENT JOINT BOARD ON DEFENCE
(Canada - United States)

ROYAL CANADIAN NAVY
PROGRESS REPORT FOR OCTOBER, 1943.

1. During the course of an inspection tour of East Coast establishments, the Canadian Naval Member visited Newfoundland late in October. Advantage of the opportunity was taken to visit the United States' Navalbase at Argentia and confer with the various authorities. From the point of view of the Royal Canadian Navy, the co-operation existing is excellent and no suggestions for improvement can be advanced.

2. During the period under review, U-Boat activity has been renewed on the North Atlantic trade routes. Insofar as the Canadian Northwest Atlantic Command is concerned, the main activity has been in the form of laying a minefield in the approaches to St. John's, Newfoundland.

3. The first positive evidence that a minefield had been laid was on October 11th. To date, November 3rd, 29 mines have been accounted for, of which 2 have been recovered intact. The mines recovered were identified as type "O", identical with those laid off Halifax and referred to in the August report. S.S. "PENOLVER" and S.S. "DELISLE" of Convoy W.B. 65 are the only known casualties so far. Minesweeping is continuing under difficult conditions and with lack of sufficient sweepers.

4. Fourteen convoys totalling 66 ships sailed between 16th June and 5th November to Goose Bay, a total of 162,000 tons of cargo being moved. The last convoy, N.L. 21, sailed from Rigolet on November 2nd, E.T.A. Gaspe, November 5th, which concludes all Goose Bay ocean traffic for the year.

5. A serious fire occurred at the new Point Edward base at Sydney, N.S., on October 11th, the oiling and refitting jetty at Point Edward being put out of commission. Rebuilding will commence as soon as possible. Fuel requirements for ships of the Sydney force are being taken care of by an oiler, which has been diverted to provide floating fuel storage until a temporary oil line can be installed.

6. The ship repair problem on the East Coast continues acute, but facilities are improving gradually. The shortage of labour is the chief bottleneck.

7. There is nothing of interest to report from the Pacific Coast.

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C220343

PERMANENT JOINT BOARD ON DEFENSE
CANADA—UNITED STATES

U. S. ARMY
PROGRESS REPORT

S E C R E T

4 November 1943

NOTE: Paragraphs are numbered according to Recommendation Number of the Permanent Joint Board on Defense, Canada-United States.

1. Exchange of Information:

a. Western Defense Command:

(1) Supplies, equipment and material were issued the 13th Infantry Brigade, Canadian Army, to be used in the Alaska Defense Command. No unusual problems were confronted in the issue of equipment nor in the loading of troops or supplies on transports. The Brigade had the advantage of assistance from the Seattle Port of Embarkation, Seattle, Washington, as well as from the sections concerned with the equipping and moving of the unit to its destination.

(2) Branch Office Alaska Travel Control: The Office of the Liaison Officer, Western Defense Command, to Headquarters, Pacific Command at Vancouver, B.C. has been designated as a branch office of the Alaska Travel Control.

(3) Canadian Radio Station at Annette Island: Construction of an ultra high frequency point-to-point radio telephone and telegraph station at Annette Island for Canada was initiated during September. The Station is specifically designed for communication between Annette Island and Prince Rupert.

(4) JAN-CAN Agreement: The new JAN-CAN agreement for control of aircraft flights in Western Canada and Alaska was placed in effect 20 September 1943.

(5) Visits: A considerable number of Canadian officers visited the Alaska Defense Command during the period covered by this report. Most of these visits were in connection with the combined operations at Kiska.

2. Defense of Newfoundland:

a. General Progress of United States Projects:

(1) Construction of the 90-mm AMTB battery at Ship Harbor Point, Argentia is 90% complete. The battery now is manned.

(2) The Stephenville Crossing--Port aux Basque open-wire extension to the Newfoundland Long Lines is 30% complete.

b. General Activities of United States Forces:

(1) A troop transport, carrying about one-half of the 101st Airborne Division, left its convoy because of engine trouble and put into St. John's Harbor. 1000-man contingents rotated daily between the vessel and Fort Pepperrell to obtain physical exercise and recreation. That station furnished the necessary quarters, rations and exchange facilities.

SECRET

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(2) Commander, Task Force 24, U.S. Navy, was authorized by the Aviation Petroleum Products Allocation Committee on or about 22 May 1943 to coordinate the procurement of all aviation fuel for Newfoundland. He is acting as Chairman of the Newfoundland Petroleum Coordinating Committee and has been instructed to meet the reported aviation fuel requirements for the R.C.A.F. It is understood that the Canadian Cabinet War Committee has appointed the Air Officer Commanding-in-Chief, Eastern Air Command, to coordinate aviation fuel requirements in Newfoundland and Labrador. An effort is being made to coordinate this matter.

(3) R.C.A.F. Fighter and Reconnaissance aircraft from Torbay cooperated with U.S. Army personnel at Fort Pepperrell in air-ground training.

c. Political Matters Having a Bearing on the Military:

(1) The Newfoundland Department of natural resources, the Anglo-Newfoundland Development Company and several other local agencies have requested permission to purchase or lease camp facilities which have been erected by the United States Army during the construction of the Newfoundland Long Lines. All camps will be sold at auction, except those at Millertown Junction, Steady Brook Siding, and White's Road.

(2) A request was made to the Newfoundland Department of Justice for jurisdiction in one case of bigamy. Jurisdiction was granted and the case was tried by General Court-Martial.

10. Air Staging Facilities, Western Canada:

a. The Canadian Government has approved the construction of additional facilities at Whitehorse, Y.T., for the U.S. Navy Air Transport Command.

17. Northwest River Landing Field:

a. The Canadian Government has given its approval to the following construction program at Goose Bay, Labrador, on behalf of the United States:

1 Ammunition Storage Dump
2 25-car garages
2 5-car garages
1 6-car garage
1 Motor Vehicle Shelter
1 Extension to Post Exchange
1 Warehouse
1 Day Room

Instructions have been sent to the Resident Engineer on the airdrome that this construction has been authorized and that the McNamara Construction Company has been informed of the work required.

b. The formal approval of the Canadian Government has been received for the construction of an additional taxistrip at Goose Bay Airdrome, Labrador. The American Consular Officer in charge at St. John's, Newfoundland has been instructed to inform the Newfoundland Government of the proposed construction and of the Canadian Government's approval thereof.

c. The Department of Transport has advised that the construction of a Marine railway at Goose Bay Airport, Labrador has been approved by the Canadian Government.

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24. Military Highway to Alaska:

a. The latest report, dated September 3, 1943, of the present status of the construction of the Alaska Highway flight strips is as follows:

"Flight Strip No. 1 - Dawson Creek. One and one-half miles south of the railroad yards. Now under construction. Estimated completion date 30 September 1943.

"Flight Strip No. 1-A - Between Sikanni Chief River and Beatton River, 101 miles north of Fort St. John.

"Flight Strip No. 2 - Prophet River. 177 miles north of Fort St. John. Now under construction. Estimated completion date 1 December 1943.

"Flight Strip No. 4 - the location has been changed from the original site 209 miles north of Fort Nelson to the Smith River site 225 miles north of Fort Nelson. This change was necessitated due to unfavorable air currents at the original site.

"Flight Strip No. 5 - Pine Lake. Eighty-seven miles west of Watson Lake. Now under construction. Estimated completion date 1 December 1943.

"Flight Strip No. 6 - Squanga Lake. Fifty-seven miles east of Carcross. Now under construction. Estimated completion date 1 December 1943.

"Flight Strip No. 7 - Pon Lake. 110 miles west of Whitehorse.

"Flight Strip No. 8 - Burwash Landing. 195 miles west of Whitehorse.

"The estimated completion dates have not yet been established for Flight Strips Nos. 1-A, 4, 7 and 8. Negotiations are at present under way with contractors having equipment and labor in the vicinity of these sites, and an effort will be made to complete construction by 1 December 1943. If this proves to be impossible because of the relative priority of the flight strip construction program as compared to other construction work in the Northwest Division, the flight strips will be cleared and a shelter will be provided at each station before the winter 'freeze-up' so that planes may land on the frozen surface this winter."

b. Report of Operations, September 1943:

(1) It is expected that all road construction including grading, surfacing and installation of minor structures will be complete by 31 October 1943. On the basis of work presently contemplated, it is estimated that the entire project was 84.5% complete as of 30 September 1943 or 1.2% ahead of schedule.

(2) Heavy rainfall and increased use of the highway for trucking has necessitated the continuance of large-scale operations. The U.S. Engineers have assumed responsibility for maintenance of the road between the Peace River and a point 70 miles north of Fort St. John in addition to the section between Dawson Creek and the Peace River, previously accepted for maintenance.

(3) Truck shipment over the highway is being made in constantly increasing volume and has greatly facilitated freight deliveries.

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25. Defense of the Sault Ste. Marie Against Air Attack:

a. The War Department has approved the withdrawal, without replacement, of a 4-gun Canadian Anti-Aircraft Battery from the defense of the Sault Ste. Marie Canal.

b. The school for Canadian Chief Ground Observers held at Fort Brady was very successful.

26. Northeast Short-Range Ferry Route to U.K.:

a. The Canadian Government approved the proposed construction of a guest house and quarters for the United States Air Base Commander at Gander Airport, Newfoundland with the understanding that layout plans will be submitted for approval prior to commencement of construction and that the new facilities will be vacated at the same time as other facilities now in use by U.S. forces at Gander and will at that time revert to Canadian control.

b. The Canadian Government has approved the War Department's proposal for a modification of the Crimson Project as indicated in General Henry's memorandum of 29 July 1943.

GENERAL:

a. U.S. Navy Requirements at Prince George, B.C.:

Information has been received to the effect that the R.C.A.F. can temporarily provide accommodations for not less than forty (40) men of the U.S. Navy Air Transport Service in R.C.A.F. Building No. 5 at Prince George, B.C. It is further understood that this allocation of space will probably remain in force at least until March 1, 1944.

b. Canadian Radio Navigation Facilities:

The Canadian Government has approved the installation of a Fan Marker at Pine Island, B.C. It is understood that installation of this Fan Marker will follow the same procedure as that employed in installing radio aids at Spider and Bonilla Island, namely, that Canada will provide the land and undertake the construction of necessary facilities and will maintain and operate the fan marker. The United States, on the other hand, will provide the equipment and will furnish technical experts to direct and assist with the installation.

c. Radio Range at Cape Harrison, Labrador:

The Canadian Government and Newfoundland Government have approved the new location of the radio range at Cape Harrison, Labrador.

d. Request of Canadian Authorities for Airplane for Rescue Purposes:

At the request of the Canadian Government, the Commanding General, Army Air Forces furnished a suitable airplane for transporting supplies to Fort Ross and, if practicable, evacuating the white personnel at that Hudson Bay Post. A special crew, versed in Arctic navigation, has been selected. Colonel J. P. Frain, AAF, Commanding Officer, U.S. Army Forces, Central Canada; Squadron Leader Horn, R.C.A.F., an experienced Arctic pilot presently stationed at Winnipeg and Colonel Charles B. Whitehead, Chief of Emergency Rescue Branch, Army Air Forces, are coordinating the details of this project.

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GENERAL (contd.)

e. 8-inch U.S. Railway Guns, Christopher Point, (Esquimalt, B.C.):

Canadian Department of National Defense Headquarters at Ottawa have been notified that it will be satisfactory to the War Department if the Canadians will place the 8-inch railway guns concerned on a care and maintenance basis, for the duration or until further notice.

f. Construction of Weather Station at Valley View, Alberta, Canada:

The proposed establishment of a weather station at Valley View, Alberta by the U.S. War Department has been approved by the Canadian Government, with the statement that the Department of Transport is taking the necessary steps to acquire the land required for this installati

g. Establishment of Alaskan Defense Command:

The Alaskan Defense Command has been relieved from assignment to the Western Defense Command and, effective November 1, 1943, has been placed directly under the control of the War Department and redesignated the Alaskan Department. This action makes the Alaskan Department a territorial department as well as a separate theater of operations.

h. Shipment of Canadian Mail on Vessels Allocated the U.S. Army:

The U.S. Army Postal Service has agreed to assist the Canadian Postal Service authorities in the transportation of mail to the Canadian troops in the North African Theater.

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PERMANENT JOINT BOARD ON DEFENSE

CANADA-UNITED STATES

U. S. NAVY SECTION PROGRESS REPORT

November 8, 1943

LORAN TRANSMITTING STATIONS IN NEWFOUNDLAND AND LABRADOR

In response to inquiries regarding the operation of Loran transmitting stations in Newfoundland and Labrador, the Navy Department stated that the stations were being operated in such a manner that maximum benefits were being derived by ships and aircraft using the system. It further stated that the U. S. Coast Guard had obtained excellent cooperation from the Newfoundland Government. Therefore, the Navy Department considers that no action by the Board regarding the subject is necessary at this time.

NEWFOUNDLAND

In the U. S. Navy Progress Report of June 21, it was stated that a 7,000 ton drydock had arrived in Argentia and that a 1,000 ton drydock was on its way. The Navy Department has found that the 7,000 ton drydock is adequate to handle the repair work and, consequently, diverted the 1,000 ton drydock and a 3,000 ton drydock, which it had planned to send to Argentia, to bases where their need is considered more urgent.

ALASKA

Considerable expansion of the U. S. Naval air facilities at Adak is being undertaken.

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OFFICE OF THE CLERK OF THE PRIVY COUNCIL

MEMORANDUM

C220343

May 9th, 1942.

Secret

For the Prime Minister:

Attached is copy No.1 of the Journal of Discussions and Decisions of the Permanent Joint Board on Defence, covering the twenty-ninth meeting of the Board held in New York on April the 27th, which has just been received from Keenleyside.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

I assume that this report will be submitted formally at an early meeting of the Cabinet War Committee, and referred to the Defence Ministers and the Minister of Munitions and Supply for subsequent recommendation.

A.D.P.H.

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C

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

TWENTY-NINTH MEETING OF THE BOARD, NEW YORK, APRIL 27, 1942.

1. The Permanent Joint Board on Defence met in New York at 10:30 a.m. on Monday, April 27, 1942. The following members participated:

Canadian Members	United States Members
Colonel O. M. Biggar	Hon. F. H. LaGuardia
	Lt. General S. D. Embick
Major General M. A. Pope (assisted by Lt. Col. J. H. Jenkins)	Captain F. P. Thomas
Commodore H. E. Reid	Captain F. P. Sherman
Air Commodore F. V. Heakes	Colonel R. W. Douglass, Jr.
Mr. H. L. Keenleyside	Mr. J. D. Hickerson

2. The Board discussed the matter of meteorological stations in the far north. Colonel Douglass stated that the United States War Department is interested in the establishment of three additional stations in that area. Mr. Keenleyside displayed a map, copies of which were given to Colonel Douglass, showing the location of the existing stations and sub-stations. The appropriate United States authorities will re-study this question in the light of the new information given by Mr. Keenleyside and will communicate their conclusions to the Canadian Government. The Canadian members of the Board stated that Canada will install and man or permit the United States

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to install and man such additional stations as may be determined to be necessary.

3. Mr. Keenleyside referred to the material which had been distributed with the Board at its last meeting in regard to the proposed construction of a highway to connect Prince George, B.C., with Fort St. John, B. C.; he inquired whether the American members were in a position to express any view on this matter. The United States Army members stated that this matter had been studied and that it was their view that the proposed road from Prince George to Fort St. John would have so slight a military value that it could not in their opinion be given a sufficiently high construction priority to warrant its construction at this time.

4. The Board discussed the request of the United States Army engineers for authorization to construct a road from Haines, Alaska, to Kluane, Yukon Territory, to connect with the military highway. The Canadian Section stated that the Canadian Government would have no objection to the survey of this proposed road by the United States authorities but suggested that the question of actual authorization to construct the road be considered at a later date.

5. Reference was made to the joint statement by the President of the United States and the Prime Minister of Canada, dated April 17, 1942, announcing an Air Training Conference to be held in Ottawa in May. It will be recalled that such a conference was proposed in the Board's Twenty-third Recommendation. The Canadian Air member referred to the informal visit to Canada

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last week of officers of the United States Army and the United States Navy dealing with air training programs and the exchange of views which took place on that occasion between them and the Royal Canadian Air Force authorities.

6. The Board discussed the question of air photography of certain areas in Canada by the United States Army Air Corps by way of extension of the work undertaken in western Canada last year. Colonel Douglass outlined in some detail the plans which have been made for the continuation of this work this summer and he informed the Board that Flight Lt. Burton of the Royal Canadian Air Force and Mr. Peters of the Canadian Government had already been given full information concerning this matter. The Board was of the opinion that only such photography that possesses military value should be undertaken this year, and that planes which could well be used elsewhere for purposes more directly associated with the war effort should not be diverted for this purpose.

7. The Board discussed the matter of the northeastern air route and the question of whether an additional field or fields in Canadian territory between Goose Inlet (Labrador) and Greenland may be required in connection with the movement of medium range, and perhaps short range, aircraft. The Canadian members indicated that the Canadian Government is prepared to construct a field at Fort Chimo if it is considered necessary, and that the Canadian Government will probably be disposed to construct such other fields in this area as are essential links in a practicable air route to Iceland for short range aircraft.

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It was evident, however, that further information on this subject should be available to the Board before it considers a recommendation to the Governments.

8. Colonel Douglass read a statement describing the proposed developments at and near Prince Rupert, B.C., in connection with the use of that place as an embarkation base by the United States Army. These developments have been approved by the Canadian Government.

9. The Canadian Section referred to the discussion which took place at the last meeting of the Board in regard to possible further participation by Canada in the defence of Alaska. General Embick stated that this question had been considered in the United States War Department and that it was felt that the Royal Canadian Air Force should make plans to send such air reinforcements to Alaska as possible in the event of an enemy attack on any point in Alaska. Captain Thomas said that the United States Navy had sent an officer to Alaska to review local defence arrangements and that he would prefer not to comment on this until the report of that officer had been received. Air Commodore Heakes said that the Annette Island Pursuit Squadron of the Royal Canadian Air Force was being formed. Captain Sherman suggested that the Royal Canadian Air Force might usefully send planes on a visit to Sitka and Air Commodore Heakes said that orders in this sense had gone out last week. After a considerable discussion of this whole question, it was the sense of the Board that the appropriate Service members should ascertain whether the local commanders have made plans to redistribute air strength on the west coast so as to permit the reinforcement of

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Alaska promptly and to the maximum extent possible in the circumstances; and that, if such plans have not been made, see that arrangements are made at once, ear-marking, if practicable, specific units in connection with plans for the redistribution of air strength.

10. The United States War Department members raised the question of the installation of an aircraft warning system for Newfoundland. They stated that the United States War Department is strongly of the opinion that this entire system should be installed, manned and operated at the earliest possible date by the forces of a single country, either Canada or the United States. They stated that the United States War Department is prepared to undertake this task if agreeable to the Canadian Government and that the necessary equipment can be made available by the United States War Department beginning in July; they continued that the United States can provide the equipment for all nine stations, install and man them before the end of 1942.

The Canadian Air Member expressed the view that the Newfoundland aircraft warning system should be integrated with that in the Maritime Provinces of Canada and referred to the difficulties likely to arise in connection with obtaining equipment of the same type this year for all nine of the stations.

It was the view of the Board that there should be a joint United States - Canadian survey of the actual sites of these proposed stations at the earliest practicable moment; that all nine stations should, if possible, be equipped with the same type of instruments and that all nine stations should be installed, manned and operated by one Government, either the United States or Canadian; and that Air Commodore Heakes and Colonel Douglass should by

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direct contact with one another endeavor to expedite a decision in the foregoing sense at the earliest possible moment.

11. The United States Army Air Member referred to recent conversations between officers of the United States Army Air Corps and officials of the Canadian Government in regard to improvements which the United States Army Air Corps Officials desired made in Canada in order to facilitate the operation of the military air route via Canadian points to Alaska. He stated that it is the view of the United States War Department that it would be an appropriate matter for the Board to discuss and to arrive at some fair division of the cost of these improvements as between the Canadian Government and the United States Government. The Chairman of the Canadian Section stated that the Canadian Government felt that Canada should properly pay for the construction of new fields or other permanent works of continuing value to the airway and that the United States should pay for such approved extensions and improvements to existing facilities as are required by the United States forces beyond Canadian standards and requirements. It was the view of the Board that this is an equitable arrangement in respect to the cost of these improvements.

12. Progress Reports, copies of which are annexed, were distributed by the Service members and discussed by the Board.

13. After agreeing to hold the next meeting of the Board in Montreal or Quebec on May 26, 1942, the Board adjourned at 5:15 p.m.

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C220356

COPY NO. 26

Permanent Joint Board on Defence
(Cana da - United States)

R.C.A.F. Progress Report for the
April 27-28 Meeting
(New York, N.Y.)

SECRET

25th April, 1942.

First Recommenda tion — Exchange of Information

Continuing Satisfactorily.

Second Recommendation — Defence of Newfoundland

Gander Lake Airport

The contractor's forces now number between 2500 and 2700 men and with improving weather conditions more favourable progress is being shown. Work is proceeding on the completion of the hangars and remaining buildings in the U.S.A.A.C. section and a start has been made on the new Canadian section. The ground in this area has been cleared and graded and excavation for foundations has commenced.

The pump house at Gander Lake is about 85% completed and the installation of the pumps is nearing completion. The reservoir at the station is complete and in operation. The domestic pump for water supply is installed and in operation. The fire pump has arrived on the site and is expected to be installed shortly. The installation of the machinery in the steam generating plant is about 95% complete, although progress is being retarded due to delay in obtaining certain parts. Good progress is being made on the sewage disposal plant which is now nearing completion.

Work is proceeding steadily on gasoline installations -- 90% of the tank erection is complete and the contractor is engaged on backfilling, install ation of lines and construction of pump houses and truckloading platforms.

The radio range is complete, including equipment. Calibration is under way - should now be in full operation, but final word has not been received.

Extension of runways to 6000 ft. by 400 ft. has been approved.

Botwood

All buildings at this station are now practically completed with the exception of the hangars. The foundations for the hangars are under construction. Some of the steel has arrived on the job and the fabrication of the remainder is now nearing completion and should be ready for shipment to Newfoundland early in May.

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Second Recommendation (Cont'd.)

Botwood (Cont'd.)

Excavation for the bomb stores on Killick Island is about 90% completed. The water supply system from Peter's River is complete except for minor deficiencies and is now in use.

A report as to the progress and availability for operations of Botwood was prepared and forwarded to the U.S. Naval Air Service representative. As a matter of record, this report is as follows,-

Botwood will be available for operations as soon as moorings are laid, dependent upon the break-up of ice.

Of a total of 240,000 gallons gasoline to be installed, one set of 6 tanks (60,000 gallons) are in place in rock cut above the slipway and mostly backfilled. All work is done except for piping, which will be in operation May 1st. Another set of 6 tanks (60,000 gallons), also being placed in rock cut above the slipway, will be finished immediately after the first set is completed. There are 2 other sets of tanks (60,000 gallons each) to be installed in the vicinity of the slipway. Excavation for this work is under way.

Torbay

Good progress is being shown at this station; work being carried out on nearly all buildings simultaneously. One hangar is nearing completion. The foundations for the second are nearly completed and foundation work on the third has commenced. Latest report on the radio range is that only a small amount of wiring remains to complete power line and range will be ready for trial in a few days. The road from St. John's to Torbay is under repair by the aerodrome contractor who is now moving in to resume work on the construction of the runways including the extensions recently authorized.

A request was received from General Commanding U.S. Forces in Newfoundland for the following additional accommodation to be provided -- 1 hangar for necessary maintenance work; 7 dispersed single revetments or 4 duplex revetments for Pursuit Planes; Quarters and mess for 22 officers; Barracks for 160 enlisted men; Mess for 160 enlisted men; Bomb storage for 250,000 lbs. of bombs; Fusing shelter and ammunition loading room; storage for 25,000 gallons gasoline and 5,000 gallons oil; Storage for pyrotechnics; Storage for flying equipment; Motor transport sheds; also provision for joint weather intelligence and operations set-up similar to that approved for Gander. It was regretted, however, that R.C.A.F. plans for expansion of forces for this aerodrome will preclude any extensive use by the U.S.

Third Recommendation — Expansion of Aircraft Operating Facilities - Dartmouth and Sholburne

Dartmouth

Foundations for the new 160' hangar are well advanced. It is expected that the structural steel will be ready for erection before the end of the month.

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Third Recommendation (Cont'd.)

Shelburne

Erection of structural steel for the hangar has been completed and the hangar is now being closed in. Parking area has not yet been completed.

It is the R.C.A.F. intention to put a Station Headquarters at Shelburne and an operational hook-up therefor to Eastern Air Command Headquarters, Halifax. Advice is requested as to when U.S. Naval Air Service will move into this station and confirmation that aircraft operated therefrom will come under the joint operational control, Eastern Air Command.

Fifth Recommendation Communications

Erection of poles and crossarms, guying and strengthening of the line and the stringing of the four copper conductors has been completed from St. John's to Gander. Some delay, however, has occurred in shipment of transposition brackets and steel pins necessary to close the gap between Brigus Junction and Whitbourne However, it is anticipated that it will be only a matter of a few days before the voice circuits can be put into operation. The installation of the "B" Telegraph carrier equipment at both St. John's and Gander is completed except for a few additional resistances which are needed. These will require only a day or two to install when received, making available 13 teletype channels. The latest information regarding the "C" Voice Carrier to be installed by the U.S. Army indicates that the Western Electric will start installation about May 5th. When this installation is completed, it will provide 3 voice channels in addition to those mentioned above.

It is for note that the N.B.C. has requested one voice circuit for broadcasting facilities to the troops. This has not yet been granted because of the delay in shipment referred to above, but it is understood that arrangements are being made.

Tenth Recommendation Development Northwest Staging Route

A series of meetings have been held between the U.S.Army Air Corps, the Department of Transport and the R.C.A.F. with respect to further development of this route, and a program of work agreed to, which has already been commenced. The situation can be said to be satisfactorily in hand and full agreement reached as to the development to be undertaken.

Eleventh Recommendation Aerodrome - Ucluelet

Tofino (Ucluelet)

Little progress has been made with respect to obtaining priorities for aerodrome development equipment notwithstanding the able assistance rendered by the U.S. Army Air Corps Member.

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Elovonth Rocommonda tion (Cont'd.)

Tofino (Cont'd.)

The following progress has been made on the clearing of flightway approaches:

105 acres have been felled to the west of the southwest corner of the site. Cold-decking is proceeding in this locality and stumping and clearing for runway extensions. The extensions to the E-W runway are being marked out.

17 acres have been cleared and cold-decked northeast of the NW-SE runway.

15 acres have been felled and 11 acres stripped to south of N-S runway. Cold-decking is also being carried out.

52 acres have been completely cleared and burned to the west of the N-S runway.

72 acres have been felled to east of the E-W runway.

The gravel roadway at McLean Point has now been extended 4,000 feet south on the centre line of the N-S runway and 2,500 feet east out of the E.W. runway.

The contractor has 199 men working on the various projects.

Port Hardy

Progress with respect to priorities for aerodrome development equipment is as stated above for Tofino.

118 men are now employed on the aerodrome work at this station, principally on clearing and ditching work. Clearing on this site is particularly heavy - the total clearing done to date being approximately 65 acres.

Fifteenth Recommendation Aviation Gasoline Storage

The report mentioned in the R.C.A.F. Progress Report for the last meeting was forwarded to the U.S. Army Air Corps Member, and is repeated below for purpose of record.-

Reserve Gasoline

North Compound - concrete slabs for 3 tanks ready for steel erectors; excavation in foundations for pump house complete; forms set for 4th concrete slab; excavation in foundation complete for 5th tank; railroad siding 90% graded and 20% track laid.

South Compound - 1 tank complete, 3 tanks steel structure complete; 1 tank steel structure was to have been completed by April 8th; railroad spur not constructed but delivery can be made from our main line; no tankage ready for use.

Operational Gasoline

North Compound - all tanks now underground; pump house under construction and should be completed by April 21st; loading platform will also be completed by April 21st; railroad facilities O.K.; 200,000 gallons stored in this group.

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Fifteenth Recommendation (Cont'd.)

Operational Gasoline (Cont'd.

South Compound - 4 pair of tanks underground; 1 pair tanks was to have been placed by April 5th; pump house building complete and installation of fittings started April 6th; railroad spur grading complete but 300 feet track to lay; loading platform will be started immediately; tankage in use - 50,000 gallons.

Seventeenth Recommendation Goose Bay

Field Development - The N-S runway only is serviceable. All normal aerodrome servicing facilities are available including crash tender, and refuelling trucks. Electric flare path in operation. A hangar area 200 ft. by 400 ft. has been prepared and a loop entrance is provided from the taxi-strips. A well was drilled to 415 ft. and abandoned,no water being located. Sample of water from Otter Creek and Hamilton River sent to St. John for testing. Flow of water in Otter Creek and quality of same is questionable and it is proposed to construct pipe line to Hamilton River for supply.

Buildings - Stores buildings, officers' quarters and mess, nose hangar, other ranks' mess, root house, bulk storage tanks and supply depot are almost completed and in use. Refrigeration plant 95% completed. Hospital 95%, other ranks' quarters 55%, recreation quarters 15%, headquarters 95% completed.

Roads - Winter road to NW River gravel pit is now unfit for trucking; road to Otter Creek gravel pit is serviceable. A stockpile of 216,000 cu. yds. gravel is available for runway construction.

Electric Services - A.C. power has been available from temporary tractor generator set since March 13. Ceiling projector and alidade installed and operating. Construction of transmitter building 95% complete. Meteorological equipment and beacon are installed on the nose hangar.

General - 956,000 bd. ft. of lumber have been sawn. Additional saw mill plant will be flown in to provide lumber for the greatly increased building program now planned. 300 men are now employed in the various projects. A 100 ft. wide strip of runway No. 1 has been cleared of snow and brush in preparation for the laying of the gravel surface. The snow runways are still in good shape and with the early laying of the gravel strip, there should be no cessation of flying during the period of thaw.

Nineteenth Recommendation Northwest Staging Route

See Tenth Recommendation.

Twenty-Third Recommendation Aviation Training Facilities

Prior to the main conference to be held in May, a group of U.S. Naval and Army officers under Admiral Cook and Major General Yount visited Ottawa for preliminary discussions and made a tour of representative training units.

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Supplement to R.C.A.F. Progress Report for
April 7 - 8th Meeting

Whereas the Canadian Government approved the expansion program as stated in the Supplement, and same is being proceeded with as rapidly as possible, the R.C.A.F. has run into considerable difficulty with respect to the allocation of aircraft therefor as decided by the Air Assignment Sub-Committee, Munitions Assignment Board, London. Therefore, some modification of the program may be anticipated and consequently the information given in the Supplement cannot be accepted as final.

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S E C R E T

C220362

PERMANENT JOINT BOARD ON DEFENCE

CANADIAN ARMY

PROGRESS REPORT

Exchange of Information

1. The exchange of information is continuing satisfactorily.

Defence of Newfoundland and Canada

2. The present plans provide for six 40 mm. Bofors being in action at Gander Lake by 30th April, 1942, thereby releasing the eight .5" A.A. M.G. on loan there from the U.S. Army. It is expected that four 3.7" A.A. guns will be available from Canada by July 1942 to replace the four 3" A.A. guns at Gander, on loan from the U.S. Army.

3. The two 8" railway guns on loan from the U.S. Army are in action at a temporary site on the outskirts of Prince Rupert. The ultimate location for these guns, which will enable them to cover a wider arc of fire, has been selected at Fairview Point, south of Prince Rupert. The range finding equipment supplied with the fire control car will be used in setting up two horizontal base systems. The service projectiles provided with these guns were the 200 pound type. As these 200 pound projectiles have a materially smaller range compared with the 260 pound projectiles normally used with these guns, information has been requested from the Canadian Military Attache as to the possibility of 260 pound projectiles being made available for use at Prince Rupert.

Defence of Aerodromes

4. To supplement the infantry units that have been allotted for the defence of R.C.A.F. aerodromes in Canada and Newfoundland, special defence platoons have been organized for each aerodrome, comprising nine Universal Carriers (track vehicles), six of which are equipped with 2 pdr Anti-Tank guns and two with 3" mortars.

5. A reconnaissance was completed to determine the feasibility of constructing a rough road via Sproat and Kennedy Lakes to enable troops to be moved from Alberni to Tofino aerodrome. In view of the mountainous nature of the intervening country, and as the only passable route would necessitate the provision of two ferries, it has been decided that the most practical way of keeping contact with the Ucluelet and Tofino Air Bases is by water from Port Alberni via Barkely Sound, and that the early construction of a rough road is not feasible. It was further considered that the need for such a road was largely overcome by the size of garrison to be provided for the defence of the Tofino Aerodrome, viz. one infantry brigade group (less one battalion).

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Defence of Aerodromes (cont'd)

6. A reconnaissance has been made at Goose Aerodrome to determine the most suitable A.A. layout, and the location of the accomodation for the infantry garrison. Steps are in hand for the despatch of the Army garrison as soon as navigation opens.

Protection of Sault Ste. Marie

7. The Canadian Army is providing for the construction at Sault Ste. Marie, Ontario, of accomodation for the personnel of one Hvy. A.A. battery. Until such time as the 40th A,A. Battery, R.C.A. is sufficiently trained to take over the manning of the four guns for which Canada has assumed responsibility, this Canadian accommodation will be available to U.S. Army A.A. personnel.

Carbonear Camp - Newfoundland

8. The question of using the Carbonear Camp in Newfoundland for Canadian Army personnel was investigated and it was found that the location of this camp is such that it is not suitable for such use.

9. There is nothing to report, insofar as it concerns the Canadian Army, regarding action taken in other Recommendations not dealt with in the preceding paragraphs.

25th April, 1942.

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PROGRESS REPORT - ROYAL CANADIAN NAVY

1. A.B.C.22

Discussions were held in Ottawa during the week of 12th April, with Officers from the staff of the Commander in Chief, Atlantic Fleet, and Comtask 24, with reference to the extension of Atlantic Convoy along the U. S. Coast.

Agreement was reached over the reshuffling of Escort Vessels, and the resultant plans will shortly be put into effect.

2. BAY BULLS PROJECT

The final report of the Survey Party sent to Bay of Bulls has not yet been received. Other possible harbours along the eastern face of the Avalon Peninsula are also being examined as alternatives for a new base.

3. RE-OPENING OF SYDNEY, N.S. and GASPE, P.Q.

It is expected that Sydney, N.S. and Gaspe, P.Q. will be re-opened and net defences into place by the end of May.

Naval facilities at Sydney are being enlarged by the provision of a repair slip way, extra dockage, and personnel accommodation.

The total project will cost approximately $4,000,000.00, and it is expected to be completed by the end of this year.

O T T A W A, 26th April, 1942.

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U. S. ARMY

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PROGRESS REPORT

SECRET

April 22, 1942.

1. Exchange of Information.

Satisfactory.

2. Defense of Newfoundland.

A. AIR

(1) Standardization of flying regulations has been attained in Newfoundland by the adoption of the British plan. This plan governs the flying in entire Northeast area.

(2) The Northeast Airlines has ceased its trips to Newfoundland. It is understood that Trans-Canada Airlines will provide daily service beginning about May 1.

(3) The control of all RDF stations in Newfoundland will be a subject for discussion at the present meeting of the Board.

(4) Re-distribution has been affected of U.S. Air Force Bombers, bomb trailors, etc. so that U.S. bombing units can now operate from Gander, Stephenville, Argentia, or Torbay. U.S. Bombers at Torbay have been stored in Canadian Bomb Shelters by local agreement with the R.C.A.F.

(5) In accordance with the present policy of the Army Air Forces, a Newfoundland Air Force has been established. The strength of Air units to be assigned to Newfoundland is under separate study by the War Department at this time. Equipment is limited at the present to four B-17s and three DB-7s.

(6) Commanding General, Army Air Forces has given authority for the construction of revetment shelters for pursuit airplanes as follows:

Argentia	7
Torbay	7
Gander	28

Authorization for the construction at Gander and Torbay has not been received from the R.C.A.F.

B. GROUND FORCES

(1) It is planned to move two 155mm guns from the St. John's area to Stephenville.

(2) Construction of additional firing points and machine gun nests on Avalon Peninsula is practically complete. Firing positions for two U.S. 155mm guns to support Canadian Infantry defending Conception Bay are under construction.

(3) The 24th Separate Battalion, CAC, arrived at Fort McAndrew, March 26, 1942.

(4) When the Canadian troops have no further use for the U.S. .50 caliber machine guns, they will be installed for the defense of Harmon Field at Stephenville.

C. COMMUNICATIONS

(1) Railway facilities are being improved. Additional rolling stock and spare parts are being acquired to improve the rail service in Newfoundland.

(2) The survey for a road from St. John's to Gander Lake has been approved.

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4. Defense Materials for Canada.

Steps are being taken to provide defense materials for Canada as requests are received.

5. Improving Communications in the Northeast.

Northeast Airlines has ceased its run to Newfoundland but makes trips between U.S., Moncton and Goose Inlet. It is understood that Trans-Canada Airlines start service to Newfoundland approximately May 1, 1942.

7. Joint Plan.

April 18 approval received for R.C.A.F. to station one squadron at Annette Island.

9. Prison Camp, Newfoundland.

War Department use of the prison camp in Newfoundland is now under study.

13. Defense of Sault Ste. Marie.

Arrangements are being made between local commanders concerned for the provision of hutments and locations for U.S. defense units in Canada. It is expected that Canada will man one of the two U.S. batteries on Canadian soil.

15. Gasoline Storage in Newfoundland.

A report has been received from the R.C.A.F. member of the Board giving a detailed report as to the gasoline storage in Gander.

22. De-centralization of Functions to Local Commanders.

A. The War Department is considering the designation of the Commanding General of the Task Forces, ALCAN Highway at Edmonton, Alberta Canada as coordinator for the movement of supplies and equipment into the Northwest part of Canada through the railhead at Dawson Creek for road and airport construction and for the trans-shipment by air to Canadian and Alaskan points. When approved, the various services will coordinate their requirements for construction in order to lighten, as far as possible, the burden on the already over-taxed transportation facilities.

B. The U.S. proposes facilities at the Port of Embarkation at Prince Rupert as follows:

(1) Staging area near Prince Rupert being constructed for capacity of 2500 troops.

(2) Garrison, including port headquarters, will be 300-500.

(3) Arrangements and facilities will be provided for handling 2500 tons of freight per day.

(4) Above troops sent to Prince Rupert under provision of Recommendation 22, Permanent Joint Board on Defense.

23. Coordination of Aviation Training.

Chief of U.S. Army Air Force Training Command is on a visit to Canada to confer with Canadian Air Training Officials.

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24. Alaska Highway.

Engineer troops continue movement into Canada for the survey and pioneer road construction.

25. Defense of Sault Ste. Marie.

See paragraph 13.

Word has been received that the Canadian Government has approved the proposed survey of the railroad from Prince George to Alaska.

The Canadian Government has approved the extension of the military airline across Canada and Newfoundland to the east.

There is nothing of importance to report on the recommendations that are not mentioned.

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PERMANENT JOINT BOARD ON DEFENSE - CANADA - THE UNITED STATES

UNITED STATES NAVY

PROGRESS REPORT - APRIL 27, 1942.

FIRST RECOMMENDATION: Exchange of Information.

The exchange of information is continuing satisfactory.

SECOND RECOMMENDATION: Defense of Newfoundland.

Construction work at Argentia continues to progress satisfactorily. With reference to the Progress Report of February 25, 1942, negotiations are now underway and plans are geing made for the rearrangement of the water front and the terminal of the Newfoundland Railroad to provide docking space for submarines, patrol vessels, and harbor utility craft.

EIGHTEENTH RECOMMENDATION: Underwater Defense at Argentia - Harbor entrance.

It is expected that the work of laying anti-torpedo nets across the entrance to Placentia Sound will be completed before May 15, 1942.

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OFFICE OF THE CLERK OF THE PRIVY COUNCIL

MEMORANDUM

Secret C220369

FOR THE PRIME MINISTER:

Attached is copy No. 1 of the Journal of Discussions and Decisions of the Permanent Joint Board on Defence, covering the meeting of the Board held in Quebec on May the 26th and 27th, which has just been received from Keenleyside.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This report will be submitted at tomorrow morning's meeting of the Cabinet War Committee.

A.D.P.H.

June 11th, 1942.

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No. 1

C220370

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, QUEBEC, MAY 26 and 27, 1942.

1. The Permanent Joint Board on Defence met on the train between Montreal and Quebec at 10:30 a.m. on Tuesday, May 26, 1942. The following members participated:

Canadian Members	United States Members
Colonel O. M. Biggar	Mayor F. H. LaGuardia
Major General M. A. Pope	Colonel R.W. Douglass Jr.
Commodore H. E. Reid	Captain F. P. Thomas
Air Commodore F. V. Heakes	
Brigadier G. P. Vanier	
Mr. H. L. Keenleyside	Mr. J. D. Hickerson

Lt. Col. J. H. Jenkins and Major Paul Betters, U. S. Army (vice Lt. Col. C. Gailey), also attended the meeting of the Board.

2. The Progress Reports from the Service Members were presented and read.

3. The possibility of the use of the Carbonnear Camp was again reviewed and it was agreed that there is no military, naval or air need for this camp. The only suggestion that emerged from the discussion was that the Carbonnear Camp might prove useful as an emergency centre to house civilian evacuees in case of the necessity arising.

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4. The United States Army Air Member outlined the additional facilities that are needed at Goose Bay. (These requirements are independent of the larger scheme referred to in paragraph 5 below.) It was agreed that these facilities should be provided and that they should be paid for in accordance with the formula already agreed upon at the meeting of the Board in New York on April 27, 1942. Colonel Douglass reported on the increase of ferrying activities through Goose Bay and mentioned a number of personnel and operating problems that have arisen. It was agreed that a solution for these problems should be sought through direct Service channels.

5. The United States Army Member outlined a proposal of the United States Army Air Corps covering very extensive plans for increased facilities for ferrying short range and other aircraft to Europe. This proposal was described as being the result of extended study by the interested United States authorities and it was indicated that immediate action would be necessary if the project is to be completed during the present construction season. After a full discussion of the problem, it was agreed that the United States Service Members would prepare a complete factual statement which would be presented to an adjourned session of the present meeting of the Board to be held at Ottawa on Monday, June 1st, at which time a final decision as to a recommendation to the two Governments would be taken.

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6. The United States Army Member presented a memorandum on cooperation in civilian defence which had been prepared by Major General L. D. Gasser, Chief of the Protection Branch of the United States Office of Civilian Defence. It was agreed that a copy of this memorandum would be referred to the civilian defence authorities in Canada with the suggestion that the appropriate Canadian officer get in touch with General Gasser with a view to facilitating cooperation between the responsible officials in the affected areas.

7. The United States Army Member raised a question as to the location of Japanese evacuee and construction camps in British Columbia. It had been pointed out by United States officers on the Pacific Coast that certain of these camps were located along or close to the railway right-of-way in a number of strategic locations. The Canadian Air Member reported that the Canadian Chiefs of Staff had considered this matter and had issued instructions to the Canadian military authorities on the Pacific Coast to discuss it with the Security Commission which is in charge of the handling of the Japanese problem in Canada. The Canadian Army Member agreed to report on developments as soon as possible.

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PAPIER DE COULEUR

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8. With reference to discussion in paragraph 9 in the Journal of the Twenty-Ninth Meeting of the Board, April 27th, 1942, the Royal Canadian Air Force Member reported that plans have been made by the local Royal Canadian Air Force Commander with the United States Army Air Corps Commander such as to permit the reinforcement of Alaska promptly and to the maximum extent possible in the circumstances. It was agreed that there was no intention of affecting the basic responsibilities for the defence of Alaska as defined in Plan ABC-22.

9. With regard to the adequacy of coast defences in the Prince Rupert area, a report from the United States Naval Liaison Officer to the Commanding Officer, Pacific Coast, was handed to the Canadian Army Member by the United States Navy Member. General Pope stated that this report would be studied at once.

10. The United States Navy Member described recent developments in connection with provision of new and extended radio navigation aids along the Atlantic Coast of the United States, Canada and Newfoundland. It was stated that the Canadian stations would be installed, manned and operated by the Canadian Navy. Captain Thomas stated that the United States Naval authorities would prefer to have the new stations in Newfoundland and Labrador installed, manned and operated by Canadian Service personnel. He added, however, that

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if the Canadian authorities decide that they cannot undertake this obligation, the United States Navy is prepared to accept the responsibility. In the latter case the United States will discuss the problem directly with the Government of Newfoundland. The Canadian Naval Member stated that he would endeavour to obtain a decision from the Canadian authorities not later than June 5.

11. After agreeing that the next meeting would be held at a time and place to be decided by the Chairmen, the Board recessed until Monday, June 1st.

The Board reassembled in Montreal on Tuesday, June 9th, at 10.00 a.m. Captain F. D. Wagner, United States Navy, succeeding Captain Sherman, joined the Board at this meeting. General Embick and Brigadier Vanier were unable to attend.

12. Consideration was given to a memorandum, dated June 6, 1942, entitled "Appreciation of the North Atlantic Ferrying Route" which had been prepared by the United States Army Air Forces. A supplementary memorandum, dated May 23, 1942, describing the radio weather-reporting facilities necessary in addition to the three Crystal stations was also presented and discussed. (Copies of both memoranda are attached.)

The Board gave detailed consideration to the proposals set forth in the two memoranda and to the various aspects of the tremendous and vitally important

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project described therein. It was recognized that the decision to undertake the construction of the three ferrying routes would involve the allocation to this project of labour, materials and transport facilities which would otherwise be employed for other war purposes. On the other hand, it was realized that the successful completion of this programme would mean that aircraft will reach the European front this year in numbers that would not otherwise be possible. This might have a decisive effect in advancing the date on which a successful conclusion of the war can be anticipated. In view of this fact and after giving most careful consideration to all aspects of the proposal, the Board agreed on the adoption of the following as its

TWENTY-SIXTH RECOMMENDATION

In order to facilitate the greatly increased ferrying projects of the United States Government in transporting fighter, light, medium, and long range bombardment aircraft across the North Atlantic, the Board recommends:

(a) That the airfields in Canadian territory on the ferry routes outlined in the Army Air Force appreciation dated June 6th be constructed with such variations as the detailed survey, now under way, may determine to be advisable.

(b) That the Canadian Government construct or authorize the United States Government to construct these fields and inform the United States Government as promptly as possible what fields, if any, Canada will construct.

(c) That the existing ferry airdrome facilities in Canada and Newfoundland, including Labrador, form a part of the proposed ferrying project and be increased, wherever necessary, to appropriate capacity.

(d) That such additional radio weather-reporting facilities for these routes be provided and maintained as may be agreed upon by the United States and the Canadian Governments.

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(e) That all costs of constructing air fields and other installations in connection with this project be borne by the Government which agrees to undertake that part of the project.

(f) That suitable arrangements be made in Washington and Ottawa to insure the proper centralization of responsibility for and control over the work of construction, and to provide the maximum facilities for instant and effective contact and cooperation between the appropriate authorities of the two countries.

(g) That the proposals relating to defence, to the maintenance of Canadian sovereignty and the post war disposition of the new installations as outlined in the memoranda under reference be accepted by the two Governments.

(h) That these airfields and facilities be made available for the use of the Royal Air Force Ferry Command.

After deciding to meet again at the call of the Chairmen, the Board adjourned at 3.30 p.m.

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C220377

OFFICE OF THE CLERK OF THE PRIVY COUNCIL

MEMORANDUM

Secret June 17th, 1942.

Memorandum for the Prime Minister:

Attached is Copy No. 1, of the following material, received today, supplementary to the Journal of the Permanent Joint Board on Defence, sent you last week:

(a) Progress Reports - Canadian Army, Air Force, Navy; United States Army, Navy.
(b) Recommendation No. 26.
(c) United States Army Air Force Appreciation of the North Atlantic Ferry Routes.
(d) Memorandum on Additional Radio-Weather Reporting Stations, Northeast Air Route.

Copies are being sent, as usual, to the three Ministers of Defence, and to the Minister of Munitions and Supply.

A. D. P. H.

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APPRECIATION OF THE NORTH ATLANTIC FERRY ROUTES

SECRET June 6, 1942

I. DISCUSSION.

Rapid deliveries of all airplanes to United States forces in the European Theatre of War and to our Allies has become a matter of grave importance. Consideration of the means of accomplishment of this essential service has indicated the necessity of tracks over which aircraft of long and short range may be flown to Europe with the maximum of safety.

Surveys and experience indicate the practicability of the establishment of such tracks by the development of the Northeast Ferry Route.

The North Atlantic Ferry Route to United Kingdom now consists of airdromes as follow:

and weather stations

Station	Present Daily Capacity for Movement of Transient Aircraft	Defense	Weather Station	Radio Communications
Houlton, Maine	50	Yes (U.S.)	Yes	Yes
Presque Isle, Me.	100	Yes (U.S.)	Yes	Yes
Goose Bay	20	Yes (Can.)	Yes	Yes
Bluie West 1	20	Yes (U.S.)	Yes	Yes
Bluie West 8	40	Yes (U.S.)	Yes	Yes
Iceland A	50	Yes (U.S.)	Yes	Yes
Iceland B	15	Yes (U.S.)	No	Yes
* Iceland C	50 (7/1/42)	Yes (U.S.)	Yes	Yes
Gander	50	Yes (Can.)	Yes	Yes

* Under construction.

At present, facilities are being increased substantially at Goose Bay, Bluie West 8 and Iceland. In Iceland the project includes the construction of an additional airdrome capable of servicing 50 transient aircraft and accommodating 100 transient aircraft.

II. SIZE OF AIRCRAFT MOVEMENT CONTEMPLATED PER DAY AND PER MONTH.

Present plans contemplate the immediate movement of 500 combat aircraft per month with a possible daily peak of 50 combat aircraft. This requirement will be gradually increased to 1000 combat aircraft per month beginning early in 1943 with a possible daily peak of 100 combat aircraft. The necessary complement of transport aircraft must be superimposed on this requirement and it is estimated that this will reach a peak of 20 transport aircraft each way per day.

These statements of minimum requirements of plane movement represent but a modest proportion of aircraft becoming available during the period for transport to the European Theatre of War. The proposals outlined below would meet the immediate requirements and would be capable of expansion.

III. GENERAL OUTLINE OF FACILITIES NECESSARY FOR THE MOVEMENT.

The basic requirement is to establish a series of airdromes 400 to 500 miles apart along alternate routes permitting a choice in the event adverse weather conditions make flying over a portion of the route impossible. A further requirement is the expansion of existing facilities to accommodate larger numbers of aircraft.

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To accomplish this, it is required that airdromes be located on the Eastern Route in vicinity of Fort Chimo, Baffin Island, East Coast of Greenland and Iceland. On the Western Route at Regina, The Pas, Churchill areas and a location on Southampton Island from whence this Route joins the Eastern Route on Baffin Island; on the Central Route near Moose Factory and Richmond Gulf from whence the Central Route will join the Eastern Route on Baffin Island.

Housing and other facilities sufficient to accommodate permanent and transient personnel will be provided at the various stations on all Routes. Tab A attached lists the classification and strength of the stations.

Provision is to be made for storage of aviation gasoline of 2,000,000 gallons at all points except Churchill, The Pas and Moose Factory which can be supplied by rail throughout the year. Suitable provision is to be made for aircraft lubricating oil and for storage Diesel oil and gasoline for machinery and vehicles.

Complete weather and communication service will be installed at all new locations on the Route.

Minimum requirement for each airdrome will be two runways 5,000 feet in length and 150 feet in width where local conditions permit. Where prevailing winds are reasonably constant, a single runway may be substituted. In any event, no site is to be abandoned or considered impossible if it permits one single runway 200 feet in width. Runways are to be connected by taxiways and aircraft parking and dispersal areas are to be provided at each point. The runways, taxiways and parking areas must have a firm surface in all weather.

IV. AVAILABILITY OF NECESSARY SUPPLIES, EQUIPMENT AND MACHINERY.

The urgency of this project as stated by the Chief of Staff, United States Army, is sufficient to assure the necessary priorities for the procurement of all supplies, equipment and machinery essential to the completion of these installations. He has said "This matter is very urgent. It must be thought of in terms of weeks and not years. Every possible expedient must be visualized and utilized in order to complete this project in the given time." There exist supplies, equipment and machinery adequate to the accomplishment of this directive.

Adequate supply of labor can be furnished from the United States either by provision of civilian laborers or U. S. Army construction regiments.

V. AVAILABILITY OF MEANS OF MOVING SUPPLIES AND EQUIPMENT.

Every effort is being made to provide sufficient shipping for the accomplishment of this project during the time that navigation is possible. It is realized that the delays incident to discharge of cargo at the majority of the points under consideration will complicate the problem of ocean transport and necessitate the employment of more tonnage than the actual amount of cargo would require were discharging facilities available.

Consideration and study is being given to the possibility of utilizing to the utmost Hudson Bay as a route of delivery. It is believed that the rapid turn around of vessels from ports of embarkation in the protected waters of Hudson Bay would facilitate the safe delivery of materials to the new construction projects.

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The Navy Department has agreed to give such support as is feasible and consistent with other Naval commitments.

Sufficient air and water transport will be made available to supply and maintain these bases.

It is assumed all existing railroad facilities to points on the central and western routes will be made available.

Survey of requirements of essential materials for this route and means of transportation thereof leads to the expectation that deliveries can be effected at all sites before the close of navigation this year.

VI. THE ATTITUDE OF THE UNITED STATES REGARDING DEFENSE OF INSTALLATIONS.

The route is now defended from the sea, through Iceland and Greenland. The location of the proposed installations would permit the forces from existing base commands or from interior points to meet any enemy action that might materialize. The United States has assumed the responsibility for the defense of Greenland and, in association with the United Kingdom, is defending Iceland. The United States is, of course, prepared to discharge its obligation in these areas to the limit of its available resources.

As regards the local defense of the proposed fields in Canadian territory, the Canadian Government could, of course, provide such local garrisons as it considered necessary and desirable. Should the Canadian Government prefer that responsibility for the local defenses be assumed by the United States, the Government of the United States would be prepared to provide these garrisons. In this regard, it may be pointed out that all station personnel will be armed and in addition ordnance weapons will be provided for defense against possible enemy aircraft attempting to land.

The construction program will provide for demoliton facilities at the airdromes including runways should these locations prove untenable. Such destructive defense will be located by mutual agreement with the Canadian Government. Attention is invited to the constant presence, in their routing operations, of Naval vessels through the sea lanes screening the approaches to the route.

VII. FEASIBILITY OF THE PROJECT AS A WHOLE.

This project has been under consideration for many months. Experts from both Canada and the United States have been consulted, numerous expeditions have been made over most of the area involved and a mass of data has been reviewed. Observation of the construction of airports in Western Canada by the Canadian Government indicates the feasibility of the project.

It is realized that the task of constructing and equipping airfields in this area is a major one and fraught with difficulties. These difficulties however are no greater than many that have been already surmounted. Full use will be made of local resources and materiel. For example, a natural gravel bed in BW8 greatly aided the construction of airdromes at that point and reduced the amount of materials that it was necessary to transport thereto.

Experience of both the RAFFC and the United States Ferry Command over the route to the United Kingdom flown last winter proves beyond argument the advantage of having an air route which is above the fog and icing conditions encountered in lower latitudes. Flight conditions

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north of the fog area were explored in the past winter by Canadian and American personnel. One of the major incentives for construction of this route is to avoid fog and bad weather. All observers are in agreement that this can be accomplished by the establishment of the proposed route.

Temperatures encountered in the area do not differ materially from those encountered in Alaska where the U.S. Army has had an air force engaged in year round operation for several years. It is believed that no serious obstacles to flight over the proposed route are imposed by weather or temperature factors and that the only obstacle is the lack of facilities. Since the airdromes will be located at relatively short intervals it is not believed that the short Arctic days will interfere with successful operation in winter.

VIII. PROVISIONS BY THE UNITED STATES.

The United States recognizing the urgency of the project is prepared to supply transportation, machinery, supplies, construction, funds and personnel to assure the success of this project. Funds for this purpose have been appropriated and will be available as needed.

IX. ASSISTANCE OF CANADA INVITED.

To assure the early completion of the Canadian portion of the route, the United States Army will welcome the assurance of Canada that it will provide assistance in the following manner:

a. Construction of such of the fields in Canada as the Canadian Government may wish to undertake.
b. Technical advice.
c. Access to all available data.
d. Use of existing rail facilities.
e. Use of Hudson Bay and its approaches and all available port and shipping facilities.
f. Assistance in reconnaissance studies.
g. Assistance in acquisition of land or rights thereon.

X. COMINION AUTHORITY.

It is proposed that the development of all these facilities follow in substance the arrangement previously entered into in the cases of the United States Army stations at Fort Chimo, P. Q., Frobisher Bay, and Padloping Island.(Cumberland Sound)

All rights to the land involved will remain with the Canadian Government.

The arrangements will be of a temporary and emergency character and will be made on the understanding that no expense to Canada on account of land acquisitions will result.

All airdromes and permanent facilities in Canada will become the property of the Canadian Government six months after termination of the War.

XI. INTERNATIONAL COORDINATION.

It is hoped that the facilities of the Permanent Joint Board on Defense, Canada-United States will be made available for the purpose of liaison in connection with the conduct of this project. Full periodic reports of progress will be rendered to the Permanent Joint Board on Defense Canada-United States and to the Commanding General, Army Air Forces.

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TAB "A"

CLASSIFICATION AND STRENGTH OF STATIONS

Priority of Constn.	Basic Stations:	Station Off.	Station Enl. Men	Transients Off.	Transients Enl. Men
2	Disko Is. Greenland	22	380	100	200
2	Crystal IV	22	380	100	200
1	Crystal III	22	380	100	200
1	Southampton Island	22	380	100	200
2	Richmond Gulf	22	380	100	200
2	Moose Factory	22	380	100	200
1	Churchill	22	380	100	200
	Intermediate stations:				
1	East Greenland BE2 (Seadrome)	30	450	150	250
2	Chimo	30	450	100	200
	Major Stations:				
	Bluie West 8	35	500	150	250
	Goose Bay	35	500	150	250
	Bluie West I	35	500	150	250

Programs of housing contemplating employment of prefabricated buildings of satisfactory type or their equivalent for basic stations, intermediate stations and major stations are attached.

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

May 23, 1942.

MEMORANDUM FOR THE SENIOR ARMY MEMBER, PERMANENT JOINT BOARD ON DEFENSE, CANADA - UNITED STATES

Subject: Additional Radio-weather Reporting Stations, Northeast Air Route.

1. In accordance with the request in your memorandum for A.C. of S., OPD, dated April 29th, 1942, a new study of the requirements for additional radio-weather reporting stations on the Northeast Air Route, has been completed. Consideration was given to the existing Canadian facilities, and in view of this, it is requested that the following listed stations, with indicated services, be discussed at the next meeting of the Permanent Joint Board on Defense;

STATION	SERVICE DESIRED
Arctic Bay, District of Franklin Remarks: Being now received each eight hours but not too reliably.	surface six-hourly observations
Cape Christian, Baffin Island (on Davis Strait) Remarks: New station to be established	three-hourly observations
Cape Hope's Advance, Quebec	three-hourly surface observations (Hourly observations when aircraft are being ferried over this route.)
Chesterfield, District of Keewatin Remarks: Now being received eight-hourly	three-hourly surface observations; two pilot balloon runs daily
Churchill, Manitoba Remarks: six-hourly observations now being received.	three-hourly observations; two pilot balloon runs daily
Clark City, Quebec Remarks: six-hourly observations now being received.	three-hourly surface observations; two pilot balloon runs daily
Ft. McKenzie, Quebec Remarks: six-hourly observations now being received	three-hourly observations
Ft. Ross, District of Franklin Remarks: Now being only occasionally received.	six-hourly observations
Goose Bay, Labrador Remarks: Hourly observations and two pilot balloon runs daily being received but only occasionally.	hourly observations; four pilot balloon runs daily

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STATION	SERVICE DESIRED
Grand Bank, Newfoundland Remarks: Now being received eight-hourly	hourly observations
Great Whale, Quebec Remarks: eight-hourly now being received	three-hourly observations
Harrington, Quebec Remarks: six-hourly now being received.	hourly observations; two pilot balloon runs daily
Hebron, Labrador Remarks: Very infrequent reception, possibly due to question of proper decoding of station name.	six-hourly observations
Yellow Knife, Ft.McKenzie, Quebec Remarks: Seldom heard.	three-hourly observations
Hopedale, Labrador Remarks: Canadian Government reports on May 11 that 8-hourly observations are being received; however, on May 14, these observations were coming through about once daily.	six-hourly observations
Lake Dore, Quebec (changed to Chebougamau) Remarks: Observations made six-hourly at present; however, seldom heard	three-hourly observations; two pilot balloon runs daily
Lake Harbor, Meta Incognita Remarks: This will constitute a new station.	three-hourly weather reports (Hourly observations when aircraft are being ferried over this route.)
Lake Nitchelquon, Quebec	six-hourly reports
Lake Norman (Burnt Lake)	three-hourly reports
Millertown Junction, Newfoundland	hourly observations
Moosonee, Ontario Remarks: Eight-hourly observations; two pilot balloon runs daily.	six-hourly observations two pilot balloon runs daily
Nottingham, Hudson Strait Remarks: eight-hourly observations now being received.	three-hourly observations
Pangnirtung, Cumberland Peninsula, Baffin Island	three-hourly observations (hourly observations when aircraft are being ferried over this route)
Port Harrison, Quebec Remarks: Six-hourly observations now being received.	three-hourly observations; two pilot balloon runs daily

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STATION	SERVICE DESIRED
Resolution Island Remarks: 8-hourly observations now being received.	three-hourly observations two pilot balloon runs daily
Sandgirt Lake, Quebec Remarks: Six-hourly observations, but station is seldom heard.	three-hourly observations

2. If the services outlined in Paragraph 1 cannot be accomplished by the Canadian Government, it is requested that authority be granted for the United States Government to establish, man, and operate such stations as are deemed necessary for proper security of the Northeast Route.

For the Commanding General, Army Air Forces:

(Sgd) H. A. CRAIG,
Colonel, G.S.C.
Assistant Chief of the Air Staff
Plans.

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COPY NO. 26

Permanent Joint Board on Defence
(Canada - United States)

R.C.A.F. Progress Report for the
May 26-27 Meeting
(Montreal and Quebec, P.Q.)

SECRET

25th May, 1942

First Recommendation — Exchange of Information

Continuing satisfactorily.

Second Recommendation — Defence of Newfoundland

Gander Lake Airport

Favourable progress has been shown at this site during the last month. Good progress on buildings in U.S.Army Air Corps section and new Canadian section is being made, and work has started on the 150-bed American hospital. Radio range station is on the air and calibrated.

Botwood

All buildings, with exception of hangars, ready for occupancy, and hangars are progressing steadily. Good progress being made on explosives stores and erection of the permanent fence continuing. Electrical distribution is complete; also power supply with exception of delivery of generator belts which are expected soon.

Torbay

Good progress being made at this station; six buildings, although not completed, are being occupied by R.C.A.F. No. 1 hangar is almost complete and being occupied by R.C.A.F. All services are progressing favourably. Radio range is in operation.

Third Recommendation — Expansion of Aircraft Operating Facilities - Dartmouth and Shelburne

Dartmouth

Foundations and walls of new hangar are poured but further construction held up awaiting delivery of steel. Good progress being made on 100-bed hospital extension. Gravelling of taxiway is well advanced and one pair of readiness pens can now be used. The other pair will be ready in a few days.

Shelburne

This station now complete, with exception of hangar, which is 75% completed. Roads complete except to the bomb stores.

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Fifth Recommendation Communications

Three voice circuits and four teletype circuits from St. John's to Gander expected to be in operation by May 26th. Western Electric Company now working on installation of "C" voice carrier at St. John's and Gander. Work on Gander to Botwood line expected to commence within a week.

Tenth Recommendation Development Northwest Staging Route

Work on the new development is proceeding satisfactorily and funds in the amount of $5,600,000 have been provided for same.

Eleventh Recommendation Aerodrome - Ucluelet

Tofino

Field development is continuing satisfactorily; work is progressing on the re-construction of the Ucluelet road and diversion of the road running through the aerodrome. Approximately 230 men are working on this project.

Port Hardy

190 men are now employed at this site, principally on clearing and ditching -- approximately 110 acres having been cleared. Enlargement of the camp is proceeding.

Fifteenth Recommendation Aviation Gasoline Storage

The whole installation for use of U.S. Army Air Corps at Gander is anticipated to be ready by June 15th.

Seventeenth Recommendation Goose Bay

Good progress has been shown on the buildings, which are either occupied or ready for occupancy, with the exception of the recreational hall and one Other Ranks Quarters. Construction of additional buildings expected to commence shortly. All normal aerodrome servicing facilities available including crash tender and refuelling trucks. Radio range building completed and in operation with temporary telephone communication available between transmitter and range building. Approximately 550 men now employed on the various projects and 170 additional will be added as soon as they can be transported to the site by air.

A further large development project is under consideration and agreed to in principle.

Twenty-third Recommendation Aviation Training Facilities

The Air Training Conference was held in Ottawa May 18th to 23rd inclusive.

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Twenty-Fourth Recommendation — Construction of a Highway Along the Northwest Staging Route

The preliminary survey has been studied. It is noted that the route selected touches only at the present aerodrome sites. This will retard the further development of the air route.

Twenty-fifth Recommendation — Defence of Sault Ste. Marie Against Enemy Air Attack.

The R.C.A.F. Member initiated and held a conference at Sault Ste. Marie on May 5th and 6th with U.S. authorities, representatives of Canadian Services, Railway and Communication Companies, Ontario and Manitoba Forestry Departments and others concerned. A plan for a Central Canada Aircraft Detection Corps was drawn up and agreed to, and subsequently approved and funds provided therefor by the Canadian Government. The organization is proceeding.

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PERMANENT JOINT BOARD ON DEFENCE

CANADIAN ARMY

PROGRESS REPORT

23rd May, 1942.

1st Recmdn. - Exchange of Information

1. The exchange of information is continuing satisfactorily.

2nd - 3rd Recmdn. - Defence of Newfoundland and Canada

2. The defended ports of Botwood Nfld., Gaspe P.Q. and Sydney N.S., which have been closed due to ice conditions, have re-opened and the Coast Defences of these ports are in action. The completion of construction work which had been stopped by winter, on the 10" batteries at Botwood and Gaspe is progressing. This work will not interfere with their operational role.

3. Artillery personnel and equipment for the Close Defence Battery at Lewisporte are en route to Newfoundland. Present forecast is that this battery will be in action by early June.

4. Progress continues in the improvement of the fortress range-finding systems at Victoria, Halifax and Sydney. Ultimate completion of these systems is dependent on new instruments, whose delivery from Great Britain is indefinite.

5. The eight .5" A.A.M.G., formerly manned by the R.C.A. at Gander Lake, have been returned to U.S. Ordnance, complete with parts and ammunition. Their role has been taken over by the six 40 mm. Bofors now in action at Gander, manned by the 5th A.A. Bty. R.C.A.

6. The equipping and manning of Light A.A. units (40mm.) for defence against low-flying attack in the Coastal areas are progressing satisfactorily. However, the provision of adequate heavy A.A. defences is slow, being dependent on future releases of 3.7" guns and predictors for use in Canada and Newfoundland.

5th Recmdn. - Communications

7. Progress made on construction of Joint Services telecommunications in Newfoundland is dealt with in R.C.A.F. report.

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5th Recmdn. - Communications (continued)

8. A comprehensive programme of ocean cable and land wire communications to meet the Joint Services requirements in the coast and interior regions of B.C., connecting with U.S. communications in Washington and Alaska, is in hand, using Canadian Services and commercial telecommunication construction facilities. Arrangements have been made, through local commanders, for the co-operation of the U.S. Signal Corps in the provision of certain of the Signal personnel required to complete this project.

17th Recmdn. - Protection of Goose Bay

9. Arrangements have been made for the early despatch and servicing of the Army garrison (infantry, Coast and A.A. artillery and administrative services) for the Goose Bay area.

24th Recmdn. - Protection of Sault Ste. Marie

10. The 40th A.A. Bty. R.C.A., organized to man the 4-gun Heavy A.A. battery for which Canada has assumed responsibility at Sault Ste. Marie, Ont., is proceeding to Halifax for further training and firing practice until such time as its own 3.7" equipments become available (forecast early July) for installation in the Sault, to release one of the 90 mm. U.S. - manned A.A. batteries now in action there.

11. Arrangements have been made for the U.S. A.A. btys. in the Sault area to carry out firing practice over Lake Superior from an area in Ontario 60 miles N.W. of the Sault.

12. Representatives of the Canadian Army attended the meeting at Sault Ste. Marie on 6th May, called by the R.C.A.F. for the formation of an Aircraft Detection Corps - Eastern Canada, in connection with the defence of the Sault area.

13. There is nothing of importance to report, insofar as it concerns the Canadian Army, on the Recommendations not dealt with in preceding paragraphs.

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PERMANENT JOINT BOARD ON DEFENCE

CANADIAN ARMY

PROGRESS REPORT

23rd May, 1942.

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ROYAL CANADIAN NAVY

PROGRESS REPORT

1. St. Lawrence River

In view of recent enemy operations in the St. Lawrence River, a convoy escort system planned some months ago is being put into effect. Convoys operate on a three-day cycle between Sydney, N.S., and Bic Island, P.Q., which is below the mouth of the Saguenay River. The escort groups, which consist of minesweepers, armed yachts and Fairmiles, operate from Gaspe, P.Q.

2. Eastern Ports

The ports of Sydney, N.S., and Gaspe, P.Q., have now been opened and nets will shortly be in place. An additional anti-torpedo net is being laid at St. John's, Newfoundland.

3. Bay Bulls Project

After survey, Bay Bulls, Newfoundland, has been found not entirely suitable for the installation of a 3,000 ton slipway. As an alternative, Harbour Grace is being investigated. It is proposed to use Bay Bulls as an anchorage for local convoy assembly, and to protect it from submarine attack by anti-torpedo nets.

4. Fuel Tankage, Newfoundland

Underground tankage for 40,000 barrels of fuel oil is being installed at Botwood. Plans are being worked out in conjunction with the Royal Canadian Air Force for increasing the storage facilities for high octane gasoline in Newfoundland.

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5. Goose Inlet, Labrador

A War Watching Station is being established by the R.C.N. at Goose Inlet in connection with the defence of the Northwest River aerodrome.

6. West Coast

In connection with the expansion of facilities on the West Coast, additional wharfage is being acquired at Prince Rupert, and underground tankage for 25,700 tons of fuel oil is being provided. In addition eight new vessels are to be constructed for minesweeping duties on the West Coast.

May 19th, 1942.

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U. S. ARMY

PROGRESS REPORT

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SECRET

May 25, 1942.

1. Exchange of Information

Continuing satisfactorily.

2. Defense of Newfoundland.

See Eighth Recommendation below.

4. Defense Materials for Canada.

Two hundred rounds Mark X, 260 lb. Armor Piercing 8" artillery shells shipped May 10 from Portsmouth, Virginia and propelling charges for above rounds shipped May 18 from Yumatello, Oregon to Canadian authorities at Prince Rupert for the use of guns at that location.

5. Improving Communications in the Northeast.

Air Transportation. Survey flights have been in progress through the month of May by American Airlines along the Ferry route in Northeast Canada and Greenland. The Army Air Member of the American Section will present to the Board requests for additional air fields and communications facilities to the Northeast.

7. Joint Plan.

Advice has been received from Canadian authorities that one squadron consisting of 14 Bolingbroke Mark IV aircraft arrived May 6, 1942 for station at the U.S. Army base at Metlakatla, Annette Island, Alaska.

8. Defense of Newfoundland.

The R.C.A.F. and U.S. Army Air Corps Members, in conjunction with technical advisors on AWS matters met in Ottawa May 13 to discuss arrangements for RDF installations in Newfoundland. A joint agreement was reached whereby the United States was to install, man and operate five detector stations in Newfoundland with SCR 271 sets at the following locations, until such time as the 271's can be replaced by Canadian CHL E/W sets:

Fogo Island
Cape Bonavista
Cape Spear
Allans Island
St. Brides.

In conjunction with technical experts, the local commanders in Newfoundland are to jointly review the AWS system for Newfoundland and submit a plan to higher authority.

SECRET

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16. Rehabilitation of the Newfoundland Railroad.

Information has been received from the War Department that the following equipment for the Newfoundland Railroad is to be shipped on the dates specified:

June 15	July 15
25 ballast dump cars	3 Mail Cars
2 depressed center flat cars	4 express cars
	3 baggage cars
	8 passenger cars
	3 diner cars
	5 sleeping cars
	50 flat cars
	50 box cars

17. Northwest River Landing Field.

Due to projected ferry operations, the Army Air Forces has been promised by the R.A.F. Ferry Command to conduct negotiations with the Canadian Government to widen the gravel runway from 100 feet to 150 feet and construction of housing and messing facilities for 100 officers and 100 men.

19. Canadian-Alaskan Staging Fields.

Details for the improvements and cost thereof for the staging fields in Western Canada are being worked out directly between members of the Army Air Forces and representatives in Canada of the Air Services and R.C.A.F.

21. Maintenance Policy.

The maintenance policy provided by the Twenty-first Recommendation has been construed to include Canadian facilities at Sault Ste. Marie, temporarily occupied by American troops.

21. Decentralization of Functions to Local Commanders.

Commanding General, Central Defense Command, has been designated as the coordinating authority with G.O.C., District No. 2, Toronto in respect to defenses at Sault Ste. Marie.

23, Coordination of Aviation Training Programs.

A combined Allied Air Training Conference was held in Ottawa May 18-22, 1942. This conference discussed the entire program being conducted in the United States and Canada, including training facilities located in both the United States and Canada. The conference reached certain agreements on training matters and recommends that a small permanent training conference board, composed of R.A.F., R.C.A.F., and United States members be established in Washington to advise their respective Governments relative all matters on air training.

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24. Military Highway to Alaska. (May 8, 1942)

a. Road location. Aerial reconnaissance has continued with a result that the general route over the entire project has been selected. Ground and weather conditions have prevented completion of ground reconnaissance.

b. Road construction. The 35th Engineer Regiment has eight miles of road constructed at Fort Nelson. The 18th Engineer Regiment improving that section of road between Whitehorse and Tahkini. Absence of construction equipment limiting operations until it is received.

c. Operations for May. The 341st Engineer Regiment will commence work from Fort St. John toward Fort Nelson. The 35th Engineer Regiment will continue construction from Fort Nelson to Watson Lake. The 340th Engineer Regiment will move to Teslin and work east toward Watson Lake. The 93rd Engineer Regiment will move to Tagish and commence construction north toward Whitehorse and southeast toward Teslin. The 18th Engineer Regiment completing the Whitehorse-Kluane section to final pioneer standard. The 97th Engineer Regiment will commence construction along Eagle Trail from Slana to the Tanana River.

d. Public Roads Administration.

1. Whitehorse Sector. Public Roads Administration have assisted materially in reconnaissance northwest of Whitehorse. Location surveys have been started in the vicinity of Whitehorse. Twelve location survey crews actively engaged in the vicinity of Whitehorse. Fifty Public Roads Administration engineers sent to Gulkana about May 15.

2. Fort St. John Sector. General route reconnaissance in this sector carried out by dogteam and air reconnaissance. Ground reconnaissance between Dawson Creek and Fort St. John has been completed. Location of a 2000-foot bridge across Peace River has been completed. A newly-built ferry of 50-ton capacity will meet all needs until the bridge is completed.

3. Road construction. Public Roads Administration has been authorized by the Army Engineers to proceed at once with the construction of the following sections of the highway: Dawson Creek to Fort St. John; Fort St. John to Fort Nelson; McClintoch River (25 miles southeast of Whitehorse) to Whitehorse; Whitehorse to Kluane; Kluane to Burwash Landing; Gulkana to Salana; Salana to Tanana River.

25. Defense of Sault Ste. Marie Against Air Attack.

A meeting reference Aircraft Detection Corps for the Central Canada Area was held in the Headquarters of the Ontario Provincial Air Service on May 6. The R.C.A.F. member of the Permanent Joint Board on Defense was the Chairman at this meeting. Plans for the organization of the Aircraft Detection Corps, Central Canada Area, were completed. It is to take effect as soon as approved by the various Canadian agencies concerned.

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PERMANENT JOINT BOARD ON DEFENSE - CANADA - UNITED STATES

UNITED STATES NAVY

PROGRESS REPORT - MAY 26, 1942.

S E C R E T

FIRST RECOMMENDATION: Exchange of Information.

The exchange of information has continued satisfactorily.

SECOND RECOMMENDATION: Defense of Newfoundland.

Construction at Argentia is progressing satisfactorily. It is expected that all projects at the Naval Air Station will be completed by August, 1942. The following projects have been completed and are now in use: seaplane hangers, runways, ramps, parking area, and barracks and officers' quarters. By the end of May the following projects will be usable: radio transmission service, water supply, high explosive magazine, bomb-proof operations and message center. Plans are being made to provide a sectional floating drydock of about 7,000 tons capacity at Argentia, about September 1, 1942. Pending a final agreement with the Newfoundland Government arrangements are progressing for the rearrangement of the waterfront and the terminals of the Newfoundland Railway. Work is now underway relocating and strengthening all moorings in Argentia Harbor. It is anticipated that by July 15th a total of nine moorings will be available in Argentia Harbor behind nets.

EIGHTH RECOMMENDATION: Underwater Defense of Argentia Harbor.

The work of laying the anti-torpedo nets has been completed.

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OFFICE OF THE CLERK OF THE PRIVY COUNCIL

C220401

MEMORANDUM

Secret

Ottawa, July 9th, 1942.

For the Prime Minister:

Attached is Copy No. 1 of the Journal of the Permanent Joint Board on Defence covering the meeting held in New York on Monday, July 6th, 1942, together with appended copies of the Exchange of Notes on the Canol Project and of the Progress Reports of the Canadian and United States Service Departments.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This Journal will be submitted at an early meeting of the Cabinet War Committee.

A. D. P. H.

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TWENTY-SEVENTH RECOMMENDATION

That the Governments of Canada and of the United States take immediate steps to eliminate or suspend for the duration of the war every possible formality of customs, import duties, tariffs, and other regulations which prohibit, delay or otherwise impede the free flow between the two countries of munitions and war supplies and of the persons or materials connected therewith.

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD AT NEW YORK, JULY 6, 1942.

1. The Permanent Joint Board on Defence met at the Mayor's house in New York at 10:15 a.m., Monday, July 6, 1942. The following members participated:

Canadian Members	United States Members
Colonel O. M. Biggar	Mayor F. H. LaGuardia
Major General M. A. Pope (assisted by Lt. Col. J. H. Jenkins)	Lt. General S. D. Embick
Commodore H. E. Reid	Captain F. P. Thomas
	Captain F. D. Wagner
Wing Commander H. H. C. Rutledge (Vice Air Commodore F. V. Heakes)	Colonel R. W. Douglass, Jr.
Mr. H. L. Keenleyside	Mr. J. D. Hickerson

2. The United States Army Air Member announced that the Combined Chiefs of Staff approved on July 2, 1942, the North Atlantic Air Ferry Route Project, dealt with in the Board's Twenty-Sixth Recommendation adopted at Montreal on June 9, 1942. The Combined Chiefs of Staff approved the construction or improvement of air fields in connection with this project in the following order of priority:

(1) Goose Bay
Bluie West 8
Bluie West 1

(2) Le Pas
Churchill
Southampton Island

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(3) Winterized fields; that is snow compacted runways at the following places:

Crystal 1
Crystal 2 or 3
Bluie East

The Secretary of the Canadian Section announced that the Canadian Government, after giving most serious and sympathetic consideration to the whole project and the responsibilities that Canada could undertake in relation to it, had come regretfully to the conclusion that it would be impossible under existing conditions of manpower, material supply and finance to undertake any new obligations involving extensive expenditure of labour, materials or money on airport construction at this time. The Canadian Government will carry out the responsibilities already accepted at Goose Bay and will do everything in its power to facilitate the construction of the other airports by the United States.

The Senior War Department member stated that the United States War Department fully understands the position of the Canadian Government in this matter and that the United States Government is prepared to carry out this construction.

The Secretary of the Canadian Section further reported that the Canadian Government is still considering the extent to which it can undertake responsibility for the defence of the new air bases and that a decision in this regard would be made known to the United States Government in the immediate future.

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3. Wing Commander Rutledge reported that at a meeting of United States and Canadian officials held in Ottawa on June 25th, an agreement was reached in regard to the establishment of weather reporting stations required for the effective operation of the air route in Northwestern Canada and Alaska. At this meeting arrangements were made covering the installation and operation of the required facilities at Watson Lake, Whitehorse, Fort St. John, Lethbridge, Calgary, Kamloops, Grande Prairie, Prince George and Edmonton. The United States Army air member raised the question of similar installations at Aishihik, Teslin Lake and Snag. It was agreed that the Canadian Air Force representative would be responsible for seeing that a decision in regard to the establishment of the required facilities at these three points is considered immediately upon his return to Ottawa, the details and requirements to be worked out direct between the United States Army Air Forces and the Royal Canadian Air Force.

4. General Embick presented a statement based on information obtained from an Inspector General of the United States Army reading as follows:

> "1. Bay Roberts, on Conception Bay, is the western terminus for four underwater cables from England and one from the Azores. These cables terminate in a prominent building in the town adjacent to the shoreline, the sea being deep enough for the operation of enemy subarmines. This cable station is guarded by a platoon of a Newfoundland regiment, but is within the Canadian sector of defence.
>
> 2. If this building were damaged and equipment destroyed, six months would ensue before equipment could be replaced and operations again normal.
>
> 3. It is suggested that this matter be placed on the agenda for the next Permanent Joint Board meeting in New York on July 6."

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After discussion of this matter it was agreed that it should be referred to the Commander of the Canadian Army in Newfoundland for inquiry and report, together with the request that he ascertain whether there is reserve relay equipment available in Newfoundland which could be utilised to provide additional security at this cable terminus.

5. The Board discussed in detail the question of the patrol of Hudson Bay and Hudson Strait. Hudson Strait normally thaws about July 15 and remains open until about November 1. During this period enemy submarines could possibly enter Hudson Bay with fuel and supplies for enemy seaplanes which might be flown to an agreed rendez-vous in Hudson Bay and, after refueling, raid strategic objectives in Canada and the United States; the locks at Sault Ste. Marie were specifically mentioned as such an objective. The United States naval members and the Canadian naval member expressed the view that, although possible, it would be extremely unlikely that an enemy surface vessel could reach and pass through the Strait unobserved.

The Board considered whether it should recommend to the two Governments that naval patrol vessels be diverted to patrol Hudson Bay and Hudson Strait during the present summer. In its consideration of this matter it was brought out that the Royal Canadian Air Force maintains an intermittent air patrol of this area; that naval units are now operating in the North Atlantic and

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the approaches to Hudson Strait; that the Canadian Department of Transport is sending the Ice Breaker "N. B. McLean" to operate in Hudson Strait during the present season; and that this summer there will be a large number of planes being flown over the North Atlantic Ferry Route which will traverse this area and will add further facilities for observation.

In all these circumstances the Board was unanimously of the opinion that, in view of the urgent requirements of available naval forces for immediate commitments, and particularly the protection of shipping, it could not recommend to the two Governments that naval vessels be diverted to patrol Hudson Bay and Hudson Strait to meet so remote a menace.

6. The United States Naval members brought up the question of delays being encountered in the transit of materials, technical data, etc. for use in construction of United States naval aircraft in Canada because of customs and other formalities. It was stated that most of these formalities are requirements of various United States agencies and that Canadian authorities have already taken every action which they have been requested to take to facilitate the entry of such goods with a minimum of formality.

It was recalled that on December 18, 1941, the Joint War Production Committee of Canada and the United States had recommended the abolition of all customs barriers and other formalities which impeded the movement of supplies of this type across the common boundary and that this recommendation had been approved by

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the two Governments on December 23, 1941. It was now apparent, however, that the principle thus recommended and approved was not in all cases being carried out in practice and that difficulties were being experienced particularly in cases noted above. In view of these facts the Board agreed upon the following as its

TWENTY-SEVENTH RECOMMENDATION:

> That the Governments of Canada and of the United States take immediate steps to eliminate or suspend for the duration of the war every possible formality of customs, import duties, tariffs, and other regulations which prohibit, delay or otherwise impede the free flow between the two countries of munitions and war supplies and of the persons or materials connected therewith.

7. The Secretary of the American Section referred to the recent exchange of notes between the Government of the United States and Canada in regard to measures to increase the fuel supply for the United States forces in Alaska. Copies of these notes are attached.

8. After agreeing to hold its next meeting in Montreal on Tuesday, September 1, the Board adjourned.

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C220403

DEPARTMENT OF EXTERNAL AFFAIRS

OTTAWA,

June 29, 1942.

SECRET .

No. 99

Sir,

I have the honour to refer to the Memorandum dated June 26, 1942, in which the United States Minister requested the approval of the Canadian Government for the establishment of an oil supply line which would be supplementary to what is known as the Canol project.

As the Honourable Mr. Moffat was informed on June 27th, the Canadian Government approves the establishment of the new supply line as outlined in the Memorandum under reference. This approval has been accorded on the understanding that the terms of the agreement reached in the exchange of notes dated June 27th and June 29, 1942, on the Canol project shall apply also, mutatis mutandis, to the supplementary, or Skagway, undertaking.

Accept, Sir, the renewed assurances of my highest consideration.

N. A. ROBERTSON

for the

Secretary of State for External Affairs.

Lewis Clark, Esq.,
Chargé d'Affaires,
United States Legation,
O t t a w a.

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C220403

LEGATION OF THE UNITED STATES OF AMERICA

S E C R E T

MEMORANDUM

Mr. Moffat called on Mr. Keenleyside and expressed the hope, under instructions from his Government, that the Canadian authorities would approve in principle a supplementary project related to the Canol project. This supplementary project would have to do with additional ways and means of sending gasoline to Alaska. The gasoline would be brought in tank cars from the United States to Prince Rupert where authority is requested for the American Government to build by contract suitable storage and loading facilities. The gasoline would then be carried by barges to Skagway through the inland passage. From Skagway to Whitehorse authority is requested to build a four-inch pipe line. At Whitehorse the gasoline would be stored in the facilities being built under the Canol project.

It is estimated that the foregoing can be done with a very small expenditure of iron and man power and in a very short period of time. The American Government accordingly hopes that approval in principle may be forthcoming as soon as possible, the details to be worked out as in other cases by a detailed exchange of notes.

Ottawa,
June 26, 1942.

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C220410

DEPARTMENT OF
EXTERNAL AFFAIRS
Canada

Ottawa,

June 29, 1942.

No. 98

Sir,

I have the honour to acknowledge the receipt of your Note of June 27, 1942, No. 710, which made certain proposals in regard to the steps to be taken for the purpose of extending the fuel supply for the United States Army in Canada and Alaska.

The proposals made in your Note under reference have been examined by the appropriate authorities of the Canadian Government and it gives me pleasure to inform you that those proposals are accepted. So far as Canada is concerned the agreement which is effected by this exchange of notes will be considered to have come into effect on this date.

Accept, Sir, the renewed assurances of my highest consideration.

N. A. ROBERTSON

(for) Secretary of State for
External Affairs.

The United States Minister to Canada,
O t t a w a.

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C220411

LEGATION OF THE
UNITED STATES OF AMERICA

Ottawa, Canada, June 27, 1942.

No. 710

Sir:

1. I have the honor to refer to recent conversations which have taken place with officials of the Department of External Affairs regarding the desire of the United States Government to take steps for extending the fuel supply for the United States Army in Canada and Alaska.

2. My Government, faced with the necessity of obtaining an increased fuel supply without delay, desires to propose the following project, to wit: that it:

(a) Make surveys and construct a pipeline either by United States Army Engineers or by contract, of a size sufficient to deliver three thousand barrels of oil daily from Norman Wells, Northwest Territories, Canada, to Whitehorse, Yukon Territory, Canada;

(b) Sign

The Right Honorable
The Secretary of State
for External Affairs,
Ottawa.

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(b) Sign a contract with a Canadian Company to drill additional wells, upon its leases obtained under the Petroleum and Natural Gas Regulations applicable to Dominion Lands or upon permits obtained by it under the Oil and Gas Regulations covering land in the vicinity of Norman Wells. Under this contract the United States War Department would provide the necessary equipment and would purchase the total flow of the additional wells during the war at an agreed price. The wells would remain part of the leasehold or permit property of the Canadian company and would be regarded as having been drilled under the provisions of the Dominion Regulations noted in this clause;

(c) Arrange for the establishment at Whitehorse of facilities for refining crude oil with a capacity of three thousand barrels per day under a contract awarded with a view to insuring the execution of the work in the shortest possible time without regard to whether the contractors are Canadian or American;

(d) Contract with a company or companies to store for the future use of the United States Army

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all of the gasoline which may be produced by the refinery at Norman Wells during the operating season of 1942 in excess of what is required for the maintenance of services and enterprises in the Mackenzie District, to operate the pipeline to Whitehorse and to operate the refinery there unless it is operated by the United States Government.

3. My Government further proposes that the pipeline and the refinery shall remain its property, and shall be operated under contracts with it or by its agents or representatives during the war. It further proposes that at the termination of hostilities the pipeline and refinery shall be valued by two valuers, of whom one shall be named by the United States and one by Canada, with power, if they disagree, to appoint an umpire. The valuation shall be based upon the then commercial value of the pipeline and the refinery, and the Canadian Government shall be given the first option to purchase at the amount of the valuation.

If

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If the option is not exercised within three months, they may be offered for sale by public tender, with the amount of the valuation as the reserve price.

In the event that neither the Canadian Government nor any private company desires to purchase the pipeline and refinery at the agreed price, the disposition of both facilities shall be referred to the Permanent Joint Board on Defense for consideration and recommendation. Additionally, it is proposed that both Governments agree that they will not themselves order or allow the dismantling of either the pipeline or the refinery, nor will they allow any company which purchases them so to do, unless and until approval for dismantlement is recommended by the Permanent Joint Board on Defense. It is understood that if the pipeline and refinery are at any time used for commercial purposes they will be subject to such regulations and conditions as the Canadian Government may consider it necessary to impose in order to safeguard the public interest

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interest.

4. For its part, my Government asks the Canadian Government to agree:

(a) to acquire any essential land and necessary rights of way that may be involved in the projects (including the settlement of all local claims in this connection), title to remain in the Crown in the right of Canada;

(b) to waive during the war import duties, sales taxes, territorial taxes, license fees or other similar charges on all equipment and supplies to be used in the execution or maintenance of the project by the United States and all personal effects of the construction personnel;

(c) to remit during the war royalties on oil production, and income tax on the income of persons (including corporations) resident in the United States who are employed on the construction or maintenance of the project;

(d) to take the necessary steps to facilitate the admission into Canada of such United

States

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States citizens as may be employed on the construction or maintenance of the project during the war, it being understood that the United States will undertake to repatriate at its expense any such persons if the contractors fail to do so.

5. If the Government of Canada agrees to the foregoing proposal for this project, it is suggested that any supplementary details involved in its execution be arranged directly between the appropriate governmental agencies subject, when desirable, to confirmation by subsequent exchange of notes.

Accept, Sir, the renewed assurances of my highest consideration.

PIERREPONT MOFFAT

American Minister

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COPY NO...26.....

Permanent Joint Board on Defence
(Canada - United States)

R.C.A.F. Progress Report for the
July 6th Meeting
(New York, N.Y.)

S E C R E T

3rd July, 1942.

First Recommendation Exchange of Information

Continuing satisfactorily. Arrangements have been made to supply information concerning ice conditions in the Southampton Island area through the U.S. Army Attache for Air, Ottawa, direct to Lieut. Colonel Brewer, Washington, in connection with the Coral Harbour project.

Second Recommendation Defence of Newfoundland

Gander Lake Airport

An average of 2835 men have been engaged on this project throughout the past month - this represents an increase of 335 over the previous month. Very favourable progress is being made in the construction of buildings and services. Contract for the extension of runways has been awarded and the work on this development will commence within a few days.

Botwood

There has been some delay in the construction of the hangars because of a hold-up in the delivery of steel. This has now arrived on the site and extra men have been employed to rush the work to completion.

Gasoline storage compound for 120,000 gallons is complete and in operation. The construction of the second compound for 120,000 gallons is under way.

The construction of the slipway is progressing favourably and 75% of the under-water concrete paving has been completed. Four of the five explosives stores are 90% complete - the fifth is under construction. The power house has been completed and is in operation.

Torbay

Excellent progress is being made on this whole project.

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Third Recommendation — Expansion of Aircraft Operating Facilities - Dartmouth and Shelburne

Dartmouth

Construction of the seaplane hangar is now progressing favourably. Extension to the hospital is practically complete; air raid shelters have been completed; dispersal pens have been constructed and are ready for use.

Shelburne

The hangar is 90% completed; other buildings and services are 100% complete.

Fifth Recommendation — Communications

East Coast

St. John's to Gander - Construction of the lines has been completed and the circuits have been tested. The construction of switchboards for Gander and St. John's is under way and when they are installed there will be 13 teletype circuits and 6 voice circuits. In the meantime, all Services have direct communication between Gander and St. John's.

Gander to Botwood - The existing circuit has been simplexed and provides a voice circuit and a teletype circuit. Construction is under way on a phantom group that will provide 6 teletype and 4 voice circuits between Gander and Botwood.

West Coast

The organization of this project is well advanced. Materials will commence to arrive next week to pre-determined dumps; contracts have been awarded for the construction and most of the surveys have been completed. 3 voice and 2 teletype circuits have been set aside for U.S. requirements on the line from Prince Rupert to Vancouver. This requirement has been confirmed by the Alaskan Communications Liaison Officer at Seattle and it is understood that further confirmation will be forthcoming through official channels.

Tenth Recommendation — Development Northwest Staging Route

During the week June 21 - 27, a deputation from Headquarters, U.S. Army Air Force Ferrying Command met in conferences with the Department of Transport and R.C.A.F. officers to discuss and plan the provision of additional facilities necessitated by the increased movement of aircraft over the route. The requirements were made known by the deputation and the detailed plans and construction programme are now being worked out and co-ordinated by the Department of Transport. The urgency of providing the increased facilities is well appreciated and will depend in a very large measure upon air transportation to be provided by U.S. Army Air Force Ferrying Command. The most recent requirements double those previously intimated.

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There have been no delays in the field development of the aerodromes and progress continues satisfactorily. The preliminary survey for additional radio range sites has been completed, detailed survey of sites is now in progress, and construction will be commenced within the next few weeks.

Eleventh Recommendation **Aerodrome - Ucluelet**

Tofino

Good progress has been made in the development of runways and it is expected that one runway will be serviceable within a week. Contract has been awarded for buildings. Materials are being transported to the site, and clearing and grading of the building area is under way.

Port Hardy

Progress on this development is not rapid. Clearing and field work generally is most difficult and some difficulty is still being experienced in getting additional aerodrome construction equipment.

Fifteenth Recommendation **Aviation Gasoline Storage**

The whole installation for the use of U.S. Army Air Force at Gander is complete.

Seventeenth Recommendation **Goose Bay**

During the week June 21 - 27, Lieut. Colonel Brewer, of the U.S. Army Air Force Ferrying Command, and Colonel Brunton, of the U.S. Army Corps of Engineers, visited R.C.A.F. Headquarters to discuss the requirements and lay-out of buildings and facilities for the U.S. Army Air Forces. Procurement of materials is proceeding and it is expected that construction will commence in the very near future.

Progress in the construction of R.C.A.F. buildings has fallen off somewhat because of the diversion of labour to unload ships that are now arriving on schedule. 4 ships have arrived with approximately 6000 tons of supplies, material and equipment, and 185 men. 1 more ship is now on the way with another 3000 tons of supplies, material and equipment, and 100 men. The first flight of Canadian Army personnel has arrived at Goose Bay and anti-aircraft defences are being rapidly set up.

No. 1 runway has been widened to 200 ft. and gravelling is in progress. Work is also proceeding on No. 2 runway and the laying of concrete on the taxi-strip parallel to No. 1 runway is started.

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A temporary water supply has been installed, utilizing a 10,000 gallon gasoline tank. Water is now available in all buildings.

Several buildings have been allocated for the use of the U.S. Army Air Forces for mess and quarters.

Twenty-Fourth Recommendation — Construction of a Highway along the Northwest Staging Route

Nothing further to report. It is expected, however, that this project will use up labour and equipment that would otherwise have been available for accelerated development of the aerodromes on the Edmonton-Whitehorse Staging Route.

Twenty-Fifth Recommendation — Defence of Sault Ste. Marie Against Enemy Air Attack

A skeleton organization is in operation with fire towers in the Provinces of Ontario and Manitoba, C.N. Telegraphs, C.P. Telegraphs, Bell Telephone Company, etc., all organized with personnel to act as observers, and operators have instructions as to transmission of reports to the Information Centres at Ottawa, Winnipeg and Fort Bradey. Filter Rooms at Ottawa and Winnipeg are 90% complete - some personnel have already reported and balance expected by the 15th July.

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PAPIER DE COULEUR

S E C R E T

PERMANENT JOINT BOARD ON DEFENCE

CANADIAN ARMY

PROGRESS REPORT

4th July, 1942.

First Recmdn. - Exchange of Information

1. The exchange of information is continuing.

Second - Third Recmdn. - Defence of Newfoundland and Canada.

2. (a) The Combined Defence Plan - Newfoundland is still the subject of discussion between the Joint Services Sub Committee, Newfoundland, and the U. S. Commanders concerned.

(b) The Coast Defence battery for Lewisporte was manned ready for action by 30th June, 1942.

(c) The battery horizontal base range-finding system for Devil's Battery (9.2") is in action.

(d) The replacement of the 4.7" coast artillery guns at Yorke Island, covering the northern entrance to Johnstone Strait, by heavier armament (6") has been completed.

(e) Additional army units have been moved to Pacific Command to strengthen the general reserve there. These additional brigades will complete their training in British Columbia, and will be located in the interior of British Columbia as a general reserve.

(f) Laying of the submarine cable from Middle Point, Wash., U. S., across the Strait of Juan de Fuca to Trial Island, Victoria, B. C., has been completed. This will provide reliable cable communications between the Headquarters of the Defences of Puget Sound and Juan de Fuca areas.

Seventeenth Recmdn. - Protection of Goose Bay.

3. The coast artillery battery at the entrance to Lake Melville on which Goose Bay is located was manned ready for action on the 22nd of June. The first flight of the army garrison for Goose Bay arrived on the 26th June. Four 40mm. A.A. Bofors are in action there.

Twentieth Recmdn. - Communications

4. A comprehensive report has been prepared regarding possible extension of road facilities in Newfoundland. This report covers two alternative routes, viz., Western Outlet to Deer Lake on the West Coast of Newfoundland, and a possible Southern Outlet to Hermitage Bay on the South Coast of Newfoundland. This Report is under consideration by the Chiefs of Staff.

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Twenty-fifth Recmdn. - Protection of Sault Ste. Marie.

5. The 40th A.A. Battery R.C.A., organized to man the four-gun heavy A.A. Battery for which Canada has assumed responsibility at Sault Ste. Marie, Ont., is now completing training, and is expected to be ready to man the four 3.7" guns which will be available from Canadian production by about the 24th July. On the basis of present allocations of equipment, predictor and height-finder (or G.I.) instruments cannot be made available from Canadian sources until after August, '42.

Twenty-sixth Recmdn. - North Atlantic Air Ferry Routes.

6. The various proposals for increased air-ferrying facilities through Canada to Great Britain have been studied, with special reference to their effect on Canadian defence requirements.

Defence of Alaska.

7. The Canadian Army has 6 40mm. A.A. Bofors in action on Annette Island near Ketchikan, Alaska. These guns provide A.A. protection for the R.C.A.F. fighters stationed at Annette.

Japanese Labour Camps.

8. The danger of sabotage from Japanese Labour Camps in proximity to the railways in British Columbia is being thoroughly investigated by the R.C.M.P., and a report prepared. The result of this investigation will be available for inclusion in the August Progress Report.

9. There is nothing of importance to report, insofar as it concerns the Canadian Army, on the Recommendations not dealt with in preceding paragraphs.

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ROYAL CANADIAN NAVY

C220422

PROGRESS REPORT

1. Bay Bulls Project

Preparations for laying of A.T. Baffles at Bay Bulls, Newfoundland, are proceeding. The actual laying operations should commence in August.

It has finally been decided to use this harbour as an overflow convoy assembly port and to provide additionah haulout and repair facilities for Corvettes and minor war vessels.

2. Convoys

Convoys have been established between Halifax and Curacao direct and return. Each convoy will include a maximum of sixteen tankers and bauxite ships. Sailings are at intervals of ten days, and twelve Corvettes have been allocated as escorts.

3. Passive Air Defence

All coastal establishments are being equipped with air raid shelter protection. Bomb disposal units are being provided on both coasts, and other aspects of Passive Air Defence policy are under review.

4. West Coast Defences

Anti-Submarine protection for Western Canadian Harbours is under active consideration. Minesweeping facilities on the West Coast are being improved by the fitting of a number of additional vessels with LL sweeps.

5. Fuel Oil Storage

As a matter of policy, it has been decided that one-third of all fuel oil tankage will be underground. Storage at West Coast establishments will allow for three months' strategic reserves over and above estimated operational requirements for one month.

July 3rd, 1942.

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SECRET
U. S. ARMY
PROGRESS REPORT

C220423

SECRET

July 3, 1942

1. Exchange of Information.

a. Efforts are being made to coordinate compilation and reproduction of maps between U.S. Army Air Forces and R.C.A.F.

b. Finance Offices in Alaska have been authorized to turn over American money to Paymasters of R.C.A.F. units and Canadian AA battery stationed in Alaska.

16. Rehabilitation of Newfoundland Railroad.

a. Ballast cars ready for shipment end of June to be shipped from Montreal to Newfoundland.

b. Priority for steel on Newfoundland Railroad is A-1-C. Higher priority is not to be granted at present time due to urgent demand for steel for combat items. This will further delay railroad contract.

17. Goose Bay Landing Field.

Building program has been completely agreed upon. The number, type and location of all U.S. facilities were approved in Ottawa. American Engineers are now in direct contact with Canadian contractors, placing orders for building machinery and buildings necessary to start the construction. Roadways in American sector have been started.

19. Northwest Staging Route.

Tentative arrangements have been made for additional construction for U.S. needs at staging fields from Edmonton to Whitehorse. It is expected that 279 personnel of the Ferry Command will be stationed at Edmonton, Ft. St. John, Ft. Nelson, Watson Lake and Whitehorse. This personnel will arrive about July 15 and will live in tents until housing is completed.

24. Military Highway to Alaska.

Progressing satisfactorily. Detailed progress report for June has not been received.

25. Defense of Sault Ste. Marie.

One radio set for aircraft detection has been allocated for delivery to Sault Ste. Marie some time during the month of July.

26. North Atlantic Ferry Routes.

The original North Atlantic Ferry Route project was returned from the Combined Committee to the North Atlantic Ferry Committee on June 12 for a restudy of the route to determine whether or not a reduction could be made in shipping requirements.

Shipping requirements were reduced in the following manner:

1. Crystal I, Crystal II and East Greenland were reduced to winter fields only.
2. Second site on Baffin Island eliminated.
3. Central route via Moosonee and Richmond Gulf eliminated.

In first priority the fields existing on the present route were to be expanded to accommodate more traffic. Second priority was the alternate bomber route via Churchill and Southampton to Greenland. Third priority was to provide intermediate fields for winter pursuit movements and emergency landings. These routes were approved by the Joint Planners and Combined Chiefs of Staff on July 2. These routes will provide two complete routes for bomber movements to the East and winter movements for short range aircraft along both routes. Long range pursuit are able to use the present established ferry route. Three fields in Iceland will be in operation by January 1, 1943.

Two million gallons of aviation gasoline to be provided at Southampton.

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SECRET

Engineers have definitely located field in the vicinity of Chimo, near White Fish Lake.

Progress on Goose Bay is reported under 17th Recommendation.

There is nothing of importance to report on the recommendations that are not mentioned.

SECRET

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PERMANENT JOINT BOARD ON DEFENSE - CANADA - UNITED STATES

UNITED STATES NAVY

PROGRESS REPORT - JULY 6, 1942.

SECRET

SECOND RECOMMENDATION: Defense of Newfoundland.

Construction at Argentia continues satisfactorily. Work at the Naval Air Station is nearing completion and the few projects not now completed will be usable by August, 1942.

The floating drydock is rapidly approaching completion and it is expected that it will arrive in Argentia before September, 1942. Arrangements are being made to supply repair facilities necessary to implement the operation of the drydock.

Agreement has been reached with the Newfoundland Government regarding the rearrangement of the water front and the terminals of the Newfoundland Railroad.

Work on relocating and strengthening the moorings is nearing completion. Eight moorings are now ready.

Plans are underway for the removal of pinnacles and shoal spots to provide increased berthing space with a depth of 36 feet in Placentia Sound.

Repairs to the wharf damaged by fire in early June have been authorized. It is also planned to make an extension to this wharf to provide an additional 1,000 feet of docking space.

The Canadian-United States Joint Plan for the Defense of Newfoundland, prepared by the Canadian and U.S. Commanders in Newfoundland has been approved by the Commander-in-Chief, U.S. Atlantic Fleet. It is understood that full implementation of this plan is contingent upon its approval by higher Royal Canadian Army and Air Force authorities.

TWENTY-SIXTH RECOMMENDATION: North Atlantic Air Routes.

The Navy is providing escorts and air coverage where available for shipping in the Davis Straits enroute Greenland and Hudson Bay carrying equipment and supplies for the development of air bases. In this connection Commander-in-Chief, U. S. Atlantic Fleet has established a convoy escort system between Sydney, Nova Scotia and Greenland sailing every 10 days. Naval air and surface units are now employed in reconnaissance operations in the Hudson and Davis Straits to ascertain ice conditions in these areas.

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OFFICE OF THE CLERK OF THE PRIVY COUNCIL

MEMORANDUM

C220426

Ottawa, August 21, 1942.

SECRET

For the Prime Minister:

Attached is Copy No. 1 of the Agenda of Meetings of the Permanent Joint Board on Defence and Subject Index to the Journal to date.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

J. R. B.
for Secretary of the War Committee.

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COPY #I

PERMANENT JOINT BOARD ON DEFENCE

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OFFICE OF THE CLERK OF THE PRIVY COUNCIL

MEMORANDUM

Secret

C220441

September 2nd, 1942.

For the Prime Minister:

Attached is Copy No. 1 of the Journal of the Permanent Joint Board on Defence, covering the meeting held in Montreal on Tuesday, September 1st, 1942, together with attached copies of the Progress Reports of the Canadian and United States Service Members.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This Journal will be submitted at an early meeting of the Cabinet War Committee.

A. D. P. H.

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COLOURED PAPER
PAPIER DE COULEUR

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, MONTREAL, SEPTEMBER 1, 1942.

1. The Permanent Joint Board on Defence met in Montreal at 10 a.m., Tuesday, September 1, 1942. The following members participated:

Canadian Section	United States Section
Colonel O. M. Biggar	Mayor F. H. LaGuardia
Major General M. A. Pope (assisted by Col. J. H. Jenkins)	Lt.-General S. D. Embick
Captain H. G. DeWolf (vice Commodore H. E. Reid)	Captain F. D. Wagner
Air Commodore F. V. Heakes	Colonel R. W. Douglass Jr.
Brigadier G. P. Vanier	
Mr. H. L. Keenleyside	Mr. J. D. Hickerson

Lt.-Colonel E. W. Hockenberry, United States Army Air Forces, and Major Paul Betters, Military Aide to Mayor LaGuardia, also attended the meeting.

2. Colonel Douglass reported that General Sturdevant had stated that there are no plans at present to build a feeder road for the Alaska Highway from Haines to Kluane.

3. Colonel Jenkins reported on the situation at Bay Roberts, Newfoundland. He stated that the General Officer Commanding, Canadian, Newfoundland, had reported:

(a) Sufficient spare equipment to operate a few cables at reduced speed are held in a secret place; and that:

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(b) The recently improved Army defences at the Cable Station are considered adequate against raids.

4. Captain Wagner raised again the question of the Japanese internment camps along the route of the railways in British Columbia. Colonel Jenkins reported that all road camps are being closed and that additional measures against sabotage have already been taken by the Royal Canadian Mounted Police along the route of the Canadian National Railway to Prince Rupert.

5. With reference to radio coordination in the Sault Ste. Marie area it was reported that the situation had been cleared up and that complete cooperation between the interested forces has now been established.

6. Colonel Douglass enquired regarding any road construction planned by Canada in Newfoundland. Colonel Jenkins reported that the Canadian Joint Services Sub Committee Newfoundland had made a preliminary investigation of two possible routes to improve connections from Gander by (a) Gander - Badger - Halls Bay - Deer Lake (on the west coast) and (b) Gander - left bank Northwest Gander River - Great Gull Lake - Bay d'Espoir (on the south coast). No decision to build either of these roads has been taken.

A decision has been made by the Canadian Government to construct a highway between Gander - Grand Falls and Lewisporte. It was pointed out that the completion

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PAPIER DE COULEUR

of three additional airfields in Newfoundland has lessened the urgency of the construction of this road from the defence standpoint and the extensive use of Goose Bay for ferrying purposes has likewise diminished its urgency. It was therefore the view of several members of the Board that the decision to construct this road at this time might well be re-considered.

7. The Board took note of the fact that, after reference to and with the approval of the Canadian Government, an agreement is being negotiated by which the United States War Department will lease the White Pass and Yukon Railway for the period of the war.

8. Mr. Hickerson read to the Board the Exchange of Notes relating to the Supplementary Canol Project. The Board expressed its approval of this agreement.

9. Colonel Jenkins reported that many requests had been received from provincial and municipal authorities for the installation of anti-aircraft defences for power installations along the international boundary, particularly at Niagara and at other places where power is exported to the United States. The Board discussed this question in detail. Anti-aircraft protection has been provided at Sault Ste. Marie locks and at the aluminum plants at Arvida. These places, in the opinion of the Board, present concentrated targets so attractive to the enemy that this protection can be justified even though the likelihood of attack is believed to be slight. There is still a

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great shortage of anti-aircraft guns and trained personnel to operate them. The demand in active theatres of operation is tremendous. In these circumstances, the Board was of the opinion that it could not at this time recommend that such equipment and personnel be diverted for this purpose from more vulnerable points and actual combat areas.

10. The Canadian Section reported that the United Kingdom Government had decided to scrap Carbonear Camp.

11. The Canadian Section asked for the assistance of the United States members in connection with the need of certain dumpters for use in the construction of the Terrace - Prince Rupert Highway. The United States members agreed to push the matter immediately on returning to Washington.

12. Progress Reports, copies of which are annexed, were distributed by the Service Members and discussed by the Board.

13. After deciding to rendez-vous at Montreal on September 25th, 1942, with a view to proceeding to Goose Bay, the Board adjourned at 4 p.m.

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C220446

COPY NO. 26

Permanent Joint Board on Defence
(Canada - United States)

R.C.A.F. Progress Report for the
September 1st Meeting
(Montreal, Que.)

SECRET

29th August, 1942.

First Recommendation Exchange of Information

Continuing satisfactorily.

Second Recommendation Defence of Newfoundland

Gander Lake Airport

It is anticipated that the original project, as required by the Second Recommendation, will be completed by September 30th. Considerable additional construction, not included in the Second Recommendation, however, has been undertaken, some of which has been completed and all of which is progressing favourably. The extension of runways Nos. 1, 2 and 3 to 6000 ft. by 400 ft. is expected to be completed by the end of November. The accommodation erected for U.S. forces is well in excess of present requirements, and arrangements are under way for further R.C.A.F. occupation of certain buildings.

Botwood

All domestic accommodation is completed except for minor items. Steel for both hangars has been erected - one is closed in and the other in process of being closed in. Installation of heating in one hangar has commenced. The slipway is completed. Botwood is at present being used by the R.C.A.F. as a Flying Boat base and by civilian companies as a Trans-Atlantic airline base.

Torbay

One hangar is completed - the other two are nearing completion. All buildings in the original programme are well advanced; many are now occupied by the R.C.A.F. Work has started on additional domestic accommodation recently approved for Officers, N.C.O's, O.R's and W.D's. Construction of bomb stores is held up pending re-siting to provide for proposed increased storage. Aerodrome work is practically completed, although some delay has been occasioned due to difficulty in obtaining asphalt emulsion. It is estimated that all work on the runways should be completed by September 15th. Installation of 70,000 gallons gasoline tankage is almost completed.

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Third Recommendation — Expansion of Aircraft Operating Facilities - Dartmouth and Shelburne

Dartmouth

Insofar as the Third Recommendation is concerned, Dartmouth is practically completed.

Shelburne

Completed.

Fifth Recommendation — Communications

St. John's to Gander

Completed with the exception of toll switchboards. 14 teletype and 6 voice channels available for use.

Gander to Botwood

Satisfactory progress has been made. It is estimated that installation will be complete by November 1st, giving a total of 4 voice and 6 teletype channels.

Tenth Recommendation — Development Northwest Staging Route.

General

The further development of the staging aerodromes and additional intermediate ranges and landing strips comprising the Northwest Staging Route is being pushed forward rapidly. Reports indicate that the work was somewhat delayed prior to June 15th due to heavy spring rains, but since that date work has been pushed with all possible speed and should be completed in its main features before freeze-up. Low water on the transportation routes leading to Fort Nelson and Watson Lake may result in some delay in movements of freight, with a consequent slowing down at these two points. A simple establishment of operational control has been instituted by the supervisory officers who have been placed in charge of the route and aircraft are reported moving in a satisfactory manner without undue delay. During the latter part of the summer, however, heavy smoke from numerous fires in the district made the movement of aircraft somewhat uncertain. Work on the first submission is rapidly nearing completion and work on the supplementary program for the U.S. Ferry Command is under way, receiving first priority. Tentage has been provided where there is a likelihood of congestion and provision is being made for the construction of accommodation for R.C.A.F. detachments at each of the main staging aerodromes. Work on the intermediate range stations and landing strips is being pushed forward as follows,-

Snag, Y.T. - Radio range selected and work commenced on landing strip. Landing strip cleared 5000' by 360'. Light equipment has been flown in and heavy equipment will be delivered via the Alaska Highway by September 30th. Radio range building, power house and staff quarters to be completed October 15th.

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Tenth Recommendation (Cont'd.)

Aishihik, Y.T. - Trail completed and barges for water transport under construction. Estimated completion date of buildings is October 15th.

Teslin, Y.T. - Clearing of landing strip under way, 2300 ft. by 200 ft. already completed. Sawmill operating and foundations for buildings placed.

Wolf River, Y.T. (Alternative site to Teslin) - Survey under way.

Toobally Lake, Y.T. - Sawmill flown into site and now in operation. Construction crew and equipment to be flown into site.

Beaton River, B.C. - Survey completed. Construction to be undertaken as soon as road conditions will permit.

It is interesting to note that the reported progress of the Alaska Highway will make it possible to service Fort Nelson by ground methods by September 15th and Watson Lake will be reached by December 1st.

Detailed Report

Calgary, Alta.

The construction of buildings for U.S. Ferry Service and provision of taxi strips, parking areas and extension of runways, has been approved. Work on runway extensions 60% completed.

Lethbridge, Alta.

Construction of additional facilities for U.S. Ferry Service has been approved.

Edmonton, Alta.

The construction of buildings, railway siding and extension of runways for U.S. Ferry Service has been approved. Work on runways and buildings 50% completed.

Grande Prairie, Alta.

Runways gravelled, consolidated and nearing completion; Top seal ready for application; estimated completion date October 31st; temporary grass runways serviceable and in use; all weather roads to Grande Prairie completed. Original building program completed; U.S. Army supplementary program under way; progress R.C.A.F. accommodation not yet started. Gasoline storage at field - 3000 gallons; storage Imperial Oil, Grande Prairie - 60,000 gallons. Power - local utility adequate. Lighting estimated to be completed by October 31st,

Fort St. John, B.C.

Runways - NW-SE completed and sealing coat being applied; SW-NE gravelled and packed ready for sealing; taxi strip gravelled and in use; satisfactory landing facilities available and in use. Original building program 30% completed; U.S. Army supplementary program under way; program for R.C.A.F. accommodation not yet started. Power and radio range completed; Lighting 98% completed. Well delivering 9.5 gals.water per minute. Transmitter in operation.

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Tenth Recommendation (Cont'd.)

Fort Nelson, B.C.

Runways - NE-SW to be hard surfaced by September 30th; second runway under construction; satisfactory landing facilities available and in use. Original building program 75% completed; U.S. Army supplementary program under way; program for R.C.A.F. accommodation not yet started. Gasoline on hand, all caches, July 15th - approx. 254,000 gallons. Power installation completed; generator installed. Lighting 50% completed. Pipe line completed. Radio Range completed. Transmitter in operation; installation 80% completed.

Watson Lake, Y.T.

Runways - E-W hard surfacing one-half completed; NE-SW clearing and grading 50% completed; satisfactory landing strips available and in use. Power installation completed. Lighting in operation. Water 95% completed. Transmitter in operation. Construction program liable to serious delay due to transportation difficulties; a Norseman aircraft urgently required for this point.

Whitehorse, Y.T.

Runways - NW-SE completed, hard surfaced; NE-SW serviceable and gravel compacted; taxi strip graded and gravelled and part paved. Original building program completed; U.S. Army supplementary program under way; program for R.C.A.F. accommodation not yet started. Power installation, radio range, communications, water and lighting all completed.

Prince George, B.C.

Runways - N-S extension being graded; NE-SW partially graded; E-W rough graded. Aerodrome buildings completed. Radio station in daily operation. No landings should be attempted on new site, old aerodrome to be used.

Smithers, B.C.

Runways - N-S landing strip cleared and graded, but unsuitable for use; gravel compaction completed on whole of main runway. Powerhouse, equipment garage and administration building completed; 3 residences completed and occupied by radio personnel; transmitter building completed. Powerline to radio range and short wave transmitter building completed; radio range building completed and range station in operation.

Eleventh Recommendation Aerodrome - Ucluelet

Tofino

One runway has been gravelled, consolidated and is being used by operational aircraft; work on the other runways is continuing. Clearing and grading of the area is progressing. The contractor is showing excellent progress on the construction of buildings - work is being carried out on domestic accommodation, stores, power house, central heating plant, supply depot and garage. Approximately 400 men are working on the various projects.

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Eleventh Recommendation (Cont'd.)

Port Hardy

Field development is continuing with considerable ditching and some grading being done. Progress generally on the aerodrome is considered satisfactory, although shortage of labour is hampering the work. A contract has been let for construction of station buildings and contractor is now moving in equipment and materials. Approximately 250 men are employed.

Fourteenth Recommendation Facilities - Halifax and Botwood

See Second Recommendation re Botwood and Third Recommendation re Dartmouth.

Fifteenth Recommendation Aviation Gasoline Storage

At Botwood, the installation of 240,000 gallon gasoline tankage is completed except for a few minor details.

In the Lewisporte area, work has commenced on the installation of four above ground tanks which will have a capacity of 420,000 gallons. None of this tankage is available for use.

Seventeenth Recommendation Goose Bay

Steel for the first R.C.A.F. hangar has been erected and is being closed in; steel for the second hangar is being fabricated and is expected to be shipped by the end of September.

Work on buildings in the R.C.A.F., U.S.A.A.F. and Army areas is being carried out simultaneously, with good progress shown. A considerable number of the buildings are almost completed. The bakery is nearing completion and work has commenced on the laundry.

The waterline to the Hamilton River has been completed and a pump is being set up. Water service is expected to be available by September 1st. 150,000 gallon reservoir has been completed, and waterline has been laid to the dock for supplying ships.

There is at this station at present 2 tanks of a total capacity of 525,000 gallons gasoline; in addition to this, the following tankage is expected to be available by the close of navigation,-

3 x 500,000	gallon tanks at	(Whitby)
2 x 175,000	" "	(Calgary)
5 x 350,000	" "	(Oklahoma)
1 x 800,000	" "	(U.S. underground)

In addition, there is a drum storage capacity at Goose Bay for approximately 500,000 gallons in existing drums. If steel plate is available, and every effort is being made to secure this plate, there will be an additional 2,000,000 gallon underground storage.

Excellent progress is being made on construction of runways - gravelling is completed and concrete paving of No.2 and 3 runways completed. R.C.A.F. taxistrip is gravelled and paving in progress; the U.S.A.A.F. taxistrip is now being graded.

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Twenty-fifth Recommendation — Defence of Sault Ste. Marie Against Air Attack

The Central Canada Aircraft Detection Corps - the primary purpose of which was to provide a warning service for the Sault Ste. Marie area - is well established and in operation. 40 out of a total of 50 Regional Directors have been appointed, also 266 Chief Observers, each of whom are establishing an observation post and are appointing from 10 to 50 official observers in order to maintain a 24 hour watch at each post. There are 215 fire towers, the majority of which are maintaining a 24 hour watch and which have necessary communication facilities. Railway telegraphers and telephone operators are also acting throughout the entire area as unofficial observers, and have received their necessary instructions. Communications have been tested and are found to be working quite satisfactorily. Teletype is in operation from Ottawa to Fort Bradey, Winnipeg to Fort Bradey and Ottawa to Winnipeg. Filter Rooms are in operation at Ottawa, Fort Bradey and Winnipeg. Arrangements are being made for the filing of flight plans for all aircraft flying in the area.

Twenty-Sixth Recommendation — North Atlantic Ferry Route

On the 8th July, the Government of Canada agreed to accept responsibility for the construction and defence of the aerodrome to be built at The Pas in connection with the North Atlantic Ferry Route. Aerial photography of the area is proceeding, and survey work has been started by the Department of Transport.

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PERMANENT JOINT BOARD ON DEFENCE

Canadian Army Progress Report.

29th August, 1942.

First Rcmdn. - Exchange of Information

1. Exchange of information is continuing.

Second and Third Rcmdn. - Defence of Newfoundland and Gander.

2(a). The Combined Defence Plan - Newfoundland has been concurred in by the Canadian Chiefs of Staff.

(b). The 45° mountings and gun barrels for the three gun 6" Bty. which is to be installed at Chebucto Point - Halifax have arrived safely from Great Britain. When installed it will complete the ultimate plan of modern counter bombardment defences for Halifax.

(c). The four 3" A.A. guns from Gander and the twelve .5" A.A. M.Gs. from St. Johns and Gander that had been made available for Canadian manning on a loan basis, have been returned to the U.S. Army. The return of these guns was made possible by Canadian equipment (3.7" and 40mm. guns) having become available for Canadian manning. The five A.A. S.L. at St. Johns which constitute the balance of the equipment on loan to the Canadians, will be returned to the U.S. Army in early September, 1942.

(d). The Horizontal Base Rangefinding System for the 8" Battery of U.S. railway guns at Fairview Point, Prince Rupert is in action.

(e). Wireless communications networks are established between Prince Rupert and United States forces in Alaska and also with Canadian Signals Radio System in the North West Territories. This latter requirement is to serve the United States activities in Northern Canada in connection with Canol (Ft. Norman to Whitehorse oil line) and the Alkan highway project.

(f). Work is progressing on the Pacific Communications Programme which is to provide construction of Joint communication facilities employing telephone, teletypewriter and radio phone networks interconnecting all armed forces established in Queen Charlotte Islands, Prince Rupert, Prince George, Vancouver and Vancouver Island. These facilities are expected to become available late in 1942.

Eleventh Rcmdn. - Tofino.

3. Light A.A. defences and an infantry garrison are now at Tofino (Ucluelet) aerodrome. Heavy A.A. defences and the strength of the garrison will be increased as aerodrome construction proceeds.

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Seventeenth Rcmdn. - Protection of Goose Bay.

4. The 75mm. Coast Artillery Bty. at the entrance to Lake Melville and a battery of 3.7" and of 40mm. A.A. Guns in the Aerodrome Area are in action at Goose Bay - Labrador.

Twentieth Rcmdn. - Communications.

5(a). The construction of a highway linking Gander and Grand Falls and Lewisporte has been approved with the costs to be pro-rated between the three Canadian Services. Construction is to be undertaken immediately with contracts being placed under the direction of the R.C.A.F.

(b). Additional information is being obtained regarding the two alternative routes which would provide an outlet from Gander to Deer Lake on the west coast of Newfoundland and a southern outlet to Bay d'Espoir on the south coast.

Twenty-Fifth Rcmdn. - Protection of Sault Ste. Marie.

6. The 40th A.A. Bty., R.C.A. is in action at Sault Ste. Marie, Ontario, manning four Canadian 3.7" A.A. Guns. This Battery is under the operational command of the U.S. Army Commander, Sault Ste. Marie Military District, Michigan. Brigadier-General Marchamp - Commanding the Sault Ste. Marie District - made a brief visit to N.D.H.Q., Ottawa, during August.

Twenty-Sixth Rcmdn. - North Atlantic Air Ferry Routes.

7. The Canadian Government has now accepted responsibility for the construction and defence of the aerodrome to be built at the Pas - with the U.S. constructing the aerodrome at Churchill, and assuming responsibility for the provision at Churchill of such defences as Canada is not in a position to provide and the Canadian Staff may deem necessary. This matter has been reviewed by the Canadian Staff who, noting that the U.S. Air Force ground crew personnel stationed at the Aerodrome will be armed and available for local protection in an emergency, considered that the Canadian requirements for U.S. participation in the defences of the Churchill Aerodrome should be limited to the preparation of the aerodrome for demolition (destructive defence).

Defence of Alaska -

8. The Canadian Army has eight 40mm. A.A. Bofors in action on Annette Island near Ketchikan, Alaska. These guns together with four 3.7" which will be available in September, provide A.A. Protection for the R.C.A.F. fighters stationed at Annette and come under the operational command of the O.C. Prince Rupert Defences.

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Japanese Labor Camps -

9. Japanese Labor Camps in proximity to the railways in British Columbia are being closed down and the Camp inmates are being removed from vicinity of mainline railways. Measures are being taken by the R.C.M.P. to improve the present protective measures against sabotage along the C.N. Railway between Prince Rupert and Jasper. In addition, an Army armoured train patrols regularly between Prince Rupert and Terrace.

10. There is nothing of importance to report insofar as it concerns the Canadian Army, on the Recommendations not dealt with in preceding paragraphs.

29th August, 1942.

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C220455

ROYAL CANADIAN NAVY

PROGRESS REPORT

1. DEFENCE OF TRADE

(a) Convoys

With the transfer of convoy assembly from Halifax to New York about mid-September, the following changes affecting the escort commitments of the R.C.N. will take place:-

(i) Halifax - Aruba Tanker convoys will cease and the six R.C.N. Corvettes employed in this task will transfer to the New York - Guantanamo run.

(ii) H.X. and S.C. convoys will be routed close to Halifax and Sydney respectively and will be joined at sea by Halifax and Sydney sections.

(iii) Western Local Escort Force will provide protection between New York and WESTOMP in two legs, one between Halifax and New York, the other between Halifax and WESTOMP.

(iv) Boston - Halifax convoys will be abolished.

(v) A Saint John, N.B. - Halifax coastal convoy will be established.

(b) D.E.M.S.

It has been decided to provide defensive armament to all Canadian Flag Coastal Ships of 500 tons and over. Twelve pounder HA - LA guns will be fitted.

2. PASSIVE AIR DEFENCE

Bomb Disposal

A Bomb Disposal School for all three Services is being established at Chilliwack, B.C. It will be run under Naval direction. Trained personnel will be produced in the proportion, 3 Army to 1 Navy and 1 Air Force. It is hoped to commence classes on 5th October.

Air Raid Shelters

Bomb-proof tunnels are being provided at Esquimalt Dockyard and at Prince Rupert; these are experimental installations which will determine future policy.

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3. NEWFOUNDLAND

(a) Bay Bulls Project

A ninety-nine year lease has been taken on the site selected for the 3000 ton haulout and repair facilities.

(b) Hamilton Inlet

Steps have been taken to establish a War Watching Station at the entrance to Hamilton Inlet, Labrador. The crew consisting of 1 Officer, 2 Signalmen, and 2 Seamen, left Quebec 23rd August in H.M.C.S. "TRAIL". Alterations to an existing Hudsons Bay Company building at Burntwood Cove, near Rigolet, are being carried out by the Army, and it is anticipated the station will be in operation about 1st September, 1942.

4. LONG RANGE NAVIGATIONAL STATIONS

The following progress has been made:-

(i) At Baccaro Point, Cape Sable, N.S., both construction and the supply of equipment has been completed.

(ii) At Whitehead Point, Cape Canso, N.S., construction is 70% completed.

The commencement of operations at these stations is subject to the accurate determination of the respective geographical positions, which is in process under the direction of the Department of Mines and Resources.

2. Assistance is being given to the development of the Newfoundland and Labrador Stations, to the extent of determining the exact geographical positions of the projected stations in that area.

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S E C R E T

SECRET
U. S. ARMY

C220457

PROGRESS REPORT

August 29, 1942.

(NOTE: Paragraphs are numbered according to Recommendation Number of Permanent Joint Board on Defense, Canada-United States.)

2. Defense of Newfoundland:

Newfoundland Base Commander has been directed by the Commanding General, Eastern Defense Command, to join the new Joint I and O Operations Center established by the Canadians at St. John's.

a. Coast Artillery:

(1) Platoon of 155 mm guns and one company infantry with heavy weapons are now stationed at Stephenville.

(2) New emplacements under construction at Red Cliff Head for two 8" guns which will be moved from Signal Hill.

b. Engineers:

(1) Construction of machine gun nests in strong points, reconstruction pontoon bridge at Placentia, and reconnaissance of roads and bridges in the Avalon Peninsula.

(2) Present policy for construction calls for only such installations as are absolutely needed for winning the war.

7. Joint Plans:

a. All B17 crews in Newfoundland are undergoing training in combined operations with the U. S. Navy at Argentia.

b. Cooperation between R.C.A.F. and U.S. Air Force units in Alaska is excellent.

4. Defense Materials for Canada:

A directive has been issued to ship twenty-five practice rounds and 200 sub-caliber rounds to Prince Rupert, B.C. for use with the 8" railway battery at that location.

17. Goose Inlet Airport:

The Army Air Forces have purchased five 10,000 barrel (U.S.) bolted steel tanks with the necessary erection tools and equipment for installation at the airport. Assistance is being given in obtaining a high priority rating for steel for underground storage tanks to permit the construction of storage facilities for 2,000,000 gallons.

It is believed that the following gasoline storage will be available prior to the close of navigation in 1942:

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1,000,000 gals. bulk below ground--U. S. provided.
2,500,000 gals. in five tanks above ground: Tanks--U.S. provided;
Gas--Canada provided.
500,000 gals. in drums--U.S. provided.
2,500,000 gals. in tanks above ground--Canada provided.
800,000 gals. in drums--Canada provided.

Total: 7,300,000 gallons.

16. Rehabilitation, Newfoundland Railroad:

Rolling stock and repair equipment is in the process of procurement and deliveries are being made on all freight equipment. Procurement of passenger cars is being delayed by lack of steel in the amount of 300 tons.

19. Canadian-Alaskan Staging Fields:

An Army Member of the American Section of the Permanent Joint Board on Defense, Canada-United States, made a recent trip over the staging route from Edmonton through Whitehorse to Fairbanks. Construction work and aerodrome facilities in most cases are proceeding in a very satisfactory manner.

The Air Transport Command of the Army Air Forces is charged with the responsibility for operation and maintenance of the Northwest Ferry Route to Alaska from Great Falls, Montana to Fairbanks, Alaska. Their mission is the delivery of aircraft to Alaska and to provide for the operation of scheduled air transports for personnel and supplies from the United States to Alaska. Route headquarters will be established at Great Falls, Montana, and base squadrons will be assigned as follows:

1,-Great Falls, Montana.
1,-Edmonton, Alberta.
1,-Fairbanks, Alaska.

The Air Base Squadrons at Edmonton will man the stations between Edmonton and Whitehorse. The Squadron at Fairbanks will man the stations West of Whitehorse.

24: Military Highway to Alaska:

A U.S. Army Member of the Permanent Joint Board on Defense, Canada-United States, inspected the Alaskan Highway from the air during the month of August and talked with commanders of both the Northern and Southern Sectors. The highway is progressing with greater rapidity than was at first expected. It appears at the present time that the highway will be ready for heavy truck traffic by December 1, 1942. (General Sturdevant's statement)

Prince Rupert--Hazelton Highway:

Assistance has been rendered in obtaining priority ratings for applications of several Canadian contractors accomplishing work on the Prince Rupert--Hazelton Highway. Applications have been processed by Army and Navy Munitions Board, granting A-1-A rating.

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25. Defense of Sault Ste. Marie: C220459

a. Under the 22nd Recommendation of the Board, authority was obtained from the Canadian officials for the establishment of certain detector stations on Canadian territory for the protection of the Sault locks.

b. The War Department has approved the establishment in Canada of certain personnel and equipment of a reporting company, AWS. The garrisons recommended are as follows:

Hearst, Ontario	2 Officers	55 EM
Cochrane, Ontario	2 Officers	55 EM
Nakina, Ontario	2 Officers	55 EM
Armstrong, Ontario	2 Officers	55 EM
Kapuskasing Co. Hq., Ontario	1 Officer	15 EM

SCR 516s to be installed at the first four locations and an SCR 270B in the vicinity of Fort Brady, Michigan.

Plans are being perfected to establish the Sault Ste. Marie AWS Region feeding all information therein to the information center established at the Sault and providing for cross intelligence to the Canadian information centers at Ottawa and Winnipeg. This matter is to be discussed during the next meeting of the Board.

c. A prohibited area for aircraft flight has been established in the immediate vicinity of Sault Ste. Marie's Canal and Locks. A copy of the AAF regulation has been furnished the R.C.A.F.

26. Northeast Ferry Route:

Following is the status of progress at various points along the North Atlantic Ferry Route, August 21, 1942.

GOOSE BAY.

Construction of U.S. facilities is proceeding satisfactorily. Camp roads are in, construction on three buildings is completed and construction is started on approximately half the remaining buildings. Occupancy is now estimated to be completed by October 1, 1942.

CRYSTAL I.

First freightors, containing construction personnel and equipment, have arrived in Ungava Bay. Decision has been made to construct one runway at the present Crystal I site and to survey a site eight miles up the river for future development, since the upper site appears more desirable for permanent program.

CRYSTAL II.

Harbor soundings have been completed, and small initial cargo landed. Shipping now enroute to this point.

SOUTHAMPTON ISLAND.

Site has been definitely decided upon, and a small amount of construction equipment and materials have been landed. Substantially, all construction equipment for this point is on hand at Churchill and will be shipped very near future.

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CHURCHILL.

Site has been determined upon, location of two runways decided upon, and construction of road to the site is substantially completed. A regiment of engineers is on hand working two full shifts on construction.

THE PAS.

Site has been determined and construction of roads and clearance of land have started. Construction here is by civilian contractor through the Department of Transport. Plans and specifications for the Army buildings have been forwarded to Ottawa.

GENERAL.

Communications facilities will be installed at these points by United States Civil Aeronautics Administration, who have been employed by the Army. Practically all communications equipment is on hand, ready for shipment or enroute.

A Port Battalion is stationed at Churchill to handle loading of boats, and a control point has been set up at Winnipeg for control of rail movement into Churchill.

Gasoline stocks have been ordered and are, for the most part, enroute to all points.

Requirements of station operating equipment have been determined, the equipment has been ordered, and much of it is now moving to Ports of Embarkation.

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PERMANENT JOINT BOARD ON DEFENSE - CANADA - UNITED STATES

UNITED STATES NAVY

PROGRESS REPORT - SEPTEMBER 1, 1942.

SECRET

SECOND RECOMMENDATION: Defense of Newfoundland.

Construction at Argentia continues to be satisfactory. Work at the Naval Air Station is practically completed.

The floating drydock now being completed in New York will be moved to Argentia as soon as escort can be provided. Mooring chain and anchor are being obtained to moor the drydock until a pier can be constructed. The lower end of Sandy Cove has been approved as the location for the drydock.

An agreement has been reached whereby the U.S. Navy will obtain a wharf owned by the Newfoundland Railway in exchange for the relinquishing of certain other land and will construct a wharf for the railway. The officer in charge has been authorized to get work on this wharf under way.

The moorings are complete and consist of: 5 battleship moorings, 2 heavy cruiser moorings and 2 destroyer moorings. Net installations are also complete.

Dredging is under way in Placentia Sound and with good weather the project should be completed by January 1, 1943.

The wharf damaged by fire in June has been completely repaired and an extension of 1,000 feet to this wharf has been approved. This project has been placed under contract and work is believed to be under way.

Construction of seven 500,000 gallon watertanks has been approved, and a new boat house is also under way.

TWENTY-THIRD RECOMMENDATION: Co-ordination of Aviation Training Program.

Progress appears to be satisfactory.

The Ottawa Air Training Conference of May, 1942, adopted a resolution recommending that a committee, with headquarters in Washington, D.C. be set up to be known as the "Combined Committee on Air Training in North America". A United States representative is to be the chairman of this committee which is to consist of representatives of the United States, the United Kingdom and Canada. The functions of this committee are to be advisory and include:-

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TWENTY-THIRD RECOMMENDATION: Co-ordination of Aviation Training Programs - Continued.

- -

(a) The exchange of information on Air Training questions;
(b) Advice on standardization of training methods;
(c) Advice on the measures to be taken to ensure that the most effective use is made of the air training facilities of the United Nations in North America.

Recommendations of the committee are to be submitted to the appropriate authorities.

Representatives of other interested governments are to be given opportunity to appear before this committee whenever subjects of interest to such governments are discussed.

The War Department and the Navy Department by a joint letter of August 17, addressed to the President of the United States recommended approval of this resolution as drafted by the Conference.

TWENTY-SEVENTH RECOMMENDATION: Removal of Border Restrictions.

Progress appears to be satisfactory.

As a result of a letter from the President of the U.S. to the Honorable Henry A. Wallace, Chairman, Board of Economic Warfare, a conference was called on this subject. Representatives of the War Department, Navy Department, State Department, Treasury Department, and other interested agencies of the U.S. Government were present. The general conclusion reached at this meeting was that various controls and regulations could very well be dispensed with under existing law or by expeditious legislative action, provided that assurances were given to the cognizant government agencies by the services that no questions of Army or Navy Security would thereby be jeopardized.

On August 23rd, the Navy Department by letter to the Chairman of the Board of Economic Warfare made specific recommendations for the elimination of such controls.

The Board of Economic Warfare is taking action to carry out the recommendations of the Navy Department and is co-ordinating the actions of the various government agencies concerned so as to comply with both the letter and the spirit of the President's directive.

The Airplane Production Sub-Committee of the Joint War Production Committee, U.S. - Canada, has established a special committee to consider the problem of border obstacles and to make appropriate recommendations where necessary.

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OFFICE OF THE CLERK OF THE PRIVY COUNCIL

MEMORANDUM

Secret

C220463

For the Prime Minister:

Attached is Copy No. 1 of the Journal of the Permanent Joint Board on Defence, covering the meeting held in St. Johns, Newfoundland on Sunday, September 27th, 1942.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This Journal will be submitted at an early meeting of the Cabinet War Committee.

A.D.P.H.

October 6th, 1942.

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, ST. JOHNS, SEPTEMBER 27, 1942

1. After visiting the Goose Bay, Gander Lake and Torbay aerodromes in a United States naval transport plane, the Permanent Joint Board on Defence met in St. Johns on Sunday, September 27, 1942. The following members participated:

Canadian Section	United States Section
Colonel O. M. Biggar	Mayor F. H. LaGuardia
Major-General M. A. Pope (assisted by Col. J. H. Jenkins)	
Captain H. G. DeWolf (vice Commodore H.E. Reid)	Captain F. D. Wagner
Air Commodore F. V. Heakes	Lt.-Col. E.W. Hockenberry
Brigadier G. P. Vanier	
Mr. H. L. Keenleyside	Mr. J. D. Hickerson

The meeting was held in the office of the Hon. L. E. Emerson, Commissioner of Justice and Defence. In addition to Mr. Emerson the meeting was attended by Major-General E. L. Page, and by Major-General G. C. Brant and Col. D. F. Myer of the United States Army.

Lt.-Col. Paul Betters, military aide to Mayor LaGuardia, also attended.

The meeting opened at 5 p.m.

2. The Chairmen expressed their satisfaction at the opportunity which they had had of seeing developments

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in Labrador and other parts of Newfoundland and of holding a meeting in St. Johns. They thanked Hon. Mr. Emerson for allowing the Board to meet in his office and expressed their pleasure in having him present to participate in the consideration of matters of common concern.

3. In the discussion which followed there was a general exchange of information and thought was given to the present state of and future plans for the defence of Newfoundland and Labrador. In the course of the discussion it became apparent that neither the Canadian nor United States Governments have at present any definite plans for the initiation of new large-scale projects in the area under consideration. It was estimated that the larger part of the present construction programme would be completed in the first half of 1943 but it was recognized that there would be continuing problems which would involve the employment of smaller numbers of civilian personnel over a much longer period.

As a result of its review the Board was satisfied that good progress had been made and that current plans would, when completed, provide defence facilities appropriate to the local needs and general circumstances.

4. Captain DeWolf reported the resignation of Commodore H. E. Reid consequent upon his appointment to the duties of Flag Officer, Newfoundland Force, R.C.N. The members of the Board expressed their regret at the departure of Commodore Reid and asked Captain DeWolf to convey to him the best wishes of his colleagues on the Board.

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5. The meeting adjourned at 6.30 p.m.

6. The following morning the Board proceeded by air to the United States base at Argentia and thence, after a visit of twenty-four hours, to Montreal. It was subsequently agreed that the next meeting of the Board would be held in New York City on November 3rd and 4th, 1942.

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OFFICE OF THE CLERK OF THE PRIVY COUNCIL

MEMORANDUM

Secret

November 9th, 1942.

For the Prime Minister:

Attached is Copy No. 1 of the Journal of the Permanent Joint Board on Defence, covering the meeting held in New York on Tuesday and Wednesday, November 3 and 4, 1942.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This Journal will be submitted at an early meeting of the Cabinet War Committee.

A. D. P. H.

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, NEW YORK, NOVEMBER 3 & 4, 1942.

1. The Permanent Joint Board on Defence met at the Mayor's House in New York at 10 a.m., Tuesday, November 3, 1942. The Board welcomed to its membership Rear Admiral G. C. Jones, replacing Commodore H. E. Reid, and Captain John P. Whitney, replacing Rear Admiral Frank D. Wagner. The following members of the Board were present:

Canadian Section	United States Section
Colonel O. M. Biggar	Mayor F. H. LaGuardia
Major General M. A. Pope (assisted by Colonel J. H. Jenkins)	Lieut. General S. D. Embick
Rear Admiral G. C. Jones	Captain F. P. Thomas
Air Commodore F. V. Heakes	Captain John P. Whitney
Mr. H. L. Keenleyside	Mr. J. D. Hickerson

2. Progress Reports, copies of which are attached, were distributed and discussed.

3. Mr. Keenleyside read a letter dated October 27, 1942, from the Military Attache of the American Legation at Ottawa, inquiring whether steps could be taken on security grounds to restrict civilian and other travel to Churchill, Manitoba, except for official purposes. After discussing this matter at some length, it was agreed that it would be desirable for the Board to defer any action for the present, pending further

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inquiries on the subject by the United States Army members.

4. The Board considered the problem of escaping balloons at Sault Ste. Marie dragging cables and damaging power lines. In this discussion it was brought out that in a recent incident in the early part of October power lines in this area had been damaged to an extent that interrupted the production of steel and alloys. General Embick commented on measures which have in recent months been taken to reduce the likelihood of such damage, mentioning in particular a new device which automatically releases the cables when the balloon escapes from control. It was the sense of the Board that with the closing of navigation in Hudson Strait and Hudson Bay consideration should be given by the United States Army to the necessity of maintaining this balloon barrage in continuous operation during the winter months. Mention was made of the practice which has been adopted in London of putting up the balloon barrage only when warning has been sounded. General Embick agreed to confer with the appropriate agencies in the War Department in this sense.

5. Air Commodore Heakes read a paper prepared in the Royal Canadian Air Force, commenting on the lack of uniformity in the United States, Canada and Newfoundland on-measures for the identification of planes. After discussion of this matter, it was agreed that the interested Service Members of the Board would initiate in their respective departments action looking to an informal conference between the appropriate representatives of the American and Canadian Departments to work out in

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those areas where it is considered desirable, uniform regulations, procedures and measures to insure proper identification of all aircraft approaching or passing over defended areas or places.

6. The Board considered representations regarding security measures being enforced, particularly in the ports of Canada and the United States. The members were agreed that it would be desirable that the situation be reviewed by the appropriate authorities in both countries and that an effort should be made to insure:

(a) that effective methods are employed in each country,

(b) that common principles are applied, and

(c) that close coordination is maintained between the enforcement officials in the two countries.

7. The Board received a memorandum from the Canadian Section outlining the various defence projects being undertaken in Canada with the concurrence of the Canadian Government by the United States. This memorandum was studied in detail and particular attention was devoted to those items which had been arranged through direct contact between the Services of the two countries or by direct diplomatic interchange. The Board recognized the desirability of the steps that had been taken but was of the opinion that it would be desirable, so far as possible, to have all measures of this kind passed upon by the Board before they were submitted for approval to the two Governments.

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Consideration was then given to the problem of post-war disposition of the various projects for which provision has not already been made through the Board or by direct intergovernmental exchange. A draft recommendation was presented and considered. It was agreed that the draft would be examined before the next meeting of the Board and that it would then be reconsidered.

8. After agreeing to meet again in Montreal on December 14 the Board adjourned at 11 a.m. on Wednesday, November 4th.

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UNITED STATES PROJECTS IN CANADA

The United States Government, with the concurrence of the Canadian Government, is engaged on certain defence projects in Canada. These have been handled in three ways:

(1) by recommendation of the Permanent Joint Board on Defence, approved by the Canadian Government;

(2) by direct arrangements between the Canadian and United States military, naval and air Services;

(3a) by direct arrangements through diplomatic channels and covered by an Exchange of Notes;

(3b) by direct arrangements through diplomatic channels and not yet covered by an Exchange of Notes.

In preparing this list of United States projects in Canada an attempt has been made to classify them under these four headings. However in several cases, such as, for instance, the construction of additional meteorological stations in the far north, a combination of two, or even of all three, methods of approach was used. In such cases the project has been classified under the method which figured most prominently in its inception.

(1) Projects initiated by the Permanent Joint Board on Defence

(i) Aerial photography of certain areas in Northeastern Canada and Labrador.

(ii) THE ALASKA HIGHWAY
- Highway from Dawson Creek to the Alaskan Boundary.
- Telephone and telegraph line from Edmonton to Fairbanks (not mentioned in the original recommendation but being built as part of the project.)

(iii) THE NORTH ATLANTIC FERRY ROUTE
- Permanent year round bases at Churchill and Southampton Island.
- Winterized bases at Chimo (Crystal I) and Frobisher Bay (Crystal II).
- Buildings at The Pas.

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(2) Projects initiated by direct arrangements between Service Authorities

(i) METEOROLOGICAL STATIONS ALONG NORTH ATLANTIC FERRY ROUTE

- Coral Harbour, Churchill (radiosonde station only), Repulse Bay, Amadjuak Lake, Nueltin Post, North Indian Lake, Winter Outpost, Baker Lake, East Hope Lake H.B.C., York Bay, Douglas Harbour, Padlei, Bowman Bay, Cormoran, Amadjuak H.B.C., Lake Harbour H.B.C., Eskimo Point, Etawney Lake, Le Pensie, Sandy Lake, Thicket, Ilford, Cape Low, Tavani, Cape Dorset H.B.C., Sherridon, Stanley, Nuwata, Herchmer, Wager Bay, Rat River.

(ii) NORTHWEST STAGING ROUTE

- Certain additional facilities needed by the United States beyond Canadian standards and requirements at Aishihik, Beaton River, Snag, Teslin, Toobally, Grande Prairie, Fort St. John, Fort Nelson, Whitehorse, Prince George, Watson Lake, Kamloops, Edmonton. At Calgary and Lethbridge the project was cancelled and construction work which had been started was left incompleted.

(iii) PRINCE RUPERT AND PORT EDWARD

- Extensive housing and port facilities.

(iv) R.D.F. INSTALLATIONS

- In Ontario - Cochrane, Hearst, Nakina, Armstrong, Sioux Lookout.
- On the West Coast - Cape Scott (Vancouver Island) and Arrowsmith.

(3a) Projects initiated by direct arrangements through diplomatic channels and covered by an Exchange of Notes

(i) CANOL PROJECT

- Drilling of nine additional wells at Norman.
- Pipeline from Norman Wells to Whitehorse.
- Pipeline from Skagway to Whitehorse.
- Refinery and storage facilities at Whitehorse.
- Oil Storage and Loading Facilities at Prince Rupert.

(ii) PRINCE GEORGE TO FAIRBANKS RAILWAY SURVEY

(3b) Projects initiated by direct arrangements through diplomatic channels and not yet covered by Exchange of Notes

(i) ALASKA HIGHWAY

- Eleven flight strips, eight of which are located at : Dawson Creek
  50 miles south of Fort Nelson
  75 miles west of Fort Nelson
  40 miles east of Lower Post
  55 miles west of Lower Post
  60 miles southeast of Whitehorse
  30 miles northwest of Whitehorse
  Midway between Burwash Landing and Snag
- 2" pipeline to carry gasoline from Whitehorse to Fairbanks, and Watson Lake to Whitehorse.

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(ii) CANOL PROJECT

- 14 Landing Strips, six of which are to be equipped with radio beams. Main fields will be located at McMurray, Fort Smith, Simpson, and Norman Wells, with emergency fields at Embarras, Resolution, Hay River, Providence and Wrigley.
- Winter roads from Fort Nelson to Simpson
  Peace River to Simpson
  Simpson to Norman Wells.

(iii) MINAS BASIN

- Laboratory, shop facilities, stowage and living space, near Truro, for mine testing.

(iv) LEASE OF THE WHITE PASS AND YUKON ROUTE

(v) EMERGENCY AIRFIELD AT MINGAN, P.Q.

(vi) UTILIZATION BY UNITED STATES OF FACILITIES AT FORT SHILO FOR WINTER PRACTICE

(By reciprocal arrangement, Canadian paratroops will receive training at Fort Benning.)

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COPY NO. 21

Permanen's Joint Board on Defence
(Canada - United States)

R.C.A.F. Progress Report for the
November 3rd Meeting
(New York, N.Y.

SECRET

31st October, 1942.

Inasmuch as the original projects at Gander, Botwood, Torbay, Shelburne, Dartmouth, and the Northwest Staging Route have been completed, it is not proposed to continue detailed progress reports of these projects. Any major changes or further developments, however, will be reported.

First Recommendation Exchange of Information

Continuing satisfactorily.

Fifth Recommendation Communications

Gander to Botwood - The reconstruction of the pole line from Gander to Botwood has been completed and the stringing of the four new copper conductors has also been completed. One pair is ready for use. However, it has been found necessary to change the transposition scheme on the other pair. This retransposing will be completed in two weeks, making available three voice and one teletype circuit.

The erection of one pair of copper conductors for voice transmission between Botwood and Grand Falls has been completed.

The necessary equipment to provide the additional teletype channels is on hand with the exception of a few minor items. The installation of this terminating equipment will be completed by November 30th when there will be available a total of four voice and five teletype channels between Gander and Botwood.

Eleventh Recommendation Aerodrome - Uoluelet

Tofino - The paving of two runways completed - the third 60%. The building area is being cleared and good progress made on the construction of buildings. Temporary quarters have been built for the R.C.A.F. and are now occupied. The E/W landing strip being used by operational aircraft. Approximately 466 men are working on the various projects.

Port Hardy - Field development is proceeding under very difficult conditions due to very wet weather - impossible for good paving. The acute shortage of labour continues with the result that progress on runways, etc. is very slow; three donkey engines are idle as no crews are available. A start has been made on the construction of buildings. Approximately 320 men are employed.

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Fifteenth Recommendation Aviation Gasoline Storage

In the September 1st report, progress was shown for the 'Lewisporte' area -- this should have read 'St. John's' area. The installation of the gasoline tanks is 60% completed.

Seventeenth Recommendation Goose Bay

The first hangar is practically complete and steel for the second is in transit. Good progress is being made on the laundry as well as all buildings in the R.C.A.F., U.S.A.A.F. and Army areas, and the bakery has been completed. Field development work is proceeding very well; Paving of all three runways completed; U.S.A.A.F. taxistrip completed and the paving is done on the R.C.A.F. taxistrip. Storage of M.T. and aviation gasoline is almost completed, and additional storage capacity 50% completed. American gasoline storage tank of 1,000,000 gallons 95% complete.

Twenty-fifth Recommendation Defence of Sault Ste. Marie Against Air Attack

Intensive field work has been conducted in ten Regional areas for the purpose of increasing the observer coverage and thereby effecting a resultant increase in observer reports. This work is being continued with a view to completing the coverage in the remaining Regional areas as soon as possible. An Aircraft Detection Corps officer has been posted to Sault Ste. Marie for the purpose of co-operating with the American forces. His duties will require his attendance for approximately two days per week at Fort Brady, the balance of his time being spent in organization work in the Sault Ste. Marie, Ontario, area. Civilian personnel now embodied in the Central Aircraft Detection Corps area totals 2,784 -- an increase of approximately 1,700 during the last two months. Flight plans filed now approximate 600 per week and observer reports 400 per week ~~00~~ both figures are increasing rapidly.

Twenty-Sixth Recommendation North Atlantic Ferry Route (The Pas)

At The Pas work is being pushed forward and development progressing rapidly -- the NW-SE runway is gravelled and serviceable for 4000' x 200'.

ADDITIONAL INFORMATION FOR THE BOARD

Metlakatla

The R.C.A.F. have decided to put in an aerodrome on Metlakatla Island, B.C., for the protection of Prince Rupert. This development will include 3 runways, 4000' mean sea level x 200' wide, parking area 1800' x 200', and 75' wide connecting strips from the parking area to the runways. The runways, etc., will be of cement. The present site is largely muskeg varying in depth from zero to 18', also some timber. To ensure a firm foundation the muck and muskeg layer must be removed from the landing strips and building areas, involving a large amount of excavation. It will also be necessary to excavate 1,000,000 cu. yds. of solid rock to obtain suitable grades. The development will, therefore, be a most difficult one. The selection of sites, however, is the result of a long study of this district, several other possibilities including planking and floating runways having been considered and abandoned. This item is reported for information only.

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Mingan and Seven Islands

It is understood that the United States authorities requested permission, through the Department of External Affairs, to put in a landing strip, a meteorological station and radio range at Mingan, P.Q. It is desired to report, as a matter of information, that the R.C.A.F. are proceeding with the immediate development of an aerodrome with D/F and radio range facilities at Seven Islands. The Mingan site is on the direct line Presque Isle to Goose; Seven Islands site on the direct line Montreal to Goose.

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PERMANENT JOINT BOARD ON DEFENCE

Canadian Army Progress Report.

31st October, 1942

First Rcmdn. - Exchange of Information

1. The exchange of information is continuing satisfactorily.

Second and Third Rcmdn. - Defence of Newfoundland and Canada

2(a) Steady progress is continuing in the installation of Anti-aircraft defences (heavy and light guns) at operational aerodromes and defended ports in Canada and Newfoundland.

(b) All United States Army Anti-aircraft equipment that had been loaned to the Canadian Army in Newfoundland has been returned following delivery of Canadian equipment.

(c) The provision of Army defences (against possible ground, sea and air attack) for the new R.C.A.F. operational aerodrome that is planned for Metlakahtla near Prince Rupert is under consideration.

Eleventh Rcmdn. - Tofino

3(a) The Anti-aircraft defences for Tofino (Ucluelet) aerodrome are now complete.

(b) In the Canadian Army Progress Report, dated 25th April, it was pointed out that the difficulty of road construction along the precipitous shores of Kennedy Lake made the development of a through road from Alberni to Tofino extremely difficult, and that the most practical way of keeping contact with the Ucluelet and Tofino air bases is by water via Barcley Sound. However, a rough road connecting Alberni with the east end of Kennedy Lake and Tofino with the west end of the lake is being developed with connections on Kennedy Lake maintained by scow.

Twenty-sixth Rcmdn. - North Atlantic Air Ferry Routes

4(a) The Canadian Government have accepted responsibility for the construction and defence of the aerodrome to be built at The Pas, and the Canadian Chiefs of Staff have decided that provision of defences at this aerodrome is unnecessary owing to its location.

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(b) The Canadian Government has decided that

(i) The construction and defence of any new aerodromes in Canadian territory lying north of Churchill and required for the Northeast air staging routes should be undertaken by the United States.

(ii) The construction of the aerodrome at Churchill should be undertaken by the United States, who would be asked to accept responsibility for the provision of such defences there as Canada is not in a position to provide and the Canadian Staff may deem necessary.

(c) The Canadian Chiefs of Staff have now decided the following regarding the defence of these northern aerodromes:

(i) The provision of Canadian Army defences at Churchill will be left in abeyance.

(ii) U.S. War Department should be advised that, under present conditions, the Canadian requirements for the United States participation in the defences of the Churchill aerodrome will be limited to the preparation by the U.S. Army of this aerodrome for demolition. A factor in making this decision was that the U.S. Air Force ground crew personnel stationed at the aerodrome will be armed and available for local protection in an emergency.

(iii) The provision of Army defences (additional to the ground air-crew personnel stationed at the respective aerodromes) is advisable at any air staging aerodromes that may be constructed at Southampton Island, Chimo and Cape Dyer and for which the United States has assumed defence responsibility.

(iv) From the viewpoint of Canadian defence, these defences should be adequate to prevent the staging aerodrome being seized and used as a base by the enemy against Canada.

(v) It is understood the U.S. War Department has under consideration the allotment in Spring, 1943, of one composite company of Anti-aircraft and Infantry totalling approximately 150 all ranks to each of these three air staging aerodromes to supplement the armed ground-crew personnel of the U.S. Army Air Corps stationed there. These proposed defences are considered adequate under present conditions to meet the Canadian requirements outlined in the preceding sub-paragraph.

(vi) These staging aerodromes at Churchill, Southampton, Chimo and Dyer should be prepared (preferably during construction) by the U.S. Army for demolition in an emergency.

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Defence of Alaska

5. The Canadian Army aerodrome defences at Annette Island near Ketchikan, Alaska, now comprise heavy and light Anti-aircraft Batteries and a special Aerodrome Defence Unit (using tracked vehicles).

6. There is nothing of importance to report, in so far as it concerns the Canadian Army, on the recommendations not dealt with in the preceding paragraphs.

29th October, 1942

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PERMANENT JOINT BOARD ON DEFENCE

(Canada - United States)

Royal Canadian Navy

Progress Report for November, 1942.

FIRST RECOMMENDATION

Following is a summary of existing arrangements for the exchange of information between the Canadian and United States Chiefs of Staff:

(a) The Joint U.S. Staff Planners have been authorized to represent the Joint U.S. Chiefs of Staff for co-ordination and exchange of pertinent information regarding strategic planning and dispositions and operations of a joint nature, and designated U.S. Officers to act as liaison between the Joint U.S. Staff Planners and the Canadian Joint Staff.

(b) The U.S. Joint Intelligence Committee has been authorized to represent the Joint U.S. Chiefs of Staff for the exchange of intelligence information of a long-term nature and liaison with this committee is being established. Spot operational intelligence is covered by the daily issue of operational intelligence by the Intelligence Section of the Staff of the C. in C., U.S. Navy, and by Canadian Liaison Officers attached to U. S. local commanders at the Coasts.

(c) The Chiefs of the U.S. Army and Navy Bureaux of Public Relations have been authorized to confer directly with representatives of the Canadian Joint Staff in order to consider means to improve the procedure for co-ordinating public announcements which jointly concern U.S. and Canadian forces.

SECOND RECOMMENDATION

Newfoundland

Bay of Bulls - A/T baffles fully completed 16th October, 1942.

St. John's - A new 59,000-barrel tank for bunker fuel is completed and about to be filled.

Botwood - Two Harbour Defence Asdics to be installed in spring of 1943.

A defensive patrol for the protection of shipping at Botwood and Lewisporte has been instituted. Patrols are carried out by four M.L.'s based on H.M.C.S. "PRESERVER" at Botwood and will provide protection until freeze-up.

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Labrador - War Watching Station at Rigolet, in operation since mid-September - Personnel will be withdrawn for the winter with the last southbound convoy about 9th November.

THIRD RECOMMENDATION

Maritime Provinces

Saint John, N.B. - Plans are in preparation to lay indicator loops to protect the anchorages outside Saint John harbour. Laying will commence as soon as material is available.

Gut of Canso - Plans are in preparation for laying indicator loops at both ends of the Gut of Canso. Laying will commence in the spring of 1943, as early as ice conditions permit.

A/S and A/T Defences

The A/S boom at Gaspe will be lifted for the winter, commencing first week in December, and the A/S boom and A/T baffles at Sydney in the second week in December.

The booms at Halifax and Shelburne remain in service throughout the year.

Fuel Storage

Approved plans call for completion during 1943-44 of fuel storage for one month's operational requirements, plus three months' strategic reserves on both Coasts.

The following table shows the state of Naval fuel storage in the Maritime Provinces: The quantities given are in addition to commercial stores:

Port	Quantity (Bbls.)	Type	% Completed	In Service
Halifax	15,000	Bunker	100	No; awaiting pumps
	35,000	"	100	"
	35,000	"	100	"
Sydney	35,000	Bunker	100	)No; awaiting completion
	35,000	"	100	)of pumping station,
	6,000	Diesel	100	)85% complete.
	2,743	Gasoline	30	)
Shelburne	35,000	Bunker	100	Yes.
Gaspe	24,000	Bunker	100	Yes.
	6,000	Diesel	100	Yes.
Saint John, N.B.	14,600	Bunker	100	Leased from Imperial Oil Co.

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Long Range Navigation Stations

Station at Baccaro Point, N.S., completed, including trials.

Station at Denning Island, near Cape Canso, N.S., over 90% completed and trials are in progress.

Pacific Coast

Prince Rupert - Indicator loop system approved; material on order and delivery expected in near future. Installation will commence soon thereafter, and buildings will shortly be erected.

Strait of Juan de Fuca - Two Harbour Defence Asdics will be installed in vicinity of Port San Juan, in conjunction with searchlight and similar installations on U.S. side of Strait. Material on order, and early delivery anticipated; buildings soon to be erected; road from Port Renfrew to site under construction by Canadian Army.

October 31st, 1942.

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U. S. ARMY

PROGRESS REPORT

October 31, 1942.

(NOTE: Paragraphs are numbered according to Recommendation Number of Permanent Joint Board on Defense, Canada-United States.)

2. Defense of Newfoundland:

a. Acquisition of additional land at all three U.S. Army bases, as recommended by the Commanding General, Newfoundland Base Command and approved by the War Department, is being processed by the State Department.

b. Ground Forces have been engaged in joint field maneuvers involving the United States and Canadian naval, ground, and air forces. These exercises are made as realistic as conditions allow. Due to operational needs for naval vessels and aircraft, and the necessity for 24 hour alert on the part of a large proportion of the ground and air forces, these maneuvers are principally designed to test out the functioning of the various Allied Headquarters, communications systems, etc. Excellent cooperation is being extended by the Canadian Infantry.

c. Air Forces are engaged in patrol work, operational training and special operational missions. Some convoy operations at sea have been taken over by the B-17s, within the operational limits dictated by fog and other adverse weather conditions.

d. Present AA garrison in Newfoundland is considered adequate, commensurate with the existing threat. It is disposed as follows: St. John's, Argentia and Gander Lake: 1 gun and 2 automatic Weapons Batteries, each; Harmon Field: 1 automatic Weapons Battery.

e. Coast Artillery has completed target practice with very good results considering existing operational conditions. The installations for the 8" guns at the new site on Red Cliff Head are nearing completion. At Argentia the harbor defense installations are nearing completion and when fully organized will afford excellent protection for the base--both Sea Coast and Antiaircraft.

f. Communications are rapidly being perfected. The construction of the new cable system connecting Fort Pepperrell, Argentia, Gander and Harmon Field is progressing very satisfactorily. Its completion will greatly improve the defenses of Newfoundland. The five authorized Radar Stations are practically complete. Instrument installation has been completed at Cape Spear and St. Brides.

g. United States combat Engineers have been engaged in fortification work, camouflage and road construction. Work on semi-permanent buildings and non-commissioned officers' quarters is practically complete. Construction activities are now centered on completion of defensive works and operational shelter. The construction of the U. S. Army dock at St. John's is progressing well. Numbers of workmen (U.S. Nationals) have departed, and activities of the contractors are being rapidly curtailed.

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h. Arrangements have been made for full exchange of all information and military intelligence between U. S. and Canadian Headquarters. When and if the Canadian Intelligence center is built, it is planned to extend all U.S. communications lines to that installation. At Gander Lake, a joint weather, intelligence and operations center has been proposed for installation in one of the U.S. hangars.

i. The Commanding General, Newfoundland Base Command, reports that morale of U.S. troops remains surprisingly high, despite the lack of active operations against the enemy, and our defensive strength, except in combat aircraft, is increasing daily.

4. Defense Materials for Canada:

The Commanding General, Western Defense Command, has been informed that the 8" ammunition now in reserve in the Puget Sound area is to be regarded as a reserve for the Prince Rupert 8" battery as well as for the 8" guns of the same type emplaced in the Puget Sound region.

16. Rehabilitation, Newfoundland Railroad:

The delay in production of passenger cars (which was adversely affecting troop movements) has been remedied by the granting of an increased priority rating on approximately 300 tons of light steel.

17. Goose Inlet Airport:

No adverse reports concerning the progress of installations now under construction, including gasoline storage facilities have been received. Coordination between Canadian, British and United States agencies at this base is excellent. Complete recreational material, including athletic equipment, reading matter, motion picture and radio equipment, etc. has been shipped to this station from the United States.

19. Canadian Alaskan Staging Fields:

a. Construction:

	Lethbridge	Edmonton	Grand Prairie	Fort St. John	Fort Nelson	Watson Lake	Whitehorse
Runways							
North		100% comp. good		45% comp. closed	no report		90% comp. good
Northeast	100% comp. good	100% comp. good		75% compl. fair		65% comp. closed	
Northwest	100% comp. good	95% comp. closed		85% comp. good	97% comp. good		
East	100% comp. good			90% comp. good	90% comp. closed	90% comp. good	35% comp. closed
Hangars	none	52% comp. not usable		none	45% comp. not usable.	none	55% comp. not usable.
Housing	none	87% comp. not usable		60% comp. not usable	50% comp. not usable	65% comp. 75% usable	55% comp. not usbl

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b. Personnel on Route

Lethbridge	Edmonton	Grand Prairie	Fort St. John	Fort Nelson	Watson Lake	Whitehorse
5	263	32	43	48	46	81

c. The following is a copy of a memorandum, dated October 3, 1942, on the winter maintenance of airdromes on the Northwest Ferry Route to the Commanding Officer of the Alaskan Wing:

"1. Under date of September 1, 1942, we made inquiry of the Canadian Department of Transport through the U.S. Military Attache, Ottawa as to who would undertake to provide airdrome maintenance at Canadian stations on the Northwest Ferry Route during the coming winter with particular emphasis on responsibility for snow removal. The stations specifically involved were Edmonton, Grand Prairie, Ft. St. John, Ft. Nelson, Watson Lake and Whitehorse.

"2. We are advised under date of September 14, 1942 from the U.S. Military Attache, that our communication was discussed with the Royal Canadian Air Forces and the Canadian Department of Transport and an understanding reached substantially as follows:

'Winter maintenance at these airdromes has been accepted by the Royal Canadian Air Force and the Department of Transport as a joint responsibility, and satisfactory quantities of winter maintenance equipment will be supplied to the various airdromes.'

/s/ George F. Brewer
Lt. Col.,Air Corps,
Special Assistant."

d. Effective November 1st, 1942, the Northwest Route will be under the control of the Alaskan Wing, Air Transport Command.

20. Newfoundland Roads:

Construction of additional roads in Newfoundland has received consideration and has been deferred due to the large amount of shipping space required to move the necessary construction materials.

22. Decentralization of Functions to Local Commanders:

The Commanding General, Western Defense Command has been granted authority to make emergency issues of United States equipment to Canadian Forces in his area,—the Canadian Commander concerned to report the issue to the proper representative of his government in Washington, D. C. (the Ottawa)

24. Military Highway to Alaska:

a. By authority of War Department general order 44 dated 4th September 1942, the Alcan project passed to the control of the Northwest Service Command, Brigadier General J. A. O'Connor was assigned as Commanding General. Technical supervision of construction remains with the Chief of Engineers.

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b. Three types of road should be considered in an analysis of the progress of construction:

(1) The Pioneer Road is, in general, a dirt road with considerable rise and fall in rough country, some excessive slopes and some oneway stretches. Under present plans troop units will shortly complete 1,429 miles of pioneer road and Public Roads Administration contractors will complete 164 miles.

(2) Improved Road is the pioneer road with additional grading to reduce rise and fall, widen oneway stretches, eliminate excessive grades and improve alignment and drainage, all in preparation for gravelling. Light gravelling only, can be attempted this season. Both troops and contractors of the Public Roads Administration are engaged in this improvement work with the view of providing a road practicable for heavy truck traffic by December 1st of this year.

(3) Permanent Road is the final type road planned for permanent use. Specifications call for a 24-foot heavily gravelled road way with 6-foot berms, maximum grades of 7 per cent permanent bridges. Limited work only on the permanent road is in progress.

c. During the month of September a total of 545 miles was completed. The corresponding figure for the preceding month was 284 miles. At the end of the month, 751 miles of improved road had been gravelled and an additional 228 miles had been graded. On September 28 a truck arrived in Whitehorse, 71 driving hours out of Dawson Creek. The mileage covered by the truck (via Carcross) was 1,030 miles. This represents an average speed of about 15 miles per hour.

26. Northeast Short-Range Ferry Routes to U.K.:

Following is the status of progress at various points along the North Atlantic Ferry Route as of October 5, 1942:

CHURCHILL:

Accommodations are now available for the 3 officers and 50 enlisted men of the Ferrying Squadron which is being sent to Churchill. It is not expected that weather personnel will be moving into Churchill before November 15, 1942.

THE PAS:

Although some buildings are under construction at The Pas, it is not expected that quarters will be ready before December 1, 1942. Weather personnel will not be moving into this station before December 1. Construction of radio range station at The Pas is under way. However, very little has been accomplished due to the slowness of the Canadian contractor concerned. Very little equipment is available to work with, only a small crew is being used and full advantage is not being taken of the facilities which are available. The Air Transport Command has asked the Department of Transport, Ottawa, to bring pressure on the contractor to alleviate this condition.

MINGAN POINT:

The request to the Canadian Government by the Commanding General, Army Air Forces for permission to construct certain Air Transport Command staging facilities at Mingan, Saguenay, Quebec, has been approved by the Canadian War Cabinet.

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The facilities requested include: An emergency landing strip, communications equipment to include a radio range, and a weather station. Buildings to be constructed are: A power house, transmitter station and an operations center. The transmitter and operations buildings to include housing facilities totaling capacity for a maximum of fifty men. Although amplification of existing facilities at Seven Islands was considered by both the Commanding General, North Atlantic Wing and the Commanding General Air Transport Command in Washington, it was pointed out that Mingan is on a direct line from Presque Isle to Goose Bay, while Seven Islands is some seventy-five miles to the Southwest. The choice of Mingan, therefore, avoids a two-leg navigation problem and the necessary check-in at an off-course point which would be incident to operations through Seven Islands.

As a matter of interest, a recent crash of a bombing airplane in the area between Mingan and Goose Bay would have been avoided if the projected radio range facilities at Mingan had been in operation.

CRYSTAL I:

Grading of one runway is almost completed.

GENERAL MATTERS:

Plans are being made and implemented so that combat aircraft can be operated this winter over the Crimson project bases on the North Atlantic Route as well as over the more southerly routes now in operation.

Progress of radio range and communications facilities at all points is not entirely satisfactory. Some disappointment has been expressed with the assistance received from contractors. All possible effort is being concentrated by the Air Transport Command to assure early completion of these facilities, at all points; this phase of the work being absolutely essential for even temporary air operations.

27. Flow of Material to Canada:

As directed by the President, instructions have been issued to the Secretary of the Treasury (U.S. Bureau of Customs) and the Commissioner of Immigration and Naturalization in implementation of the 27th Recommendation.

General:

a. Prince Rupert-Hazelton Highway:

Assistance was rendered in obtaining an increased priority rating to facilitate immediate purchase of dumpters for use in the construction of this highway.

b. Port Facilities, Prince Rupert:

In order to have a backlog of planned installations, the Chief of Engineers, U.S. Army, has been directed to investigate and submit an advance plan for a Holding and Reconnaissance Signment Point in the coastal area of British Columbia, to serve the port of Prince Rupert.

c. Teletype Equipment for Canada:

Assistance was rendered, through the Army & Navy Munitions Board, in the granting of priorities for Teletype Machines needed by Canadian agencies on the East and West coasts and incident to Atlantic convoy and submarine activities.

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PERMANENT JOINT BOARD ON DEFENSE
CANADA - UNITED STATES
U.S. NAVY PROGRESS REPORT
NOVEMBER 3, 1942

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SECOND RECOMMENDATION: Defense of Newfoundland.

Construction continues on the few projects not completed at Argentia. Several minor projects have recently been approved but no additional major developments have been planned.

The construction of a new wharf for the Newfoundland Railway has been completed. The Navy in exchange has taken possession of the old wharf formerly occupied by the railway.

TWENTY-THIRD RECOMMENDATION: Co-ordination of Aviation Training Programs.

The President of the United States has approved the recommendations of the Ottawa Air Training Conference of May, 1942, and Army and Navy representatives have been appointed to the "Combined Committee on Air Training in North America".

TWENTY-SEVENTH RECOMMENDATION: Removal of Border Restrictions.

Certain restrictions that have heretofore been administered by various agencies have been altered so as to permit the free passage of materials across the border. Changes in regulations concerning imports, which require legislative action, have not yet been presented to Congress. Some progress, however, is being made in this direction.

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OFFICE OF THE CLERK OF THE PRIVY COUNCIL

MEMORANDUM

C220491

Secret December 18th, 1942.

For the Prime Minister:

Attached is Copy No. 1 of the Journal of the Permanent Joint Board on Defence, covering the meeting held in Montreal on Monday and Tuesday, December 14 and 15, 1942.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

This Journal will be submitted at an early meeting of the Cabinet War Committee.

A. D. P. H.

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PAPIER DE COULEUR

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, MONTREAL, DECEMBER 14 and 15, 1942.

The Permanent Joint Board on Defence met in Montreal at 2.30 p.m., Monday, December 14, 1942. The following members participated:

Canadian Section	United States Section
Colonel O. M. Biggar	Mayor F. H. LaGuardia
Major General M. A. Pope (assisted by Colonel J. H. Jenkins)	Major General J. P. Smith
Rear Admiral G. C. Jones	Captain F. P. Thomas
Group Captain W. F. Hanna (vice Air Commodore F. V. Heakes)	Lt.-Col. E. W. Hockenberry
Mr. H. L. Keenleyside	Mr. J. D. Hickerson

2. The Board noted with regret that General Embick had found it necessary to retire from the Board. The members were also sorry to learn that Brigadier Vanier would find it necessary to resign after the present meeting as the result of his acceptance of a diplomatic post overseas. Similar regrets were expressed in regard to the prospective retirement of Air Commodore Heakes who is taking over an active command in Newfoundland.

The Board welcomed Major General Smith as senior United States military representative.

3. The Board considered a suggestion that representatives of the Consolidated Mining and Smelting Co. Ltd. be permitted to appear for the purpose of discussing

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PAPIER DE COULEUR

what were described in written representations as inadequate defensive arrangements at Trail, B.C. It was agreed:

(a) that the principle embodied in paragraph 9 of the Journal of September 1, 1942, provides the criterion by which the situation at Trail should be judged;

(b) that the matter should be left to the Canadian Chiefs of Staff to be decided in the light of this criterion;

(c) that in these circumstances it would be wholly unnecessary to receive representations in person on this matter.

4. Progress Reports were presented by the Service Members of the Board.

5. It was reported that all necessary steps had been taken with relation to the dangers of damage by barrage balloons at Sault Ste. Marie.

6. Consideration of (a) uniform measures for the identification of planes, and (b) restrictions on civilian traffic to Churchill was postponed until the next meeting of the Board.

7. It was reported that port security control measures are in course of development in both countries. It was indicated that the United States Coast Guard authorities (to whom the Secretary of the Navy has delegated this matter) are prepared to discuss the subject as soon as the Canadian Departments concerned are prepared to participate.

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8. It was suggested by the United States Secretary of the Board that the consideration of the proposed agreement covering post-war disposition of United States defence projects and installations in Canada be postponed until the next meeting as the United States authorities had not all been able to complete their study of the draft presented in November.

9. The Secretary of the United States Section asked for agreement on a proposal that the United States Army authorities be allowed to conduct a preliminary survey for a possible road connecting the Mackenzie and Yukon River systems. The contemplated route extends from the Peel River to the Porcupine River, via Rat River, Macdougall Pass and the Bell River. It was agreed that this proposal would be presented to the Canadian authorities by the Canadian Secretary of the Board.

10. The Secretaries reported on actions taken through diplomatic channels in relation to matters covered by the terms of reference of the Board. The pertinent documentation was presented on the following subjects:

(a) The Exchange of Notes authorizing the construction of the Haines-Champagne Highway. (Copy attached)

(b) The Exchange of Notes regarding labour, unemployment insurance, etc., questions of United States War Department projects in Canada. (Copy attached)

(c) Establishment in Montreal of the United States Naval Materiel Inspection Office.

(d) Establishment in Quebec of United States Naval Munitions Handling Force.

(e) The survey of the projected Prince George - Fairbanks Railway.

11. After deciding to meet in New York City on Wednesday the 10th and Thursday the 11th of February, 1943, the Board adjourned at 11.20 a.m. on December 15th.

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APPENDIX A

Exchange of Notes authorizing construction of the Haines-Champagne Highway

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LEGATION OF THE
UNITED STATES OF AMERICA.
OTTAWA, November 28, 1942.

No. 798

Sir:

I have the honor to refer to my conversation with Mr. Keenleyside of November 11, 1942, in which, on behalf of the Government of the United States of America, I requested the approval of the Canadian Government for the construction by appropriate American agencies of the Canadian section of a road from Haines Point, Alaska, to Champagne, Yukon Territory, where it would join the Alaska (Alcan) Highway which is now being constructed according to agreement between our two Governments.

As I pointed out, the construction of this cut-off road would give the United States Army additional facilities for distributing supplies in Yukon and Alaska by truck, and would materially supplement the quantity of freight that can now be moved into the Whitehorse area over the narrow gauge White Pass and Yukon Railway.

The Canadian Government was good enough to inform me orally on November 19, 1942, that it authorized the construction of that part of the Haines Champagne road which lies in Canada and I have been directed to express the appreciation of the United States Government for this new mark of Canadian cooperation.

My Government has now instructed me to propose to the Canadian Government that the Haines-Champagne cut-off

The Right Honorable
The Secretary of State
for External Affairs,
Ottawa.

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road shall henceforth be considered an integral part of the Alcan Highway, subject in all applicable respects to the terms of the agreement reached in our exchange of notes of March 17-18, 1942.

Accept, Sir, the renewed assurances of my highest consideration.

PIERREPONT MOFFAT

OTTAWA, December 7, 1942.

No. 171

Sir,

I have the honour to refer to your note No. 798 of November 28, 1942, in which you propose, on behalf of your Government, that the Haines-Champagne cut-off road shall henceforth be considered an integral part of the Alcan Highway, subject in all applicable respects to the terms of the agreement reached in our exchange of notes of March 17-18, 1942. This proposal appears to be covered by the decision of the War Committee on November 18, 1942, that permission be given to the United States to construct the Highway on the understanding that terms would be worked out between the two countries similar to those in effect for the Alaska Highway.

Accept, Sir, the renewed assurances of my highest consideration.

N. A. ROBERTSON

(for) Secretary of State for External Affairs.

The United States Minister to Canada,
Ottawa, Canada.

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APPENDIX B

Exchange of Notes regarding questions of labour, unemployment insurance, etc., on United States War Department projects in Canada.

LEGATION OF THE
UNITED STATES OF AMERICA

OTTAWA, November 2, 1942.

No. 785

Sir,

I have the honour to refer to the discussions which took place in Ottawa June 3 and 4, 1942, between representatives of my Government and representatives of the Canadian Government regarding workmen's compensation and unemployment insurance in connection with the construction of the military highway to Alaska and other American projects in Canada.

It is the understanding of my Government that, as a result of these discussions, it has been agreed:

A-(1) that American contractors engaged upon the construction of the military highway to Alaska as well as upon or in connection with all other current and future projects of the United States in Canada undertaken pursuant to agreement between the two Governments, shall normally employ only employees whose original contract of employment is made outside Canada and who have not been ordinarily resident in Canada in the three months prior to such original contract. These employees are hereinafter designated as American employees;

The Right Honorable
The Secretary of State
for External Affairs,
Ottawa.

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(2) that it is, however, recognized that in some instances employees ordinarily resident in Canada have already been employed by American contractors engaged on projects to which this note applies and that in some special cases it may be necessary for American contractors to be permitted to engage employees ordinarily resident in Canada; but that in such cases it is agreed that the employees will be secured through the Canadian Employment Service;

(3) that American contractors engaged on projects to which this note applies shall not in respect of their American employees be subject to Canadian laws or regulations, whether federal or provincial governing wage rates, hours of labor and conditions of work;

(4) that American contractors engaged upon projects to which this note applies shall not be subject in respect of their American employees to Canadian workmen's compensation laws and regulations, whether federal or provincial, but shall be subject in respect of such American employees to the provisions of the Longshoremen's and Harbor Workers' Compensation Act of the United States as amended by Public Law No. 208, 77th Congress;

(5) that, with the exception provided in the succeeding paragraph of this note, Canadian contractors engaged on such projects shall, in respect of their Canadian employees, be subject to the applicable Canadian workmen's compensation laws;

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(6) that the employees whether American or Canadian of contractors, whether American or Canadian, engaged by the United States on such projects in the Northwest Territories and the Yukon, shall be covered by the Longshoremen's and Harbor Workers' Compensation Act of the United States, as amended by Public Law No. 208, 77th Congress, and that pursuant to United States Public Law No. 208 representatives of the United States Employees' Compensation Commission will be available in those areas to hear and determine claims of workmen, both American and Canadian, and that no Canadian provincial or federal workmen's compensation laws shall apply to any such employees in the Northwest Territories and the Yukon; and that the applicability to such projects of the Longshoremen's and Harbor Workers' Compensation Act of the United States, as amended by Public Law No. 208, 77th Congress, will be implemented either by appropriate American administrative ruling or by legislation;

(7) that, except as otherwise provided in paragraphs A-(4) and A-(5) of this note, Canadians employed by American contractors and Americans employed by Canadian contractors on such projects will in respect of workmen's compensation be made the subject of agreement with the provincial government concerned, and, if dominion authority is necessary to give effect to such agreement appropriate orders in council will be issued by the federal government at the request of the province concerned.

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(8) that, in case of appeal by a Canadian employee from a ruling of the United States Employees' Compensation Commission, the Canadian Government shall have the right in its discretion to have qualified counsel appear in behalf of such Canadian employee;

(9) that civil employees of the United States Government on such projects, whether American or Canadian, will be subject to the Federal Employees' Compensation Act of the United States, and therefore no Canadian federal or provincial workmen's compensation law will be applied to them;

B-(1) that the Canadian Unemployment Insurance Act will not be applicable to American employees of contractors in Canada on such projects, whether such contractors are American or Canadian;

(2) that the Canadian Unemployment Insurance Act will be applicable to Canadian employees of contractors in Canada, whether such contractors are American or Canadian, and deductions for such insurance will be forwarded together with the contractors' contributions to the proper office of the Unemployment Insurance Commission of Canada;

(3) that the Canadian Unemployment Insurance Act will not apply to civil employees of the United States Government on such projects in Canada whether American or Canadian;

C - that the operation of American insurance companies in Canada under the United States War Department Insurance Rating Plan or similar plans of the other United States governmental agencies, in relation to

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the projects to which this note applies, will be exempted in respect of such operations from Canadian taxation on premium and income; they shall nevertheless be registered in Canada and approved by the Canadian Superintendent of Insurance.

I shall appreciate receiving your confirmation of the correctness of my understanding as outlined above of the agreement between our Governments on this subject.

Accept, Sir, the renewed assurances of my highest consideration.

PIERREPONT MOFFAT

DEPARTMENT OF EXTERNAL AFFAIRS

OTTAWA, November 4, 1942.

No. 163

Sir,

I have the honour to acknowledge the receipt of your Note No. 785 of November the 2nd, in which you referred to the discussions which took place in Ottawa June 3 and 4, 1942, between representatives of the United States Government and representatives of the Canadian Government regarding workmen's compensation and unemployment insurance in connection with the construction of the military highway to Alaska and other United States projects in Canada.

It is also the understanding of the Canadian Government that, as a result of these discussions, it has been agreed:

The United States Minister to Canada,
The United States Legation,
OTTAWA, Canada.

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A-(1) that United States contractors engaged upon the construction of the military highway to Alaska as well as upon or in connection with all other current and future projects of the United States in Canada and undertaken pursuant to agreement between the two Governments, shall normally employ only employees whose original contract of employment is made outside Canada and who have not been ordinarily resident in Canada in the three months prior to such original contract. These employees are hereinafter designated as United States employees;

(2) that it is, however, recognized that in some instances employees ordinarily resident in Canada have already been employed by United States contractors engaged on projects to which this note applies and that in some special cases it may be necessary for United States contractors to be permitted to engage employees ordinarily resident in Canada; but that in such cases it is agreed that the employees will be secured through the Canadian Employment Service;

(3) that United States contractors engaged on projects to which this note applies shall not in respect of their United States employees be subject to Canadian laws or regulations, whether federal or provincial, governing wage rates, hours of labour and conditions of work;

(4) that United States contractors engaged upon projects to which this note applies shall not be subject in respect of their United States employees to Canadian workmen's compensation laws and regulations, whether federal or pro-

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vincial, but shall be subject in respect of such United States employees to the provisions of the Longshoremen's and Harbor Workers' Compensation Act of the United States as amended by Public Law No. 208, 77th Congress.

(5) that, with the exception provided in paragraph A-(6) of this note, Canadian contractors engaged on such projects shall, in respect of their Canadian employees, be subject to the applicable Canadian workmen's compensation laws;

(6) that the employees whether United States or Canadian of contractors, whether United States or Canadian, engaged by the United States on such projects in the Northwest Territories and the Yukon, shall be covered by the Longshoremen's and Harbour Workers' Compensation Act of the United States, as amended by Public Law No. 208, 77th Congress, and that pursuant to United States Public Law No. 208 representatives of the United States Employees' Compensation Commission will be available in those areas to hear and determine claims of workmen, both United States and Canadian, and that no Canadian provincial or federal workmen's compensation laws shall apply to any such employees in the Northwest Territories and the Yukon; and that the applicability to such projects of the Longshoremen's and Harbor Workers' Compensation Act of the United States, as amended by Public Law No. 208, 77th Congress, will be implemented either by appropriate United States administrative ruling or by legislation;

(7) that, except as otherwise provided in paragraphs A-(4) and A-(5) of this note, Canadians employed by United States contractors and United States employees employed by Canadian contractors on such projects will in respect of workmen's compensation be made the subject of agree-

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ment with the provincial governments concerned, and, if federal authority is necessary to give effect to such agreement, appropriate orders in council will be issued by the federal government at the request of the province concerned;

(8) that, in case of appeal by a Canadian employee from a ruling of the United States Employees' Compensation Commission, the Canadian Government shall have the right in its discretion to have qualified counsel appear in behalf of such Canadian employee;

(9) that civil employees of the United States Government on such projects, whether United States or Canadian, will be subject to the Federal Employees' Compensation Act of the United States, and therefore no Canadian federal or provincial workmen's compensation law will be applied to them.

B-(1) that the Canadian Unemployment Insurance Act will not be applicable to United States employees of contractors in Canada on such projects, whether such contractors are United States or Canadian;

(2) that the Canadian Unemployment Insurance Act will be applicable to Canadian employees of contractors in Canada, whether such contractors are United States or Canadian, and deductions for such insurance will be forwarded together with the contractors' contributions to the proper office of the Unemployment Insurance Commission of Canada;

(3) that the Canadian Unemployment Insurance Act will not apply to civil employees of the United States Government on such projects in Canada whether United States or Canadian.

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C - that the operation of United States insurance companies in Canada under the United States War Department Insurance Rating Plan or similar plans of the other United States governmental agencies, in relation to the projects to which this note applies, will be exempted in respect of such operations from Canadian taxation on premium and income; they shall nevertheless be registered in Canada and approved by the Canadian Superintendent of Insurance.

Accept, Sir, the renewed assurances of my highest consideration.

WM. L. MACKENZIE KING
Secretary of State for External Affairs

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C220505

Permanent Joint Board on Defence
(Canada - United States)

R.C.A.F. Progress Report for the
December 14th Meeting
Montreal, Que.

SECRET

11th December, 1942.

First Recommendation Exchange of Information

Continuing satisfactorily.

Fifth Recommendation Communications

Gander to Botwood - Completed.

St. John's to Gander - Completed.

Eleventh Recommendation Aerodrome - Ucluelet

Tofino - The paving of all three runways has been completed and good progress is being made on the paving of the taxistrip between the hangar area and the runways. Temporary gasoline storage has been completed.

Port Hardy - Better progress is being made on the buildings now that the sites have been cleared. The NW-SE runway has been 75% paved, and gravelling and grading is in progress on the other two runways.

Seventeenth Recommendation Goose Bay

Steel has been delivered to the site and Hangar No. 2 is being framed - Hangar No. 1 completed. Control tower on the hangar has been completed. Domestic accommodation, stores and canteens continue to show good progress; fire hall nearing completion; 150-bed hospital 70% complete; and framing of the laundry is under way.

Twenty-fifth Recommendation Defence of Sault Ste. Marie Against Air Attack

Organization field work for the Aircraft Detection Corps in the Central Canada area has continued during the month with good results. There has been an increase of 1600 civilian observers appointed and reports are coming in at the rate of approximately 450 per week. A teleprinter has been installed at North Bay airport connected on the Rockcliffe-Sault Ste. Marie-Winnipeg circuit, for the purpose of transferring flight plans from the Department of Transport circuit at North Bay.

Twenty-sixth Recommendation North Atlantic Ferry Route (The Pas)

The NW-SE runway is fine graded and compacted - a taxiway extension has been completed from this runway to the lake and it is intended to prepare runways on the ice if conditions permit. Some essential buildings for the U.S. are completed and occupied. The programme, however, has been somewhat delayed and difficulty is anticipated with drainage.

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H.Q.S. 5199-W-1, F.D. 26.

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PERMANENT JOINT BOARD ON DEFENCE

Canadian Army Progress Report.

12th December, 1942.

Second and Third Rcmdn. - Defence of Newfoundland and Canada.

1a. Progress is continuing in the installation of Anti-aircraft defences (3.7" and 40mm guns) at operational aerodromes and defended ports in Canada and Newfoundland. A.A. defences are in action now in the following coastal areas:-

East Coast -
Halifax, Sydney, Saint John, Gaspe, Yarmouth, Moncton, Quebec.

Newfoundland
Labrador -
St. John's - Torbay, Gander, Goose Bay.

West Coast -
Esquimalt, Patricia Bay, Tofino - Ucluelet, Sea Island, Boundary Bay, Annette Island, Prince Rupert, Alliford Bay, Bella-Bella, and Coal Harbour.

Defences in other areas are being installed.

b. Coast defences are being installed at Louisburg, N.S., for manning during the winter months only, when this port is important as an outlet for the traffic from other ports closed to navigation by ice conditions.

Nineteenth Rcmdn. - Northwest Staging Route.

2. A small Canadian infantry garrison (special Aerodrome Defence Platoon) with armoured carriers (mounting 2-pdr. guns and 3" mortars) and two .5" A.A.M.Gs., is now stationed at the aerodrome, Whitehorse, Y.T.

Twentieth Rcmdn. - Roads in Newfoundland.

3. The Canadian Chiefs of Staff have re-examined the proposal for the construction of a road from Gander to the South Coast of Newfoundland and the counter-proposal of a road extension from Bishop's Falls to connect Gander with the West Coast and agreed that the construction of such roads was not justified from the military viewpoint, and that consideration of these two proposals should be dropped.

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Twenty-Fifth Romdn. - Defence of Sault Ste. Marie.

4a. The Canadian A.A. Battery at Sault Ste. Marie, Ont., which has been using temporarily 4 - 90mm. A.A. guns from the U.S. Army pending delivery of Canadian instruments, is now manning its own ultimate equipment (4 - 3.7" guns with Sperry predictor and H.R.F. instruments).

b. Advice has been received from the U.S. War Department regarding the steps that will be taken by the Barrage Balloon Battalion at Sault Ste. Marie to reduce the hazard of escaping balloons damaging power lines. During the winter months (Dec. 1 to March 15), these steps will include keeping the balloons down, with crews alert and necessary training and tests carried out under favourable weather only so as to reduce danger of breakaways to the minimum. These precautions are considered satisfactory.

Defence of Alaska.

5. Radio-telephone communications have been established between Prince Rupert and the Canadian A.A. defences on Annette Island. This circuit is through U.S. and Canadian exchanges - with complete scrambler-privacy equipment provided.

6. There is nothing of importance to report, insofar as it concerns the Canadian Army, on the recommendations not dealt with in the preceding paragraphs.

12th December, 1942.

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PERMANENT JOINT BOARD ON DEFENCE
(Canada - United States)

ROYAL CANADIAN NAVY
PROGRESS REPORT FOR DECEMBER, 1942.

SECOND AND THIRD RECOMMENDATIONS

Newfoundland and Maritime Provinces

Labrador - War Watching Station at Rigolet, Hamilton Inlet, closed 16th November with departure of last southbound convoy from Goose Inlet.

Botwood - Base Supply Ship (H.M.C.S. "PRESERVER") and Fairmile patrol. A/S net equipment has been delivered and will be laid in the Spring.

Wabana - Curtain and A/T baffles being provided to afford close protection to loading piers.

Sydney - A/S net will be lifted 15th December. A/T baffles lifted in November for emergency use at Wabana. There will be no more S.C. Convoys, but base will continue to operate depending on ice conditions.

Gaspe - A/S net lifted 25th November. Base will continue to operate until approximately 15th December, depending on ice conditions.

Louisburg - To be used as a winter port for Wabana convoys (iron ore). Defences: 2-12-pdr. guns; 2 searchlights; A/T baffle to be installed in January. Defences will be manned on close of navigation, Sydney and Canso.

Canso - A/S nets as well as indicator loops will be laid in 1943 at both ends of the Gut.

Saint John, N.B. - Material is on order for indicator loops to protect anchorages outside Saint John harbour, and laying will commence upon delivery in the Spring. United States' assistance is being sought for laying purposes.

St. Lawrence River

Between Montreal and Quebec at slightly below freezing point; sheet ice and much broken ice have formed at Quebec; weather remains mild, but a fall in temperature any time after the middle of December will close navigation. Last year Montreal closed to ocean shipping 3rd December.

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PROGRESS REPORT

December 12, 1942.

(NOTE:) Paragraphs are numbered according to Recommendation Number of Permanent Joint Board on Defense, Canada-United States.

2. Defense of Newfoundland:

Major General G. C. Brant, having completed his tour of duty as Commanding General, Newfoundland Base Command, is being relieved. He will be replaced by Brigadier General John B. Brooks.

10. Air Staging Facilities—Western Canada:

The U. S. Navy is inaugurating an Air Transport Service to serve Navy needs in Alaska. The route will follow the Air Transport Command route through Canada to Fairbanks. Additional facilities are planned for the following locations: Grand Prairie, Fort St. John, Fort Nelson, Watson Lake, Dawson Creek, Smithers, Teslie Lake and Burwash.

24. Military Highway to Alaska:

a. The Commanding General, Northwest Service Command, has been directed to arrange for clearance with Canadian officials for the construction of a road from the vicinity of Haines Point (South of Skagway) to the vicinity of Champagne and the Alcan Highway.

b. During the month of October, operations consisted of:

(1) Southern Sector: Converting the pioneer road into an "improved road". The flight strip at Dawson Creek was constructed and put into use. This flight strip was initiated early in October by a Public Roads Administration contractor operating under the direction of the Northwest Service Command. The first plane landed on this strip on October 29. Five additional flight strips are being surveyed. Various minor construction projects were initiated and a pilot run, consisting of three trucks a day from Dawson Creek to Whitehorse was put into operation. Preliminary reconnaissance and surveys were made on a winter road from Fort Nelson to Fort Simpson. All streams within the Sector have been bridged. Work is in progress on the permanent bridges across the Kiskatina and Peace Rivers.

(2) Northern Sector: Construction of remaining new road, improvement of existing road, and the construction of winter quarters and installations. On October 25, 1942, the leading caterpillar bulldozers of the 18th Engineers and the 97th Engineers met in the vicinity of the Alaskan border, thus making the road continuous from Dawson Creek to Delta Junction and Fairbanks, Alaska. Eleven temporary bridging projects have either been completed or are under construction in this Sector.

c. General:

(1) Progress of Construction: During the month of October, a total of 225 miles of pioneer road was completed. The corresponding figure for the previous month was 545 miles. At the end of

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the month, a total of 1,226 miles of improved or permanent road had been gravelled, including 19 miles of permanent road. Grading had been completed on 73 miles of Permanent Road. A continuing policy of grade reduction is being prosecuted in order to reduce excessive grades to a maximum of 10 per cent.

(2) Truck Operations: Fourteen driver transfer stations have been established for the pilot run of three trucks a day from Dawson Creek to Whitehorse. Trucks proceeding North from Dawson Creek pass through each of the driver transfer stations, at which station the trucks are turned over to new drivers. The former drivers are then available for the return of empty trucks to the transfer station next in rear. Camps are operated on a twenty-four hour basis and no trucks are delayed at any one station longer than required for servicing and necessary repairs.

(3) Repeater Stations: Local Signal Corps officers indicate a radio transmitter and receiver will be furnished for and installed at each repeater station site in order to provide communication pending the completion of the telephone system. Construction of buildings for some of the repeater stations was initiated toward the close of the month.

(4) Troops:

(a) Disposition: No troops entered or left during the course of the month with the exception of casuals.

(b) Strength: The troop strength totals 382 officers and 11,361 enlisted men.

(5) Future Troops Operations: Continuation of projects now under way, including:

(a) Repair of 70 miles of road damaged by rains east of Teslin.

(b) Completion of Laird River Bridge near Watson Lake.

(c) Assist in the construction of the Tagish River and the Nisutlin Bay Bridges now under construction by the PRA.

(d) Construction of the Teslin River, White River, Snag Creek, and Beaver Creek Bridges.

(e) Reduction of excessive grades, improvement of alignment and maintenance of road.

(f) Completion of building program.

25. Defense of Sault Ste. Marie Against Air Attack:

In order to reduce, to a minimum, the possibility of damage incident to escaping barrage balloons, the Commanding General, Central Defense Command has advised that:

a. During the winter months (December 1--March 15) balloons will be normally down with crews alert and in position prepared to fly all balloons on short notice.

b. Tests will be made when considered necessary for training, checking equipment, and perfecting coordination with other Arms.

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Every effort will be made to conduct such tests during favorable weather conditions so that the chances of breakaways will be at a minimum.

26. Northeast Short-Range Ferry Routes to U.K.:

Following is the status of progress at various points along the North Atlantic Ferry Route as of November 30, 1942:

CHURCHILL:

At the request of the War Department, the Canadian Government is taking steps to restrict this area to either a "protected" or a "prohibited" designation. It is expected that troops should begin to arrive at Churchill by June 15, 1943 in order to be on hand to unload boats about July 10, 1943. Radio range which was ready to go on the air November 27, except for a shortage of crystals, is expected to be in operation soon.

LA PAS:

Ship-to-shore lighterage is very hazardous at this location. It has been suggested that a jetty be built, extending approximately three quarters of a mile out, in order that ships may be unloaded on to the jetty by means of booms. This problem is under study.

GENERAL MATTERS:

a. Artic Training School:

The 363rd Air Base Squadron and Base Headquarters under the jurisdiction of the Air Transport Command has been activated at Camp Williams Field, Wisconsin. Substantial amounts of experimental and station equipment have been ordered shipped to the school which is now ready to start operations.

b. Weather:

The Director of Weather, Army Air Forces, reports that adequate weather service cannot be provided throughout the Crimson project until supporting stations are in. Difficulty is being experienced in installing these stations due to inability to procure ski-equipped aircraft. Installations will be made by water or caterpillar trains where Air Transportation is not available.

c. Communications:

It is expected that three radio channels will be available at all locations not later than December 1, 1942.

d. Transport Service:

American and Northeast Airlines will operate transport service initially out of Presque Isle via Goose, Crystal I and Crystal II to La Pas, and return to Presque Isle. There will be one full-load trip weekly to Crystall II, one to La Pas and two trips weekly into Crystal I. Until construction of the hangar at Churchill is completed, there will be no over-night stops at that point. Passengers and freight for these trips will depart from Presque Isle, Maine.

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c. Additional Route Developments for 1943:

A staff study in this connection has been prepared by Air Transport Command and Air Staff, Plans, and has been forwarded to higher authorities for consideration.

General:

a. Security of Canadian and United States Ports:

In accordance with considerations of the Board during the last meeting, the matter of Port Security Measures has been thoroughly investigated. It was found that adequate security measures have been and are in force.

b. Maintenance, C.N.R. Railway Line, Prince Rupert:

The War Department does not consider it feasible to provide reserves of steel bridge sections for quick repair of any bridges that might be destroyed on the Prince Rupert line.

c. Construction of the Terrace--Prince Rupert Highway:

On November 21, 1942 repair parts for equipment for contractors on the Prince Rupert Highway, in the amount of 1½ per cent of the total value of the contract were assigned a priority rating of AA-4 by the issuance of a certificate to the Canadian Department of Mines and Resources. The Canadian Government has been advised to notify headquarters, Services of Supply, U. S. Army, specifically of any choke items impossible of procurement under this rating so that appropriate steps may be taken by the Army and Navy Munitions Board.

d. Sub-port of the Boston Port of Embarkation:

Because of the increased activities of the Transportation Corps at Halifax, Nova Scotia, and to facilitate the prompt fulfullment of financial obligations incurred at that port, the Chief of the Transportation Corps has been authorized to establish representatives at Halifax to function as a sub-port of the Boston Port of Embarkation. The arrangements therefore were made with the approval of Colonel Gwyn, Transport Commander of the Canadian Army at Halifax, and with Colonel Keating of the Canadian War Office in Ottawa, both of whom concurred in the desirability of this action and the need therefor.

e. Modifications of the Canol Project:

The Commanding General, Services of Supply, has directed the modification of the Canol Project to include the construction of a pipe line for the transportation of oil from Whitehorse to Fairbanks and from Carcross to Watson Lake.

f. Establishment of New U. S. Army Engineer Districts:

The following new U.S. Army Engineer Districts have been established: Whitehorse; Fairbanks; Skagway to handle Haines Point--Champagne Military Road and local construction; and Canol, with headquarters at Edmonton to handle Canol project exclusively.

g. Jurisdiction of Northwest Service Command:

The Commanding General, Northwest Service Command, has been specifically directed to exercise command over U.S. troops in Western Canada with particular reference to discipline and court-martial jurisdiction.

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PERMANENT JOINT BOARD ON DEFENSE
CANADA - UNITED STATES
U.S. NAVY PROGRESS REPORT
DECEMBER 14, 1942

SECRET

SECOND RECOMMENDATION: Defense of Newfoundland.

Practically all projects have been completed at Argentia. No new projects have been started; however, approval has been given for construction of a flight control tower for aviation operation control, and for the furnishing of facilities for 40 additional aircraft.

Coordination of Port Security Methods.

Responsible authorities in the Navy Department charged with port security enforcement concur with the boards recommendation that close coordination should be maintained between Canada and United States enforcement agencies.

Officials of the Coast Guard who are designated by the Secretary of the Navy as the enforcement agency stand in readiness for consultation with appropriate Canadian Naval authorities for coordinating port security methods.

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Secret

Ottawa, January 12th, 1942.

Memorandum for the Prime Minister:

Attached is Copy No. 1 of the "Progress Reports", covering the meetings of the Permanent Joint Board on Defence held in New York City on December the 20th, 1941, a copy of the Journal of Discussions and Decisions for which meeting I sent you on December the 31st, 1941. These reports were received, this afternoon, from Keenleyside.

Copies are being sent to the three Defence Ministers and to the Minister of Munitions and Supply.

A.D.P.H.

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PAPIER DE COULEUR

No. 1.

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PERMANENT JOINT BOARD ON DEFENCE

PROGRESS REPORTS

TWENTY-FOURTH MEETING

NEW YORK CITY

DECEMBER 20, 1941.

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APPENDIX

REPORT FROM SERVICE MEMBERS

OF PROGRESS MADE IN CARRYING OUT RECOMMENDATIONS OF THE BOARD.

ROYAL CANADIAN NAVY

Full information continues to be exchanged.

Arrangements are being made to appoint R.C.N. Liaison Officers to Comtask 4, and to the office of the Admiral Commanding 13th Naval District, Seattle, Wash.

Communications

C.O.A.C., C.C.N.F., and Naval Service Headquarters, are now linked by teletype circuits. A circuit has also been established from N.S.H.Q. to B.A.D. Washington. B.A.D. is similarly linked by teletype to Navy Department. C.O.P.C. and U.S. Naval Headquarters, Seattle, Wash., are linked by teletype.

St. John's, Newfoundland - Harbour Defences

The A/T Baffles completed on August 26th, will be weighed about the end of December, 1941, as ice conditions do not permit the obstructions to remain for winter.

Improvised underwater defences comprising a small controlled minefield and additional A/T Net were recently laid at St. John's for the purpose of meeting a particular threat which did not materialize. These temporary defences are being continued and the question of their permanency is under consideration.

Construction of the Base facilities at St. John's as outlined in Progress Report submitted to the Meeting of September 9th is proceeding satisfactorily.

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Sydney, N.S.

It is anticipated at the present moment that it will be possible to continue to use Sydney as a Convoy Assembly Port until mid-January, 1942.

Gaspe - A/S Net

This net has now been lifted and port closed for the winter.

Construction of the shore establishment continues.

Shelburne, N.S. - A/S Net

No change from last report.

Construction of shore facilities is well under way.

Prince Rupert - A/S Net

The A/S Net at this depot was completed early in October, 1941. This Net Defence is in position all year round.

Owing to the great depth and strong tide the gate is operated with difficulty. This is being remedied by the provision of heavier Gate Opening Winches.

Strait of Juan de Fuca

Approval has been given to the extension of the line of Sono-Radio Buoys, at present being laid by U.S. Navy, into Canadian Waters off Beachy Head, Vancouver Island, and also for the erection on Vancouver Island of a listening hut.

Pacific Coast - Japanese Fishing Vessels

Approximately 800 Japanese fish boats have been taken into protective custody. Of these, approximately

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770 will be concentrated in the Fraser River; the others which are too small for convoy, have been immobilized at various points and will be detained under the surveillance of the British Columbia Provincial Police.

CANADIAN ARMY

1. FIRST RECOMMENDATION

The United States Army Signal Corps at Fairbanks have requested Canadian Army Signals at Dawson to undertake, as a permanent arrangement, the transmission of four daily meteorological reports covering points in Western and North-Western Canada. The Canadian Army will be glad to comply with this request. The transmission of this information by wireless gives rise to a question of security which is under study.

2. SECOND RECOMMENDATION

Defence of Newfoundland

(a) Command

Action is being taken to appoint Major-General L.F. Page, D.S.O., G.O.C. 4th Division (who has passed the age limit for command of a field formation) as commander of the Canadian Army Force in Newfoundland.

(b) Coast Defence

The installation of coast defences at St. John's and Botwood is making steady progress. Close defence batteries and defence electric lights are in action. 10-inch counter-bombardment

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batteries have been mounted and will be in action as soon as certain gun stores and range finding equipment become available. This is expected early in January, 1942. Plans for the defence of Lewisporte have been approved and preliminary action has been taken to construct close defence battery emplacement next Spring.

(c) A.A. Defence

The layout of A.A. guns and searchlights and provision of A.A. searchlights at Gander, and St. John's-Tor Bay is under consideration. The layout of Canadian A.A. S.L's has been co-ordinated with the U.S. Army layout in the latter area.

(d) Forms and Scales of Attack

It is suggested that the taking of decisions respecting measures of defence and the calculation of strengths of garrisons required in Newfoundland, would be facilitated if the forms and scales of attack to which it is estimated points of Military importance in the Island are exposed, could be agreed upon. It is suggested that the forms and scales of attack laid down for the Canadian Atlantic Coast (including Newfoundland and Labrador) by the Canadian Chiefs of Staff may command themselves to United States Service Members as being appropriate to the end in view. Copies of a memorandum defining the forms and scales of attack in question are available for the consideration of United States Service Members.

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3. THIRD RECOMMENDATION

(a) Defence of Maritime Provinces

Coast defence projects in hand in the Maritime Provinces are being pressed to completion. 10-inch counter-bombardment batteries are expected to be in action early in January. Lingan Battery at Sydney is now capable of carrying out a measure of its counter-bombardment role.

At Devils Battery - Halifax, two 9.2" equipments are mounted and should be in a position to fire Case III within the next few weeks. The third mounting for this battery has arrived from England and is being installed.

(b) Defence of West Coast

The two 8" Ry. guns at Christopher Pt. Bty. - Esquimalt are mounted, manned and will be ready for action at restricted ranges upon delivery of quadrants en route from Van Vliet Arsenal. Ammunition is available and instruments for installation of horizontal base range finding system are being shipped from U.S.

The following special measures have been taken to augment the West Coast defences:

Anti-Aircraft - Three 40 mm. A.A. guns (Bofors) and four .5" A.A. M.G. have been shipped to Esquimalt. A further five 40 mm. Bofors guns will become available within the next two weeks for use at Esquimalt and Vancouver. Five 120 cm. A.A.S.L. for use at Esquimalt have been shipped.

Air Base Protection - The infantry protective detachments at the four R.C.A.F. Advanced Air Bases of Ucluelet, Bella Bella, Alliford Bay and Coal Harbour have been increased and additional arms provided. In addition, two 75 mm. field guns have been provided at the first three mentioned bases to

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provide some seaward protection against small launches and submarines.

General Reserve - The General Reserve is being increased from one infantry brigade to one infantry brigade group. This involves the dispatch of the following additional units:

one Fd. Regt. (16-18 pdrs and 8-4.5in (H))
one Fd. Coy. (Engrs)
one Fd. Amb.

In addition one Reconnaissance Battalion has been dispatched to Victoria - Esquimalt.

Increased Equipment - Shipments of additional weapons, ammunition and M.T. vehicles have been made to increase the scale available on West Coast.

(c) Communications

A two-way repeater is being installed at Esquimalt so as to provide two voice circuits over the cable connecting the respective headquarters at Esquimalt and Fort Worden.

4. FIFTH RECOMMENDATION

It is understood that the Canadian Air Member will report on communications in Newfoundland.

5. SEVENTH RECOMMENDATION

So far as the Canadian Army is concerned, Annex I of ABC-22 is now somewhat out of date. A revised statement of the forces available for the operations required by the Plan, as of 17th December, is attached hereto.

ABC-22 was placed in effect as against Japan on 8 Dec. 41. Action is being taken to have the Plan placed in effect without qualification.

6. Other Recommendations not pertinent to this report.

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CANADIAN ARMY PORTION - ANNEX I, ABC-22

As of 17th Dec., 1941

ATLANTIC COMMAND, CANADIAN ARMY

Atlantic Command Headquarters	60
MARITIMES	10,779
Headquarters - Halifax Fortress	
" - Sydney and Canso Defences	
" - Saint John Defences	
" - Shelburne Defences	
" - Gaspe Defences	
Five Infantry Battalions	
Two M.G. Battalions	
Eleven Heavy Batteries - Coast Artillery	
Three A.A. Batteries	
Three C.A.S.L. Batteries	
One A.A.S.L. Battery	
Service Troops	
NEWFOUNDLAND	3,975
Force Headquarters	
Headquarters - St. John's Defences	
" - Botwood Defences	
Three Infantry Battalions	
Two Heavy Batteries - Coast Artillery	
One A.A. Battery	
One A.A.M.G. Battery (incl. A.A.S.L. Tp.)	
Service Troops	
GENERAL RESERVE	12,814
One Infantry Division (less two Infantry Battalions, one M.G. Battalion, certain Anti-Tank and Light A.A. Artillery, and Engineers)	
TOTAL FORCE	27,628

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PACIFIC COMMAND, CANADIAN ARMY	
Pacific Command Headquarters	46
	2,600
VICTORIA - ESQUIMALT AREA	
Headquarters, Victoria-Esquimalt Fortress	
One Infantry Battalion	
Four Heavy Batteries - Coast Artillery	
One C.A.S.L. Battery	
One A.A. Battery	
One A.A. M.G. Troop	
Service Troops	
VANCOUVER AREA	1,644
Headquarters, Vancouver Defences	
One Infantry Battalion	
Three Heavy Batteries - Coast Artillery	
One C.A.S.L. Battery	
Service Troops	
PRINCE RUPERT AREA	1,147
Headquarters, Prince Rupert Defences	
One Infantry Battalion (less one company at Alliford Bay)	
One Heavy Battery - Coast Artillery	
One C.A.S.L. Battery	
Service Troops	
ADVANCED AIR BASES (4)	498
Infantry Protective Detachments	
Field Artillery Gun Detachments	
GENERAL RESERVE	3,538
One Infantry Brigade	
One Field Regiment, Artillery	
One Reconnaissance Battalion	
TOTAL FORCE	9,473

NOTE: One Field Company and one Field Ambulance - General Reserve - allotted but not yet concentrated.

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AMENDMENT TO ANNEX I

JOINT CANADIAN-U.S. BASIC DEFENCE PLAN NO.2

(SHORT TITLE ABC-22)

Delete: Present forces given under Eastern Air Command (R.C.A.F.) and Western Air Command (R.C.A.F.)

AND SUBSTITUTE THE following:

Eastern Air Command (R.C.A.F.) (As at 20.12.41)
Headquarters.

Maritimes

2 Flying Boat Squadrons	14	aircraft	
2 Bomber Reconnaissance Landplane Squadrons (less 1 Flight)	24	"	
1 Fighter Squadron	15	"	
3 Coast Artillery Co-operation Detachments	9	"	
1 General Reconnaissance Operational Training Unit (equipped and available for striking force operations in emergency)	36	"	(a)
1 General Reconnaissance School (equipped and available for general reconnaissance in emergency)	78	"	(b)

Newfoundland
Group Headquarters

1 Bomber Reconnaissance Landplane Squadron (plus 1 Flight)	16	aircraft	

Western Air Command (R.C.A.F.)
Headquarters.

4 Flying Boat Squadrons	29	aircraft	(c)
1 Bomber Reconnaissance Seaplane Squadron	9	"	
1 Bomber Reconnaissance Landplane Squadron	15	"	
2 Fighter Squadron	30	"	
1 Operational Training Squadron	9	"	
1 Coast Artillery Co-operation Detachment	3	"	
1 Operational Training Unit (equipped and available for operations in emergency.)	27	"	(d)

(a) 29 Hudsons; 7 Ansons.
(b) 78 Ansons.
(c) In process of distribution, 8 in Repair Depot awaiting minor equipment, 2 undergoing overhaul
(d) 13 Beaufort for Striking Force; 14 Ansons for Reconnaissance.

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ROYAL CANADIAN AIR FORCE

FIRST RECOMMENDATION

Exchange of Information

R.C.A.F. Officers attended U.S. Army Manouevres in North and South Carolina and Louisianna.

The R.C.A.F. Director of Intelligence visited the U.S. Intelligence, Washington, with view to studying organization of U.S. Army Air Corps and U.S. Naval Air Service intelligence.

The R.C.A.F. Director of Signals attended a meeting of the Inter-Service Communications Board in the U.S. Navy Department, Washington.

Exchange of technical and other information is continuing satisfactorily.

Liaison Officers have been appointed. Eastern and Western Air Commands respectively, to U.S. Forces in accordance with ABC-22.

SECOND RECOMMENDATION

Gander Lake Airport

As a result of Para. 17 of the Journal of the Twenty-Third Meeting, the R.C.A.F. reviewed the entire project with a view to expediting construction. A series of meetings were held by senior officials of the Department of Munitions and Supply, and the contractor. The question of the possible use of U.S. Engineer Troops was carefully considered by experts on the labour situation, who strongly urged against it. An alternative solution was suggested to General Embick whereby U.S. Engineer Troops might be used at other U.S. projects in Newfoundland, thereby releasing labour for Gander. This proposal was unacceptable as was the original, on account of the

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multiplicity of problems involved.

The situation was reviewed on the 17th December with the Chief Works Officer from Gander Lake Airport and, notwithstanding that he reports that the labour situation is deteriorating rapidly - i.e. at present 1800 and anticipated down to 700 or 800 over the Christmas-New Years period -- we appear to have passed the crisis with respect to accommodation. In fact the Chief Works Officer depicted a very satisfactory state of affairs with respect to accommodation for U.S., R.C.A.F., R.A.F. Ferry Command and Canadian Army.

With respect to hangars in the U.S. area, the situation as at 17.12.41 is as follows,-

Hangars Nos. 1 and 2 - ready for use in emergency. Require 7 to 10 days to complete;

Hangar No. 3 - complete and in use;

Hangar No. 4 - ready for use in emergency. Completed except for floor slab and heating duct. Firm date of completion January 5, 1942.

Hangar No. 7 - ready for use in emergency. Complete by January 5, 1942.

Temporary heat and doors are in all of the above hangars.

Hangars Nos. 8, 9, 10, 11, 12 - no firm date for completion can yet be given.

Personnel accommodation available in the U.S. area as at 17.12.41 is as follows,-

Quarters

Officers (Complete)	357	
N.C.O's	132	
O.R's	1864	less 304 occupied by R.C.A.F.
		Total 1560

Messes (on basis of single sitting)

Officers (Complete)	300
N.C.O's	150
O.R's	1170

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NOTE: Some congestion has occurred in O.R's quarters owing to buildings having been designed, on agreement with U.S. authorities, for double decker bunks, whereas U.S. Other Ranks moved in with single camp cots.

The balance of the personnel accommodation, with the exception of Building No. 72 (O.R's Mess for 720, which is practically complete), is in an early stage of construction, concerning which a firm estimate cannot yet be given.

The contractor is concentrating on the completion of steam generating station, heating plants, water, sewerage, bakery, laundry, gasoline storage and radio range. Progress on these, with the exception of the laundry and bakery, is satisfactory.

The question of railroad spurs required to serve bulk gasoline storage tanks and warehouse platforms, mentioned in Para. 17 of the Journal of the Twenty-Third Meeting, is dealt with under the Fifteenth Recommendation.

BOTWOOD

Recent progress on the Botwood development has been slow due to the diversion of labour to Gander. Most of the available labour is now being employed on outside work installing water and sewer mains and the contractor is presently concentrating on the water line from Peters River, which will be required to serve both the Navy and Army as well as the Air Force.

No attempt is being made to expedite this project as there is no doubt but that it will be completed in time for next year's operations.

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Tor Bay

Two of the three runways and the taxi-strip have been completed. The work on the aerodrome is now finished for the season.

The original building project which provided for a Headquarters and one Fighter Squadron has now been increased to provide additionally for one B.R. Squadron, one C.A.C. Detachment and civil air-line facilities. Work is continuing on buildings mutual to both projects and materials are being obtained for new work.

Owing to the submarine situation in the Western Atlantic it has been necessary for the R.C.A.F. to operate a detachment from Tor Bay, the personnel being accommodated in the contractor's camp.

THIRD RECOMMENDATION:

Expansion of aircraft operating facilities - Dartmouth and Shelburne.

Dartmouth

The slipway and parking strips are complete and in use. The hangar contract has been let, and work on foundations will commence December 15th. Delivery of steel for hangars anticipated early in January.

Shelburne

All buildings have been completed with the exception of the hangar, which has been delayed on account of difficulty in obtaining structural steel. Foundations for the hangar have been completed and it is anticipated that erection of the hangar frame should be commenced shortly.

Excavations and foundations for gasoline

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storage tanks have been completed and the tanks are now in process of being installed. Anticipated date of completion of this installation is December 15th.

FOURTH RECOMMENDATION

Nil

FIFTH RECOMMENDATION

Communications

The allotment by local commanders of communication facilities in Newfoundland, as agreed in principle at the last Meeting, is as indicated in the following table under date "By Jan. 15/42" under the heading - "St. John's to Gander", - which table shows the present and future teletype and telephone installations, and the present allotment thereof,-

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Dates	Halifax to St. John's	St. John's to Gander	St. John's to Argentia	St. John's to Tor Bay	Gander to Botwood
By Dec. 17/41	Varioplex System. 1 Teletype RCAF Ops. 1 Teletype RCAF Met. 1 Teletype RCN and Can. Army. 1 Teletype Ferry command (separate circuit)	1 Teletype RCAF Line (Temporary)	1 Teletype U.S. Navy Line	Telephone Only	1 Teletype Line RCAF 1 Telephone Line RCAF
By Jan. 15/42	As per above, plus 1 Separate Teletype Circuit projected for RCN Ops.	1 Teletype RCAF 1 Telephone RCAF 1 Teletype Force "B" 1 Telephone " "B" 1 Teletype RAF Ferry Command 1 Teletype RCAF Met. 1 Telephone US Army Air Corps	As Above	Telephone 1 Teletype RCAF Met.	As above
By March 31/42.	As per January 15 above.	"B" Carrier giving - 15 Teletype "C" Carrier giving - 6 Telephone, allotted as follows,- 5 Teletype RCAF 1 Telephone RCAF 1 Teletype RCN 1 Telephone RCN 2 Teletype Can.Army 1 Telephone Can.Army 4 Teletype U.S. 2 Telephone U.S. 1 Teletype RAF 2 Teletype Spare 1 Telephone Spare	As Above	As per January 15 above.	As above.
By June 1942 (Approx.)	As per March 31 above	As per March 31 above	As above	As above	5 Teletype; 4 Telephone allotted as follows.- 3 Teletype; 1 Telephone RCAF 1 Teletype; 1 Telephone RCN 1 Teletype; 2 Telephone Can. Army

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C220531

The Meteorological communication system at March 31st, 1942 will provide direct teletype communication from Montreal to Halifax, through St. John's, to the forecasting centre, Gander Lake Airport. From Gander Lake Airport, local weather and special reports will be sent by teletype to Botwood; local weather plus Atlantic weather will be sent to St. John's for distribution by teletype as necessary to Tor Bay and Argentia. Weather reports will also be sent by W/T from Gander to Goose Airport and from Gander to England. If necessary, the U.S. can establish forecasting station at St. John's or elsewhere on the circuit.

SIXTH RECOMMENDATION

Nil

SEVENTH RECOMMENDATION

Joint Canadian-U.S. Basic Defence Plan No. 2 (Short Title ABC-22)

R.C.A.F. is submitting Amendment to Annex I concerning R.C.A.F. Forces, Eastern Air Command and Western Air Command.

EIGHTH RECOMMENDATION

N.A.

NINTH RECOMMENDATION

N.A.

TENTH RECOMMENDATION

Developmemt Northwest Staging Route

See Appendix "A"

ELEVENTH RECOMMENDATION

Tofino (Ucluelet)

This project is being reviewed in the light of present emergency with a view to expediting construction. Report not yet available.

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Port Hardy (First Report of Board)

No further report available other than that clearing is proceeding.

TWELFTH RECOMMENDATION:

War Industry

N.A.

THIRTEENTH RECOMMENDATION:

Sault Ste. Marie Canal

N.A.

FOURTHEENTH RECOMMENDATION:

Facilities - Halifax and Botwood

See report second recommendation re Botwood, and third recommendation re Dartmouth Seaplane Base.

FIFTEENTH RECOMMENDATION:

Aviation Gasoline Storage

Action was taken to cancel orders and priorities for tanks Botwood and Lewisporte area in accordance with Para. 13 of the Journal of the Twenty-Third Meeting.

Gander

The 100,000 gallon installation (RCAF) is completely in operation. The spur track runs alongside and the gasoline may be discharged from the tankcars into the storage tanks. The access road to the loading platform is completed and refuelling tenders can be filled.

The 500,000 gallon installation (U.S. Army Air Corps) is in two sections, and may be referred to as the North Unit and South Unit. The latest reports

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from Gander state that the North Unit is 100% complete and in operation. The spur line has been completed and gasoline may now be discharged from tankcars into the storage tanks. The reports also indicate that the loading platform and facilities for refuelling tenders are well advanced. The completion of the South Unit has been delayed because of a shortage of railway ties and difficult excavation. It is reported that this excavation will be completed December 24th and the installation by 31st January.

It was previously reported that gasoline which had been discharged into some of the storage tanks could not be withdrawn because the pumping equipment had not been installed. This condition no longer exists.

1,000,000 reserve storage - the site is under preparation. Excavation will start December 26th. The steel is in process of delivery.

SIXTEENTH RECOMMENDATION

N.A.

SEVENTEENTH RECOMMENDATION

The R.C.A.F. is gratified at the provision of transportation aircraft by the U.S. Army Air Corps for Goose Airport. The aircraft and crew, in addition to undergoing familiarization flights in the Maritimes, have now made two transportation flights to Goose Airport.

Goose Airport is now in operation. The first landing was made with a chartered ski-equipped aircraft

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on December 3rd, 1941, by an airways inspector, Department of Transport, who reported: "Three landing strips are covered with 2 inches of compacted snow, and 3 feet of frost is present in the ground. Sides and ends of strips are marked by spruce trees and smudge pot placed on the edge of strip which is into the wind." 500,000 gallons 100 Octane Aviation gasoline is in tanks at the site, and 183,000 gallons in drums. Complete general servicing facilities now arranged. Temporary parking for aircraft at hangar site. Two refuelling trucks are available with 100 octane fuel and S.A.E. 100 oil (Imperial and Aero Shell). Tie down anchors are provided. Crash tender in operation. Electric flare path and smoke indicator in operation.

The following details of construction are given,- Radio range building 90% complete; radio range towers erected and painted; radio range transmitter building 90% complete; R.C.A.F. radio station and quarters complete; counterpoises in process of installation; power house - foundations laid and walls in process of erection; nose hangar - foundations being poured; root house - complete; all roads graded and gravelled; well 125 feet. deep, still in sand and quicksand; all 3 snow runways in excellent condition; all contractors' quarters, offices, machine shops, cook-houses complete; quantities of building material and equipment still in the open pending construction of additional warehouses.

EIGHTEENTH RECOMMENDATION

Argentia

N.A.

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NINETEENTH RECOMMENDATION:

Northwest Staging Route

See report - Tenth Recommendation.

TWENTIETH RECOMMENDATION

Road Communications

The road survey has continued between Gander and Lewisporte and is practically complete. Final report should be available for the next meeting of the Joint Board.

TWENTY-FIRST RECOMMENDATION:

Maintenance

The Deputy Minister for Air, Canada, and the Director of Accounts, proceeded to Washington to work out the details concerning maintenance, upkeep and servicing of facilities, within the principles enunciated in the Twenty-First Recommendation. The situation is now deemed satisfactory to all parties. See Appendix "B", report of R.C.A.F. Director of Accounts.

Regarding the coal situation, Gander Airport, the Canadian High Commissioner reported 2,700 tons at the Airport as at November 28th and stated that the heating engineer is not at all alarmed. The amount of coal used daily is approximately 50 to 70 tons with an estimated peak of 200 tons, which will not be reached until the main heating and power plants are in operation about the middle of February. At present rate of consumption, there is better than one month's reserve at the Airport, and it is anticipated that, very shortly, there will be a month's reserve on peak mid-winter consumption.

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DEVELOPMENT NORTHWEST STAGING ROUTE — APPENDIX "A" — 11.12.41.

C220536

AERODROME	RUNWAYS OR LANDING AREA	ALTITUDE	MAGNETIC VARIATIONS	RADIO RANGE	COMMUNICATIONS	ACCOMMODATION & BUILDINGS	SERVICES	REMARKS
Grande Prairie	E-W 3400' Grass in operation. NW-SE 3400' Grass in operation Both to be compacted for winter use & to be marked by evergreens and lanterns.	2200'	28° East	To be in operation December 20.	A.T.3 Transmitter in operation	Married & Single staff residences & equipment garage nearing completion. Hotel in Grande Prairie.	Sewage System and pump house nearing completion.	Ultimate development NW/SE 4000 x 150 E-W 4000 x 150 Full operation June 1942.
Fort St. John B.C. (1 mile west of town)	NW-SE 4470'x150' gravel in operation. NE-SW 3000'x150' " in operation. 600' additional under construction. Both to be compacted for winter use.	1500'	31° East	Range & Power 50-60 percent complete. To be complete Dec.31,1942.	A.T.3 Transmitter awaiting completion of Power Plant - Jan. 5, 1942.	Staff dwellings 50% complete. Power house nearly complete. 1 Hotel in Fort St. John - accommodation poor.	Sewage nearly complete. Well 245'	Fully complete September 1942. Old airport usable in emergency.
Fort Nelson B.C.(3miles west of town)	NE-SW 4700' x 300'. Temporary landing strip snow compacted for winter use.	1400'	34° East	Bldg. completed. Waiting delivery of change-over panel. Operation expected 1 wk. after receipt.	Transmitter Bldg. completed. A.T. 3 Transmitter not yet in operation.	Barracks and staff quarters 50% complete. Meteorological Bldg. complete, but equipment not yet installed.	Well 364'	Revolving beacon by Jan.10/42. 1350 gals. U.S. Aviation gas on hand. Additional supplies by winter road.
Watson Lake,Y.T.	E-W 4500'x150' graded & levelled. Will be snow compacted for winter use - marked by evergreens and lanterns.	2220'	35° East	In operation.	A.T.3 Transmitter will be in operation 14.2.42.	Staff quarters, pump house, heating, lighting and plumbing completed; also power building.	Power installation to be complete 14.12.41.	2000 gals. U.S. Aviation gasoline on hand. 18000 gals at Dease Lake. No. further deliveries possible this year.
Whitehorse, Y.T.	N-S 4500'x150' hard surface. NE-SW 3300'x100' gravel and fit only for take-off.	2300'	33° East	In operation.	A.T.3 Transmitter in operation (shortwave) Longwave transmitter installed.	Administration Bldg., Residences and garage completed. 2 Hotels in Whitehorse.	Power, water and sewage installed.	Foundation for beacon completed and lighting cables laid.
Prince George B.C.	N-S 4000'x150' smoothed for winter operation. NE-SW 4000'x150' under construction.	2224'	28° East	Operation expected 12.1.42.	A.T.3 in operation temporarily.	Administration Bldg. and garage to be completed 15.1.42. Hotel in Prince George.	Diesel power 20.12.41.	Old aerodrome 1.75 miles south southwest of town still available for emergency use.
Smithers, B.C.	N-S 4400'x150' graded. To be snow compacted this winter.	1650'	29° East	To be in operation approximately 31.1.42.	A.T.3 to be in operation approx. 31.1.42.	4 Residences, power house, garage and administrative bldg. nearing completion. Hotel in Smithers.		

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APPENDIX "B"

REPORT OF R.C.A.F. DIRECTOR OF ACCOUNTS

6th December, 1941.

Method of Operation of Services and Distribution of Relating Costs at Gander Airport, Newfoundland.

1. With a view to the implementation of the policies enunciated in the Twenty-First Recommendation of the Permanent Joint Board on Defence, the following report is submitted:

2. Air Commodore K.G. Nairn proceeded to Gander Airport accompanied by Squadron Leader S.B. Rhude and Flying Officer G. Ryrie, and, with officers of the R.C.A.F. and the U.S.A.A.C., and in particular with the Commanding Officer of the R.C.A.F. Station and the Commanding Officer of the U.S.A.A.C., examined the method of operating services at Gander.

3. Subsequently, meetings and discussions were held in Washington between Mr. S.L. de Carteret, Deputy Minister of National Defence for Air and Air Commodore Nairn and officers and officials of the United States Army Air Corps and the War Department, in order to obtain a clear understanding of the practical application of the principles enumerated in the Recommendation.

4. Regarding the methods by which Services at Gander will be operated and regarding the basis of distribution of relating costs, it is recommended that the procedure outlined in the succeeding paragraphs be adopted.

A. Building Maintenance, Generally.

Method of Operation:

Each service to supply the requisite personnel and materials necessary to the maintenance of the buildings occupied by such service.

Basis of Distribution of Cost: Not required.

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B. Road Maintenance.

Method of Operation:

The R.C.A.F. to provide the requisite personnel, equipment and materials for all road maintenance.

Basis of Distribution of Cost:

A charge to be made by the R.C.A.F. against the U.S.A.A.C. in accordance with an estimate of the cost of each repair job.

C. Grounds Maintenance: Same as Building Maintenance.

D. Snow Clearance.

Method of Operation:

Each service to supply equipment and trained personnel for snow clearance, generally, in proportion to the area occupied by each. If equipment supplied by the U.S.A.A.C. be not suitable for clearance of runways, the R.C.A.F. to assume the responsibility for such clearance without cost to the U.S.A.A.C. Snow clearance to be undertaken under the direction of a committee comprising members from both services.

Basis of Distribution of Cost: Not required.

E. Heating:

Method of Operation:

Each Service to provide the requisite personnel for operation and maintenance as well as materials for maintenance of heating plants in its own area. Fuel to be supplied by the R.C.A.F.

Basis of Distribution of Cost:

Cost of fuel to be assessed in accordance with actual issues by the R.C.A.F. to the U.S.A.A.C.

F. Light and Power

Method of Operation:

The R.C.A.F. to provide the requisite personnel for the operation and maintenance of the plant and distribution system. The R.C.A.F. to provide supplies, fuel and maintenance materials for the plant and distribution system.

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Basis of Distribution of Cost:

Relative connected load of buildings used or occupied exclusively by each Service. No cost to facilities providing joint services, e.g., laundry and bakery.

G. Water.

Method of Operation: Same as light and power.

Basis of Distribution of Cost:

Relative personnel strength of each Service.

H. Sewers.

Same as Water.

I. Scavenging.

Method of Operation:

Each service to transport its own garbage to incinerator.

Basis of Distribution of Cost: None required.

J. Telephones (Domestic) i.e. the two switchboards in the R.C.A.F. and U.S.A.A.C. areas, respectively, and the lines extending therefrom.

Method of Operation:

Each Service to provide the requisite personnel and maintenance material for its own system.

Basis of Distribution of Cost: None required.

K. Telephones (Long Distance) Including Teletypes i.e. the main exchange and land lines to St. John's.

Method of Operation: R.C.A.F. to provide requisite personnel and maintenance material.

Basis of Distribution of Cost:

Relative number of circuits assigned to each Service.

L. Fire-Fighting.

Method of Operation:

Each Service to provide and maintain its own fire

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brigade. Operation of brigades to be co-ordinated under the direction of a committee comprised of numbers from both Services.

Basis of Distribution of Cost: None required.

Fire Alarm System.

Method of Operation:

R.C.A.F. to provide maintenance.

Basis of Distribution of Cost:

None required as maintenance cost will be negligible.

M. Laundry.

Method of Operation:

R.C.A.F. to provide personnel and materials for operation and maintenance. U.S.A.A.C. to provide machinery.

Basis of Distribution of Cost:

Relative weights of laundry returned to each Service.

N. Bakery.

Method of Operation:

Same as laundry.

Basis of Distribution of Cost:

Relative number of loaves delivered to each Service (only bread to be baked).

5. Future conditions may suggest the desirability of changing methods of operation in the case of one or more Services. However, the methods shown above are either those in operation or those proposed after discussion with the Commanding Officers of the R.C.A.F. and the U.S.AAC. at Gander and having received their

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agreement, expressed verbally, as to the practicability of such methods of operation.

6. A review of the basis of cost of materials supplied and of the services rendered to the U.S.A.A.C. by the R.C.A.F. is being made with a view of rendering an account, in due course, for the amount payable to the time when the Station will come into full operation.

UNITED STATES NAVY

The general development of naval activities of joint concern continues as planned. Liaison with Canadian Officials is very satisfactory.

Because of the absence of any items in variance with previous reports, or new problems encountered, no detailed Progress Report has been prepared for this meeting.

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UNITED STATES ARMY

1. Defence of Newfoundland:

The mission of the Newfoundland Base Commander has been broadened to meet fully the requirements of the existing situation.

In addition to provide unified control of United States air operations from Newfoundland, the following directive was issued December 15th:

> "The Newfoundland Base Commander hereafter will comply with any requests for Army air over water operations from Newfoundland Base Command in support of the United States Navy in accordance with instructions of the 'operating' Naval Commander in the area."

The commanders of the Army Newfoundland Base and Eastern Air Command have had several conferences. They are in agreement that U.S. and Canadian intelligence, operations, communications and weather facilities should all be under the same roof at Gander Airport. It is understood that the R.C.A.F. Eastern Air Commander is initiating action to implement the consolidation.

U.S. Army Newfoundland Base Commander secured a room in Newfoundland Hotel next to the R.C.A.F. operations office where a U.S. Air Force Officer is on duty to insure closest cooperation.

The U.S. Army 49th Bombardment Squadron ground echelon arrived Newfoundland Airport early in December. The air echelon of nine B-17B's airplanes, delayed at Mitchell Field by adverse weather, was diverted to Hawaii. The ground echelon will remain at Newfoundland Airport for the present to provide adequate maintenance personnel immediately available should air reinforcement become necessary.

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Direct telephone communication between U.S. Army and Navy units at St. John's and Argentia has been established. Information is requested as to what additional communications facilities between St. John's and Gander Airport have been made available by R.C.A.F. to U.S. Forces in Newfoundland.

The ultimate solution of the land-line communication problem in Newfoundland is still under intensive study. The experience of long-line engineers of the American Tel and Tel Company, familiar with Newfoundland conditions, has been procured. Related priority and transportation problems are being carefully investigated. It is expected that the U.S. Army members will be prepared to make definite recommendations on this subject at the next meeting of the Board. Complete information covering action already taken was furnished R.C.A.F. through the Canadian Air Attache.

A policy of one year tour of duty for U.S. Army forces in Newfoundland has been approved, resulting in an immediate improvement in morale.

A report of the status of construction of facilities at Gander Airport for U.S. Air Forces and a report of a meeting of R.C.A.F. personnel in Ottawa on November 6 at which priorities for construction were established, were furnished the U.S. Army Members. The U.S. War Department is making its plans on the basis of those established priorities and requests notification of any proposed changes of these priorities. No tentative dates for completion of facilities have been furnished as provided by the Board at the last meeting. At least

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tentative dates are again requested to permit intelligent planning.

Permanent barracks to house U.S. Army enlisted garrison at St. John's have been released to Newfoundland Base Commander.

Two runways and temporary housing for fifty officers and two hundred men at Stephenville is substantially completed. Grading is in progress on third runway.

Foundations for six permanent buildings are completed at the army base at Argentia and other work continues. Housing to permit increasing the army construction force from 2500 to 4000 is under way.

The 130,000 gallons 100-Octane gasoline salveged from the Salinas was sent to Newfoundland Airport.

Completion of the runway at Torbay, approximately one year earlier than originally estimated by R.C.A.F., influences materially land-based air operations from Newfoundland. The reasons justifying the construction of the Torbay field make imperative its most effective utilization by all air forces operating in Newfoundland. No facilities are currently available except the landing surfaces. U.S. Army Air Forces desires a statement of Canadian plans for development and use of Torbay and a layout plan showing in detail, facilities to be provided (hangars, housing, messes, technical buildings, refueling, etc.).

The President of the United States approved the Twenty-first Recommendation of the Board regarding maintenance. Upon informal report of approval by the

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Canadian Government, action was initiated by the U.S. War Department to implement the recommendation. Mr. F. L. de Carteret, Deputy Minister for Air, and Air Commodore Nairn visited the U.S. War Department and suggested that the change in maintenance policy be made gradually. They stated that Canada would continue to make personnel, materials, and facilities to Newfoundland Airport available to U.S. forces for maintenance until the details of the new policy could be worked out and implemented.

The Canadian Army Member was informed that the U.S. expects to man the antiaircraft armament now on loan to the Canadian forces in Newfoundland when housing becomes available for the approved U.S. Newfoundland garrison. Pending the arrival of U.S. personnel, the movement of four of the .50 caliber antiaircraft machine guns to Botwood would not be opposed.

Processing aerial mapping photographs of Labrador has been satisfactory. It was estimated that by December 15 all photographs will have been printed, delivered to the Geological Survey and the compilation of the map started.

The commitment accepted by the U.S. members at the last meeting to prevent acceptance of messages by K.D.K.A. for members of U.S. forces at Fort Chimo and Baffin Island has been successfully executed.

2. Defence of the Maritime Provinces:

Decision on the provision of aviation fuel for use in the Maritimes, requested by the U.S. Army Members of the last meeting, must be reached at this meeting.

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Authority was procurred to establish one United States RDF station in British Columbia and one or more in Nova Scotia to improve the defence of Canada and the United States against air attack.

The experience in connection with the RDF stations indicates the desirability of reaching a decision without delay on a simple and direct procedure to facilitate the immediate movement of military forces of either Canada or the United States into or through the territory of the other nation by arrangement between adjacent local commanders concerned whenever such procedure becomes necessary or desirable.

3. Defence Materials for Canada:

Since the last meeting, minor items of equipment requested by Canada in connection with the 8" guns have been forwarded and the Canadian Army Member advised. Certain additional major coast defence armament has become available in the last few days. Full details will be furnished Canadian Army Member at this meeting.

4. Improving Communications in the Northeast:

The U.S. War Department is investigating the practicability of supplying U.S. requirements at Newfoundland Airport and Stephenville via Port au Basque. The purpose of the investigation is to provide a second line of communications should shortage of shipping, congestion at St. John's or other considerations make supply through St. John's undesirable.

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5. Joint Plans:

At 10:25 a.m., December 8, 1941, the Senior U.S. Service Member telephoned the Senior Canadian Service Member: "U.S. has placed in effect ABC-22 as it applies to Japan. Will you request Canadian Government to do likewise and advise by telephone action taken."

The statement of the Senior U.S. Army Member, subject to confirmation, regarding the proposed use of certain Canadian Forces constituting part of the strategic reserve for ABC-22, was confirmed. Recent events may make subsequent reconsideration desirable.

6. Staging Fields -- Western Canada:

Since the last report on serial mapping photography of the Western Canadian route undertaken by the U.S. Army Air Forces, the following additional areas have been covered:

(a) Forty-mile strip on each side of a center line from Prince Rupert to Hazelton.

(b) Thirty-mile strip from the ocean to Stewart on the general line Cape Muzon - Stewart.

(c) The general area Kamloops - Tatla Lake - Octsa Lake.

The only area on the entire project not photographed was about 1800 square miles in the vicinity of Fort Nelson. Failure to cover this area was due primarily to the fact that 100-octane gasoline was not delivered to Fort Nelson and the area could not be reached from points where gasoline was available.

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War with Japan makes desirable, substantial increases in quantities of aviation fuel and oil at Western Canadian Staging Fields for aircraft movements. R.C.A.F. Member was furnished December 15th for comment, copy of proposal to procure 100,000 gallons gasoline, each for Watson Lake, Prince George, Fort Nelson and Fort Saint John; 150,000 gallons for Whitehorse and 50,000 gallons each for Calgary and Grand Prairie with 1/50 of such quantities of aviation oil.

7. Rehabilitation of the Newfoundland Railroad:

The final formalities for consummation of the Loan Agreement between the U.S. and the Newfoundland Railroad were completed on November 24. The Newfoundland Government passed the Railway Loan Act December 4, 1941.

Orders were placed November 24 for the 2440 tons of new rail for the Argentia Branch, with deliveries scheduled for completion in January. One thousand gross tons have already been shipped. This should permit rail to reach Newfoundland as early in 1942 as weather will permit rerailing.

8. Northwest River Landing Field:

Chief Army Air Forces made available three transport aircraft, with crews, to be used for ferrying of supplies for the Northwest River Airdrome to implement the action of the Board. One transport was dispatched to Montreal about December first. Subsequently, information was received that the other two transports are not required.

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9. Alaskan Staging Fields:

A set of oblique photographs showing in considerable detail the progress of construction at Alaskan and Northwestern Canadian staging fields was furnished the R.C.A.F.

Routine progress reports on construction of Alaskan fields furnished the R.C.A.F. indicate work still in progress despite adverse weather.

Completion of first two Alaskan sheets of new aviation map from Canadian border to Nome based on aerial photography of 1941 is about 60% completed.

The effect on the Canadian Air Training Plan of the U.S. entry into the war should be considered by the Board.

The first, sixth, eighth, ninth, eleventh to fifteenth and twentieth recommendations have not been covered separately in this progress report either because they did not apply to the U.S. War Department, because there was nothing of importance to report or because the subject matter could be more effectively handled under other related recommendations.

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OFFICE OF THE CLERK OF THE PRIVY COUNCIL

MEMORANDUM C#20550

Secret January 31st, 1942.

For the Prime Minister:

Attached is copy No. 1 of the Journal of Discussions and Decisions of the Permanent Joint Board on Defence, covering the twenty-fifth meeting of the Board, held in Montreal on January the 20th, 1942, which has just been received from Keenleyside.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

I assume that this report will be submitted formally at the next meeting of the Cabinet War Committee, and referred to the Defence Ministers and the Minister of Finance for subsequent recommendation.

A. D. P. H.

A. D. P. H.

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No. 1.

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

TWENTY-FIFTH MEETING OF THE BOARD, MONTREAL, JANUARY 20, 1942.

1. The Twenty-Fifth Meeting of the Permanent Joint Board on Defence was held in Montreal, commencing at 10:30 a.m. on Tuesday, January 20, 1942. The following members participated:

Canadian Members	United States Members
Colonel O.M. Biggar	Mayor F. H. LaGuardia
Brigadier George Vanier	General S. D. Embick
Maj.-General M. Pope	Captain H. W. Hill
Commodore H. E. Reid,	Captain F. Sherman
Group Capt. F. V. Heakes	Colonel C. Bissell
Mr. H. L. Keenleyside.	Mr. J. D. Hickerson.

Lieutenant-Colonel J. H. Jenkins of the Canadian Army and Captain Thomas of the United States Navy also attended the meeting of the Board.

2. The Board was informed of the proposal of the United States War Department to negotiate with Northeast Airlines for a temporary military contract air transport service between the United States and its bases in Newfoundland, for the movement of military personnel, or civilian personnel directly connected with the construction or operation of United States bases; for the movement of military mail, express and freight, and to facilitate the operation of the United States Army Air Corps Ferry Command.

It was reported that the United States War Department had requested Canadian approval for extending the contract service described beyond Stevensville and

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Argentia to serve its forces at Newfoundland airport, to provide communications to its base command at St. John's, and to Goose Inlet Field whenever required for military purposes. It was contemplated that Canadian personnel of the categories above indicated, would be carried if desired, to the extent that space was available on the basis of a mutually agreeable financial arrangement. The Canadian members of the Board approved the use by the proposed contract service of the airports at Gander Lake, Torbay and Goose Inlet for the purposes described.

The Board was also informed that the Department of Transport, Canada, is negotiating with the Newfoundland Government for the establishment of a regular air-mail, passenger and express service to Gander Lake and Torbay stations in Newfoundland, to be operated by Trans-Canada Airlines, to serve primarily the needs of the Department of National Defence, and to include commercial traffic when space permits. The Board was in agreement with the above proposal, subject to necessary security measures being taken with respect to civilian passengers.

3. In response to questions in regard to the defence of Canadian air fields on the West Coast, General Pope stated that adequate precautions were being taken in every case. With regard to the natural landing field on the beach at the northern end of Graham Island, it was agreed that the Canadian Army would institute an immediate investigation and report to the interested members of the Board through service channels.

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4. It was reported that President Roosevelt had approved Recommendations Numbers 22 and 23 on December 24th and that they had been approved by the Canadian Government on January 14th, 1942.

5. The Board devoted particular attention to the problem of railway facilities in Newfoundland. It was reported that traction power and rolling stock will be adequate for winter movements but that the Railway will be badly overloaded in the spring and summer unless additional cars can be obtained. The required cars are on order from the Canada Car and Foundry Company but will not be ready in time unless material priorities are granted. It was agreed that this matter would be followed up by General Pope and Colonel Bissell and that if it should prove impossible to obtain the necessary priorities in Canada, consideration should immediately be given to the advisability of transferring the order to some United States company which can obtain the required materials through priorities obtained by the War Department.

6. In connection with traffic movements to Newfoundland, Colonel Bissell referred to delays resulting from freight bottlenecks at various points in the Maritime Provinces. A detailed statement on this subject is included in paragraph 5 of the United States Army Progress Report and it was agreed that this would be brought to the attention of the appropriate Canadian authorities.

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The Board learned that serious delays had occurred in the work being done on the Service communications system in Newfoundland. That part of the work that had been scheduled for completion on January 15 will not be ready until March 15. (On the other hand the remainder of this particular programme which was to have been finished by March 31st is now expected to be complete on March 15th.) It was the unanimous view of the Board that all necessary steps should be taken to bring about the establishment of an adequate system of communications in Newfoundland at the earliest practicable moment.

8. In reply to enquiries from Canadian members, General Embick stated that the United States War Department was not yet ready to give a final opinion as to the advisability of using Prince Rupert for the movement of United States supplies to Alaska, but added that a decision might be expected within the next fortnight.

9. The Canadian Secretary presented to the United States Secretary for the records of the United States Section of the Board a copy of the Canadian Government's statement of policy regarding the treatment of Canadian nationals of Japanese racial origin, and Japanese nationals resident in Canada.

10. The Board took note of a question that had been brought to its attention regarding the movement of troops of one country over the territory of the other and agreed, in view of the fact that both countries

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were now actively engaged in the prosecution of the war, that there was no reason why such movements should not be freely carried out as a matter of course upon local notification, as was intended to be provided by the 22nd Recommendation.

11. The United States Secretary presented to the Canadian Secretary for the records of the Canadian Section of the Board a copy of the statement issued by the President on January 17 in regard to the transfer to the forces of the United States of individual United States citizens now serving in the forces of Canada, Great Britain, and Allied powers.

12. The Board discussed possible developments in the strategic situation in the Pacific, and their bearing upon the exposure of the West Coast to enemy attack. The members of the United States Section expressed the opinion that in view of these possible developments it is advisable that unity of command be established over the ground forces on the West Coast, and over the air forces assigned to support them in order to ensure that available means are so coordinated and employed as to afford the most effective defence. They are of the opinion that failure to provide such unified control subjects both British Columbia and Northwestern United States to an unnecessary hazard.

The members of the Canadian Section expressed their willingness to consider the possible developments referred to by the United States members with a view to determining the circumstances which would

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require unity of command and its appropriate scope, but were of opinion that although Japan may quite possibly attempt to harass the West Coast of North America, major land operations or invasion would not be practicable operations of war and therefore felt that the continued co-ordination of the military effort by mutual co-operation is adequate to meet the situation as now appreciated.

13. The Canadian Air Member reported that the Air Officer Commanding, Eastern Air Command, had decentralized tactical control of all R.C.A.F. forces in Newfoundland to the Air Officer Commanding, No. 1 Group, St. John's, Newfoundland, as from January 20, 1942.

14. The Canadian Air Member also reported that the Air Officer Commanding, Western Air Command, had been advised that the application to use certain United States waters for practice torpedo dropping should now be dealt with locally under the terms of the 22nd Recommendation.

15. Following a discussion regarding the importance of the Sault Ste. Marie canals, it was agreed that the appropriate authorities of each Government should be requested to review the situation with a view to speeding up the passage of ships through the canals. It was also felt that all defence provisions at Sault Ste. Marie should be reviewed in order to make certain that they are being maintained, and if necessary, supplemented to meet any problems that may arise.

16. After agreeing that the next meeting of the Board should be held in New York City on Wednesday, February 25th, the Board adjourned at 4:30 p.m.

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APPENDIX

REPORT FROM SERVICE MEMBERS

OF PROGRESS MADE IN CARRYING OUT RECOMMENDATIONS OF THE BOARD.

ROYAL CANADIAN NAVY

With regard to the Recommendations of the Board, there is nothing further to add to the previous Report.

In implementation of the Canadian Naval responsibility under Joint Task I of ABC-22, the Canadian Navy has placed at the disposal of the United States Navy 1 Auxiliary Cruiser, 8 destroyers and some 50 corvettes, in order to assist the United States Navy in its task of the protection of overseas shipping in the northern portions of the Western Atlantic.

These ships are under the strategic direction of the Commander-in-Chief, U.S. Atlantic Fleet.

Pacific Coast - Japanese Fishing Vessels

With reference to Progress Report of the 24th Meeting, over 1,000 Japanese fish boats have now been taken into protective custody. The Canadian Government recently decided that no fishing licenses will be issued to persons of Japanese origin during the period of hostilities, and that Japanese Nationals between the ages of 18 and 45 will be evacuated from the Pacific Coast areas.

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ROYAL CANADIAN ARMY

1. SECOND RECOMMENDATION

Defence of Newfoundland

The 3-inch A.A. Battery on loan from the U.S. Army and formerly at St. John's, Newfoundland, is now in action at Gander Lake Airport. Four of the twelve .5" A.A.M.G. on loan to the R.C.A. at Gander Lake have been withdrawn for U.S. manning. Delivery of six 40 mm. Bofors A.A. guns for Gander Lake is expected during February, 1942.

2. THIRD RECOMMENDATION

(a) Defence of Maritime Provinces

Two of the 9.2" guns at Devil's Bty., Halifax, are in action for Case II firing, using a D.P.F. instrument for rangefinding and clinometer laying. The installation of the rangefinding system for this battery and the mounting of the third gun are proceeding.

(b) Defence of West Coast

(i) The two-gun 75 mm. Sections, R.C.A., allotted to the Advanced Air Bases of Ucluelet, Alliford Bay and Bella Bella on the West Coast to provide a measure of defence seawards are in action. They will subsequently be replaced by 40 mm. Bofors having a sea front and anti-aircraft role.

(ii) The three 40 mm. Bofors and four .5" A.A.M.G., referred to in the Progress Report of 17th December as having been allotted to the West Coast, are now in action - with a further five Bofors to be delivered and manned during January. This A.A. equipment is for the

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defence of the Patricia Bay air base, Sea Island air station (near Vancouver) and Esquimalt dry dock.

(iii) Two mobile 3.7" A.A. guns, complete with instruments, will be in action by 20th January as an additional means of anti-aircraft defence for Patricia Bay air base.

3. ARMY PROGRAMME

The recently approved Canadian Army Programme for 1942 provides for the following:-

(a) Organization and despatch of the following armoured formations and units:-

(i) One Armoured Division, to be formed by conversion of the 4th Division.

(ii) One Army Tank Brigade.

(iii) Corps and Army units.

(b) Organization for service overseas of Corps and Army units required to serve the existing Canadian Corps (3 divisions) and also form a new Armoured Corps (2 divisions).

ROYAL CANADIAN AIR FORCE

A. ITEMS ARISING OUT OF LAST MEETING, OTHER THAN RECOMMENDATIONS

Decentralization of Command, Newfoundland

The Air Officer Commanding, Eastern Air Command, has decentralized tactical control of all R.C.A.F. Forces in Newfoundland to the Air Officer Commanding, No.1 Group, St. John's, Newfoundland, effective January 20th, 1942.

Torpedo Range, Patricia Bay

The Air Officer Commanding, Western Air Command, was advised that the application to use certain U.S. water areas for practice torpedo dropping should now be dealt with locally under the TWENTY-SECOND Recommendation.

100 Octane Gasoline Supply, Maritime Provinces

Colonel Bissell was given a comprehensive

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statement of the gasoline situation throughout the Maritimes section of Eastern Air Command.

Citizens of the U.S. Now Serving in Canadian Military Forces

Cognizance has been taken of the position set forth in the Journal on this matter, and the authorities are seeking a method whereby the aspirations of the individuals of each nation for service, if so desired, with their own forces can be met without undue impairment of the Canadian war effort.

B. RECOMMENDATIONS OF THE BOARD

For purposes of brevity, the Recommendations of the Board have been classified and are reported upon under the following headings:-

Construction

Communications

Plans

Co-ordination of training.

CONSTRUCTION

SECOND RECOMMENDATION

Gander Lake Airport

Progress at this station was adversely affected by the fall-off in labour during the holiday season when practically all ordinary labour quit. At January 14th, this had considerably improved but the project was still 1000 below maximum strength of 3300. The project, however, is well advanced and accommodation is now in excess of the forces using same.

Botwood

Labour conditions at Botwood were comparable to those at Gander. Since the New Year forces have been steadily increasing and the project is proceeding satisfactorialy.

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Tor Bay

The plans for revised layout have been completed. In the meantime, work has progressed satisfactorily on the buildings and services not affected by the additional development program.

THIRD RECOMMENDATION

Dartmouth

The contract has been awarded for one 160' x 160' seaplane hangar and work has commenced.

Shelburne

All buildings are completed except hangar for which structural steel has not been delivered. The foundations, floors, hangar aprons and slipways have been completed. Gasoline storage is complete except for power. Bomb stores are 90% complete. Roads and fencing are 60% complete.

TENTH RECOMMENDATION

Development Northwest Staging Route

See Appendix "A".

ELEVENTH RECOMMENDATION

Tofino, B.C.

Clearing has been completed and drainage is in progress. The contractor is presently stock piling gravel and building a temporary wharf.

Field Development - Landing strips have been cleared and stumped and clearing of flightways is in progress. A total area of 294 acres has been cleared to date. Boring tests made on the landing strip areas show an over-burden of semi-liquid humus with under-lying hard packed snow. This over-burden will be removed and replaced with gravel and will be levelled off to approximate finished grade. A drainage ditch is being

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excavated around the field to relieve inundation, 16000 linear feet having been completed.

Gravel for landing strips is being brought from Cypress Bay to McLean Point, two miles north of the aerodrome. A wharf with storage bunkers is under construction at McLean Point, and clearing is under way on a proposed road from the wharf to the aerodrome. Camp buildings are being erected at McLean Point.

Reconstruction of the existing Ucluelet Road is under way. Narrow strips are being widened and corduroy laid as required. Clearing has been started on the road diversion and a distance of 8500 feet is already cleared.

Port Hardy

Field Development - The camp site is levelled off and road to runways has been cleared and stumped. 800' of this road has been graded, the total length of which is 4500'.

A pile drive and crew for construction of wharf has arrived and construction work has started. 9 bunk houses have been erected; 3 sets of rollers are working on the runway; office building has been erected and cookhouse is nearing completion.

SEVENTEENTH RECOMMENDATION

Goose Airport

Progress on this project has been satisfactory and is indicated as follows:-

Field Development - 3 runways, 5000' by 300', are snow compacted and in first-class condition. Sides and ends of landing strips are marked with spruce trees and smudge pots. Servicing facilities, tie-down anchors,

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and crash tender are available, and electric flare path is in operation. A hangar area 200' x 400' has been prepared and a loop entrance is being provided from the taxi-strips. A well has been bored to a depth of 325' with clay encountered at 300'. No water yet reported.

Buildings - Stores building is practically completed. Supply depot, officers' quarters and officers' mess are 10% completed. Nose hangar is 75% completed.

Roads - The North West River road is cleared, grubbed and graded, 75% towards completion. The hill near the camp has been cut to a 5% grade. A stock pile of 105,000 cubic yards gravel is available for future use.

Electric services - Power and transmission line right of way is practically clear. Location of ceiling projector and alidade has been laid out. Construction of transmission building and installation of equipment is nearing completion. Power house was completed and in operation, but was destroyed by fire January 4th. Two permanent replacement units have been located. In order to provide temporary service, a generator and power take-off for contractor drive has been located and shipped to the site. This will be followed by a second similar unit.

NINETEENTH RECOMMENDATION

Northwest Staging Route

See Tenth Recommendation and Appendix "A".

TWENTIETH RECOMMENDATION

The final report on the survey of the Gander - Lewisporte road is not yet available.

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COMMUNICATIONS

FIFTH RECOMMENDATION

Serious delays have been encountered in the installation of teletype from St. John's to Gander due to the impossibility of obtaining box-cars to house Newfoundland personnel engaged on this work, such personnel having refused to live in tents; an additional serious contributory factor was the mistakes made in the initial measurements of the present pole lines which has necessitated complete re-chaining the line. The errors, however, were not discovered until nearly the completion of the pole and wire stringing work, thus throwing the side and full transpositions out, and causing a delay of approximately 3 weeks. Normally this work would have been completed before winter set in, but on account of the difficult weather conditions, the time factor has been adversely affected. The anticipated date of completion is now March 15, which will include the installation of "B" carrier giving a total of 14 teletype circuits. If the U.S. supply the "C" carrier, 3 more telephone circuits will be available, making a total of 6 telephones. Another adverse factor which has hindered construction is the erratic operation of the Newfoundland railway occasioning not only loss of time, but loss of material, push cars, speeders, etc., through actual collision, notwithstanding local enquiry from the nearest railway despatch offices.

PLANS

SEVENTH RECOMMENDATION

Joint Canadian-U.S. Basic Defence Plan No. 2 (Short Title ABC-22) has been put into effect on both

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coasts. Plan ABC-Pacific-22 has been drawn up by the respective commanders, west coast, within the terms of ABC-22, the first draft only of which has reached R.C.A.F. Headquarters and is under consideration.

TWENTY-SECOND RECOMMENDATION

The Canadian Government has approved this Recommendation and notification has accordingly been given to the Air Officers Commanding, Eastern and Western Air Commands.

CO-ORDINATION OF TRAINING

TWENTY-THIRD RECOMMENDATION

Inasmuch as both Governments have approved the Twenty-Third Recommendation, the R.C.A.F. authorities are prepared, if the Board so desires, to initiate negotiations towards this end.

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DEVELOPMENT OF NORTHWEST STAGING ROUTE

Grande Prairie, Alta.

Field Development

The E-W grass landing strip is snow compacted for an area 4000 ft. by 300 ft. Due to recent thaw the westerly 500 ft. is reported to be slippery. The NW-SE grass landing strip is snow compacted for an area 4000 ft. by 300 ft. The surface of this is reported icy and rough since the recent thaw. Both landing strips are safe for heavy aircraft but landing of light fighter aircraft is not recommended until more snow falls and is compacted.

Twenty-three thousand (23,000) cu. yds. of crushed gravel are stock piled for use on the runways when weather conditions are favourable.

Aerodrome Buildings

Administration building, staff residences, transmitters building and equipment garage are nearing completion. Sewage disposal plant is 60% completed and water supply system approximately 30%.

Radio Range

The radio range station was placed in operation on December 22, 1941. The power line has been completed to the range station with power being supplied from the local power company. The control lines between the airport and range station are complete. The emergency power plant at the range station is installed for automatic operation.

Communications

The transmitting building has been completed. All masts and ground system have been completed. One AT3 transmitter is operating from this site with facilities

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for remote control from the airport. The TE237A long wave transmitter has been set at the present time for temporary operation. The AG500 transmitter is now in the final stage of completion at the factory and delivery is expected soon. The control lines between this site and the airport are completed. The power line to this site is completed with power being supplied by the local power company.

General

Four men are employed at this site on snow rolling and maintenance. All possible assistance is given aircraft in transit, including assistance in refuelling and in obtaining weather or field reports.

Fort St. John, B.C.

Field Development

The NW-SE landing strip is completed with a first lift of consolidated gravel, area 4400 ft. by 150 ft. The NE-SW landing strip is fine graded, area 4500 ft. by 150 ft. Both landing strips are snow compacted, with widths increased to 300 feet in order to offer better landing facilities. These strips are reported as being partially flooded and covered with slush owing to a recent thaw.

Aerodrome Buildings

Married quarters are approximately 75% complete, single quarters 40%. Administration building is nearing completion, equipment garage approximately 65% completed. Sewage disposal system is completed.

Radio Range

The radio range station was placed in operation on January 5, 1942. The power lines to the range are

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complete. The diesel plants producing the main power are operating. The control lines between the range station and airport are complete. The emergency power plant at the range station is installed for automatic operation.

Communications

The transmitter building has been completed. The antennae, masts, and ground system have been permanently rigged. One AT3 is expected to be in operation shortly. The TE237-A long wave transmitter was shipped on December 17, 1941 via Dawson Creek. The AG500 transmitter is now in the final stage of completion at the factory and delivery is expected very soon. The power supply to the transmitter building is completed. The control lines between the short wave site and airport are not expected to be completed for some time as materials are not expected to be delivered before January 25, 1942. A temporary control line is being erected.

General

Two men are employed on snow rolling and maintenance; one from the Department of Transport and one by contractor. Radio personnel is in addition. All possible assistance is given aircraft in transit, such as weather reports, field reports, assistance in handling aircraft and re-fuelling. The Imperial Oil Company is supplying gasoline in quantity and have approximately 9,000 gals. of 100 Octane fuel on hand, consigned to the U.S. Army Air Corps. A 1,000-gallon tank is being erected at the aerodrome and a constant reserve will be available. A reserve supply will be carried in barrels to take care of possible demand when roads are impassable between Dawson Creek and Fort St. John.

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Fort Nelson, B.C.

Field Development

The NE/SW landing strip is 90% graded and the first lift of gravel has been placed on the runway. A temporary winter landing strip, 4700 ft. by 300 ft., has been snow compacted and is marked with evergreen trees and available for use. An additional area outside this strip is rolled to prevent drifting. A well has been bored to a depth of 372 ft. and is cased, 5-inch diameter. Preparations for bailing tests are being made.

Aerodrome Buildings

Barracks for staff quarters are 65% completed. Transmitter building and garage are nearing completion. Nose hangar is completed.

Radio Range

The radio range station was placed in operation on January 11, 1942. The power lines to the range are complete. The diesel plants producing the main power are ready for operation. The control lines between the range station and airport are complete. The emergency power plant at the range station is installed for automatic operation.

Communications

The transmitter building has been completed. The antennae, masts, and ground system have been permanently installed. One AT3 transmitter has been set up at the airport for temporary operation. The TE 237A long wave transmitter was shipped on December 17th via Dawson Creek. The AG500 transmitter is now in the final stage of completion at the factory and delivery is expected in the very near future. The power supply to the transmitter site is complete except for the installation of the power

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transformer in the building. A temporary control line is being completed between the short wave site and airport due to the delay in the permanent installation.

General

1100 gals of 100 Octane gasoline, and 200 gals. of oil are at the site, consigned to the U.S. Army Air Corps. The Department of Transport has for its own use 450 gals. of 80 Octane and 20 gals. of 87 Octane on hand. The Imperial Oil Company state that 55,000 gals. will be on hand at Dawson Creek by January 15, ready to be transported to Fort Nelson by winter road. Thirteen men from the Department of Transport are employed at Fort Nelson, including radio personnel. Forty-five men are employed by the contractor. Assistance for aircraft in transit comprises meeting aircraft and directing to parking area; arranging meals and sleeping accommodation; helping with re-fuelling, and other work as required. No military air personnel are reported at this site. Light sleds and horses are used in freighting material across the Peace River. Freight is also being shipped in by air.

Watson Lake, Y.T.

Field Development

The NW-SE runway is completed with a 6-inch gravel base. A 3-inch first lift gravel base has been placed on connecting strips. A second lift will be placed immediately conditions are favourable. The NW-SE runway is snow rolled and compacted for winter service. Centre strip 150 ft., quite firm. Side strips 150' each, fairly firm. Lanes provided from taxi strip to runway.

Aerodrome Buildings

Administration building, equipment garage and staff quarters are completed. Barracks are not yet

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finished but temporary accommodation for barrack personnel is available in the staff quarters. Water and plumbing services are installed.

Radio Range

The radio range station was placed in operation on December 8, 1941. The power line to the range station is complete. The control lines between the range station and airport are complete. The emergency power plant at the range station is installed for automatic operation and is at present supplying the power for the station due to a fire destroying the diesel power house and plants. One diesel unit has been transferred from Prince George to Watson Lake with associated equipment and another plant has been ordered. These will be set up in the storehouse and completion of installation of the first plant is expected by February 5th.

Communications

The transmitter building has been completed. One AT3 short wave transmitter is in operation at the administration building, the power being supplied from the emergency power plant at the range. The TE237-A long wave transmitter was shipped on December 11, 1941 via Fort St. John and Dawson Creek. The AG500 transmitter is now in the final stage of completion and delivery is expected in the very near future. The power line to the transmitter building is complete except for the transformer. The control lines between the airport and transmitter building are not started as yet.

General

Military gas all used. Remainder at Dease Lake not available until harder frost. It is suggested gas be flown in from Whitehorse. No military air peronnel

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are stationed at this site. All assistance possible is given by the Department of Transport's personnel to aircraft in transit, including assistance in refuelling and obtaining weather reports, field conditions and other information available.

Whitehorse, Y.T.

Field Development

The N-S runway is paved with 2-inch bituminous surface; seal coat will be applied as soon as construction season opens in the spring. Taxi strips are laid with a consolidated gravel base; bituminous surface will be placed immediately weather conditions are favourable. The NE-SW runway is graded and completed with consolidated gravel base. The N-S runway is snow compacted for winter operation; an area of 5800 ft. by 500 ft. reported as having a good surface. Taxi strips are also rolled and compacted.

Aerodrome Buildings

Administration building and equipment garage are completed. Staff quarters and balloon shelters are completed with the exception of small amount of painting. Water supply and sewage system are installed to buildings.

Radio Range

The radio range station was placed in operation on Wednesday, November 19, 1942. Power and control lines to the range station are completed. Power is supplied by a local power company. The emergency power plant at the range station is now being installed for automatic operations.

Communications

The transmitter building has been completed. The antennae, masts, and ground system have been permanently installed. One AT3 transmitter has been set up temporarily

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for local operation. The TE237A long wave transmitter has been set up in this transmitter building for permanent installation. Shipment of the AG500 transmitter was made on January 13, 1942. The power supply to the transmitter site is complete. Power is supplied by a local power company. The control lines between the airport and transmitter site are complete.

General

Ten thousand gals. of gasoline are at the site, handled by the British Yukon Navigation Company. The Department of Transport employs 8 men, and 3 are employed by the contractor on snow rolling and maintenance. Four radio personnel are at the site. All assistance possible is given aircraft in transit, including towing or other work of similar nature requested by aircraft personnel. Department of Transport District Inspector at Lethbridge reports that 5 Martin bombers have proceeded through to White horse.

Prince George, B.C.

Field Development

Clearing of this site is completed and clearance of flightways is in progress. A second lift of gravel has been applied to the NE-SW runway and catch basins are being placed in the drainage system. The N-S landing strip has one course of gravel laid. This landing strip is snow rolled for an area 4100 ft. by 150 ft. and the surface is in good condition. Aircraft of the Yukon Southern has made successful landings. The remainder of the field is unserviceable and ungraded.

Aerodrome Buildings

Administration building, four residences, equipment garages and transmitter building are completed with all services installed.

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for local operation. The TE237A long wave transmitter has been set up in this transmitter building for permanent installation. Shipment of the AG500 transmitter was made on January 13, 1942. The power supply to the transmitter site is complete. Power is supplied by a local power company. The control lines between the airport and transmitter site are complete.

General

Ten thousand gals. of gasoline are at the site, handled by the British Yukon Navigation Company. The Department of Transport employs 8 men, and 3 are employed by the contractor on snow rolling and maintenance. Four radio personnel are at the site. All assistance possible is given aircraft in transit, including towing or other work of similar nature requested by aircraft personnel. Department of Transport District Inspector at Lethbridge reports that 5 Martin bombers have proceeded through to White horse.

Prince George, B.C.

Field Development

Clearing of this site is completed and clearance of flightways is in progress. A second lift of gravel has been applied to the NE-SW runway and catch basins are being placed in the drainage system. The N-S landing strip has one course of gravel laid. This landing strip is snow rolled for an area 4100 ft. by 150 ft. and the surface is in good condition. Aircraft of the Yukon Southern has made successful landings. The remainder of the field is unserviceable and ungraded.

Aerodrome Buildings

Administration building, four residences, equipment garages and transmitter building are completed with all services installed.

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Radio Range

The radio range station was placed in operation on January 5, 1942. The power line to the range station is complete. The control lines between the range station and the airport are complete. One diesel plant is now in operation with completion of the remainder held up due to liners. The emergency power plant at the range station is installed for automatic operation.

Communications

The transmitter building has been completed. The erection of masts and ground system have been completed and the erection of antennae is in progress. One AT3 transmitter has been set up for temporary operation in town. The TE237A long wave transmitter was shipped December 17, 1941. The AG500 transmitter is now in the final stage of completion and delivery is expected in the very near future. The power line to the transmitter building is 98% complete. The control lines between the transmitter building and airport are 98% complete.

General

Thirteen men are employed on the site by the Department of Transport and 38 by the contractor. Imperial Oil Company have 19,600 gals. of aviation fuel on hand, and another 6000 gals. in transit. The greater percentage is consigned to the U.S. Army Air Corps. All possible assistance is given to aircraft in transit. Lanterns are on hand in case of emergency night landing. No military aircraft have yet landed at the aerodrome.

Smithers, B.C.

Field Development

The N-S landing strip is cleared and rough

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graded. Snow is compacted for an area of 3600 ft. by 150 ft. The surface of this compacted area is reported as being icy from recent thaws. The balance of this site is ungraded and unserviceable with no emergency lighting equipment available. Lanterns are being shipped from Vancouver, approximately the middle of January.

Aerodrome Buildings

The administration building, four residences and the transmitter building are nearing completion.

Radio Range

The radio range building is complete. The towers, ground system and connecting cables have been installed. The radio range transmitters are on hand and the installation started. The emergency power plant is on hand and installation under way. The power line to the radio range station is 45% complete. The control lines between the radio range station and airport are being delayed due to material deliveries with completion expected in the latter part of February. The erection of poles, etc., to carry power and control lines is 90% complete. The diesel power plants have not yet been installed.

Communications

The transmitter building has been completed. The masts and ground system have been completed. The TE237A long wave transmitter was shipped on December 15, 1941. The AG500 transmitter is now in the final stage of completion at the factory and delivery is expected soon. The power line to this site is 95% complete. The control lines between this site and the airport are being held up due to material deliveries with completion expected in the latter part of February. The erection of poles etc. is 90% complete.

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General - Twenty men are employed by the Department of Transport on power line construction. The contractor has 15 men employed on buildings and runway maintenance. The Imperial Oil Company has 3200 gals. of aviation gasoline in Smithers consigned to the U.S. Army Air Corps. The Department of Transport has no aviation fuel on hand. No military air personnel are at this site.

Edmonton, Alta.

Radio Range - The transmitter building has been completed. The antennae, masts, and ground system have been installed. One AT3 transmitter has been set up temporarily at the airport. The TE237A long wave transmitter has been set up in the transmitter building for installation which started on January 12th. The AG500 transmitter was shipped from the factory on January 13, 1942. It was reported on December 20th, 1941 that the city of Edmonton was advised to proceed with the construction of a power line to the short wave station. The last report received on January 3rd was that a temporary power connection was being made to the short wave station. The last report received on control lines between the airport and short wave station was that a temporary connection to the existing control line between the range station and airport was to be made. No additional information is available on this at present.

UNITED STATES NAVY

FIRST RECOMMENDATION

Exchange of information is continuing satisfactorily. Under present arrangements, the Navy Department and Naval Service Headquarters, Ottawa, include each other, and also appropriate local commanders, in all pertinent arrangements for disseminating information bearing on naval problems of mutual concern.

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SECOND RECOMMENDATION

Completion of the facilities of the Naval Air Station, Argentia, has progressed to the point where it is now practicable to support the operations of both landplanes and seaplanes. Under arrangements now in hand, the defences at Argentia will be augmented in the near future by both antiaircraft troops and an Army pursuit squadron.

THIRD & FOURTH RECOMMENDATIONS

No comment.

FIFTH RECOMMENDATION

The Navy feels the need of improved mail and passenger service between the United States and the Naval Air Station, Argentia. The Navy is now operating a weekly seaplane mail and passenger service between Quonset and Argentia, and hopes to expand this service when and if additional aircraft become available. Meanwhile, however, it is being arranged to have such additional service as is required immediately provided under arrangements to be made by the Army Air Corps.

SIXTH RECOMMENDATION

A conference was held in the Navy Department on 17 December between Mr. Bell, Director General of Canadian Aircraft Production, Mr. Smye of the Ministry of Aircraft Production, and officials of the Bureau of Aeronautics. Tentative arrangements were made at this conference to have the F6F carrier type fighter put into production in the Vickers plant at Montreal; to have the SB2C carrier type dive-bomber put into

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production in the Canadian Car and Foundry plant at Fort William; and to have production of PBY-5A patrol planes continued at the Boeing plant in Vancouver. These arrangements will serve to augment considerably the standardized production of these types of aircraft for uses both on shore and in aircraft carriers of the United nations.

SEVENTH RECOMMENDATION

A review of ABC-22 indicates that it still furnishes an adequate basis for joint defence arrangements in the current situation, in which the two countries are at war in both the Atlantic and the Pacific.

EIGHTH RECOMMENDATION

Covered previously.

9th, 10th, 11th, 12th, 13th,
14th, 15th, 16th, 17th Recommendations

No Comment.

EIGHTEENTH RECOMMENDATION

The under water loops at Argentia are in place and functioning. Additional torpedo nets are being provided to extend the protected anchorage.

19th, 20th and 21st RECOMMENDATIONS

No Comment.

TWENTY-SECOND RECOMMENDATION

This recommendation has been approved by the Secretary of the Navy and by the President of the United States.

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TWENTY-THIRD RECOMMENDATION

This recommendation has been approved by the Secretary of the Navy and by the President. A representative of the Navy Department is en route to London to attend a conference concerning aviation training matters. Whether or not any action has been taken to have Canadian representation at the same conference is not known.

UNITED STATES ARMY

1. Exchange of Information

Certain necessary liaison officers, Canadiam and United States, have been assigned to appropriate headquarters of the forces of the other country.

2. Defence of Newfoundland

There has been no change in the communications situation for U.S. Army forces in Newfoundland since the last meeting. The Newfoundland Base Commander reports communications to be incredibly bad.

A U.S. Army member is prepared to explain in some detail the proposed communications system between U.S. forces in Newfoundland. The proposed system is a combination of aerial cable and open pole line believed to be adequate for the present and probable future U.S. military requirements in Newfoundland. The estimated cost of the system is about $2,850,000. It provides for the construction of a completely new system, the bulk of which would follow the right-of-way of the Newfoundland Railroad from St. John's to Argentia and from Placentia Junction via Newfoundland Airport to Stephenville. Into the system has been integrated the

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proposed U.S. Aircraft Warning Detector stations. It is not practicable to connect the proposed warning stations at Cape Fogo and Lamaline into the system by land wire. These detectors will be connected to the wire communications system by radio.

The defence of Argentia required the withdrawal of four .50 caliber AA guns from Canadian forces. It is not contemplated that the other AA material will not have to be withdrawn until June, 1942.

General Brant suggested the movement of the four 3" AA guns manned by Canadian forces to Newfoundland Airport where the personnel are now housed temporarily in one of the barracks provided for U.S. forces. This should more than compensate for the withdrawal of the four .50 caliber guns.

Dependents of U.S. military personnel in Newfoundland have practically all been evacuated.

3. Defence of the Maritime Provinces

Information recently received indicates that the bulk of the Canadian aviation gasoline in reserve storage in the Maritimes and in Newfoundland is in large capacity above ground storage tanks devoid of effective protection. If this information is correct, it represents a vulnerable position that should be remedied. In the interest of improving the effectiveness of our joint defence, it is suggested that underground aviation gasoline storage be provided in exposed areas in Canada wherever required.

4. Defence Materials for Canada

Canadian Army member was informed that additional coast defence armament could be made available

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to Canada. He has indicated that two 8" guns are desired for the defence of Prince Rupert. This matter is currently being processed in the War Department.

5. Improving Communications in the Northeast:

On January 10, 1942, the R.C.A.F. member was advised by telephone that the U.S. desired to improve communications in the Northeast by initiation of a temporary military contract air transport service for the movement of military personnel, or civilian personnel directly connected with the construction and operation of U.S. bases; for the movement of military mail, express and freight and to facilitate the operation of U.S. Ferry Command. A common carrier service was not contemplated. It was proposed to negotiate a contract with Northeast Airlines to provide the service. Northeast Airlines is experienced in Winter flying operations and is in a favourable equipment position to furnish the required service. It is present War Department policy to use civilians wherever practicable to conserve military pilots for military duties.

An Executive Order issued by the President on December 13, 1941, makes it possible for the Secretary of War to exercise any necessary measure of control over the operations of Northeast Airlines.

The above was confirmed by letter January 14, requesting the R.C.A.F. member to secure the views of Canadian activities concerned, in order that decision could be taken at this meeting of the Board. Copy was furnished Mr. Hickerson for transmittal to Mr. Keenleyside.

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Article XI (5) of the Lease Agreement contains necessary authorization for air transport services required in case of emergency or for strictly military purposes from any of the bases. Approval is desired from Canada for initiation of the air transport service beyond the U.S. bases at Stephenville and Argentia to Newfoundland Airport, Torbay and Goose Inlet Airport. If Canada so desired, it was contemplated that Canadian personnel of the categories indicated above, would be carried, to the extent that space was available, on the basis of a mutually agreeable financial arrangement.

In connection with a comprehensive traffic survey of the probelms involved in shipments to Newfoundland, attention has been invited to certain communications facilities in the Northeast which would, under certain circumstances, limit movement of materials to Newfoundland. These bottlenecks are the McAdams Yard of the Canadian Pacific Railway; the Moncton Terminal Yard and the single-track Moncton-Truro line of the Canadian National Railway; the car ferry at the Strait of Canso; North Sydney Terminal Yard; the ship service from North Sydney to Port au Basque and the time required for delivery at St. John's of water shipments from the U.S. and Canada. It is suggested that appropriate Canadian authorities investigate these bottlenecks in the Maritimes, prepare detailed plans to eliminate delay, and be prepared to implement such plans promptly should it become necessary to do so. The average time of twenty-five days from New York to St. John's may not be acceptable should a grave emergency arise. Changed conditions may make shipping less available and require extensive use of the North Sydney-Port au Basque route.

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6. Joint Plan

The action of the U.S. in placing in effect JBWP-R5-A on December 11, 1941, placed ABC-22, an annex thereto, in full effect.

The Chairman of the U.S. Section and the Senior U.S. Service Member communicated with their opposite numbers on the Canadian Section regarding provision of more effective control of U.S. and Canadian Army forces and Canadian Air forces on the West Coast engaged in coast defence operations. The increased effectiveness of these combined defence forces by the provision of a unified control through inclusion of the Canadian forces concerned in the Western Theater Command which now comprises the Western United States and Alaska was outlined. The reason for the recommended action was clearly indicated as well as the enhancement of Canadian defence that would result. It was clearly stated that the United States Government favours such a procedure and that failure to provide for this more effective control of forces subjects both British Columbia and Northwestern United States to an unnecessary hazard.

7. Air Staging Fields, Western Canada

Contracts have been awarded for the delivery of 50,000 gallons of 100-octane aviation gasoline each to Calgary, and Grande Prairie; for 100,000 gallons of gasoline each to Prince George, Fort St. John, Fort Nelson and Edmonton. Shell has the contract for Prince George and Imperial Oil for other points. A contract has been awarded to British Yukon Navigation Company for delivery of 150,000 gallons of gasoline to Whitehorse. Telegraphic notice of the award was given on January 2

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with request that arrangements be made for immediate delivery. Imperial Oil has been requested to proceed with arrangements for the hiring of special tractor trains for the movement of gasoline from Fort St. John to Fort Nelson.

As no bids were received for delivery to Watson Lake, Canadian Airways--subsidiary of Canadian Pacific Airways--have been authorized to transport approximately 17,500 gallons of 100-octane fuel from Porters Landing to Watson Lake. Future requirements for Watson Lake may have to be met by air transportation. To make this possible, 1500 special containers of 7½ gallon capacity were shipped on January 2 from Mansfield, Ohio to Geiger Field, Spokane. While Canadian Airways may be able to transport certain of the future fuel requirements to Watson Lake, U.S. Army Air Forces desires to be in a position to transport its own fuel to that point if necessary.

The Canadian contractor for U.S. fuel at Whitehorse was assisted in arrangements for shipment of fuel from Seattle to Skagway.

Some very excellent suggestions on aviation gasoline supply in Western Canada, received from the R.C.A.F. member, proved of great value and were much appreciated.

Additional aerial photographs of landing fields in Western Canada received since the last meeting have been forwarded to the R.C.A.F. member.

8. Ucluelet Aerodrome

Complete information is desired on the situation at Ucluelet. In November, 1940, the Board recommended construction of an aerodrome at Ucluelet to extend the operational range of fighter aircraft and to

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provide advanced defence to the vulnerable Puget Sound-Vancouver-Victoria area; to permit bomber and fighter support to aviation facilities further north and to provide alternate landing facilities for all type of aircraft during adverse weather. Available information indicates that defence forces at Ucluelet are very small. This aerodrome area is only about 150 miles from very important U.S. defence installation and war production units. It is felt that Canadian aviation facilities at and north of Ucluelet should be afforded the measure of protection adequate to insure both against their destruction by hostile raiding parties supported by an aircraft carrier or against their seizure and temporary use by hostile aircraft for possible operation against the Puget Sound or Prince Rupert area.

9. Sault Ste. Marie Locks

The entry of the United States into the war, combined with the record ore shipments through the Sault Ste. Marie Locks, indicates the desirability of a re-examination of practical and necessary measures for its security. United States is going into this question very carefully and suggests Canadian authorities also investigate and determine what, if anything further, can be done on the Canadian side to guarantee the uninterrupted and most efficient operation of this critical installation.

Complete and up-to-date information on the action taken by Canadian authorities for the defence of the Aluminum Installation at Arvida is also desired. It is considered that the entry of the United States into the war has tended to make attack on this installation more probable.

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10. Aviation Gasoline Storage Facilities in Newfoundland Airport - Lewisporte - Botwood Area

Although not included in the Minutes of the Board, it was agreed that the U.S. should fill the additional million gallon storage being provided at Newfoundland Airport. Information is requested on the status of construction of this aviation fuel storage with firm dates as to when storage facilities will be ready to receive gasoline. Some entry in the Minutes should formalize the agreement that U.S. fill and control bulk gasoline storage at Newfoundland Airport.

11. Rehabilitation of the Newfoundland Railroad

U.S. War Department forwarded bids from eleven companies for the additional rolling stock financed by the U.S., necessary for operation of the Newfoundland Railroad. The Newfoundland Railroad has advised that it desires the order placed with the Canadian War Supplies Limited (Canadian Car and Foundry). The delivery dates quoted by Canadian Car and Foundry of forty-two days for flat and box cars and sixty to ninety days for baggage, passenger, dining, sleeping, mail and express cars, after receipt of material, are not firm dates, without some specific information as to availability and delivery of material. In the Sixteenth Recommendation of the Board, both Canada and the United States undertook to aid in the procurement of necessary priorities required to permit the rehabilitation to be carried out in the time specified. The United States secured the priorities and made the material available to the manufacturer for the 100 cars and five locomotives construction in the United States in time to permit delivery by the Fall of 1941 as agreed.

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A careful survey of traffic on the Newfoundland Railroad indicates that, while the Newfoundland Railroad had a back log of approximately 5000 car loads of freight to move, fully half of which was moving over two months behind schedule, there was every indication that the Railroad would be able to catch up with its business by Spring and that if the rolling stock, above referred to, was made available promptly, the Railroad would be able to meet the anticipated peak loads for the summer of 1942. On the other hand, the survey indicates that although adequate locomotive power will be available to the Railroad, it will fail to meet the military and other requirements during the summer of 1942 unless the bulk of the additional rolling stock is delivered in Newfoundland by the end of April. This applies particularly to flat and box cars but it is expected that the passenger-train equipment will also be necessary if the Railroad is to meet the demands upon it.

In order that the efforts of the Board to rehabilitate the Railroad may be successful, it is essential that Canada undertake to arrange the necessary priorities for material so that War Supplies Limited can deliver cars, proposed to be placed with it for construction, not later than the end of April, 1942. If Canada cannot undertake to guarantee these priorities it will be desirable to re-open the question with the Newfoundland Government to the end that the cars may be produced by an American firm. It is not desired to do this if Canada will accept a firm commitment to secure the priorities for the required material in Canada and insure delivery at the time required.

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12. Northwest River Landing Field

The transport plane made available by Army Air Forces for carrying supplies and personnel in connection with the construction of Northwest River Landing has made several trips and then returned to the United States because no cargo was immediately available and in order to winterize the airplane. Request for temporary return of the plane was directed to be approved as soon as winterized. The proposal made to R.C.A.F. in connection with the extension of an air transport service beyond U.S. bases to Northwest River would, if approved by Canada, meet fully the commitment of the United States in connection with the continued construction at Northwest River.

13. Canadian Alaskan Staging Fields

Progress reports showing the construction of landing fields in Alaska constituting a part of the Canadian Alaskan staging field route have been made available to the R.C.A.F. member covering progress made during every fifteen-day period. Developments in the Pacific make these fields of even greater value for the movement of Military aircraft than originally contemplated. United States is carefully considering what measures are practicable to insure initiation of necessary additional work as early as practicable in the Spring of 1942 and to insure completion at the earliest possible dates. Newly authorized construction in Alaska for ground and air forces aggregates 85,000,000.

14. Newfoundland Roads

The detailed survey of the road from Fort Pepperrell to the dock at St. John's and the survey

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report for the road from St. John's to Argentia has been received by the War Department. In general, the proposed road from St. John's to Placentia conforms to the old right-of-way except in the vicinity of Placentia Gut, where it has been rerouted to avoid the necessity for either ferry or bridge. Final action by the War Department is expected in the near future in ample time to permit initiation of necessary construction as early in the spring as weather conditions will permit, provided satisfactory arrangements are consummated with Newfoundland Government.

15. Maintenance Policy

Implementation of the recommendation of the Board covering the maintenance policy has been materially delayed pending action by the Canadian Government on the Twenty-second recommendation.

16. Decentralization of Functions to Local Commanders

The Senior Canadian member was informed promptly that the President had approved the Twenty-second and Twenty-third recommendations on December 24, 1941.

The Sixth, Eighth, Ninth, Twelfth, Fourteenth and Eighteenth recommendations have not been covered separately in this progress report either because they did not apply to the U.S. Army because there was nothing of importance to report or because the subject matter could be more effectively handled under other related recommendations.

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The Leader of the Opposition has asked for a list of the Recommendations made by the Canada - United States Permanent Joint Board on Defence and a statement of the action taken with respect to these Recommendations.

A complete answer to this enquiry would take just about the whole of this session of the House and would result in the members being flooded in details, many of which would have little individual significance.

The attached memorandum brings together the more important Recommendations of the Board with a brief indication of the action taken in each case.

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RECOMMENDATION: AUGUST 26, 1940.

It was agreed that there should be a full and complete exchange of military, air and naval information between the two Sections of the Board, with the understanding that each Section would be free to convey to its government any information they received.

ACTION: This Recommendation has been carried out in full and with most satisfactory results for all concerned.

RECOMMENDATION: AUGUST 26, 1940.

The island of Newfoundland occupies a commanding position at the entrance to the St. Lawrence-Great Lakes waterway and on the flank of the sea route between the Atlantic seaboard of North America and Northern Europe. It is on the direct air route between the East Coast of the United States and Northern Europe. It is the point in North America, nearest to Europe, from which, if occupied by an enemy, further operations against the North American continent might be effectively initiated. As such it should be adequately defended.

. . . . . .

The Board considers that the defence of Newfoundland should be materially strengthened by:

(a) Increasing the strength of the Canadian defensive garrisons immediately;

(b) Establishing as soon as practicable, and not later than the spring of 1941, a force of aircraft of suitable types adequate for patrolling the seaward approaches to Newfoundland and Canada and for the local defence of the Botwood area;

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(c) Selecting and preparing, as soon as practicable, bases permitting the operation of United States aircraft, when and if circumstances require, in numbers as follows:

(1) A minimum of four squadrons of patrol planes (48 planes).

(2) A minimum of one composite group of land planes (73 planes).

(d) Completing, as early as practicable, and not later than the spring of 1941, the installation of appropriate defences for the port of St. John's, Newfoundland, for Botwood, and for other points as required.

(e) Taking such additional measures as further examination of the defence problem and local reconnaissance show to be necessary.

ACTION: The action envisaged in this Recommendation has been taken and the situation is under constant review for the purpose of further improving the defence facilities.

RECOMMENDATION: AUGUST 27, 1940.

That the Service Members of the Board should proceed at once with the preparation of a detailed plan for the joint defence of Canada and the United States and keep the Board informed of the progress of the work.

ACTION: Carried out.

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RECOMMENDATION: AUGUST 27, 1940.

The strategic importance of the Maritime Provinces is similar to that of Newfoundland. However, in addition to providing bases for the operation of aircraft and light patrol craft, the Maritime Provinces must provide secure bases from which major naval operations can be projected.

This will require harbours secure from underwater attack, with docking, repair and supply facilities capable of accommodating the major portion of the United States or British fleets; operating facilities for military and naval air forces; and harbour defences supported by the necessary troop concentrations.

The Board finds that some of these requirements have already been met and that steps have been initiated for the accomplishment of others.

It is apparent that the following should be undertaken by the Canadian Government:

(a) Early completion of the present projects for underwater defences at Halifax, Sydney, Gaspe and Shelburne.

(b) Early completion of harbour defences at these bases.

(c) Early expansion of aircraft operating facilities to include provision for four squadrons of patrol planes (48 planes) and one composite wing of approximately 200 planes.

(d) Such additional measures as further examination of the defence problem and local reconnaissance show to be necessary.

ACTION: This Recommendation has been carried into effect except that 1 further battery in each case is to be installed at Sydney and at Halifax, and a battery is still to be completed at Gaspe. This work is being carried on just as rapidly as the receipt of equipment makes it possible.

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RECOMMENDATION: AUGUST 27, 1940.

That the subject of communications between Newfoundland, the Maritime Provinces, Eastern Canada and the United States, is of high importance, the following subjects requiring to be examined:

(a) Railway facilities.
(b) Water transport.
(c) Roads.
(d) Air transport and communications.

That the establishment of additional commercial airways, complete with landing facilities and aids to air navigation, between these important areas, would be essential to the defence plan.

ACTION: This is a long term programme. Some action has been taken and further improvements are in hand and still others in prospect.

RECOMMENDATION: AUGUST 27, 1940

That the Service Members undertake to assemble information on the production in each country of particular items of military equipment in their respective countries, not readily available im the other country, and to exchange information on this subject as data become available.

ACTION: Carried out.

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RECOMMENDATION: SEPTEMBER 11, 1940.

That the United States initiate as expeditiously as practicable such portions of the increased defence of Newfoundland, covered by the Second Recommendation of the Board approved in Ottawa on August 26 and 27, as may be found to fall within the limits of bases now being acquired by the United States.

ACTION: Carried out.

RECOMMENDATION: NOVEMBER 14, 1940.

The Board recommends that, to implement the recommendation contained in its First Report to the respective governments regarding the development of air staging facilities across Western Canada between the United States and Alaska, suitable landing fields, complete with emergency lighting, radio aids, meteorological equipment and limited housing for weather, communication, and transient personnel be provided at the earliest possible date by Canada at Grand Prairie, Fort St. John, Fort Nelson, Watson Lake, Whitehorse, Prince George and Smithers.

This development will provide means for rapid movement of light bombers and fighter aircraft into Canada, into Central Alaska via Whitehorse, and into the Ketchikan - Prince Rupert area via Smithers and is considered essential to the defence of Western Canada, Alaska and the United States. Such means are vital to the effective use in joint continental defence of both the rapidly expanding air forces of the United States and the extension of air operating facilities in Alaska.

ACTION: This Recommendation has been implemented with exceptional speed and efficiency. The airports and their equipment are to be further improved but have been in effective operation for some time and their facilities are being rapidly perfected.

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RECOMMENDATION: NOVEMBER 15, 1940.

The Board now recommends that another aerodrome be constructed at Ucluelet for the following purposes:

(a) To extend the operational ranges and areas of fighter aircraft and provide more advanced defence to our vulnerable positions.

(b) To provide bomber and fighter support to the north aerodromes and towards the Queen Charlotte Islands and the West Coast up towards Prince Rupert.

(c) To provide an alternative landing place for bombers and fighters in a very variable weather area.

ACTION

Construction is being pushed and according to present plans the aerodrome will be in operation late in the coming summer.

RECOMMENDATION: JANUARY 20, 1941.

In view of the vital military importance of the Sault Ste. Marie Canals and the St. Mary's River to the defence programme of the United States, and the vulnerability of the navigation channel, the Board agreed that each Government should constitute a single authority to be responsible for the safety of navigation through these waters, and that each such authority be clothed with the necessary powers and required to cooperate with the other in taking all measures necessary for the purpose.

ACTION: No single authority has been established on the Canadian side but effective arrangements for cooperation between defence and security organizations have been worked out and are in effect.

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C220597

RECOMMENDATION: APRIL 17, 1941.

That the United States procure and retain title to such railroad rolling stock as is necessary for its military requirements in Newfoundland, including possible operations from the Newfoundland Airport;

That the Newfoundland Government continue to operate the Newfoundland railroad and undertake at once the construction of additional facilities and necessary rehabilitation of the railroad outside of areas leased to the United States;

That necessary arrangements for essential financial assistance be immediately worked out between the United States and Newfoundland Governments; and

That both Canada and the United States assist in the procurement of the necessary priorities required to permit this recommendation to be carried out in the time specified.

ACTION: Much improvement has taken place and work on the railroad is being actively continued.

RECOMMENDATION: JULY 29, 1941.

In order to facilitate the ferrying of long and medium range aircraft across the Atlantic, to enhance the effectiveness of plans for hemisphere defence, to prevent congestion at the Newfoundland Airport and to provide greater security for crews and equipment, the Board recommends:

That the Canadian Government should undertake the construction of an air base in the vicinity of North West River, Labrador, and provide the following facilities as quickly as possible.

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(a) At least two runways, minimum 150 x 5000 feet, to enable take off and landing into prevailing winds.

(b) Storage facilities for 450,000 gallons aviation gasoline, for 11,250 gallons aviation oil, and for other supplies.

(c) Seven 100 gallon per minute gasoline pumping units for servicing aircraft.

(d) Technical housing and equipment as follows:

1. A direction finder station.
2. An aircraft radio range station.
3. Instrument landing equipment.
4. An airways radio station capable of communicating with stations in the U.S., Canada, Newfoundland, and Greenland and with aircraft in flight, for purposes of aircraft control, forwarding and receiving weather data and aeroplane movement communications.
5. A meteorological station.
6. A maintenance hanger (heated), minimum dimensions 150 x 200 feet.

(e) Housing for personnel.

That if the Canadian Government should decide for any reason that it will not undertake the desired construction immediately, this decision should be made known at once to the Governments of the United States, United Kingdom and Newfoundland and that the Government of the United States be invited to provide the necessary facilities in the area under reference;

That Governments of Canada and the United States should cooperate to make provision for the necessary priorities to permit the earliest possible completion.

ACTION: The construction of this airport was undertaken by the Canadian Government and it has now

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been operating for over two months. It was brought into use in about one-half the time that had been anticipated and it is more than living up to the highest hopes of those who first suggested its possibilities. It is not, of course, complete but it is an effective operating base and its facilities will be rapidly perfected.

RECOMMENDATION: JULY 29, 1941.

That the United States proceed with the installation of underwater defences in the Argentia - Ship Harbour area.

ACTION: Carried out.

RECOMMENDATION: DECEMBER 20, 1941.

That the United States and Canadian Governments now authorize the Commanders named in paragraph 12 of ABC-22, (ABC-22 is the designation given to the joint defence plan under which Canadian-United States cooperation is being presently carried out) or their duly authorized representatives, to effect by mutual agreement any arrangements they deem necessary for the perfection of preparation for the common defence, including but not limited to, the installations of accessory equipment in the territory of either, the transit of armed forces, equipment or defence materials into or through the territory of either, and the utilization by either nation of the base and military facilities of the other.

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ACTION: The effect of this Recommendation is to give local commanders the power to make local arrangements for the most effective execution of the general plans for joint co-operative effort. Both Governments have approved this proposal for the devolution of responsibility and the results are proving useful.

RECOMMENDATION: DECEMBER 20, 1941.

That the Canadian and United States Governments should consider the advisability of arranging for a meeting of appropriate representatives of Great Britain, Canada and the United States to make appropriate recommendations for coordination of the entire aviation training programs to be conducted in Canada and the United States.

ACTION: This recommendation has been approved but the proposed conference has not yet been called.

It must be understood that the foregoing summary covers only the more important of the formal recommendations made by the Board.

The Board has in addition submitted to the two Governments a long and detailed defence plan which embodies many additional proposals and this plan has been accepted by the Governments as the basis of united action in defence of this Continent. In addition a great many improvements in the defence

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position and in the cooperative effort generally have resulted from informal understandings reached at the meetings of the Board which have not been recorded in formal recommendations, but have been carried out by departmental or service action.

The Board is continuing its work and is continually reviewing the operation of the plans already approved and placed in operation.

The next meeting of the Board is to be held on Wednesday, February 25.

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OFFICE OF THE CLERK OF THE PRIVY COUNCIL

MEMORANDUM

C220602

Secret March 10th, 1942.

For the Prime Minister:

Attached is copy No. 1 of the Journal of Discussions and Decisions of the Permanent Joint Board on Defence, covering the twenty-sixth meeting of the Board, held in New York on February 25th and 26th, which has just been received from Keenleyside.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

I assume that this report will be submitted formally at next week's meeting of the Cabinet War Committee, and referred to the Defence Ministers and the Minister of Munitions and Supply for subsequent recommendation.

A. D. P. H.

A. D. P. H.

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As its TWENTY-FOURTH RECOMMENDATION, the Board accordingly, as a matter pertaining to the joint defence of Canada and the United States, recommends the construction of a highway along the route that follows the general line of airports, Fort St. John-Fort Nelson-Watson Lake-Whitehorse-Boundary-Big Delta, the respective termini connecting with existing roads in Canada and Alaska.

TWENTY-FIFTH RECOMMENDATION

(a) That the Royal Canadian Air Force undertake to make an immediate and comprehensive further study of the data available regarding the danger of air attack to the Sault Ste. Marie area.

(b) That the Canadian Army assign a 4-gun, heavy, antiaircraft battery to Sault Ste. Marie, to protect the Canadian Locks and to tie it with the United States force in order that all-round zone defence may be established. In the event of Canada being unable to provide this equipment within the near future, the United States Army endeavour to lend the necessary guns and stores for manning by the Canadian Army until such time as Canada can meet this commitment from her own production.

(c) That the said Canadian anti-aircraft battery come under the operational command of the Commanding General, Sault Sainte Marie Military District, (Michigan).

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No. 1.

SECRET

C220604

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

TWENTY-SIXTH MEETING OF THE BOARD, NEW YORK, FEBRUARY 25 and 26, 1942.

1. The Permanent Joint Board on Defence met in the City Hall at New York at 10:15 a.m. on Wednesday, February 25, 1942. The following members participated:

Canadian Members	United States Members
Colonel O. M. Biggar	Mayor F. H. LaGuardia
Brigadier George Vanier	Lt. Gen. S. D. Embick
Major General M. Pope	Captain Frank P. Thomas
Commodore H. E. Reid	Captain Forrest P. Sherman
Air Commodore F.V. Heakes	Lt. Col. Robert W. Douglass, Jr.
Mr. H. L. Keenleyside.	Mr. J. D. Hickerson.

Brigadier General C. L. Sturdevant, of the United States Army Engineers, and Lieutenant Colonel J. H. Jenkins, of the Canadian Army, also attended the meeting of the Board.

2. The Board was informed of a United States proposal relating to the construction at Gander Lake Airport, Newfoundland, of the necessary roads to permit the movement of trucks used in connection with instrument landing of planes and of a suggestion from the Canadian Commanding Officer that this matter be referred to the Board. The Board recommends the construction of these roads, details and questions of priority to be worked out by the local commanding officers. The Board feels that this matter might well have been dealt with locally under the Twenty-Second Recommendation of the Board.

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3. General Embick reported that the War Department has decided to use Prince Rupert as an embarkation base in sending supplies, equipment and troops to Alaska. He added that the appropriate commanding officer of the United States forces on the Pacific Coast is getting in touch with his opposite number in Canada in regard to sending a group of officers to Prince Rupert to investigate port facilities there. General Embick stated that the War Department estimates the volume of traffic involved at 2500 tons daily. Mr. Keenleyside referred in this connection to a statement of the Canadian National Railways communicated to the Board some time ago that they could handle 3000 tons of traffic daily at Prince Rupert. It was suggested that the United States officers visiting Prince Rupert get in touch with the appropriate local port and railway authorities in regard to any additional facilities believed to be necessary.

Air Commodore Heakes commented on the air defences of Prince Rupert and stated that that port might well be regarded by the enemy as a more desirable military objective upon its being used as an embarkation base by the United States. He therefore suggested that the Joint Commanders on the West Coast should review the situation with respect to air protection of the Prince Rupert area including the possible joint use of the United States Army Air Corps field at Metlakatla.

4. General Embick reported that some time ago an informal request was received from the Canadian Army about the possibility of there being made available two 8-inch disappearing guns for installation at Prince Rupert. Upon inquiry, it was found that there could be made available to Canada instead two modern 8-inch railway guns, a much

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superior weapon, and General Pope was informally advised of the availability of these guns. General Pope reported that a request for the guns had now gone forward.

5. In response to an inquiry from the United States Service members regarding the local defence of Goose Inlet Airfield, General Pope stated that this question is now being considered by the Service Departments in Canada and that he hoped at a later date to be able to inform the Board more fully on this subject.

6. The Board was informed that the United States War Department wishes to have the necessary arrangements made for a military air transport service over the inland route to Alaska from both Great Falls, Montana, and Fargo, North Dakota, to Edmonton, Alberta, thence through Whitehorse to Fairbanks. The War Department proposes that this military air transport service be conducted either by military transport type aircraft operated and maintained by military air and ground personnel or by a contract to be signed by the War Department with qualified selected air line operators whose traffic would be limited strictly to United States Government personnel directly connected with the prosecution of the war and such military mail, express and freight as may require air transportation between the United States and Alaska and vice versa. The permission desired from the Canadian Government is for the duration of the war only and is not to include the transportation for hire of commercial passengers or cargo. The Canadian members of the Board agreed to take up this matter at once with the appropriate authorities of the Canadian Government with a view to its being approved by them.

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7. Progress Reports, copies of which are annexed, were distributed by the Service members of the Board.

8. The Board considered the increasing gravity of the military situation in the Pacific and possible developments therein affecting Alaska. The Board was informed that the United States Government believes that the construction of a land route to Alaska as an alternative to the sea route is imperative for the defence of North America and that the United States Government, for military reasons, favours the route that follows the general line of the Canadian airports, Fort St. John-Fort Nelson-Watson Lake-Whitehorse-Boundary-Big Delta, the respective termini connecting with existing roads in Canada and Alaska. The Board shares this belief for the following reasons:

(1) That the effective defence of Alaska is of paramount importance to the defence of the continent against attack from the West, since Alaska is the area most exposed to an attempt by the enemy to establish a foothold in North America;

(2) That sea communications with Alaska in the future may be subject to serious interruption by enemy sea and air action;

(3) That construction of the highway will provide a secure inland route not exposed to attack from the sea, will alleviate the shipping situation, and will provide an alternate route for use in case sea communications are interrupted;

(4) That the air route to Alaska and the defence facilities in Alaska cannot be fully utilized without adequate means of supply for the air route. This can best be provided by a highway along this route.

(5) That the additional line of communications via the inland route will be of great value in the event of an offensive against Japan projected from Alaska;

(6) That there is already on this continent a sufficient supply of land transport vehicles to enable the road to be used to its full capacity for the rapid reinforcement and supply of the forces in Alaska, without adding to the burden on industry, and that the machinery for the construction of the road is already in existence;

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(7) Air transport service does not offer a practicable substitute for the proposed road because of the shortage of aircraft and of aircraft constructional facilities.

(8) That the use of Skagway as a sea terminal with a road only from Whitehorse to Fairbanks would not be a satisfactory solution of the problem. (It is understood that the Whitehorse-Fairbanks section of the highway would probably be given first construction priority.)

The proposed highway would have its southern terminus on the Edmonton, Dunvegan and British Columbian Railway, which has available carrying capacity substantially in excess of the possible carrying capacity of the road. Its northern terminus would be at a point about 60 miles south of Fairbanks on the Richardson Highway, which connects Fairbanks with Valdes. From Fairbanks there is also a railway connection with Seward. According to information furnished by General Sturdevant of the United States Army Engineers, the estimated approximate length of the road is 1,600 miles of which about 1,200 miles would be in Canada and 400 miles in Alaska; that the cost of a 24 foot gravel road capable of carrying heavy traffic during both summer and winter is likely to average in the neighbourhood of $50,000 to $60,000 a mile; and that the total cost might conceivably exceed one hundred million and probably would not be less than seventy-five million. The information of the Canadian members in respect to costs was to the same effect.

As its TWENTY-FOURTH RECOMMENDATION, the Board accordingly, as a matter pertaining to the joint defence of Canada and the United States, recommends the construction of a highway along the route that follows the general line of airports, Fort St. John-Fort Nelson-Watson Lake-Whitehorse-Boundary-Big Delta, the respective termini connecting with existing roads in Canada and Alaska.

The Board was informed by the United States members that the United States Government appreciating the burden of the war expenditure already incurred by Canada since her

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entry into the war in September 1939, and in particular on the construction of the air route to Alaska, and being convinced of the necessity of the road and the urgency of its construction, would be prepared to meet the whole of the cost of its construction and of its maintenance during the war, without asking Canada to do more than provide certain facilities as indicated below. If this offer on the part of the United States Government were accepted, that Government would:

(A) Carry out the necessary surveys for which preliminary arrangements have already been made and construct a Pioneer Road by the use of United States Engineer troops for surveys and initial construction (It would expect to complete this work during the current year and is advised that the Pioneer Road should be sufficiently advanced to be capable next winter of carrying a small amount of emergency traffic);

(B) Arrange for the highway's completion under contracts made by the United States Public Roads Administration and awarded with a view to insuring the execution of all contracts in the shortest possible time without regard to whether the contractors were Canadian or American (It expects that the road should be able to carry traffic to its full capacity not later than the end of 1943);

(C) Maintain the highway until the termination of the present war unless the Government of Canada prefers to assume responsibility at an earlier date for the maintenance of so much of it as lies in Canada;

(D) Agree that at the conclusion of the war that that part of the highway in Canada shall become in all respects an integral part of the Canadian highway system subject to the understanding that there shall at no time be imposed any discriminatory conditions in relation to the use of the road by Canadian or United States civilian traffic.

In the event of this proposal being accepted, the United States Government would ask the Canadian Government to agree:

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(A) To acquire rights of way for the road in Canada, the title to remain in the Crown; in the right of Canada or of the Province of British Columbia as appears most convenient;

(B) To waive import duties, transit or similar charges on shipments originating in the United States and transported over the highway to Alaska, or originating in Alaska and transported over the highway to the United States;

(C) To waive import duties, sales taxes, license fees or other similar charges on all equipment and supplies to be used in the construction or maintenance of the road and on personal effects of the construction personnel;

(D) To take the necessary steps to facilitate the admission into Canada of such United States citizens as may be employed in the construction or maintenance of the highway, it being understood that the United States will assume the expense of repatriating any such persons if the contractors fail to do so.

9. The Board considered the necessity for the early completion of the airfields on Vancouver Island. The United States Service members stated that it was necessary to the defence of the Vancouver-Seattle area to extend the air defence to the West and that this defence could best be accomplished by utilizing operating airdromes on Vancouver Island. It was the opinion of the Board that these airdromes should have the same priority as other airdromes in that area and that their completion should be expedited.

10. The Board again considered the defence of the locks and accessory installations at Sault Ste. Marie against air attack or sabotage. The threat to this area is from Europe or from the Hudson Bay-James Bay area which might be used by the enemy for the concentration of gasoline and other supplies for use in subsequent air attacks by seaplanes.

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The Board was informed that United States defensive forces in the Military District would be augmented in the immediate future by an antiaircraft regiment (less one gun battalion) and by a squadron of pursuit planes and a battery of barrage balloons as soon as equipment becomes available and that a general officer will be assigned to command the Military District.

The Royal Canadian Air Force stressed the impossibility of air attack from the Hudson Bay-James Bay area until after the opening of navigation which is normally around the 25th of July. The Royal Canadian Air Force in the past open season carried out reconnaissance of the Hudson Bay-James Bay area and linked all radio facilities in this area with their aircraft Detection Corps. More extensive reconnaissance of the area is planned during the danger period.

The Board adopted the following as its

TWENTY-FIFTH RECOMMENDATION:

(a) That the Royal Canadian Air Force undertake to make an immediate amd comprehensive further study of the data available regarding the danger of air attack to the Sault Ste. Marie area.

(b) That the Canadian Army assign a 4-gun heavy, antiaircraft battery to Sault Ste. Marie, to protect the Canadian Locks and to tie it with the United States force in order that all-round zone defence may be established. In the event of Canada being unable to provide this equipment within the near future, the United States Army endeavour to lend the necessary guns and stores for manning by the Canadian Army until such time as Canada can meet this commitment from her own production.

(c) That the said Canadian antiaircraft battery come under the operational command of the Commanding General, Sault Sainte Marie Military District, (Michigan).

11. After agreeing that the next meeting of the Board should take place in Montreal on March 30 and 31, the Board adjourned at 3:45 p.m., February 26.

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APPENDIX

REPORT FROM SERVICE MEMBERS OF PROGRESS MADE IN CARRYING OUT RECOMMENDATIONS OF THE BOARD.

ROYAL CANADIAN NAVY

Exchange of information continues satisfactorily. A Commander R.C.N. is being appointed to the Staff of Commandant, 13th Naval District, Bremerton, as liaison officer for Commanding Officer, Pacific Coast.

2. The Flag Officer Newfoundland Force at St. John's reports a satisfactory liaison exists with Commander Task 4, Argentia and that a direct teletype system is in operation between the two bases.

3. A scheme for the protection of Canadian and United States fishing schooners which commence operations on the Newfoundland Banks early in April is being worked out by Commander Task 4 and the Flag Officer Newfoundland Force.

4. A second line of A/S Net is being laid in Prince Rupert Harbour which is supplementary to and will back up the existing net.

An anti-boat boom made of timber floats with steel spike cutters is under construction and will be used to close Metlakatla Passage at Prince Rupert.

5. A new ocean convoy escort plan using British, United States and Canadian forces has been put into effect in the Atlantic and Canadian Coastal zone. Its adoption has lengthened the time that convoys will be under full escort and has provided a more economical employment of ships.

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ROYAL CANADIAN ARMY

1. EXCHANGE OF INFORMATION

The exchange of information is continuing satisfactorily.

2. DEFENCE OF NEWFOUNDLAND AND THE MARITIME PROVINCES

Satisfactory progress is being made on the completion of the defences of Newfoundland and of the Maritime Provinces.

3. DEFENCE OF THE WEST COAST

Deliveries of Anti-Aircraft equipment to the West Coast now provide the following:

Patricia Bay Aerodrome -		2 - 3.7" guns 4 - 40mm. Bofors
Esquimalt Dockyard Sea Island Airfield	- each -	2 - 40mm. Bofors 2 - .5" A.A. M.G.'s
Prince Rupert -		2 - 40mm. Bofors

Christopher Point Battery, Esquimalt, mounting two 8" U.S. Railway Type Guns, is in action, using Swasey D.R.F., and the Horizontal Base Rangefinding System is being installed. The U.S. Ordnance is providing special 260 lb. A.P. projectiles -- with a range of 26,000 yards -- for use with these guns.

Authority is being sought for the provision (as soon as the necessary units can be made available) of the following additional infantry units:

(a) One battalion in reserve to Prince Rupert and stationed at Terrace.

(b) One battalion in reserve to Vancouver.

(c) One battalion for Tofino Aerodrome.

(d) One battalion for Port Hardy Aerodrome.

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The provision of a fifth additional battalion to be stationed as a general reserve in the central interior of the Province is under consideration.

A second Counter-Bombardment battery is planned for Prince Rupert. Informal inquiry has been made to determine if two 8" Railway Type guns can be made available for this purpose by the United States War Department, in place of two D.C. M 1888 Type guns covered by a former request.

4. IMPROVING COMMUNICATIONS TO NEWFOUNDLAND

The matter of "bottle necks" in railway facilities of the Maritimes in relation to business destined for Newfoundland via North Sydney is receiving attention. At present all Canadian freight movements of any size for Newfoundland are sent through the Port of Halifax.

5. DEFENCE OF AERODROMES

The defence requirements for the R.C.A.F. Aerodromes under construction at Tofino (near Ucluelet) and at Port Hardy, B.C., are receiving active consideration to ensure that adequate protection against enemy destruction or seizure is provided by the time the aerodromes are completed. The formation of the two infantry battalions to form the garrisons for these aerodromes is in hand.

The possibility of the enemy making use of certain beaches on the West Coast as temporary landing fields is being investigated.

The defence requirements at Goose Bay Aerodrome, Labrador, are being reviewed -- with special reference to the provision of an infantry garrison.

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6. SAULT STE. MARIE CANAL

The Canadian Department of Transport report that additional personnel were provided in 1941 to facilitate the movement of traffic through the Canadian Canal at Sault Ste. Marie. As a result there was little, if any, congestion last season as the Canadian Canal was able to pass without difficulty (in addition to the regular traffic) any ships that the American Canal routed to the Canadian side. Traffic lights are now on order, which when installed will definitely speed up night traffic. The operation of these lights will conform to those already in effect on the Welland Ship Canal.

The protection for the Canadian Canal at Sault Ste. Marie is provided by the R.C.M.P. There are, at present, a total of 18 guards at the ship canal, together with 3 guards at the adjacent Compensation Dam of the Great Lakes Power Company. In addition, three guards are being assigned for the searching of all freight trains crossing the International Bridge.

7. PROTECTIVE MEASURES - SARNIA

Upon the request of the United States Army Member, information has been obtained regarding protection of the Blue Water International Bridge and the C.N.R. Tunnel, Sarnia - Port Huron. The present guard on the Blue Water Bridge consists of two R.C.M.P. constables. The C.N.R. Tunnel, however, is not included on the list of vulnerable points designated to be protected by Dominion Government agencies. In this connection a Note outlining the Canadian Government's policy in respect to the guarding of vulnerable points has been prepared and is attached hereto.

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8. PROTECTION OF ARVIDA

Advice has been received from the British Chiefs of Staff that, in view of the over-riding necessity for sending large numbers of Anti-Aircraft guns to the Middle East, India, Burma and the Far East, no Anti-Aircraft guns could be made available from British priorities for the protection of the Aluminum Company of Canada plant at Arvida. Two experts (one on the camouflage and the other on the protection of industrial plants) have been sent from England to advise the Canadian Government. They proceed to Arvida on 19th February to determine what steps could be taken there to make the target less conspicuous and minimize damage from enemy air raids.

9. RE-HABILITATION OF THE NEWFOUNDLAND RAILROAD

The question of priorities of steel for use by the Canadian Car and Foundry Company for manufacturing rolling stock for the Newfoundland Railroad was taken up with the Canadian Steel Controller, who advised that the situation is such as to make release impossible of the steel necessary for this purpose. The matter was reported to the U.S. Army Member.

10. INCREASED RAILWAY FACILITIES TO PRINCE RUPERT

Advice has not yet been received from the United States authorities as to the extent to which it is proposed to make use of Prince Rupert as a shipping port for Alaska. It is understood that test shipments of freight have been made by rail from Seattle and from Chicago to Prince Rupert to determine the transit time required.

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11. TERRACE - PRINCE RUPERT ROAD

The Canadian Government has approved the project to complete the road from Terrace to Prince Rupert.

12. TRANSIT OF ARMED FORCES

Information has been requested by the Canadian National Railways in connection with troop movements between Detroit and Buffalo over the Michigan Central Railway and from Port Huron to Niagara Falls and Buffalo, as to whom "local notification" of such troop movements should be sent in the United States and Canadian Military Districts concerned. The Canadian Military Officers to be notified in this connection are the District Officer Commanding Military District No. 1 at London, Ontario, and the District Officer Commanding Military District No. 2 at Toronto, Ontario.

A P P E N D I X

Note on Canadian Government Policy in respect of the guarding of Vulnerable Points.

1. The question having been raised as to the measure of protection being afforded at the Canadian ends of the Blue Water Bridge and the Grand Trunk Tunnel at Port Huron, Ont., it has been thought desirable to draw up a note outlining Canadian Government's policy in respect of the guarding of vulnerable points.

2. This question was duly inquired into and reported on by a standing interdepartmental committee during the months preceding the outbreak of war in

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1939. The Committee's recommendations were duly approved by the Canadian Government. They have since been confirmed on several occasions.

3. In their enquiry the committee observed that the defence or protection of vulnerable points fell under two heads, mamely,

(a) Defence against the actions of the armed forces of the enemy, and

(b) Protection against the actions of evilly-disposed persons, who while they might conceivably be members of the enemy's armed forces would not, in the circumstances under consideration, be then acting as such.

4. As regards attack by the armed forces of the enemy, the position is clear. Such measures of protection as each particular point may require by reason of its geographical location, degree of vulnerability and so on, clearly devolve on the Canadian Fighting Forces generally, and the Army in particular. Thus installations on the coasts which are held to be exposed to attack by the armed forces of the enemy have been provided with military guards or else are otherwise indirectly protected by the dispostions of the coast defence garrisons. A particular case in point is the provision of anti-aircraft protection at the Aluminum Company's plant at Arvida in the Province of Quebec.

5. In the view of the Committee the protection of vulnerable points from sabotage was, and continues to be, quite another matter. It is simply that the maintenance of law and order and the protection of life and property are, under Canadian law, the business

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of the local civil authority, and also as respects the protection of property, that of the proprietor.

6. In the application of this policy however, a notable exception was made. It will readily be observed that certain installations, by their very nature, are essential to the effective conduct of military operations and as defence is a duty of the Dominion Government, responsibility for the protection of this class of vulnerable points was assumed by the central authority. As however the protection of property is the business of the civil authority, this responsibility is discharged not by the army, but by the Royal Canadian Mounted Police.

7. In the light of the foregoing, the Canadian Government's policy in this regard may briefly be stated as follows:

(a) In time of war responsibility for the external protection of vulnerable points against sabotage continues to rest, except when other arrangements have specifically been made, on the authority responsible therefor in time of peace.

(b) Responsibility for internal precautionary measures, including the rendering of premises reasonably secure against intrusion, rests, as a general principle, upon the occupier.

8. While the Committee's recommendations were approved and the Government's policy was defined prior to September, 1939, on the outbreak of war local army commanders called out troops to guard certain vulnerable points in accordance with previous general instructions and to some extent at their own discretion. Military guards were also provided

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at a number of points for the reason that at the time the R.C.M.P. had not yet raised the required number of special constables. This was done, however, in due course and the military guards were generally relieved by civil guards during the autumn of 1939.

9. No civil guards were placed on the Canadian end of the Grand Trunk Tunnel for the reason that the responsibility for such protection as might be considered desirable is the responsibility of the local authority and the proprietor. For the same reason, none should have been placed at the Blue Water Bridge, but because of local political pressure, an exception was made.

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ROYAL CANADIAN AIR FORCE

FIRST RECOMMENDATION

Exchange of Information

Continuing.

SECOND RECOMMENDATION

Gander Lake Airport

Labour conditions have improved slightly and forces are now in the vicinity of 2,500. However, bad weather conditions and heavy snow falls have retarded progress generally.

Fifty buildings have been inspected and recommended for acceptance by the Board of Officers. Central heating layout in the United States area has been revised to permit more rapid completion. The Gander Lake water system is being used with a temporary pumping set-up pending completion of the permanent pump house. The steam power plant is now in operation. The 1000 seat theatre in the United States area is almost completely sheathed in.

Fair progress has been made in the United States gasoline bulk storage areas, despite heavy snow storms repeatedly filling in the excavations.

The fused bomb stores between runways 3 and 4 are over 70% completed. Erection of all hangar steel has been completed and all hangars are closed in with the exception of No. 8 which has been roofed over. Progress on the laundry, boiler house and sewage disposal plant has been fair.

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Botwood

Headquarters, Officers' Mess and Quarters, N.C.O's quarters, two O.R. quarters amd mess, canteen and maintenance section buildings are all approximately 90% complete.

The water reservoir is complete except for backfilling. Water and sewer mains are over 80% completed and less than 2000 feet of 8" water pipe to Peters River remain to be laid.

The screen and well pits at Peters River Pumping Station are complete, and the inlet pipe is 75% completed. The pumphouse walls are ready for pouring. Excavation in the hamgar and parking areas is slow because of heavy frost. Hangar steel is now on the way, but complete deliveries cannot be expected before the end of March.

Tor Bay

The radio range building is approaching completion and the main tower has been erected. One O.R. Quarters, Workshop, Stores, W. & B. Building, M.T. Workshop and Garage, and Guard House are all at least 70% completed. Steel for one hangar is being shipped and steel for two other hangars is being fabricated. Good progress is being made on water and sewer systems.

THIRD RECOMMENDATION

Expansion of aircraft operating facilities - Dartmouth and Shelburne.

Dartmouth

Runway extensions are completed. There still remains a small amount of grading to be done which will not be completed until June 30, 1942.

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Shelburne

Development completed with exception of parking area and boat dock. This latter will not be completed until June 30, 1942. Rail connection with C.N.R. is being laid.

FOURTH RECOMMENDATION

Channels for Acquisition of Material

Nil

FIFTH RECOMMENDATION

Communications

Nil

SIXTH RECOMMENDATION

Production Information

Nil

SEVENTH RECOMMENDATION

Joint Canadian-U.S. Basic Defence Plan No. 2 (Short Title ABC-22)

Nil

EIGHTH RECOMMENDATION

Acquisition of U.S. bases - Newfoundland

N.A.

NINTH RECOMMENDATION

Internment Camp - Newfoundland

N.A.

TENTH RECOMMENDATION

Development Northwest Staging Route

Grande Prairie, Alta.

Field Development - The E.W. grass landing strip is snow compacted for an area 4000 ft. by 300 ft.

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The NW-SE grass landing strip is snow compacted for an area 4000 ft. by 300 ft. Both landing strips are safe for heavy aircraft. Twenty-three thousand (23,000) cu. yds. of crushed gravel are stockpiled for use on runways.

Aerodrome Buildings - Administration building, staff residence, transmitter building and equipment garage are nearing completion. Sewage disposal plant is 75% completed and water supply system approximately 50%.

Power and Electrical Services - Power line to radio range station is completed and emergency plant is installed. Installation of field lighting is deferred until spring.

Radio Range Station - Towers, grounds, cables and buildings are erected. The station is on the air daily and calibration is completed.

Communication - Short wave transmitter is operating, and remote or local control is possible from the airport. Hourly weather reports are exchanged between stations. Field condition reports are forwarded daily to Edmonton. The wiring of A.T.3 and long wave transmitter is completed and it is in operation.

General - Four (4) men are employed at this site on snow rolling and maintenance. All possible assistance is given aircraft in transit, including assistance in re-fuelling and in obtaining weather or field reports.

Fort St. John, B.C.

Field Development - The NW-SE landing strip has the first lift of consolidated gravel laid, area 4400 ft.

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C220625

by 150 ft., the NE-SW landing strip is fine graded, area 4500 ft. by 150 ft. Both landing strips are snow compacted with widths increased to 300 ft. in order to offer better landing facilities. A well has been bored to 536 ft., and the drilling is completed. It is reported to have a flow of 13.2 gallons per minute.

Aerodrome Buildings - Married quarters are practically complete, single quarters 55%. Administration building is almost complete; equipment garage is 30% complete. Sewage disposal system is completed.

Power and Electrical Services - Power house and transmitter buildings are practically completed with Diesel plant installed. Field lighting will be carried out early this spring.

Radio Range Station - Range and transmitter buildings are completed, towers erected and cables laid; the remote control line is 90% completed. The radio range is in daily operation having been calibrated.

Communication - Hourly weather reports are exchanged between stations. Conditions of field are reported daily to Edmonton. The radio and meteorological buildings are now staffed.

General - All possible assistance is given aircraft in transit, such as weather reports, field reports, assistance in handling aircraft and re-fuelling. The Imperial Oil Company is supplying gasoline in quantity and have approximately 100,000 gals. of 100 Octane fuel in transit on February 5th, consigned to the U.S. Army Air Corps. A 1000-gallon tank is being erected at the aerodrome and a constant reserve will be available. It is also proposed to install 2 storage tanks of 12,000 gals.

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each. A reserve supply will be carried in 100 barrels of 45 gal. capacity, to take care of possible demand when roads are impassable between Dawson Creek and Fort St. John. No military air personnel are reported at this site.

Fort Nelson, B.C.

Field Development - The NE-SW landing strip is 90% graded and the first lift of gravel has been placed on the runway. A temporary winter landing strip, 4700 ft. by 300 ft., has been snow compacted and is marked with evergreen trees, and available for use. An additional area outside this strip is rolled to prevemt drifting. Floating and snow rolling is being carried on. A well has been bored to a depth of 421 feet, and is cased 5-inch diameter. The tools were recently lost in the hole and an undercut is being carried out. Preparations for bailing tests are being made.

Aerodrome Buildings - Barracks and staff quarters are 65% completed. Transmitter building and garage are nearing completion. Nose hangar is completed.

Power and Electrical Services - Power house, transmitter building, radio and meteorological buildings are 90% completed. Generators have been delivered to the site and the power line is 90% complete. Lighting will be completed early this spring.

Radio Range Station - Buildings are completed and the range is in operation with emergency power. Calibration completed.

Communication- Hourly weather reports are exchanged with other stations and daily field reports forwarded to Edmonton. Work is proceeding on installation of the short wave transmitter.

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General - 81,725 gals. of 100 Octane gasoline and 2,364 gals. of oil are at the site. The Department of Transport has for its own use 450 gals. of 80 Octane and 20 gals. of 87 Octane on hand. 15,000 gals. of 100 Octane arrived here on January 27th. Assistance for aircraft in transit comprises meeting aircraft and directing to parking area; arranging meals and sleeping accommodation; helping with re-fuelling, and other work as required. No military air personnel are reported at this site. Light sleds and horses are used in freighting material across the Peace River. Freight is also being shipped in by air.

Watson Lake, Y.T.

Field Development - The NW-SE runway is completed with a 6-inch gravel base. A 3-inch first lift gravel base has been placed on connecting strips. A second lift will be placed immediately conditions are favourable. The NW-SE runway is snow rolled and compacted for winter service. Centre strip 150 ft., quite firm. Side strips 150 ft. each, fairly firm. Lanes provided from taxi strip to runway.

Aerodrome Buildings - Administration building, equipment garage and staff quarters are completed. Barracks are not yet finished but temporary accommodation for barrack personnel is available in the staff quarters. Water and plumbing services are installed.

Power and Electrical Services - The power house completed was destroyed by fire on January 3rd. A new power plant is now being installed in the store house and should be in operation by February 15th. A second power plant is on order.

Radio Range - Power and control lines are erected between the airport and the range, and station is

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operating from remote control. Short wave transmitter is in operation and signals reported good. The calibration of the range is completed, but the bearings are only approximate due to the limited number of check points and inadequate maps.

Communication - Operation is daily from range emergency plant. Weather is broadcast twice during the hour.

General - All assistance possible is given by the Department of Transport personnel to aircraft in transit, including assistance in re-fuelling and obtaining weather reports, field conditions and other information available.

Whitehorse

Field Development - The N-S runway is paved with 2-inch bituminous surface; seal coat will be applied as soon as construction season opens in spring. Taxi strips are laid with a consolidated gravel base; bituminous surface will be placed immediately weather conditions are favourable. The NE-SW runway is graded and completed with consolidated gravel base. The N-S runway is snow compacted for winter operation; an area of 5,800 ft. by 500 ft. reported as having a good surface. Taxi strips are also rolled and compacted.

Aerodrome Buildings - Administration building and equipment garage are completed. Staff quarters and balloon shelters are completed with exceptions of small amount of painting. Electrical and telephone panels are being installed. Water supply and sewage system are installed to buildings.

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Power and Electrical Services - Power supply is completed to field, transmitter building and radio range site. Field lighting is completed, and obstruction lights are being installed. An emergency power plant has been received but is not yet erected.

Radio Range - Installation of transmitter is completed and the calibration of the range is completed. The electrical panels are being finished. Splicer from Alberta Government Telephones working on control cable to S.W. Station.

Communication - The station is completed and on the air daily. Hourly reports are being sent out in secret code. Arrangements are being made to exchange weather reports with the Alaskan Stations of C.A.A.

General - Gasoline at the site is handled by the British Yukon Navigation Company. Four (4) radio personnel are at the site. All assistance possible is given aircraft in transit, including towing or other work of similar nature requested by aircraft personnel.

Prince George, B.C.

Field Development - Clearing of the site is completed and clearance of flightways is in progress. A second lift of gravel has been applied to the NE-SW runway, and catch basins are being placed in the drainage system. A snow roller has been in use since January 23. The N-S landing strip has one course of gravel laid. This landing strip is snow rolled for an area of 4,100 ft. by 150 ft. and the surface is in good condition. Aircraft of the Yukon Southern has made successful landings. The remainder of the field is unserviceable and ungraded.

Power and Electrical Services - Power house is completed with two (2) Diesel plants in operation and a third almost completed. Power line to the radio

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range site is completed. Power service to the transmitter building is also completed and service to buildings. Remote control is in operation from the short wave building.

Radio Range Station - Range buildings are completed amd the station is in operation, having been calibrated.

Aerodrome Buildings - Administration building, four (4) residences, equipment garages and transmitter building are completed with all services installed.

Communication - The station is in daily operation. Hourly reports in code are exchanged between stations.

General - Thirteen (13) men are employed on the site by the Department of Transport and by the contractor. All possible assistance is given to aircraft in transit. Lanterns are on hand in case of emergency night landings.

Smithers, B.C.

Field Development - The N-S landing strip is cleared and rough graded. Snow is compacted for an area of 3,600 ft. by 150 ft. The balance of this site is ungraded and unserviceable with no emergency lighting equipment available. Lanterns were being shipped from Vancouver in the middle of January.

Buildings - The administration building is nearly complete and the equipment, including antennae is being installed.

Power and Electrical Services - Erection of power transmission line is 50% complete. Power house completed and Diesel plant installed.

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Radio Range - Range building is complete except for some exterior painting, and the range station is in operation with emergency power. Cable laying for C.S.M. is 95% complete. Station calibrated.

General - Twenty (20) men are employed by the Department of Transport on powerline construction. The contractor has 15 men employed on buildings and maintenance. No military air personnel are at the site.

ELEVENTH RECOMMENDATION

AERODROME - UCLUELET

Tofino

Field Development - Landing strips have been cleared and stumped and the clearing of flightways is in progress. A total area of 300 acres has been cleared to date. 700 ft. on the west and of E-W flightway has been filled. The landing strip areas have an overburden of semi-liquid humus with underlying hard packed sand. This overburden will be removed and replaced with gravel, levelled off to approximate finished grade. A drainage ditch is being excavated around the field to relieve inundations. A crew of labourers, ten men, are ditching and draining pools of water and wet areas over the entire field. The digging of hand-drains has been commenced.

Gravel for landing strips will be brought from Cypress Bay to McLean Point, two miles north of the aerodrome boundary. A wharf with storage buildings is under construction at McLean Point, a derrick has arrived at the site, and wharf piling is 50%

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completed with the decking started. The wharf site and road from the wharf to the aerodrome is 95% cleared and 80% graded. Camp buildings are being erected at McLean Point. Reconstruction of the Ucluelet road is underway, and a road grader has arrived. Clearing on the road diversion is nearly completed. 1½ miles of gravel has been laid. Soft muskeg places on the road are being filled with corduroy with heavy coating of gravel on top.

Port Hardy

Field Development - The camp site is levelled off and road to runways has been cleared and stumped. 800 ft. of the road has been graded. The total length of the road is 4,500 ft. A pile driver and crew for construction of wharf have arrived and construction work is in progress. Nine (9) bunk-houses have been erected. Office building has been erected and cookhouse is nearly complete. 15 acres of the aerodrome site have been fallen and 8 acres cleared and stumped.

TWELFTH RECOMMENDATION

War Industry

N.A.

THIRTEENTH RECOMMENDATION

Sault Ste. Marie Canal

N.S.

FOURTEENTH RECOMMENDATION

Facilities - Halifax and Botwood

See report second recommendation re Botwood, and third recommendation re Dartmouth Seaplane Base.

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FIFTEENTH RECOMMENDATION

Aviation Gasoline Storage

Nil

SIXTEENTH RECOMMENDATION

N.A.

SEVENTEENTH RECOMMENDATION

Goose Bay

Field Development - Three (3) landing strips 5,000 ft. by 300 ft. are snow compacted but are not serviceable due to six consecutive days snow. No.1 will be serviceable with strip 150 ft. wide within four hrs. after the storm ends. On February 16th runways No. 1 and 2 were serviceable. Sides and ends of landing strips are marked with spruce trees and smudge pots. Servicing facilities, tie-down anchors and crash tender are available, and electric flare path is in operation. A hangar area 200 ft. by 400 ft. has been prepared and a loop entrance is provided from the taxi strips.

A well has been bored to a depth of 415 ft., with clay encountered at 300 ft. No water was reported and the drilling was discontinued. Sample of water from Otter Creek and Hamilton River have been sent to St. John for testing, and a weir has been constructed to measure the flow. Flow reported to be 400 gals. per minute at mouth of Otter Creek and at a point 4,000 ft. up the Creek there is a flow of less than 40 gals. per minute. Natives report the Otter Creek water is very poor. It is believed water supply will have to come from Hamilton River.

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Buildings - Stores building is 98% complete and now in use. Supply Depot 75% Officers' Quarters 90% and Officers' Mess 50% completed. The nose hangar is 98% completed and ready to admit planes.

Roads - The N.W. River road is cleared, grubbed 100% and graded 75% towards completion. The hill near the camp has been cut to a 5% grade. A stockpile of 150,000 cu. yards gravel is available for future use.

Electric Services - Power and transmission line right-of-way is practically cleared and line to range 85% complete. The ceiling projector and alidade is 75% complete. Power to operate equipment is being provided by 5 kw. plants borrowed from Radio Division and set up in the workshop lean-to; this plant also operates ceiling projector, and may provide sufficient power for R.C.A.F. receiver operating in the other lean-to. Construction of transmission building is 95% completed.

Radio Range - 95% of the range site has been cleared and graded. Range buildings are completed and are in operation. Remote control is to be added to the nose hangar within a week. Transmitter is in operation and sending out homing signals. The Counterpoise foundation is 50% complete.

EIGHTEENTH RECOMMENDATION

Argentia

N.A.

NINETEENTH RECOMMENDATION

Northwest Staging Route

See report - Tenth Recommendation.

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TWENTIETH RECOMMENDATION

Road Communications

Latest reports are that the location survey between Gander and Lewisporte has been completed and is approximately 38 miles long. The engineer in charge of the survey has returned from Newfoundland with all notes and data; the engineering staff of the Department of Mines and Resources is plotting profiles and consolidating information prior to laying down location lines. An estimate is expected within a week or so.

TWENTY-FIRST RECOMMENDATION

Maintenance

Nil.

TWENTY-SECOND RECOMMENDATION

Nil.

TWENTY-THIRD RECOMMENDATION

Nil.

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C220636

UNITED STATES NAVY

SECOND RECOMMENDATION

The Naval Operating Base, Argentia, has been in use as a base through the winter as a base for both heavy and light escort units and for naval patrol planes. At the present time a squadron of navy patrol land planes is operating from the Naval Air Station. Revetments for the protection of land planes have been authorized to be constructed. The experience of the winter, including the use of the anchorage during heavy weather, together with reasons of security and internal administration, have indicated the need for rearrangement of the waterfront and the terminals of the Newfoundland Railway. This latter matter is being studied and will be taken up through appropriate channels.

SAULT STE. MARIE LOCKS.

The Commandant, Ninth Naval District, after evaluation of the problem of security measures for ore carriers on the Great Lakes, has recommended as follows:-

To insure the uninterrupted flow of iron ore from mine to blast furnace; to insure positive resistance against any possible attempt of the enemy to successfully use bombers, para troops from lighter or heavier than air craft, or saboteurs, it is urgently recommended that:

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(A) There be established an air base for an Army interceptor force sufficient to maintain a constant air patrol, and adequate combat power to protect transportation of iron ore from source to destination.

(B) The Dominion of Canada be invited to establish an interceptor force and air patrol over a radius region from the locks, including Hudson Bay.

(C) There be established in proximity to the Sault Sainte Marie Locks not less than six (6) separate army anti-aircraft batteries of four guns each, together with appropriate listening devices and lights.

(D) A ground force of not less than ten thousand (10,000) be deployed strategically, equipped with automatics, machine guns and rifles, particularly in the critical areas about the Sault Sainte Marie Locks, Escanaba, Michigan, and the Saint Mary's and Detroit Rivers.

(E) Marine Guards be placed aboard all ore carriers.

(F) At the Sault Sainte Marie locks an additional coast guard search and escort party board each carrier for searching and escorting.

(G) The use of locks be restricted solely to the war effort.

(H) Alternative ore docks be established at Escanaba, Michigan, with increased rail facilities from the mines.

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UNITED STATES ARMY

RECOMMENDATION 2, Defence of Newfoundland

Communications.

The proposed communications system for the United States forces in Newfoundland is awaiting formal approval within the War Department. The Signal Corps, anticipating its approval, has dispatched Lt. Col. Baker, Signal Corps, to Newfoundland for the purpose of discussing with the Base Commander the proposed construction. It is the desire of the War Department that construction be started April 1 - 15, 1942.

RECOMMENDATION 4, Defence Materials for Canada.

It has been found that two eight-inch railway guns and carriages can be made available for the defence of Prince Rupert. These have a considerably greater range than the eight-inch guns on disappearing carriages and can be installed with far less delay.

RECOMMENDATIONS 10 and 19, Staging aerodromes in Canada.

Construction is proceeding satisfactorily.

Gasoline and oil status is as follows:

Airport	On Contract	On Hand	No. of Pump
xFort Nelson	100,000 gals	64,455 gals	3
Fort St. John	100,000	20,875	3
Grande Prairie	50,000	22,000	2
Edmonton	100,000	48,723	3
Calgary	50,000	17,100	2
Williams Lake	2,000	2,000	3
Kamloops	2,000	2,000	3
Prince George	16,500	16,500	3
xxWatson Lake	100,000	3,000	3
Whitehorse	300,000	300,000	3

x An additional quantity of 200,000 is in process of being delivered to Fort Nelson.

xx 30,000 gallons a month will be moved from Whitehorse to Watson Lake. 15,100 gallons stranded at Dease Lake can be moved in approximately ten days.

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U.S. Air Corps will place gas and oil at the following points in the amounts indicated:

Winnipeg	20,000	gallons
Regina	20,000	"
Lethbridge	20,000	"
Saskatoon	20,000	"

RECOMMENDATION 13, Sault Ste. Marie Locks.

The United States Defence forces at Sault Ste. Marie will be augmented in the immediate future by one anti-aircraft regiment (less one gun Bn), and when equipment becomes available (probably by June 1) by a battery of artillery with barrage balloons. A general officer will be assigned to command the Military District. Proposals relative supplementary action by the Canadian Government will be discussed at this meeting.

The anti-aircraft armament of the regiment will consist of twelve 90mm and thirty-two 37mm AA guns and twelve 50 caliber AA machine guns.

RECOMMENDATION 16, Rehabilitation of Newfoundland Railroad.

War Department states that contract for building of rolling stock was awarded Canadian Car and Foundry, January 31, 1942. Mr. Drury, President Canadian Car and Foundry, visited the Army members on February 20, 1942 and stated that information reference priority of materials would be furnished the following day. Mr. Drury stated that Canadian Car and Foundry will be able to complete their contract on rolling stock in less than the alloted 60 days upon receipt of material. Material could not be furnished in Canada and, therefore, must be furnished by the U.S. for construction by Canadian manufacturer.

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Canadian Car and Foundry states that War Supplies Limited has been alloted priority A-1-C for materials.

RECOMMENDATION 17, Northwest River Landing Field.

It is suggested that early action be taken to provide a defensive force for the landing field at Northwest River.

RECOMMENDATION 22, Decentralization of Functions to Local Commanders.

The U.S. Army Commanders concerned have been advised of the approval by both Governments of the 22nd Recommendation of the Board.

RECOMMENDATION 23, Coordinated Aviation Training.

On February 14, Army Air Forces issued a directive to Chief of Air Corps as follows:

1. It is desired that you make a study of aviation requirements and facilities for the Army Air Forces.

2. It is desired that representatives of your office contact Canadian aviation training representatives in order that they may be assembling the same information in regard to Canada.

3. When this data has been prepared, you should arrange a meeting with the Canadian representatives in order to consolidate this statistical and factual information.

Upon completion of the action above, Army Air Forces proposes to arrange a committee to make recommendations on the subject. This committee to be composed of representatives from Army Air Forces, the Navy, Canadian and British aviation training people.

There is nothing of importance to report on the recommendations that are not mentioned.

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OFFICE OF THE CLERK OF THE PRIVY COUNCIL

MEMORANDUM

C220641

April 21st, 1942.

Secret

For the Prime Minister:

Attached is copy No. 1 of the Journal of Discussions and Decisions of the Permanent Joint Board on Defence, covering the twenty-seventh and twenty-eighth meetings of the Board held in Montreal on April the 7th and 8th, which has just been received from Keenleyside.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

I assume that this report will be submitted formally at an early meeting of the Cabinet War Committee, and referred to the Defence Ministers and the Minister of Munitions and Supply for subsequent recommendation.

A.D.P.H.

A.D.P.H.

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PAPIER DE COULEUR

No. 1

C220642

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

TWENTY-SEVENTH MEETING OF THE BOARD, MONTREAL, APRIL 7 and 8, 1942.

1. The twenty-seventh meeting of the Permanent Joint Board on Defence was held in Montreal at 10.30 a.m. on Tuesday, April 7, 1942. The following members participated:

Canadian Members	United States Members
Col. O. M. Biggar	Hon. F. H. LaGuardia
Brigadier G. P. Vanier	Lt. General S.D. Embick
Major General M. A. Pope	Captain F. P. Thomas
Commodore H. E. Reid	Captain F. P. Sherman
Air Commodore F. V. Heakes	Col. R. W. Douglass Jr.
Mr. H. L. Keenleyside	Mr. J. D. Hickerson

Lt. Col. J. H. Jenkins and Lt. Col. C. Gailey also attended.

2. Progress reports, which recorded satisfactory improvements in the defence arrangements on this continent, were read and accepted.

3. The Board received and discussed the study of the air defence of the Sault Ste. Marie area as prepared by the Royal Canadian Air Force in accordance with the 25th Recommendation, and a corresponding study of the Arvida area.

It was agreed that Sault Ste. Marie and Arvida were well within the overall defences of Eastern Canada and the Northeastern section of the United States. The measures which had already been taken for the defence of the Sault and Arvida were reviewed in detail and it was concluded that appropriate provisions are being made by both governments, considering the requirements elsewhere. It was noted that steps are being taken to

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place a fighter unit in each area and it was agreed that at the earliest practicable time aircraft detector systems should be provided for early warning of the approach of enemy aircraft and the control of fighter aircraft, and also, in the Sault area, a common system of operational control.

4. The Royal Canadian Air Force Member drew the attention of the Board to the generally satisfactory relations between the United States and Royal Canadian Air Force authorities on the west coast. He referred, however, to two instances in which speedy cooperation was being handicapped by command arrangements in the United States. In this connection the Board felt that the principle of decentralization of command, as referred to in paragraph 4 of the Journal of the Board at the New York meeting, December 20th, 1941, should be applied, with respect to air, in the Seattle area. This would further cooperative action as between United States and Canadian forces, particularly with respect to immediate striking action at an enemy appearing off the coast. The United States Army members agreed to take immediate steps to review the situation to which reference had been made.

5. The Secretary of the Canadian Section, at the direction of the Canadian government, brought to the attention of the Board certain observations reported by the representative of Canada at the first meeting of the Pacific Council in Washington to have been made at that meeting by the President of the United States concerning Canadian participation in the general defence of Alaska.

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The American Service Members brought to the attention of the Board the report of a conference between the Commanding General, Western Defence Command (United States); the Commander Northwestern Sea Frontier (United States); the General Officer, Commanding in Chief, Pacific (Canada); the Air Officer Commanding Western Air Command (Royal Canadian Air Force); and the Commanding Officer Pacific Coast (Royal Canadian Navy), which concerned itself with the defence of the Queen Charlotte Islands, the northern area of the Canadian Pacific Sector and the relationship of this problem to the defence of Alaska and made specific recommendations understood by the Board to be:

(a) That this correspondence be submitted to the Permanent Joint Board on Defence for consideration.

(b) That the Royal Canadian Air Force station one squadron of fighter aircraft at Annette Island, Alaska, pending the availability of a similar squadron by the United States.

(c) That the airfield at Smithers, British Columbia, be garrisoned by the Royal Canadian Air Force with one squadron of fighters and one squadron of medium bombers.

The Canadian Service Members reported the following recent decisions to increase the strength of the Canadian forces in the area:

(a) ARMY

By midsummer Army strengths will have been increased to the equivalent of two infantry divisions with supporting Coast and Anti-aircraft artillery.

(b) AIR FORCE

The number of Royal Canadian Air Force squadrons, Western Air Command, will be increased from 10 to 24.

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The American Naval Members brought to the attention of the Board the recent agreement between the Governments of Australia, New Zealand, the United Kingdom, the Netherlands, and the United States establishing the Pacific Theatre as an area of United States strategic responsibility; and also the constitution of the Pacific Ocean Area and the assignment of the present Commander-in-Chief, Pacific Fleet, as the Commander-in-Chief, Pacific Ocean Area.

It was agreed that the Service Members concerned should ascertain the views of their respective departments and advise the Board as to any further action required for the defence of Alaska.

6. The Board was informed that, as the service to Alaska which could be furnished by Northwestern Airlines (under the contract referred to in paragraph 6 of the Journal covering the 26th meeting of the Board held in New York on February 25, 1942) was not adequate to meet the needs of the United States Army, a supplementary contract for additional service of the same character was being made by the United States Army Air Corps with United Airlines. It was agreed that both contracts stood in the same position.

In this connection Mr. Keenleyside presented to the Board a memorandum prepared by the Canadian Director of Air Services which stressed the necessity of unifying control if serious transportation difficulties are to be avoided by those engaged in the construction of the Alaska Highway. The United States members of the Board agreed to study the representations outlined in the memorandum under reference.

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7. The Board was informed by Mr. Hickerson that the United States Government was putting forward through diplomatic channels a proposal for the establishment of a military air contract service between the United States and Iceland by way of Canada, Newfoundland, Labrador and Greenland.

8. Reference was made to various proposals for the construction of supplementary or "feeder" roads to connect with the Alaska Highway in British Columbia. The Secretary of the Canadian Section presented a memorandum prepared by the Chief Engineer of the Department of Public Works of British Columbia in which various suggestions for a highway to connect Prince George (and thus Vancouver and Seattle) with Fort St. John were outlined. The United States members agreed to discuss this memorandum with the appropriate officials in Washington.

In reply to an inquiry by the Canadian Section, the United States members stated that as it is intended to use railway rather than highway facilities for the transportation of goods and personnel as far as Dawson Creek, there is no reason to divert labour and machinery for the improvement of highway facilities between Edmonton and the railhead.

9. At the request of Mr. E. A. Seal of the British Admiralty Delegation in Washington, the following statement, which was addressed to Commodore Reid, in regard to the Camp at Carbonear was read:

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"The British Admiralty Delegation have received a telegram from the Admiralty referring to a decision of the United States-Canada Defence Board taken in November 1940, which vetoes the use of a Prisoner-of-War Camp situated at Carbonear, Newfoundland. The reason is stated to be the risk of an attack by enemy raiders.

The Admiralty say that in view of the changed situation in the North Atlantic they feel that the same objections to the use of the camp for prisoners-of-war or internees no longer apply.

The British Treasury wish to re-open the matter in order to avoid financial loss and the wastage of asset involved by not using the camp for this purpose."

It was the unanimous view of the Board that its recommendation to the two Governments should stand and that the use of this camp for enemy prisoners would be a serious and an unwarranted menace to the security of Newfoundland, Canada and the United States. It was agreed that the Service Members of the Board would recommend to their respective Departments that consideration be given to the possibility of making some use of this Camp or of the construction material used in building it.

10. The meeting adjourned at 5.30 p.m.

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

TWENTY-EIGHTH MEETING OF THE BOARD, MONTREAL, APRIL 8, 1942

1. The twenty-eighth meeting of the Permanent Joint Board on Defence was held in Montreal on Wednesday, April 8, 1942, at 10:00 a.m. Those present were the same as on the previous day except for the absence of Brigadier Vanier.

2. The Board reviewed and revised certain draft statements for inclusion in the Journal which had been prepared overnight.

3. Attention was drawn to the fact that whereas the Board had recommended in December that a joint Conference be arranged between the appropriate authorities of Canada, the United States and the United Kingdom to prepare "recommendations for co-ordination of the entire aviation training programmes to be conducted in Canada and the United States", and although this Recommendation had been approved by both Governments shortly thereafter no further apparent progress had been made. Certain explanations of this delay were presented. An American Army member stated that invitations had been issued to both the Royal Air Force and the Royal Canadian Air Force by the Commanding General of the United States Army Air Forces, for a joint informal meeting at an early date.

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4. It was agreed that, in view of the desirability of an early check on the progress being made in connection with certain of the matters considered at this meeting, the next session of the Board should be held rather sooner than would ordinarily be contemplated. It was decided that the Board would meet at the City Hall, New York, at 10:30 a.m. on Monday, April 27th, 1942.

5. The meeting adjourned at 12:30 p.m.

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COPY NO. 28

Permanent Joint Board on Defence
(Canada - United States)

R.C.A.F. Progress Report for the
April 7th Meeting
(Montreal, P.Q)

SECRET

5th April, 1942

First Recommendation Exchange of Information

Continuing satisfactorily.

Second Recommendation Defence of Newfoundland

Gander Lake Airport

Work on this project has proceeded throughout the winter notwithstanding weather conditions and adverse labour situation. It is anticipated that the bulk of the present building programme will be completed within 40 - 60 days.

The radio range station is approximately 85% complete and the range site has been cleared 58% and partly stumped. The steel erection of three towers is complete and that of the fourth 30%. The counterpoise is 90% complete. Radio range equipment is installed. All power line poles are in place and 86% of the lines strung and the power cable ditch is excavated. It is anticipated that the radio range station will be ready for operation approximately April 10th.

The Canadian Government has approved the U.S. request for construction of roads for U.S. temporary blind landing installation.

Botwood

All buildings, with the exception of hangars, are nearing completion. Excavation for footings in one hangar is completed. Concrete is being poured for column bases. Excavation is in progress for foundations of second hangar. Steel for both hangars is beginning to arrive on the site and reports have been received from the steel fabricators that all of the steel required will be ready for shipment by April 18th.

Sewer system is installed to service all buildings. Water pumping station at Peters River is complete and pumps in operation. The 300,000 gallon water storage reservoir is complete and in use. Water mains and hydrants are sufficiently advanced that all buildings can be supplied with water and be given fire protection. The power house is nearing completion and equipment is now being installed. Distribution lines are installed to all buildings. Work has started on the excavation for the bomb stores on Killick Island.

A detailed report as to the progress and availability for operations of Botwood is being prepared and will be sent to the U.S. Naval Air Service representative direct as soon as available.

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Second Recommendation (Cont'd.)

Torbay

Whereas all field development work was stopped for the winter at Torbay, steady progress was made on building construction, work on 16 buildings being on the average 50% complete. The radio range building has been completed and the transmitters are being set up. Excavation and foundation of the tower footings are complete, with 40% of steel erection and counterpoise 95% complete. Ground system 35% complete. Power line poles and cross-arms 12% erected. Cone of silence marker completed. Water, sewer and power services are 75% installed. Arrangements are now being made to increase all runways to 5,000 feet.

Third Recommendation — Expansion of Aircraft Operating Facilities - Dartmouth and Shelburne.

Dartmouth

Work is progressing on foundations for new hangar. Fabrication of the structural steel in shops is progressing favourably and it is anticipated that steelwork will be available for erection upon completion of foundations.

Additional development has been approved, including additional grading to the hangar area; hard surfacing of certain taxi-strips, the area between hangars, and that in the vicinity of the bombing-up area; also hard-surfacing of runways Nos. 1 and 3 (runways Nos. 2 and 4 were paved last season).

Shelburne

All buildings at this station are completed with the exception of the hangar, which was delayed on account of difficulty in obtaining steel. Steel has now been delivered and it is anticipated that the hangar will be completed by June 1st.

Gasoline installation has been completed. Rail connection with C.N.R. is being laid. Boat dock will be completed June 30th.

Fifth Recommendation — Communications

Air Transport

The Trans-Canada Airlines are conducting familiarization and occasional flights into Newfoundland in connection with the airline operations to be commenced approximately May 1st, 1942, by which time it is anticipated that calibration of radio range stations at Torbay and Gander will be completed.

Communications

The communications situation in Newfoundland is greatly improved, notwithstanding most serious difficulties in respect of weather. The situation as at April 4th is as follows:-

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Fifth Recommendation (Cont'd.)

Halifax to St. John's	--	Varioplex system completed.
St. John's to Gander	--	2 teletype circuits are in operation and 2 telephone circuits will be completed within 2 weeks. The installation of the "B" telegraph carrier equipment, which will give 13 teletype circuits, is 65% complete. The installation of the "C" telephone carrier equipment being supplied by U.S. forces was due to commence April 1st.
St. John's to Argentia	--	1 teletype U.S. Navy line is in operation.
St. John's to Torbay	--	1 telephone, and 1 teletype R.C.A.F. operations and meteorology, are in operation.
Gander to Botwood	--	1 teletype and 1 telephone line, R.C.A.F., are in operation.

Tenth Recommendation Development Northwest Staging Route

Grande Prairie, Alta.

Field Development - The E.W. grass landing strip is snow compacted for an area 4000 ft. by 300 ft. The NW-SE grass landing strip is snow compacted for an area 4000 ft. by 300 ft. Both landing strips are safe for heavy aircraft. Twenty-three thousand (23,000) cu. yds. of crushed gravel are stockpiled for use on runways.

Aerodrome Buildings - Administration building 95% completed. Married quarters 93% and single quarters 95% completed. Transmitter building 95% completed. Equipment garage 91% completed. Sewage disposal plant is 95% completed and water system 85%.

Power and Electrical Services - Power line to radio range station is completed and emergency plant installed. Installation of field lighting is deferred until spring.

Radio Range Station - The station is on the air daily and calibration is completed.

Communication - Short wave transmitter is operating, and remote or local control is possible from the airport. Hourly weather reports are exchanged between stations. Field condition reports are forwarded daily to Edmonton. The wiring of AT.3 and long wave transmitter is completed and is in operation. Radio and Meteorological building is staffed.

General - Sixteen (16) men are now employed by the contractor at the site. All possible assistance is given aircraft in transit, including assistance in refuelling and in obtaining weather and field reports.

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Tenth Recommendation (Cont'd.)

Fort St. John, B.C.

Field Development - The NW-SE landing strip has the first lift of consolidated gravel laid, area 4400 ft. by 150 ft.; the NE-SW landing strip is fine graded, area 4500 ft. by 150 ft. Both landing strips are snow compacted with widths increased to 300 ft. in order to offer better landing facilities. A well has been bored to 535 ft., and drilling is completed. It is reported to have a flow of 13.2 gallons per minute.

Aerodrome Buildings - Staff quarters and administration building are practically complete. Equipment garage 65% complete. Sewage disposal system is completed.

Power and Electrical Services - Power house and transmitter buildings are practically completed with Diesel plant installed. Field lighting will be carried out early this spring.

Radio range Station - Range and transmitter buildings are completed, towers erected and cables laid; the remote control line is 90% complete and counterpoise is erected. The radio range is in daily operation, having been calibrated.

Communication - Hourly weather reports are exchanged between stations. Conditions of field are reported daily to Edmonton.

General - All possible assistance is given aircraft in transit, such as weather reports, field reports, assistance in handling aircraft and refuelling. Twenty-six (26)men are employed by the contractor on the site. No military air personnel are reported at this site.

Fort Nelson, B.C.

Field Development - The NE-SW landing strip is 90% graded and the first lift of gravel has been placed on the runway. A temporary winter landing strip, 4700 ft. by 300 ft., has been snow compacted and is marked with evergreen trees, and available for use. An additional area outside this strip is rolled to prevent drifting. Floating and snow rolling is being carried on. A well has been bored to a depth of 421 feet, and cased 5-inch diameter, and the drilling has been shut down.

Aerodrome Buildings - Barracks are 65% complete, staff quarters 80% complete, and garage 85% complete. Nose hangar is completed.

Power and Electrical Services - Power house and transmitter buildings 90% complete; radio and meteorological building 85%. Generators have been delivered to the site and the power line is 90% complete. Lighting will be completed early this spring. Ceiling projector pedestals completed.

Radio Range Station - Buildings are 95% completed and the range is in operation with emergency power. Calibration is completed.

Communication - Hourly weather reports are exchanged with other stations and daily field reports forwarded to Edmonton. Work is proceeding on installation of short wave transmitter.

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Tenth Recommendation (Cont'd.)

General - On February 25th there were 167,000 gals. of U.S. Army 100 Octane Aviation Gasoline at the site. It was reported on March 15, that all Fort Nelson airport freight is delivered except the contractor's dragline. The trucking contractor is responsible for winter road maintenance. Assistance for aircraft in transit comprises meeting aircraft and directing to parking area; arranging meals and sleeping accommodation; helping with refuelling and other work as required. No military air personnel are reported at this site. Contractor's personnel - 54. Light sleds and horses are used in freighting material across the Peace River. Freight is also being shipped in by air.

Watson Lake, Y.T.

Field Development - The NW-SE runway is completed with a 6-inch gravel base. A 3-inch first lift gravel base has been placed on connecting strips. A second lift will be placed immediately conditions are favourable. The NW-SE runway is snow rolled and compacted for winter service. Centre strip 150 ft. - quite firm. Side strips 150 ft. each - fairly firm. Lanes provided from taxi strip to runway.

Aerodrome Buildings - Administration building, equipment garage and staff quarters completed. Barracks are not yet finished but temporary accommodation for barrack personnel is available in the staff quarters. Water and plumbing services are installed.

Power and Electrical Services - A new power plant is now being installed in the store house and a second power plant is on order. Shipment promised May 15th.

Radio Range Station - Power and control lines erected between the airport and the range, and station is operating from remote control. Short wave transmitter is in operation and signals reported good. The calibration of the range is completed, but the bearings are only approximate due to the limited number of check points and inadequate maps.

Communication - Operation is daily from range emergency plant. Weather is broadcast twice during the hour.

General - All assistance possible is given by Department of Transport personnel to aircraft in transit, including assistance in refuelling and obtaining weather reports, field conditions and other information available.

Whitehorse, Y.T.

Field Development - The N-S runway is paved with 2-inch bituminous surface; seal coat will be applied as soon as construction season opens in spring. Taxi-strips are laid with a consolidated gravel base; bituminous surface will be placed immediately weather conditions are favourable. The NE-SW runway is graded and completed with consolidated gravel base. The N-S runway is snow compacted for winter operation; an area of 5800 ft. by 500 ft. reported as having a good surface. Taxi-strips are also rolled and compacted.

Aerodrome Buildings - Administration building and equipment garage are completed. Staff quarters and balloon shelters are completed with exceptions of small amount of painting. Electrical and telephone panels are being installed. Water supply and sewage system are installed to buildings.

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Tenth Recommendation (Cont'd.)

Power and Electrical Services - Power supply is completed to field, transmitter building and radio range site. Field lighting is completed and obstruction lights are being installed. An emergency power plant has been received.

Radio Range Station - Installation of transmitter and the calibration of the range are completed. The electrical panels are being finished. Radio range station has been on 24-hour operation since February 14, 1942.

Communication - The station is completed and on the air daily. Hourly reports are being sent out in secret code. Arrangements are being made to exchange weather reports with the Alaskan Station of C.A.A.

General - Four (4) radio personnel are at the site. All assistance possible is given aircraft in transit, including towing or other work of similar nature requested by aircraft personnel.

Prince George, B.C.

Field Development - Clearing of the site is completed. A second lift of gravel has been applied to the NE-SW runway, and catch basins are being placed in the drainage system. A snow roller is in use. The landing strip is snow rolled for an area of 4100 ft. by 150 ft. and the surface is in good condition. The remainder of the field is unserviced and ungraded. 35 acres of the S-W flightway has been fallen and 9 acres bunched. Logging and clearing is in progress on the N-E flightway. Clearing is finished in that portion of the south flightway which lies to the east side of the highway. A small saw mill is sawing logs, being at present engaged in the west flightway. The larger timber is being cut for firewood. Excavation of 1180 ft. on the drainage ditch south of the property has been carried out but the work has been stopped temporarily owing to machine trouble.

Power and Electrical Services - Power house is completed with two Diesel plants in operation. Power line to the radio range site is completed. Power service to the transmitter building is also completed and service to buildings.

Radio Range Station - Range buildings are completed and the station is in operation, having been calibrated. Remote control is in operation from the short wave building.

Aerodrome Buildings - Administration building, four residences, equipment garages and transmitter building are completed with all services installed.

Communication - The station is in daily operation. Hourly reports in code are exchanged between stations.

General - Forty-three men are employed clearing the site by the Department of Transport and by the contractor. All possible assistance is given to aircraft in transit. Lanterns are on hand in case of emergency night landings.

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Tenth Recommendation (Cont'd.)

Power and Electrical Services - Power supply is completed to field, transmitter building and radio range site. Field lighting is completed and obstruction lights are being installed. An emergency power plant has been received.

Radio Range Station - Installation of transmitter and the calibration of the range are completed. The electrical panels are being finished. Radio range station has been on 24-hour operation since February 14, 1942.

Communication - The station is completed and on the air daily. Hourly reports are being sent out in secret code. Arrangements are being made to exchange weather reports with the Alaskan Station of C.A.A.

General - Four (4) radio personnel are at the site. All assistance possible is given aircraft in transit, including towing or other work of similar nature requested by aircraft personnel.

Prince George, B.C.

Field Development - Clearing of the site is completed. A second lift of gravel has been applied to the NE-SW runway, and catch basins are being placed in the drainage system. A snow roller is in use. The landing strip is snow rolled for an area of 4100 ft. by 150 ft. and the surface is in good condition. The remainder of the field is unserviced and ungraded. 35 acres of the S-W flightway has been fallen and 9 acres bunched. Logging and clearing is in progress on the N-E flightway. Clearing is finished in that portion of the south flightway which lies to the east side of the highway. A small saw mill is sawing logs, being at present engaged in the west flightway. The larger timber is being cut for firewood. Excavation of 1180 ft. on the drainage ditch south of the property has been carried out but the work has been stopped temporarily owing to machine trouble.

Power and Electrical Services - Power house is completed with two Diesel plants in operation. Power line to the radio range site is completed. Power service to the transmitter building is also completed and service to buildings.

Radio Range Station - Range buildings are completed and the station is in operation, having been calibrated. Remote control is in operation from the short wave building.

Aerodrome Buildings - Administration building, four residences, equipment garages and transmitter building are completed with all services installed.

Communication - The station is in daily operation. Hourly reports in code are exchanged between stations.

General - Forty-three men are employed clearing the site by the Department of Transport and by the contractor. All possible assistance is given to aircraft in transit. Lanterns are on hand in case of emergency night landings.

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Tenth Recommendation (Cont'd.)

Smithers, B.C.

Field Development - The N-S landing strip is cleared and graded. Snow is compacted for an area of 3600 ft. by 150 ft. The balance of this site is ungraded and unserviceable with no emergency lighting available. No wind indicator. Rotating beacon 75% complete.

Aerodrome Buildings - The administration building is practically completed. Four residences completed except for some interior trim and linoleum laying. The transmitter building is completed, and equipment installed.

Power and Electrical Services - The power line is completed to radio range and short wave transmitter building and power is supplied daily from 9 a.m. to 4 p.m. Work is being continued on erection of control line from the airport to short wave transmitter, being 20% complete.

Radio Range Station - Range building is complete except for some exterior painting, and range station is in operation and calibrated. Cable laying for C.S.M. is 95% complete.

General - Nine men are employed on the site at present, One on snow rolling and 8 on power line construction. No military air personnel are at the site.

Eleventh Recommendation Aerodrome - Ucluelet

Tofino (Ucluelet)

The construction of the Tofino airport has been set back approximately one month by the inability of the contractors to obtain an A-1-a priority for aerodrome development equipment. The matter was raised at the last meeting of the Joint Board in an attempt to equalize the priority for U.S. and Canadian aerodromes, west coast. Notwithstanding the Board's action in this matter, the contractors have been unable to obtain the necessary equipment to proceed with this development. The development is deemed to be most pressing and further action by the Board is requested.

Extension of Runways - The construction of runways of cement concrete to 5000 ft. instead of 4000 ft. as originally planned has been approved. This will include flightway approaches of 1600 ft. width.

Field Development - 294 acres of the site have been cleared and stumped, and 27 acres in the building area have been cleared but not stumped. 270 acres (approximately) are grubbed and burned. The following progress has been made on the clearing of flightway approaches:

95 acres have been felled to the west of the southwest corner of the site.
17 acres have been cleared and cold-decked northeast of the NW-SE runway.
15 acres have been felled and 6 acres stripped to the south of N-S runway.
48 acres have been slashed and burned to the west of the N-S runway.
20 acres have been filled to the east of the E-W runway.

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Eleventh Recommendation (Cont'd.)

Tofino (Cont'd.)

Root, moss and unburned stumps have been pushed off and outwards by bull-dozers leaving some parts ready for grading, though some debris will have to be combed out and disposed. A covering of muck remains. Grades are being set on the runways. 16000 lineal feet of an open perimeter drainage ditch have been excavated around the field to relieve inundations. A crew of labourers are constructing small ditches for temporary drainage. The wharf at McLean Point is almost completed and the wharf site and road from the wharf to the aerodrome is 100% cleared and the road 95% graded. 8 culverts are in and the cribs are completed. 4000 lineal feet of gravel has been spread on the road and 1600 lineal feet of a plank road up the gully constructed. Reconstruction of the Ucluelet road is underway; 8500 lineal feet of the road diversion have been cleared; 4500 lineal feet stumped, and shooting of stumps is still proceeding. 3300 lineal feet have been ditched and a grade thrown up, and 4 culverts are constructed. The contractor has 186 men working on the various projects.

Port Hardy, B.C.

With respect to the construction of the Port Hardy airport and priority for aerodrome development equipment, the situation is similar to that mentioned above for Tofino. The development of this airport is deemed to be most pressing and further action by the Board is requested.

Field Development - 44 acres of the aerodrome site have been cleared and grubbed. The contractor has 101 men employed.

Fifteenth Recommendation Aviation Gasoline Storage

A report in detail is being obtained with respect to the gasoline storage, Newfoundland Airport, and the Lewisporte-Botwood area and will be forwarded as soon as completed to the U.S. Army Air Corps representative.

Seventeenth Recommendation Goose Bay

On the 17th February, 1942, a meeting was held attended by representatives of the R.A.F. Ferry Command, U.S. Army Air Corps Ferry Command, Department of Transport, and R.C.A.F., to clarify the situation with respect to operation, signals and meteorological requirements of the R.A.F. and U.S. Army Air Corps Ferry Commands and the R.C.A.F. It was agreed that the operations and signals organizations for all delivery and ferry flights using this airport should be under the direction of the R.A.F. Ferry Command; that the meteorological organization should be under the Department of Transport (Controller of Meteorology) but that its service would be available to all users of Goose Bay; that the operations and signals organization for R.C.A.F. operations would be under R.C.A.F. control

It was also agreed that there should be one main Operations Room for the plotting and keeping up-to-date of movements of all aircraft.

The details of necessary signals and meteorological lay-out were discussed and agreed to.

Detailed minutes, which included a study of the accommodation, were distributed to all concerned.

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Seventeenth Recommendation (Cont'd.)

Since this meeting the Canadian Government has approved of providing one Fighter Squadron and one B.R. Squadron at this airport.

Field Development - Three runways, 5000 ft. by 300 ft. are snow compacted and serviceable. Sides and ends of landing strips are marked with spruce trees and smudge pots. Servicing facilities, tie-down anchors and crash tender are available, and electric flare path is in operation. A hangar area 200 ft. by 400 ft. has been prepared and a loop entrance is provided from the taxi-strips. A well has been bored to a depth of 415 ft. with clay encountered at 300 ft. No water was reported and the drilling was discontinued. Sample of water from Otter Creek and Hamilton Rivers have been sent to St. John's for testing, and a weir was constructed to measure the flow. Flow reported to be 400 gals. per minute at mouth of Otter Creek and at a point 4000 ft. up the Creek there is a flow of less than 40 gals. per minute. Natives report the Otter Creek water is very poor. It is believed water supply will have to come from Hamilton River.

Buildings - Stores building is 98% complete and now in use. Supply Depot 95%, officers' quarters and officers' mess 98%. The nose hangar is 98% complete and ready to admit planes. Other Ranks' mess 75%; hospital 25%; root house 98%. Erection of other ranks' quarters has been commenced.

Roads - The Northwest river road is cleared, grubbed 100%, and graded 75% towards completion. The Hill near the camp has been cut to a 5% grade. A stockpile of 205,000 cu. yds. gravel is available for future use.

Electric Services - Power will be available and in use from March 13th. The ceiling projector and alidade is installed. Power to operate equipment is being provided by 5 kw. plants borrowed from Radio Division and set up in the workshop lean-to. This plant operates ceiling projector. Construction of transmitter building is 95% complete. Installation of refrigeration plant is under way.

Radio Range - 95% of range site has been cleared and graded. Range buildings completed and in operation. Temporary telephone communication is available between transmitter and range building. The counterpoise is completed.

General - A saw and planing mill is in operation and 530,000 bd. ft. have been sawn. All surveys are completed except Terrington Basin which is 75% complete. Officers' quarters are being occupied with all ranks. 375 men are now employed in the various projects.

Nineteenth Recommendation Northwest Staging Route

See Tenth Recommendation.

Twentieth Recommendation Road Communications

The plotting of the results of the survey between Gander and Lewisporte is in an advanced state of completion. A preliminary estimate has been provided, giving an approximate cost of $21,320 per mile exclusive of two steel bridges for which no estimate has been received.

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Twenty-Fifth Recommendation — Defence of Sault Ste. Marie

The R.C.A.F. made the further study referred to at the last meeting of the Board regarding the danger of air attack to the Sault Ste. Marie area, two copies of which have been despatched respectively to the U.S. Army and Navy representatives.

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SUPPLEMENT TO R.C.A.F. PROGRESS REPORT

PERMANENT JOINT BOARD ON DEFENCE
(CANADA - UNITED STATES)

SECRET

9th April, 1942.

1. The Canadian Government has approved an increase in R.C.A.F. Home War Establishment from 20 to 49 squadrons, force to be allocated as shown hereunder.

2. This increase involves a considerable aerodrome and construction development and a large increase in personnel. Progressive development of the plan depends upon the procurement rate of the various types of aircraft concerned, including squadrons being formed as aircraft are received off contracts.

3. In addition to increasing the number of squadrons, all fighter squadrons included in the plan will be reinforced by one flight of night fighters when received off contract, all flying boat squadron establishments will be increased from 9 - 15 flying boats per squadron, and as Canso aircraft (PBYs) become available, all Stranraer squadrons will be re-equipped with Cansos.

EAST COAST

	A/S & G.R.	STRIKE	FIGHTER	A/C	M.G.	T.G.	TRANS-PORT	TOTAL
Torbay, Nfld.	1	1	1					3
Gander, Nfld.	1		1					2
Botwood, Nfld.	1							1
Goose Bay, Labo	1		1					2
Sydney, N.S.		2	1					3
North Sydney, N.S.	1							1
Dartmouth, N.S.	1	1	1					3
Stanley, N.S.		1	1					2
Debert, N.S.				1	1	1		3
Monoton, N.B.							1	1
Yarmouth, N.S.	1							1
Pennfield Ridge, N.B.			1					1
Saguenay, P.Q.			1					1
TOTAL	7	5	8	1	1	1	1	24
Existing Sqdns.	3	3	1	1				8
Authorized but not formed	1							1
Additional Sqns.	3	2	7		1	1	1	15

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WEST COAST

	A/S & G.R.	STRIKE	FIGHTER	A/C	M.G.	T.G.	TRANS-PORT	TOTAL
Alliford Bay, B.C.	1							1
Prince Rupert, B.C. Area	1	1	2					4
Smithers, B.C.		1	1					2
Prince George, B.C.				1	1	1		3
Bella Bella, B.C.	1							1
Coal Harbour, B.C.	1							1
Port Hardy, B.C.		1	1					2
Tofino, B.C.		1	1					2
Ucluelet, B.C.	1							1
Patricia Bay, B.C.	1	1	1					3
Sea Island, Vancouver, B.C.		1	1					2
Boundary Bay, B.C.		1	1					2
Calgary, Alta.							1	1
TOTAL	6	7	8	1	1	1	1	25
Existing Sqdns.	6	1	3					10
Authorized but not formed		1						1
Additional Sqdns.		5	5	1	1	1	1	14

NOTE:

A/S & G.R. - Anti-Submarine and General Reconnaissance

Strike - Bomber Reconnaissance - Torpedo Bomber - Dive Bomber - Fighter Bomber

A/C - Army Co-operation

M.G. - Man-carrying Gliders

T.G. - Tank-carrying Gliders

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PERMANENT JOINT BOARD ON DEFENCE

CANADIAN ARMY

PROGRESS REPORT

Defence of Newfoundland and Canada

1. Satisfactory progress in the deliveries of 40 mm. Bofors Anti-aircraft guns for use in the Anti-aircraft defences of Canada and Newfoundland has been made in the past two months. To date thirty-six equipments have been delivered, including six of the eight guns allotted Gander to replace the .5" A.A.M.G. on loan from the U.S. Army.

2. The three 9.2" - 35° equipments at Devil's Battery, Halifax, are now in action.

3. The two 8" Railway guns on loan from the U.S. Army have arrived at Prince Rupert, complete with gun stores but without ammunition. Trained personnel for manning these guns are available at the battery site, and the guns will be ready for action upon arrival of the ammunition. Information has been requested, through the Canadian Military Attache, as to when delivery of the ammunition may be expected.

4. Two additional infantry battalions have been moved to Pacific Command to strengthen the general reserve there. Plans have also been made to concentrate additional troops in British Columbia. By the 1st June there will be one brigade in the Prince Rupert - Terrace area and two brigades on Vancouver Island, in addition to the garrisons at Victoria, Vancouver and Prince Rupert. These additional brigades will complete their training in British Columbia. It is also planned to later move a further two Brigade Groups to be located in the interior of British Columbia.

5. Special Coast Defence guards are in process of organization at a number of selected villages on the British Columbia coast.

Defence of Aerodromes

6. The defence requirements for R.C.A.F. aerodromes in Canada and Newfoundland are being given upward revision to ensure that adequate protection against enemy destruction or seizure is provided. The garrison under consideration for Tofino is on the basis of one infantry brigade group (less one battalion) and necessary A.A. defences.

7. On completion of the reconnaissance to determine the possibility of enemy use of certain beaches in the Queen Charlotte Islands, a meeting was held on the 6th March, between Commanders of the U.S. and Canadian Forces, West Coast, to discuss the general problem of the defence of these Islands. In view of the long lines of communication from Japan, and the absence of any objective on the Queen Charlotte Islands of intrinsic value to the invader, the Commanders considered that the establishment of a defended base on the Islands, other than the Advanced Air Base at Alliford Bay, was unnecessary and that the

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defence of the Islands could be achieved by the employment of Naval and Air force based on the main land of North America.

8. A reconnaissance is being made to determine the feasibility of constructing a rough road, via Sproat and Kennedy Lakes, to enable troops to be moved from Alberni to Tofino (Ucluelet) aerodrome.

9. Steps are in hand for the provision of the accommodation and personnel required for the Army programme in connection with the defence of Goose Bay aerodrome, Labrador. This will include A.A. and Infantry defences (one battalion) at the aerodrome and close defence Artillery at the entrance to Lake Melville.

Protection of Arvida

10. The allotment of A.A. defences to Arvida has been increased. There are at present four 3" and eight 40 mm. Bofors in action in this area. It is expected that by mid-summer this will have been increased by four 3.7" and a further eight 40 mm. Bofors.

Protection of Sault Ste. Marie

11. Authority has been granted for the organization of the 40th A.A. Battery (Heavy), R.C.A., for manning A.A. equipment at Sault Ste. Marie, Ontario. The cadre which will form the nucleus for the organization of this Battery is now being trained. Colonel F. T. Cruse, Commander, A.A. Defences, Sault Ste. Marie, visited Defence Headquarters, Ottawa, on 3rd April, 1942, to supply information regarding the A.A. defences of the Sault Ste. Marie area (Michigan and Ontario).

12. There is nothing to report, insofar as it concerns the Canadian Army, regarding action taken under other recommendations not dealt with in the preceding paragraphs.

3rd April, 1942.

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ROYAL CANADIAN NAVY

PROGRESS REPORT

1. Bay Bulls Development

The congestion of Naval and merchant shipping at St. John's, Newfoundland, has led to a decision by the Naval Staff to develop a defended base at Bay Bulls, twenty miles to the southward. It is proposed to erect a 3,000-ton slipway and provide minor repair facilities. The anchorage will be used for local convoy assembly and will be protected from submarine attack by anti-torpedo nets. It is not intended to construct fuel, storing or ammunition facilities as the port will be serviced by road from St. John's.

2. Oil Fuel Storage, St. John's, Newfoundland

It has been decided to increase the oil fuel storage at St. John's to 40,000 tons carried in three sets of tanks, strategically situated where the oil can be pumped up from the harbour, and maximum security to the tanks and waterfront obtained.

3. St. Lawrence Convoy

Plans have been prepared for the formation of merchant vessel convoys in the Gulf of St. Lawrence should submarine attack be extended into the Gulf and River Area. Ships will assemble at Rimouski and Sydney; the escort groups, which are made up of Minesweepers, Armed Yachts and Fairmiles, will operate from Gaspe.

4. Dry Dock - Esquimalt Dockyard

An old 450-ft. graving dock in the Dockyard, Esquimalt, which is presently being used as a refitting basin, is to be reconverted and modern pumping machinery installed. It will be

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capable of docking Tribal Class destroyers and Canadian Auxiliary Cruisers. The date of completion is not known; it will depend on the priority obtained on pumping machinery and steel for new caissons.

5. Additional W/T Stations - West Coast

A new series of Main and Secondary Transmitting and Receiving Station will be constructed at various points on, or near the British Columbia Coast.

The Main Stations will provide communication for patrol vessels within a radius of one thousand miles of Esquimalt, in addition to coverage of the entire Pacific on L.F. and H.F.

The Secondary Stations will provide communication for reconnaissance reports from Fishermen's Reserve vessels employed on inshore patrols.

April 3rd, 1942.

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April 3rd, 1942.

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Permanent Joint Board on Defence - Canada - United States.

UNITED STATES NAVY

Progress Report April 7, 1942.

First Recommendation.-

Exchange of information is continuing satisfactorily.

Second Recommendation.-

Construction of facilities at Argentia is progressing satisfactorily. Three landplane runways are completed, except for a surface course, and are usable. Facilities for seaplanes are also complete and in use. Industrial facilities are approximately 85% complete. U.S. Navy amphibian patrol planes and some Army planes operate from this base. Report on underwater defenses at Argentia is given in the Eighteenth Recommendation.

Sixth Recommendation.-

In connection with the arrangements for construction of certain types of aircraft in Canada; reported in U.S. Navy Progress Report of January 17, 1942, negotiations are now underway between the U.S. and Canadian Governments to provide for unrestricted movement of personnel, technical information, materials and tools across the United States - Canadian border.

Eighth Recommendation.-

Covered by comments under Second Recommendation.

Eighteenth Recommendation.-

A double line anti-torpedo net across the entrance to Placentia Sound will be completed about April 15, 1942. Consideration is being given to providing a net for Ship Harbor.

Twenty-third Recommendation.-

Captain A. W. Radford, U.S. Navy, has been selected as the representative of the U.S. Navy for coordination of aviation training programs in Canada and the United States. It is understood that negotiations are now underway for a conference between Canadian and United States and British representatives in regard to this matter.

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U. S. ARMY

C220667

PROGRESS REPORT

April 6, 1942.

1. Exchange of Information.
Continuing satisfactorily.

2. Defense of Newfoundland.

a. A joint intelligence and operations center is being established at the Gander Lake Airport by the R.C.A.F. It is understood that this building will be completed next fall.

b. Standardization of regulation of aircraft traffic has been attained so far as the U.S. Navy and Air Force is concerned. The matter is still under consideration by the R.C.A.F.

c. Little progress has been made in the preparation of strong points and firing points for the 155's in the vicinity of St. John's due to inclement weather. Sand bag revetments at all anti-aircraft and CAC installations have been strengthened.

d. Emplacements for 6" guns are under construction at Fort McAndrew.

e. Ammunition storage has been completed for Fort Pepperrell.

f. Plans for Aircraft Warning Service facilities, communications systems, and Information Center have been prepared.

g. Construction at Fort Pepperrell (St. John's), Fort McAndrew (Argentia) and Harmon Field (Stephenville) proceeding satisfactorily.

4. Defense Materials for Canada.

Two eight-inch guns, M1888 on railway carriages, M1918, were shipped to Prince Rupert from Eustis, Virginia on March 15, 1942. These guns were accompanied by ammunition and necessary equipment for operation and maintenance, including fire control equipment, spare parts, handbooks, etc. A small guard detail accompanied the shipment and were to be relieved upon arrival at Prince Rupert by an instruction detail furnished by the Commanding General, Western Defense Command.

5. Communications in Newfoundland.

a. Weather has caused a break down in all present means of communication: wire lines, railroad and airplane service.

b. The general plan for the aerial cable from St. John's to Stephenville has been approved. Appropriation of $3,500,000 has been granted. The Signal Corps is ordering the cable and first delivery is expected approximately May 1. Poles will be procured locally (in Newfoundland) and erection of poles, stringing of cable and most of the splicing will be done by the Bell Telephone Company of Canada.

c. The aircraft detector system plan is under preparation. Five detector station locations have been selected and four additional are planned. Seven of these stations will use wire lines and two will depend on radio.

d. Air Force Ferry Command reports that Northeast Airlines is running about six round trips per week to Newfoundland, paying particular attention to the movement of freight from Moncton.

8. Defense of Newfoundland.
See Paragraph 2.

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9. German Prisoners in Newfoundland.
The U.S. Army Members again urge that no attempt be made to establish a German prison camp in Newfoundland.

10. Air Staging Facilities, Western Canada.
See Paragraph 19.

13. Sault Ste. Marie.
The Commanding General, Army Air Forces has issued a directive that a vital defense area be established over the Sault locks. This will require clearance of aircraft flying into and out of this area with the proper military authorities. The matter has been referred to the Department of National Defense in Canada in order that they might take similar steps in Canada and to advise them of the defense area in the United States.
For further information on Defense of Sault Ste. Marie, see Paragraph 25.

16. Newfoundland Railroad.
The Chief of Engineers reports the following:
a. The Canadian Car and Foundry has on hand 400 cast-iron wheels. Expected production is 85 per week.
b. Dies are being manufactured for other railroad car accessories.
c. There is a slight delay in the delivery of steel that will delay construction.
d. Additional cars have been added to the original contract which will follow the order now under manufacture.
e. The Chief of Engineers is attempting to obtain steel more rapidly in order that the contract will not be materially delayed. At present it seems that it will be six months before the first shipment to Newfoundland can be made.

17. Ground Defense for Northwest River.
The Department of National Defense advises that allotment of antiaircraft guns has been made for the defense of Northwest River and that the equipment will be delivered in early summer. One Canadian Infantry Battalion is to be stationed for the ground protection of this locality.

19. Canadian-Alaskan Staging Fields.
Arrangements are being made between the Ferrying Command of the CG, Army Air Forces and the Department of Transport and Department of National Defense in Canada for the extension of facilities at the staging fields and for communications along the route.

23. Coordination of Aviation Training.
Army Air Forces and Navy have appointed representatives to confer with Canadian and British authorities regarding coordination of the entire aviation training program.
The Army Air Force representative will request a conference between U. S. Army and Navy, British and Canadian representatives.

24. Military Highway to Alaska. (Approved by President on March 7, 1942).
a. The Corps of Engineers will run a preliminary survey of the Military Highway to Alaska and construct the pioneer road. The Public Roads Administration will follow up with permanent construction, utilizing contract or other methods. Troop movement to the southern rail head (Dawson Creek, ~~Alberta~~ B.C.) was completed March 16, 1942. Troops involved: Headquarters, U.S. Military Highway; one Combat Engineer Company; one Light Pontoon Company; one Survey Company, Topographical; Quartermaster, Medical, Signal and Finance Detachments.

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b. Six regiments of Engineers are contemplated in place of the four regiments originally scheduled to survey and construct the pioneer road. Shortage of water transportation on the West Coast is delaying the arrival of men and materiel at the construction sites. The approximate strength of the Army Engineers north of Dawson Creek was approximately 1500 officers and men on March 24.

25. Defense of Sault Ste. Marie (Approved by the President on March 7, 1942.)

The following action was taken by the War Department in connection with the immediate necessity for protection of the canal locks at Sault Ste. Marie:

a. 100th Coast Artillery (AA) (less one Bn) has been ordered to Sault Ste. Marie, Michigan.

b. One Battery Barrage Balloons has been ordered to this area.

c. 131st Infantry Regiment has been ordered to the Sault. This Regiment will perform the guard duty and release the 702nd M.P. Battalion.

d. A directive has been issued to provide immediately for suitable housing for the above listed troops.

e. Action has been taken to have the airspace above the Sault locks designated as a restricted zone.

f. The following notes are extracted from a report submitted by an officer of the Operations Division, who inspected the Sault March 27 - April 1, inclusive.

(1) 131st Infantry Regiment:

(a) 3rd Bn. arrived Fort Brady, March 21.

(b) 2nd Bn. arrived Fort Brady, March 25.

(c) 1st Bn. is expected to report in about six weeks.

(d) 3rd Bn. relieved 702nd M.P. Bn. of guard duty on March 28. This Battalion mans 18 posts, either inside or outside the fence around the lock area. The guard at present is composed of 268 men.

(e) The strength of this regiment now at the Sault consists of 37 officers and 1642 enlisted men.

(f) The 131st Infantry is housed in seven different private buildings in the city of Sault Ste. Marie, Michigan. Eventually regimental headquarters and one battalion will be housed in permanent quarters at Fort Brady. One Battalion will be housed in hutments in the fair grounds at Algonquin. (About 3 miles southwest of the locks.) The remaining Battalion will be housed in hutments located in a wooded area about three miles Southeast of the locks.

(2) 100th Coast Artillery (AA) (less one gun Bn.)

(a) Battery B (90mm), Battery K (.50 caliber,M.G.), Platoon of Battery A (5 searchlights) arrived at Fort Brady, March 11, 1942. Total strength of this unit now at Fort Brady, 14 officers, 370 enlisted men. The balance of the 100th Coast Artillery (less 2nd gun Bn.) will probably be moved to Fort Brady, April 6.

(b) Units now at Fort Bradey are housed in permanent and temporary quarters at the post. Eventually the entire unit will be housed in semi-permanent quarters now being constructed on land leased to the Government just south of Fort Brady.

(c) Two additional gun batteries were expected to arrive March 30. One will be located in Canada, northwest of the locks on property belonging to the Algoma Steel Company. The best tactical location for the other battery is northeast of the locks in Canada on property and in buildings on the exposition grounds.

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(3) The 399th Coast Artillery (Barrage Balloon Battery). This battery, consisting of 7 officers and 279 enlisted men arrived at Fort Brady on March 30, 1942. It will be housed in semi-permanent quarters now being constructed just south of Fort Brady. It is estimated the Barrage Balloons will be up on April 5.

(4) 702nd M.P. Battalion. This unit was scheduled to be moved from Fort Brady on April 2.

(5) Canada. The location of weapons, balloons and air warning equipment in Canada is essential if the locks are to be defended. The Canadian Government has no such equipment and no troops are presently located in the area. Sault Ste. Marie, Ontario, is the home of the Sault Ste. Marie and Sudbury Regiment. Actually this is a recruiting organization sending units, upon organization, to other locations. The local authorities are very willing to cooperate in the defense of this area and are anxious that units of the U.S. Army be located in Canada.

(6) Central Defense Command. Central Defense Command has recommended additional troops for this area as follows:

(a) A battalion of barrage balloons instead of present battery.

(b) Two companies air warning service.

(c) Addition of remaining gun battalion of the 100th Coast Artillery (AA).

(d) One pursuit squadron at the Sault Ste. Marie airport.

There is nothing of importance to report on the recommendations that are not mentioned.

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OFFICE OF THE CLERK OF THE PRIVY COUNCIL

MEMORANDUM

C220671

SECRET

January 2nd, 1941.

For the Prime Minister:

Re: Permanent Joint Board on Defence

Attached is a copy of Colonel Biggar's letter of December the 30th, regarding the appointment of "supply members" to Canadian and U. S. Sections of the Board.

A. D. P. H.

brought up at War Committee 2-1-41

To be held over for next meeting (Jan 6)

W.L.M. King Papers, Memoranda and Notes, 1940-1950,
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C220672

Canada United States of America
PERMANENT JOINT BOARD ON DEFENCE
Canadian Section

December 30, 1940.

A.D.P. Heeney, Esq.,
Secretary to the Cabinet War Committee,
Ottawa, Canada.

Dear Mr. Heeney:

Since the Board's last meeting in New York, Mayor LaGuardia has telephoned me to say that he discussed the 12th recommendation of the Board (on the subject of the appointment of a supply member) with the President, who approved of the proposal, subject to its being, as it were, cleared with Mr. Morgenthau and Mr. Purvis by satisfying them that the making of any purchases through any new channel was not in contemplation. Mayor LaGuardia offered to take the point up accordingly and I expressed my approval of his doing so.

The reasons for making the proposal are set out at some length in the Journal which should reach you about the same time as this letter. There is no intention to affect in any way the present arrangements relating to contracts and deliveries. What is desired is to have on the Board members in touch with the supply departments of the two countries in the same way as the present members are with their respective Service departments so that the Board may intelligently consider what it is or might be desirable to order.

I hope that the War Cabinet will approve the recommendation subject to the same qualification as that upon which the President's

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approval was given. I think the making of the proposed appointments is of considerable importance particularly in view of the difference in practice in the two countries. In the United States, after the purchase of specific articles has been approved by the National Advisory Committee on Defence (and presumably now by its successor) the contract is let and its execution overseen by one of the Service departments, whereas here the contract is let and its execution attended to by the Department of Munitions and Supply at the request of the Service Department concerned. This difference in practice brings the Service departments in the United States into more direct contract with supply than the corresponding departments here and makes it more difficult to separate supply problems from those of a more directly military character than it would be if the United States practice corresponded more closely than it does to ours.

Yours very truly,

(Sgd.) O.M. BIGGAR
Chairman.

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MEMORANDUM

Office of the Clerk of the Privy Council

Ottawa, January 8th, 1941.

For the Prime Minister:

C220674

For information.

A. D. P. H.

Supply Member for Permanent Joint Board on Defence

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C220675

Office of
The Minister of Munitions and
Supply

SECRET January 6, 1941.

Dear Mr. Heeney,-

This will acknowledge and thank you for your letter of January 2, enclosing copy of letter written to you by the Chairman of the Canadian Section of the Permanent Joint Board on Defence, dealing with the matter of the appointment of a supply member to the said Board.

I would like to assure you and through you, the Cabinet War Committee and the Permanent Joint Board on Defence, that there is absolutely no intention on the part of this Department, of setting up any new channel for the making of purchases in the United States. All that is contemplated is the setting up of machinery which will result in better use being made of the existing channel.

I might recall that the suggestion of the appointment of this supply member did not come from this Department, but rather from Mr. Phillip Young of Mr. Morganthau's office. Mr. Young sensed the fact that there was a distinct lack of co-ordination between the Permanent Joint Board on Defence and the United States Supply Organizations, as well as between the said Board and the Canadian Supply or procurement Agencies.

Mr. Young, therefore, suggested to our Mr. Carswell that steps should be taken to overcome this trouble by the appointment of supply members, representing both Canada and the United States to the Permanent Joint Board on Defence. We concurred in Mr. Young's suggestion and asked that steps be taken to appoint our Mr. J.B. Carswell to the said Board.

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Trusting this will clear the matter to your satisfaction.

Yours sincerely,

(Sgd.) A.L. Macdonald.

Mr. A.D.P. Heeney,
Secretary to the Cabinet War Committee,
Ottawa, Ontario.

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Trusting this will clear the matter to your satisfaction.

Yours sincerely,

(Sgd.) A.L. Macdonald.

Mr. A.D.P. Heeney,
Secretary to the Cabinet War Committee,
Ottawa, Ontario.

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SECRET

Ottawa, January 9th, 1941.

MEMORANDUM FOR THE PRIME MINISTER:

I have received from the Secretary of the Canadian Section of the Permanent Joint Board on Defence, for transmission to you, the enclosed copy of Recommendations, to date, of the Board.

A. D. P. H.

A. D. P. H.

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RECOMMENDATIONS

MADE BY

PERMANENT JOINT BOARD ON DEFENCE

FIRST RECOMMENDATION

It was agreed that there should be a full and complete exchange of military, air and naval information between the two Sections of the Board, with the understanding that each Section would be free to convey to its government any information they received.

SECOND RECOMMENDATION

A. The island of Newfoundland occupies a commanding position at the entrance to the St. Lawrence-Great Lakes waterway and on the flank of the sea route between the Atlantic seaboard of North America and Northern Europe. It is on the direct air route between the East Coast of the United States and Northern Europe. It is the point in North America, nearest to Europe, from which, if occupied by an enemy, further operations against the North American continent might be effectively initiated. As such it should be adequately defended.

B. The forces in Newfoundland now consist of one battalion of infantry for the defence of Botwood and the Newfoundland airport, a battery of two 4.7-inch guns now being installed at Bell Island, and a flight of five Digby (Douglas) landplanes operating from Newfoundland airport. These forces are considered inadequate for the defence of the island at the present time and the security of Canada and the United States is thereby endangered.

C. The Board considers that the defence of Newfoundland should be materially strengthened by:

(a) Increasing the strength of the Canadian defensive garrisons immediately;

(b) Establishing as soon as practicable, and not later than the spring of 1941, a force of aircraft of suitable types adequate for patrolling the seaward approaches to Newfoundland and Canada and for the local defence of the Botwood area;

(c) Selecting and preparing, as soon as practicable, bases permitting the operation of United States aircraft, when and if circumstances require, in numbers as follows:

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(1) A minimum of four squadrons of patrol planes (48 planes).

(2) A minimum of one composite group of land planes (73 planes).

(d) Completing, as early as practicable, and not later than the spring of 1941, the installation of appropriate defences for the port of St. John's, Newfoundland, for Botwood, and for other points as required.

(e) Taking such additional measures as further examination of the defence problem and local reconnaissance show to be necessary.

THIRD RECOMMENDATION

A. The strategic importance of the Maritime Provinces is similar to that of Newfoundland. However, in addition to providing bases for the operation of aircraft and light patrol craft, the Maritime Provinces must provide secure bases from which major naval operations can be projected.

B. This will require harbours secure from underwater attack, with docking, repair and supply facilities capable of accommodating the major portion of the United States or British fleets; operating facilities for military and naval air forces; and harbour defences supported by the necessary troop concentrations.

C. The Board finds that some of these requirements have already been met and that steps have been initiated for the accomplishment of others.

D. It is apparent that the following should be undertaken by the Canadian Government:

(a) Early completion of the present projects for underwater defences at Halifax, Sydney, Gaspe and Shelburne.

(b) Early completion of harbour defences at these bases.

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(c) Early expansion of aircraft operating facilities to include provision for four squadrons of patrol planes (48 planes) and one composite wing of approximately 200 planes.

(d) Such additional measures as further examination of the defence problem and local reconnaissance show to be necessary.

E. The Board also recommends the preparation in Canada and in the United States of adequate strategic reserves of men and materials for timely concentration in the Maritime Provinces if, and when, the need arises.

FOURTH RECOMMENDATION

It was agreed that arrangements concerted between the United States and Canadian representatives of each Service with regard to this material should be passed through the proper channels in order that the proper allocation of the material should be promptly made. It was further agreed that material provided to implement the recommendations of the Board shall not be used for any other purposes. As at present advised, the Board regarded the following classes of material as of special importance, their relative importance being in the order indicated for each Service:

Ground Forces

(a) A.A. Armament and ammunition.
(b) Harbour defence armament and ammunition.
(c) General equipment of mobile defence.

Air Forces

(a) Patrol planes.
(b) Fighter or pursuit planes with, in each case, armament, ammunition and radio equipment.

As to the Naval Forces the position as reported was that there have already been discussions which have led to arrangements under which it is expected that all present requirements are to be satisfied. These arrangements relate to:

(a) 4" guns.
(b) .5 machine guns.
(c) Destroyers.

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The Board approved of the carrying out of these arrangements for the purpose of the attainment of the objects covered on the Board's previous decisions.

FIFTH RECOMMENDATION

That the subject of communications between Newfoundland, the Maritime Provinces, Eastern Canada and the United States, is of high importance, the following subjects requiring to be examined:

(a) Railway facilities.
(b) Water transport.
(c) Roads.
(d) Air transport and communications.

That the establishment of additional commercial airways, complete with landing facilities and aids to air navigation, between these important areas, would be essential to the defence plan.

SIXTH RECOMMENDATION

That the Service Members undertake to assemble information on the production in each country of particular items of military equipment in their respective countries, not readily available in the other country, and to exchange information on this subject as data become available.

SEVENTH RECOMMENDATION

That the Service Members of the Board should proceed at once with the preparation of a detailed plan for the joint defence of Canada and the United States and keep the Board informed of the progress of the work.

EIGHTH RECOMMENDATION

That the United States initiate as expeditiously as practicable such portions of the increased defence of Newfoundland, covered by the Second Recommendation of the Board approved in Ottawa on August 26 and 27, as may be found to fall within the limits of bases now being acquired by the United States.

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NINTH RECOMMENDATION

The Board learned from Messrs. Emerson and Penson that the Government of the United Kingdom is now arranging to send approximately one thousand captured German airmen to Newfoundland for imprisonment there and that the Newfoundland Government is now beginning the construction of barracks for this purpose about five miles inland from the shore of Conception Bay.

The Board feels strongly that the incarceration of German prisoners in Newfoundland would present a serious military hazard which might jeopardize the Defence Scheme for Newfoundland which the Board is now preparing and thus menace the safety of Canada and the United States.

In these circumstances, the Board earnestly recommends to the Canadian Government that discussions be initiated with the Governments of Newfoundland and the United Kingdom with a view to bringing about an alteration in this plan by the diversion of these German prisoners to some less dangerous destination.

TENTH RECOMMENDATION

The Board recommends that, to implement the recommendation contained in its First Report to the respective Governments regarding the development of air staging facilities across Western Canada between the United States and Alaska, suitable landing fields, complete with emergency lighting, radio aids, meteorological equipment and limited housing for weather, communication, and transient personnel be provided at the earliest possible date by Canada at Grand Prairie, Fort St. John, Fort Nelson, Watson Lake, Whitehorse, Prince George and Smithers.

This development will provide means for rapid movement of light bombers and fighter aircraft into Canada, into Central Alaska via Whitehorse, and into the Ketchikan - Prince Rupert area via Smithers and is considered essential to the defence of Western Canada, Alaska and the United States. Such means are vital to the effective use in joint continental defence of both the rapidly expanding air forces of the United States and the extension of air operating facilities in Alaska.

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ELEVENTH RECOMMENDATION

The Board now recommends that another aerodrome be constructed at Ucluelet for the following purposes:

(a) To extend the operational ranges and areas of fighter aircraft and provide more advanced defence to our vulnerable positions.

(b) To provide bomber and fighter support to the north aerodromes and towards the Queen Charlotte Islands and the West Coast up towards Prince Rupert.

(c) To provide an alternative landing place for bombers and fighters in a very variable weather area.

TWELFTH RECOMMENDATION

That a war industry member be appointed to the Board by each of the two Governments.

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No. 1.

SECRET

C220684

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL

of

DISCUSSIONS AND DECISIONS

FOURTEENTH MEETING OF THE BOARD, MONTREAL, JANUARY 20, 1941.

1. The Permanent Joint Board on Defence met in the Windsor Hotel at Montreal at 3 p.m. January 20, 1941. The following members participated:

Canadian Members	United States Members
Mr. O. M. Biggar,	The Hon. F. H. LaGuardia,
Lt.-Col. G. P. Vanier,	Major-Gen. S. D. Embick,
Brig. Kenneth Stuart,	Captain H. W. Hill,
Captain H. E. Reid,	Commander Forrest P. Sherman,
Air Commodore A.A.L. Cuffe,	Lt.-Col. Clayton Bissell,
Mr. H. L. Keenleyside.	Mr. J. D. Hickerson.

2. The first action of the Board was to despatch a telegram of congratulations to President Franklin D. Roosevelt whose inauguration for a Third Term had taken place in Washington a few hours before the Board met.

3. Progress Reports, copies of which are attached .... as an Annex, were presented by the Service Members of the Board.

4. As a result of discussions arising from the consideration of Air Commodore Cuffe's Progress Report, the Board agreed that the Service Members should confer with the appropriate agencies within their services with

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a view to arranging such conferences as may be necessary to ensure the most effective use of radio frequencies for aircraft detection equipment in both countries.

5. With reference to choice of alternatives set out in the last paragraph of Section 4 of the Journal covering the 13th Meeting of the Board, the Canadian Chairman reported that the Canadian Government had decided to assume the expense of providing requisite accommodation for United States aircraft and personnel at the Newfoundland Airport. The Chairman indicated that this should involve no difficulties for the disciplinary control of the United States Forces as the United States Government is proposing to the United Kingdom Government that United States troops anywhere in Newfoundland should be subject to whatever regulations are eventually included in the terms of the lease between the United Kingdom and the United States.

6. Mayor LaGuardia presented a letter from the Hon. Henry L. Stimson, the United States Secretary of War, with which was enclosed a list of the facilities which are considered by the War Department to be necessary for the operation of units of the United States Army Air Corps which, under present plans, are to be stationed at the Newfoundland Airport. This letter and the accompanying document were handed to Air Commodore Cuffe who pointed out that, as submitted, the facilities specified disregarded the construction already under way to provide facilities for the United States Air Corps in accordance with the Second Recommendation of the Board. It was agreed that

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coordination of details of the accommodation proposed with those under way should be the subject of discussion between engineers of the R.C.A.F. and of the United States Army Air Corps.

7. Mayor LaGuardia recalled that when he saw Commissioner Emerson of the Newfoundland Government in Halifax last October he discussed with him the health situation in Newfoundland and that Commissioner Emerson expressed the view that it would be desirable for the United States, in view of the proposed military bases to be established in that Island, to send Public Health officers to Newfoundland to make a survey of the situation with respect to social diseases. The Mayor went on to say that he had taken up this matter with Dr. Parran, Director of the Public Health Service, who had sent a mission to Newfoundland shortly thereafter. The mission has now returned and submitted a report. In this report it is stated that the situation with respect to social diseases is not unduly serious and can easily be controlled, but that there is grave danger due to the wide prevalence of tuberculosis. The report recommends the establishment of clinics to help meet this situation. Dr. Parran inquired of Mayor LaGuardia whether in his opinion the establishment of these clinics should be taken up with the Newfoundland Government through the Joint Board or through regular official channels. The Mayor suggested to Mr. Hickerson that this question be taken up with the Newfoundland Government through regular channels and that the Public Health Service be informed that this action was being taken.

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8. On the subject of the appointment of Supply Members to the Permanent Joint Board on Defence, the United States members reported that the President had approved such appointment subject to agreement by Secretary of the Treasury Morgenthau and Mr. Purvis. While the meeting was in session information was received from Ottawa to the effect that the Canadian Government had approved in principle the suggestion that a Supply Member be appointed but that the selection of the new member would be postponed until the return of Mr. Howe. At the same time, Mr. Keenleyside reported that, in addition to approving the principle to appoint Supply Members to the Board, the Canadian Government had also arranged for other steps to be taken which, it was hoped, would result in an early and inclusive survey of the whole problem.

9. In view of the vital military importance of the Sault Ste. Marie canals and the St. Mary's River to the defence programme of the United States, and the vulnerability of the navigation channel, the Board agreed as its Thirteenth Recommendation:

> that each Government should constitute a single authority to be responsible for the safety of navigation through these waters, and that each such authority be clothed with the necessary powers and required to cooperate with the other in taking all measures necessary for the purpose.

10. With reference to the artillery defence of the Pacific Coast, General Embick reported that the United States was prepared to dispense to Canada either 4 8-inch

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guns or 8 155mm guns or some combination of these items. It was pointed out that as this is new and not surplus equipment it will be necessary, under United States law, for title to the guns to be retained by the United States.

11. The Board then gave consideration to the labour situation in Newfoundland. It was pointed out that unless steps are taken to control conditions in that country, Canadian and United States contractors might be competing against each other, that unequal wages would be paid, that difficulties might arise because of unequal treatment, particularly if it should be necessary to import workers from outside or to employ service personnel on construction tasks. It was finally agreed that Colonel Biggar and Mayor LaGuardia would each get in touch with the appropriate authorities in his own country with a view to arranging cooperative action to the end that all available Newfoundland labour would be utilized at fair wages and under equitable conditions.

12. The Board then discussed at some length the provision of facilities for United States air squadrons in the Maritime Provinces and Newfoundland.

13. The meeting adjourned at 6.30 p.m.

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APPENDIX

REPORT FROM SERVICE MEMBERS OF PROGRESS MADE IN CARRYING OUT RECOMMENDATIONS OF THE BOARD

FIRST RECOMMENDATION

The exchange of information is proceeding satisfactorily.

SECOND RECOMMENDATION

Action by United States Navy

A contract has been awarded for the construction of the naval air station at Argentia and the contractor is preparing actively to execute the contract. Surveys are proceeding meanwhile. This station is to have a capacity of one patrol squadron initially, with a landing field and piers for large tenders. Facilities will be provided eventually for an overflow capacity of two additional seaplane squadrons and one carrier aircraft group. Cost over $10,000,000.

Action by the Canadian Navy

(d) Botwood. Net defence being prepared. Plans for shore establishments are under way.

Belle Isle Base. Department of Munitions and Supply are procuring suitable vessel for depot ship. It is expected that the necessary new construction will be completed and manned by the time ice conditions will permit operations in this area.

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St. John's. Some doubt now exists as regards the feasibility of laying an A/T baffle which will give full protection to the harbour. This will be decided on after discussion with the Naval Officer in Charge, St. John's, Newfoundland, who visits Ottawa at the end of this month.

Action by United States Army

Newfoundland. ALEXANDER sailed January 15, 1941, Will delay about 36 hours at Bayonne, N.J., and then proceed at slow speed to Newfoundland. Composition of 73 planes for Newfoundland airport determined. Decision received that Canada would provide the facilities determined by the United States as necessary for operations of the 73 aeroplanes at Newfoundland airport. List of these facilities given to Cuffe informally. Official letter from War Department to Mr. LaGuardia mailed January , 1941, for formal presentation to the Board. The United States War Department has authorized construction of facilities for one pursuit squadron near Argentia. Seacoast defence equipment for Newfoundland approved.

Action by the Canadian Army

(a) Surveys of the St. John's and Botwood areas have been completed and sites selected for the proposed 4.7-inch and 10-inch batteries at each of these points.

(b) The 4.7-inch battery at St. John's will be installed on temporary platforms by the end of February, 1941. The 4.7-inch battery at Botwood by the end of March.

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(c) The 10-inch equipment for St. John's will be mounted by the end of June, 1941, and that for Botwood slightly later.

Action by the Canadian Air Force

Action has been taken to hasten construction of works and buildings at Newfoundland Airport, but bad weather, sickness and lack of shipping in the past has retarded construction. The contractor now has 800 men on the job. The contractor states he will have one double hangar ready for occupation and accommodation for 31 Officers and 200 men ready by 1st March, 1941.

The Tor Bay survey has been received in Ottawa and a preliminary layout prepared.

Owing to weather conditions and conditions of the ground at Botwood, the engineers could not definitely locate a site, but the district inspector is arranging for more preliminary investigation, but final report cannot be made until conditions permit observations in the spring. Gander Lake should be considered as an alternative to Botwood as information received indicates that a suitable shore for slipways can be found on the north shore of Gander Lake reasonably close to the airport. Officers on the site have been requested to submit a report on a suitable site, including road connections to the Newfoundland Airport. Some facilities should be erected at Botwood to meet the emergency when boats might occasionally not get over the land to Gander. There is a good chain of lakes between Botwood and Gander.

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THIRD RECOMMENDATION

Action by the Canadian Navy

Item D(a). At Halifax two mineloops of the controlled minefield, and also the outer and inner guard loops have now been laid; the controlled mine station has not yet commenced, but a temporary station is being used.

The minefield is protected by a "special W/T detector" which is now in operation.

Harbour defence asdic is in process of being laid.

Sydney. Closed for the winter, and net removed. Ships are being diverted to Louisburg for bunkers and steel loadings.

Preliminary plans for the new Naval base are being prepared and should be in the construction stage in the spring.

Shelburne. Plans for new wharf and Naval base in the course of preparation. Net will not be laid until the spring.

Action by the Canadian Army

(a) Work progressing at Halifax and Sydney. New 9.2-inch battery at Halifax 60% complete, guns not yet arrived. Construction begun on new 6-inch battery at Halifax. Construction complete new 6-inch battery at Sydney, mountings in place but barrels not yet arrived from England.

(b) Shelburne, N.S. 4.7-inch battery will be completed in April, 10-inch battery in July.

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(c) Gaspe, P.Q. 4.7-inch battery will be completed in April, 10-inch battery in July.

Action by the Canadian Air Force

The detailed survey of Shelburne has been received and the layout for 2 slipways, parking areas and 2 hangars has been approved by the Aerodrome Development Committee. Areas have been selected for the camp site and armament storage buildings. A W/T site is now being selected. The Department of Transport has been requested to proceed with construction.

Dartmouth Development.

A second slipway is under construction in an advanced stage. Three hangars 110' x 128' are erected and the contract for heat has been awarded. A contract has been awarded for the construction of living quarters for 50 Officers, 50 N.C.O's. and 350 airmen at the seaplane base. An investigation is now under way to provide a parking area by hydraulic or land fill and the provision of an additional slipway.

The development of J.A.T.P. aerodromes in the Maritimes is progressing satisfactorily and by next spring will be sufficient to accommodate 200 aircraft and crews. This accommodation will only become available if the situation justifies action to move J.A.T.P. schools out for the purpose of accommodating U.S. squadrons.

Extension of Runways to 5,000 feet.

Extensions at Dartmouth 70% complete. Extensions at Yarmouth are 70% complete. Extensions at Sydney are

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40% complete. Extensions at Debert are 75% complete. Extensions to Pennfield Ridge and Summerside - surveys have been completed, costs completed and included in Estimates. The extension to Mont Joli is only practical to 4,000 feet. Surveys completed and costs included in Estimates. A new aerodrome in the Annapolis Valley has been surveyed and survey is now under way on an alternative site.

New aerodrome in the Antigonish area. Three sites originally investigated. Copper Lake selected for detailed survey. Plans returned to field for more information.

FOURTH RECOMMENDATION

Action by the United States Army

Equipment for Canada. Secretary of War approved 8 10" guns, 2400 projectiles and powder for Canada at a nominal price, January 14, 1941. 20,000 rifles, 25 37mm with accessories and 2500 rounds of ammunition also approved January 15, 1941.

Action by the Canadian Army

(a) Arrangements completed for the release of eight 10-inch equipments and quota of ammunition for use on East Coast.

(b) Arrangements in hand for release on loan of four 8-inch or eight 155mm guns and ammunition for use on West Coast.

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(c) Arrangements completed for the release of 20,000 rifles, 25 37mm guns and ammunition.

(d) Arrangements in hand for release of 12 - 50 calibre machine guns and ammunition.

(e) It is understood that certain Coast Defence and Anti-aircraft armament and equipment will accompany the "first flight" of U.S. troops to St. John's. It is hoped that some of this armament may be made available for Canadian use.

Action by the Canadian Air Force

Great Britain has not agreed to allot P.B.Y's. to Canada off the U.S. - G.B. joint contract at present. Great Britain will be appealed to again in the near future.

FIFTH RECOMMENDATION

Action by United States Navy

Allocations of funds have been made for further development of civil airports in New England and in the Northwest. A commercial air service is to be established between Great Falls and Lethbridge to link up with the inland air route to Alaska.

Action by United States Army

Communications In NE area. Completion of procedure for movements on "local notification" awaiting

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determination of customs, immigration and public health procedure.

Action by the Canadian Army

Little has been done in respect to items (a), (b) and (c) of this Recommendation because it is considered that existing facilities will suffice for probable requirements.

Action by the Canadian Air Force

Funds are included in the Supplementary Estimates for beam and radio facilities at Sydney and Newfoundland and also for the rental of teletype to connect with United States formations for reporting weather and aircraft warning services. An item has been included in the Estimates for the erection of 8 E.W. stations on the East Coast and industrial centres of Quebec and Ontario.

SIXTH RECOMMENDATION

Action by the Canadian Navy

Operational plan has been approved by the Minister for Naval Services.

Action by the Canadian Army

Information in respect to this Recommendation has been exchanged in a spasmodic way only. Nevertheless, due

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to the very good liaison that now exists between the various branches of the Canadian and United States Armies, it is felt that each branch is generally familiar with designs of armament and equipment that are being produced in both countries. This is particularly true in the case of R.D.F., tanks, and anti-aircraft armament and equipment. There is a need, however, to systemize this exchange of information. An exchange of Monthly Progress Reports of Production Programmes would be helpful.

Action by the Canadian Air Force

The Royal Canadian Air Force is prepared to supply any information requested.

SEVENTH RECOMMENDATION

Action by United States Navy

Extensive preliminary studies have been made preparatory to the preparation of a 1941 Defence Plan.

Action by the Canadian Army

Basic Plan for 1940 is now out of date. Plans for 1941 should be drawn up at once.

Action by the Canadian Air Force

Further plans to be discussed with United States Service Members.

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EIGHTH RECOMMENDATION

No reports.

NINTH RECOMMENDATION

Action by the Canadian Army

The airmen prisoners referred to are now en route to Canada.

TENTH RECOMMENDATION

Action by United States Navy

See report on Fifth Recommendation

Action by the United States Army

Staging Facilities in Western Canada. American newspapers carried reports of official Canadian approval.

Action by the Canadian Air Force

Airway - Edmonton to Whitehorse. Action has already been initiated to award contracts for Watson Lake and Fort Nelson and the purchasing agent and airways engineer arrived in Edmonton the 13th January to complete the details of the Fort Nelson site. When completed, they will proceed to Vancouver in connection with the Watson Lake development. Funds for the development of Watson

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Lake and Fort Nelson have been made available. It has been decided to concentrate upon these two aerodromes first because they are inaccessible to ordinary means of communication and early arrangements for the transportation of about 500 tons of material into each place is absolutely essential if the necessary equipment is to be on the ground this year. This equipment consists of tractors, bulldozers, graders, diesel power plants, fuel, oil, tools, radio masts, working gangs, etc. This is an undertaking of some magnitude and will entail building special scows, rafts, and roads. Special investigations are now under way using aircraft to survey the trail. Initial shipment to connect with Fort Nelson will be via rail from Edmonton to Dawson Creek and by road from Dawson Creek to Fort St. John.

Fort Nelson. It will be necessary to have all equipment and initial supplies at Fort St. John by the end of January to enable them to proceed by tractor train to Fort Nelson. The route from Fort St. John to Fort Nelson is offering some hazard and if the journey cannot be completed before the end of the month, shipment would be delayed 25 miles south of Fort Nelson pending the construction of scows to transport it the remaining distance down the river. Transport Department are negotiating with Imperial Oil and the Hudson's Bay Company to supply fuel and oil from Fort Norman or Waterways; also food supplies from Waterways via Simpson to the junction of the Liard and Nelson and to Fort Liard. If this is possible, fuel and food will be obtained at

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a much cheaper rate.

Some of the lighter equipment will have to be transported by air.

Watson Lake. Shipment of heavy equipment into Watson Lake will be from Vancouver to Wrangel by boat, thence to Telegraph Creek by a shallow draught boat and scow; by road 72 miles from Telegraph Creek to Dease Lake and by tunnel boat and scow to Lower Post; thence by about twenty-five miles of road to be constructed to Watson Lake. Navigation on the Stikine opens approximately May 12th and on Dease Lake approximately 24th. It is understood also that shipments down the Dease River must be completed in the month of June during high water and also during the navigational period the water is so fast that shipments upstream to take the equipment out again will be most unlikely. In any case, it is anticipated that, to ship the equipment out would cost more than to provide new equipment. It is necessary both at Wrangel and Dease Lake to construct additional boats and scows, in order to enable the tonnage to be handled. It is also necessary to ship in additional trucks for the trans-shipment from Telegraph Creek to Dease Lake.

A gamble must be taken on the road from Telegraph Creek to Dease Lake which, when dry, is very good but as it is not graveled, it would be unserviceable during wet periods.

In the case of both Watson Lake and Fort Nelson, all mechanical equipment for the radio and other light

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parts will be shipped by air. A radio engineer from Ottawa left on the 16th and will meet Airways District Inspector at Edmonton. From Edmonton, they will proceed by department aircraft for the selection of radio range sites at Grande Prairie, Fort St. John, Fort Nelson, Watson Lake and Whitehorse, in that sequence. They are taking enough instruments with them to enable them to orient the ranges and it will be necessary in the case of the sites at Fort St. John, Nelson and Watson Lake to utilize dog teams in the final selection. This will mean a certain amount of delay at these points but no difficulty is anticipated in keeping ahead of the survey parties and contractors.

After the radio range selection party finishes at Whitehorse, they will proceed to Smithers and Prince George.

It should, perhaps, be mentioned that the radio range setup on the route from Edmonton to Whitehorse and from Fort St. John to Prince George appears to be distinctly encouraging when finally laid out on the map and provided sufficient range is secured from the stations installed, complete coverage of the route will be obtained.

With reference to development of the remaining sites not specifically mentioned, no difficulty is anticipated as they are adjacent to up-to-date ground communication systems and development should be commenced as soon as spring conditions are favourable.

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ELEVENTH RECOMMENDATION

Action by the Canadian Air Force

Detailed survey of new aerodromes at Ucluelet and Hardy Bay on Vancouver Island are now under way. The Hardy Bay survey will take at least four months on account of heavy wind falls, heavy timber, some muskeg and rock, snow conditions and the inaccessibility of the area.

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PERMANENT JOINT BOARD ON DEFENCE

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FIFTEENTH MEETING OF THE BOARD, MONTREAL, JANUARY 21, 1941.

1. The Permanent Joint Board on Defence met in the Windsor Hotel at Montreal at 9.30 a.m., January 21, 1941. The same members participated in the meeting as on the preceding day.

2. The Board continued the discussion of the progress being made in providing facilities for United States aircraft in the Maritime Provinces and Newfoundland. Having reviewed the present status of the facilities which, in accordance with the approved Recommendation in the First Report of the Board are to be provided by Canada, the Board has agreed as its Fourteenth Recommendation:

> That most urgent priority should be given to the provision of facilities for at least one United States squadron of patrol planes at Halifax and one United States squadron in the Botwood area.

3. The Board then turned to a discussion of the preparation of a Defence Plan or Plans for 1941. It was indicated that consideration of the general character of such plans is proceeding in the Service Departments of the two countries and that the subject would be further considered at a meeting of the Service Members of the Board to be held in advance of the next session of the whole Board.

4. It was decided that the next meetings of the Board would be held in Buffalo, N.Y., commencing on the 27th of February. The meeting adjourned at 12 noon.

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THIRTEENTH RECOMMENDATION

In view of the vital military importance of the Sault Ste. Marie Canals and the St. Mary's River to the defence programme of the United States, and the vulnerability of the navigation channel, the Board agreed that each Government should constitute a single authority to be responsible for the safety of navigation through these waters, and that each such authority be clothed with the necessary powers and required to cooperate with the other in taking all measures necessary for the purpose.

FOURTEENTH RECOMMENDATION

That most urgent priority should be given to the provision of facilities for at least one United States squadron of patrol planes at Halifax and one United States Squadron in the Botwood area.

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Secret

Ottawa, March 13th, 1941.

Memorandum for the Prime Minister:

Attached is copy (No. 1) of the Journal of Discussions and Decisions of the Permanent Joint Board on Defence, covering the meeting held in Buffalo on February the 27th, 1941, just received from Keenleyside.

Copies are being sent, as usual, to the three Ministers of Defence, and to the Minister of Munitions and Supply.

I assume that at an early meeting of the Cabinet War Committee these Reports will be formally submitted, and referred to the *Minister of Finance for subsequent recommendation.

* Defence Ministers and the

A.D.P.H.

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SIXTEENTH MEETING OF THE BOARD, BUFFALO, FEBRUARY 27, 1941.

1. The Permanent Joint Board on Defence met in the Hotel Statler at Buffalo at 11 a.m., January 27, 1941. The following members participated:

Canadian Members	United States Members
Mr. O.M. Biggar,	The Hon. F.H. LaGuardia,
Lt.-Col. G.P. Vanier,	
Col. R.B. Gibson, vice Brig. Kenneth Stuart,	Captain H.W. Hill,
Captain H.E. Reid,	Commander Forrest P. Sherman,
Air Commodore A.A.L. Cuffe,	Lt.-Col. Clayton Bissell,
Mr. H.L. Keenleyside.	Mr. J.D. Hickerson.

2. Progress Reports, copies of which are attached as an Annex, were presented by the Service Members of the Board and discussed in detail.

3. The Board discussed the general problem of supplying gasoline for the various activities in Newfoundland. It was agreed that the problem required examination by all services concerned, and that such examination should be initiated immediately by the Service Members. It appeared from facts now established that it would be advantageous for the United States Navy

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to augment immediately its proposed storage at Argentia, whatever solutions may be evolved for the more difficult problems elsewhere in Newfoundland.

4. There was an extended discussion of the future work of the Board in the light of the existing international situation and with particular reference to the preparation of a 1941 plan or plans. The United States members explained that the preparatory work which has for some time been in progress in the United States War and Navy Departments was still under way and that this work had not reached the point where the special meeting of the Service Members, which had been contemplated in advance of the present meeting of the Board at Buffalo, could usefully take place. It was agreed that it would be desirable for the Service Members to expedite their work in connection with the preparation of the 1941 plans and that a meeting of the Service Members to proceed with this work should be arranged by them at the earliest practicable date.

5. After a tentative agreement to meet on March 31, the place and the final date to be arranged between the two Chairmen, the meeting adjourned at 4 p.m.

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APPENDIX

REPORT FROM SERVICE MEMBERS OF PROGRESS MADE IN CARRYING OUT RECOMMENDATIONS OF THE BOARD

FIRST RECOMMENDATION

The exchange of information is proceeding satisfactorily except for weather in which complete exchange of weather codes appears to be necessary. This matter is being taken up. Consideration is now being given to the immediate establishment of a teletypewriter line between Esquimalt and Headquarters, Thirteenth Naval District, or possibly the Naval Air Station at Sand Point.

SECOND RECOMMENDATION

Action by the United States Navy

Work has commenced at the Naval Air Station, Argentia, and a base guard detachment of marines has been established. The Chief of the Bureau of Yards and Docks advises that no labour difficulties are being experienced at Argentia.

Action by the United States Army

The Commanding Officer, American forces in Newfoundland, was advised of the difficulty of installing net at St. John's. He reports the position of the ALEXANDER is defiladed; that he conferred with local Commanders, and completed arrangements for putting the

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155 guns in position.

By lease arrangements between Great Britain and the United States, the status of American personnel outside leased areas has been determined.

A United States Army Air Corps officer proceeded to Ottawa and coordinated present building plan at Newfoundland airdrome with United States requirements. A mutually satisfactory arrangement has been evolved.

The Stephenville staging field project has been revised on the basis of two runways in order to simplify construction and expedite completion. The project is now estimated to cost 2½ million dollars and to be completed by the fall of 1941.

Action by the Canadian Navy

Newfoundland. The various problems in connection with the preparation of Newfoundland bases were discussed with the Naval Officer-in-Charge, Newfoundland, who visited Ottawa this month. It is expected that the net and other defences will be established as previously forecasted.

The position of the A.T. baffle at St. John's has been approved, subject to the concurrence of the Newfoundland Government.

Action by the Canadian Army

(a) The change in site of the proposed 10-inch battery at Botwood will necessitate

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new surveys, which will be carried out as soon as weather permits.

(b) The construction of the 4.7" battery at St. John's is well in hand.

(c) Plan has been prepared and material ordered for the 10-inch battery at St. John's. Work has commenced on the road into this battery site. The guns are now being dismantled in the United States.

Action by the Royal Canadian Air Force

A senior officer of the United States Army Engineering Corps visited Ottawa and in consultation with the R.C.A.F. Engineers approved a building layout to meet United States requirements.

The contractor is arranging for the employment of an additional 1,500 men to speed up the construction programme.

A contract has been awarded for the new construction at Newfoundland Airport.

Detailed engineers report on progress available.

Engineers report available on Botwood and Gleneagles.

THIRD RECOMMENDATION

Action by the Canadian Navy

Halifax. Plans for the construction of a large graving dock, capable of taking the largest

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vessel afloat or contemplated, are being considered by the Government. The proposed dimensions of this dock are as follows:

Length - 1200'

Width - 130' at bottom of gate.

Provision for the cost of construction of this dock has been made in the estimates for 1941-42.

It is also intended to construct a floating dock of a lifting capacity of 25,000 tons. The proposed dimensions of the floating dock are:-

Length - 600' overall,
500' over the blocks.

Width - 100' inside the wings.

Ship Construction. Four Corvettes have been completed on the East Coast; three on the West Coast. By the end of May it is expected that a total of ten will be in commission on the West Coast and thirty-three on the East Coast.

Forty-eight Minesweepers have been ordered, of which thirty-eight should be in commission this year, delivery commencing in March.

Action by the Canadian Army

(a) Work is progressing at Halifax and Sydney. New 9.2-inch battery at Halifax 75% complete, guns not yet arrived. Construction is progressing on the new 6-inch battery at Halifax. The completion of the new 6-inch battery at Sydney is awaiting arrival of barrels from England.

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(b) The plans and specifications for the 4.7" battery at Shelburne are now practically complete and it is expected the contract will be awarded in the next three weeks.

Action by the Royal Canadian Air Force

Accommodation will be available by the 1st of May for one United States or Canadian seaplane squadron at Halifax and one at North Sydney. Arrangements for accommodation of a squadron at Shelburne are being hastened.

Accommodation for a second squadron of seaplanes at Halifax is also being hastened.

FOURTH RECOMMENDATION

Action by the Canadian Army

(a) Canadian artificers proceeded to United States in connection with dismantling the 10-inch equipment for use on East Coast.

(b) The employment of the four 8-inch or eight 155 mm. guns, whose release on loan for the West Coast is in hand, is receiving consideration.

(c) Sixteen .5-inch A.A. M.G. and five 60 mm. A.S. Searchlights which accompanied the United States troops to St. John's have been made available for the use of Canadian troops. Provision of manning personnel is now being arranged. 12 of the .5-inch A.A. M.G. are being moved to the Newfoundland Airport.

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FIFTH RECOMMENDATION

Action by the United States Army

Certain information on airdromes in the Maritime Provinces has been received. The United States Army Air Corps desires complete information on all airdromes in Canada similar, in general, to that furnished to the Canadian Air Force member of the Board at the last meeting.

The Premier of Nova Scotia has communicated with an American airline, requesting the initiation of airline service from Boston to Nova Scotia, suggesting landings at Yarmouth, Halifax, and Sydney. No application for such a service has been filed with the United States Civil Aeronautics Board.

Action by the Canadian Army

Items (b) and (c) are receiving further consideration with the approach of Spring. It is considered that existing facilities will satisfy present requirements.

SIXTH RECOMMENDATION

Action by the Canadian Army

Nothing further to report.

SEVENTH RECOMMENDATION

Action by the United States Army

No report has been received by the United States War Department in response to a request for the

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recommendations of the local Joint Board, Puget Sound Area, as to the installation of seacoast defences considered most desirable. This matter was referred to the local Joint Board immediately following the last meeting. A radio request to expedite reply was dispatched February 14, 1941.

Action by the Canadian Army

Nothing further to report.

Action by the Royal Canadian Air Force

A tentative allocation of United States units to Maritime bases will be handed to United States member for Army Air Corps.

NINTH RECOMMENDATION

Action by the Canadian Army

The airmen prisoners referred to are now interned in two Camps in Northern Ontario.

TENTH RECOMMENDATION

Action by the United States Army

An American airline has filed an application for service between the United States and Alaska, predicated on the facilities being provided by Canada between the United States and Alaska. As no aircraft could be released now for this operation, this is reported to the Board as a matter of information only.

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An American Army Officer proceeded to Ottawa to coordinate the radio facilities for the staging fields in Western Canada between United States and Alaska. The arrangements contemplated appear to be satisfactory.

As a result of the suggestion at the last meeting that coordination of radio frequencies was necessary for radio material under development, the Chief Communication Officers of the United States Army and Navy conferred and recommended that a detailed agenda be forwarded to indicate specifically what difficulties had been encountered and what remedies were suggested. No reply has been received to request for this information.

Action by the Royal Canadian Air Force

Progress satisfactory. Engineers report available.

ELEVENTH RECOMMENDATION

Action by the Royal Canadian Air Force

Survey being carried on.

THIRTEENTH RECOMMENDATION

Action by the United States Army

The Sault Ste. Marie defence against sabotage has been further studied. Final action has not yet been taken by the United States War Department. It is contemplated that a Military District will be established.

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Action by the Canadian Army

Protective measures for the Canadian side of this area have been reviewed and will be coordinated under an officer of the Royal Canadian Mounted Police.

FOURTEENTH RECOMMENDATION

Action by the United States Army

The question of supplying gasoline to the Newfoundland Airport has been raised, and it appears, from the report of the American officer who coordinated Newfoundland Airport plans, that additional tank cars will be essential.

Action by the Royal Canadian Air Force

Accommodation can be made available for one United States squadron by the 1st of May at either Halifax or North Sydney.

Botwood. A contract has been arranged for a construction company to commence work on this site as soon as surveys now being made are completed. There exists at this base one forty foot concrete slipway and refuelling facilities of 6,000 gallons. The Newfoundland Government have been requested to make these facilities available and to acquire the necessary lands. One squadron could operate from this base after the 1st of May if ship accommodation is available for personnel.

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PERMANENT JOINT BOARD ON DEFENCE

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EIGHTEENTH MEETING OF THE BOARD, MONTREAL, APRIL 17, 1941

1. The Board met at 9.30 a.m. The participants were the same as on the previous day except for the presence of the Honourable L.E. Emerson and the Honourable J.H. Penson of the Newfoundland Commission of Government.

2. The representatives of the Newfoundland Commission of Government were welcomed by the Chairmen and in reply expressed their pleasure at being present and thanked the members of the Board for the opportunity of taking part in the meeting while Newfoundland matters were under consideration.

3. At the request of the Chairmen, Colonel Bissell outlined in some detail the problem created by the inadequacy of existing railway equipment in Newfoundland.

4. After prolonged consideration with the Newfoundland Commissioners; after determination that the present condition and rolling stock (on hand and on order) of the Newfoundland railroad are barely adequate for civilian requirements; and after full consideration of the great urgency of adequate supply prior to the winter of 1941 of United States bases and United States forces stationed outside base areas

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in Newfoundland, the Board agreed as its Sixteenth Recommendation:

> that the United States procure and retain title to such railroad rolling stock as is necessary for its military requirements in Newfoundland, including possible operations from the Newfoundland Airport;
>
> that the Newfoundland Government continue to operate the Newfoundland railroad and undertake at once the construction of additional facilities and necessary rehabilitation of the railroad outside of areas leased to the United States;
>
> that necessary arrangements for essential financial assistance be immediately worked out between the United States and Newfoundland Governments; and
>
> that both Canada and the United States assist in the procurement of the necessary priorities required to permit this recommendation to be carried out in the time specified.

5. Reference was made to a report that the Newfoundland Government had insisted that all gasoline delivered in Newfoundland by the United States authorities should be contained in non-returnable drums. The Newfoundland Commissioners stated that, so far as they were aware, no such regulation existed and agreed to take whatever steps might be necessary to rectify the situation if it should be found that, in fact, it does exist.

6. Reference was made to the possibility of using the Carbonear Camp which had been constructed to house the German prisoners of war to whom reference had been made in the Halifax meeting of the Board.

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The United States Service members suggested that unless there was some special reason for salvaging the Camp it should be left until next winter when it might prove to be useful for the housing of United States troops if the construction programme now under way should not be completed on time. It was agreed by the Newfoundland Commissioners that the Board would be informed before any action is taken for the disposition of the Camp.

7. With reference to labour conditions in Newfoundland, Mr. Keenleyside stated that he had given to Mr. Emerson and Mr. Penson copies of the draft telegram on this subject which had been prepared after consultation between Ottawa and Washington. It was the general opinion of the Board and of the Newfoundland Commissioners that conditions in regard to the labour situation in the Island had changed for the better since this problem had been first brought to the Board's attention. The Commissioners agreed to take back to St. John's the copy of the draft telegram and to consider it in the light of the situation as revealed to them on their arrival. They undertook to inform the members of the Board of their views when the situation has been further examined.

8. The Board then discussed the question of Newfoundland representation at meetings in which problems relating to the defence of that country

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would be up for discussion. In this connection, Mr. Emerson suggested that he thought it probable that the Board would be used as the instrument of consultation under the United States - United Kingdom Agreement and the Protocol in which Canada was a participant. It was agreed that the Board would, if possible, notify the Newfoundland Commission of Government of the probable discussion at any of its meetings of a subject likely to be of interest to the Commission and would, in any event, inform the Commission as early as possible of the date and place of each meeting of the Board in case the Commission should wish to present to the Board any matter relating to the defence of the Island.

9. It was decided that the Service members of the Board would meet in Ottawa as soon as the Canadian members were ready to proceed with the preparation of the defence plans, and that the next meeting of the Board would take place on Thursday, May 8, 1941, in the city of Philadelphia.

10. The meeting adjourned at 1 p.m.

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MEMORANDUM
Office of the Clerk of the Privy Council

PJDB

Ottawa, Dec. 22

C220721

Prime Minister

The attached report of the Chiefs of Staff regarding Command of joint Canadian-U.S. forces will be raised by Mr. Ralston at tomorrow's meeting of the War Committee D.M.P.

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N.S. 1017-10-30

SECRET

C220722

See Minutes W.C.C. Apr. 23

THE MINISTERS.

1. As a result of recent meetings of the Permanent Canadian - United States Joint Board on Defence, certain proposals by the United States Service members of that Board have been brought to the attention of the Chiefs of Staff by their respective representatives. These proposals concern questions of higher policy with which the Services alone are not competent to deal. The Chiefs of Staff Committee, therefore, have carefully studied these proposals, and in accordance with your verbal instructions, now desire to bring forward their recommendations in this regard.

2. In order to clarify the situation and, in particular, the important issues at stake, the Committee have prepared the following brief resume of the Joint Board negotiations so far as they have gone.

3. The Permanent Joint Board on Canadian - United States Defence have completed preparation of their first plan, originally entitled "Joint Canadian - United States Basic Defence Plan - 1940", and now called "BASIC PLAN 1". The Board is now engaged in preparing a second plan, to be entitled "BASIC PLAN 2". These two plans envisage entirely different sets of circumstances in which they would require to be brought into effect, and are therefore dealt with separately.

"BASIC PLAN 1"

4. Briefly, "BASIC PLAN 1" is intended for use in the unlikely event of Great Britain being over-run by the enemy or if the British Navy ceases to control the North Atlantic, in which case the North American Continent will be open to direct attack by the enemy.

5. The object of "BASIC PLAN 1" is "To defend Canada and the United States against direct attack by European and/or Asiatic Powers".

6. This "BASIC PLAN 1", comprising a number of clearly-defined tasks, has already been accepted by the Canadian and United States Governments, and preliminary measures are in hand by both Governments to implement its provisions.

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7. "OPERATIONAL PLAN 1" for each Service, based on "BASIC PLAN 1", is now being prepared by the respective Service Members of the Board.

8. It was the intention of the Board to include the question of Command Relations in the "OPERATIONAL PLAN 1" rather than in the "BASIC PLAN 1". In view of the fact that Command Relations involve important issues of higher policy, and because so far the United States and Canadian Service Members have found themselves unable to agree upon this difficult question, the Chiefs of Staff strongly recommend that Command Relations should be included in "BASIC PLAN 1".

9. If this recommendation is accepted, it will be necessary to direct the Board to prepare an Addendum to "BASIC PLAN 1", which Addendum will of course also require to be accepted by the Governments of Canada and the United States.

"BASIC PLAN 2"

10. Since "BASIC PLAN 1" was prepared, the general situation has changed considerably. The Lease-Lend Bill has been passed, and the possibility of United States entry into the war is far less remote than it was six months ago.

11. It was therefore decided that the Joint Board should prepare a plan visualising the entry of the United States into the war as an Associate of the British Commonwealth and Allied Powers. This plan, now in course of preparation by the Board, is known as "BASIC PLAN 2".

12. Preparation of this Plan was delayed at the desire of the United States, in order that they might first ascertain their commitments as a result of United Kingdom - United States Conversations lately completed in Washington.

13. These United Kingdom - United States Staff Conversations were instituted in order "to determine the best methods by which the armed forces of the United States and the British Commonwealth, with its present Allies, could defeat Germany and the Powers allied with her, should the United States be compelled to resort to war: to co-ordinate, on broad lines, plans for the employment of the forces of the Associated Powers: and to reach agreements concerning the methods and nature of Military Co-operation between the two nations, including the allocation of the principal areas of responsibility, the major lines of the Military strategy to be pursued by both nations, the strength of

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the forces which each may be able to commit, and the determination of satisfactory command arrangements, both as to supreme Military control, and as to unity of field command in cases of strategic or tactical joint operations."

14. Agreements between the representatives of the United Kingdom and United States were reached. They are however subject to confirmation by the Chiefs of Staff and the Governments of the respective countries.

15. The completed Agreements include a clear understanding as to the Strategic Objective, Strategic Defence Policies, Principles of Command, and a detailed "United States - British Commonwealth Joint Basic War Plan."

16. The Canada - United States Joint Board's "BASIC PLAN 2" is predicated on the United Kingdom - United States Agreements, which, as might be expected, deal very largely with Naval Forces. Air and Land Forces are only involved by virtue of the question of strategic control in "islands and contiguous continental land areas west of longitude 30° West" with the exception of "waters and territories in which Canada assumes responsibility for the strategic direction of Military Forces, as may be defined in U.S. - Canada Joint Agreements".

17. As previously noted, in the United Kingdom - United States Agreements, certain "Principles of Command" were laid down and agreed to. A study of these Principles clearly shows that as far as the Navy is concerned the United Kingdom r-cognises the existence of our present agreement with the Admiralty whereby Canada assumes strategic control in her Coastal Areas, and further also indicates that the United Kingdom assumes that Canada will continue to exercise such control under any agreement with the United States. As regards land forces, the United States Army Member was clearly desirous of obtaining agreement for strategic direction by the United States, but agreed that the object in view could also be attained by co-operation.

18. During the course of preparation of "BASIC PLAN 2", the Canadian Members of the Joint Board proposed that Canada should retain strategical and operational control of its own forces operating from Canadian bases, and that the United States retain similar rights over their forces operating from our bases or in waters adjacent to Canada and Newfoundland. It should be noted that this proposal is similar in all respects to the arrangements made with the British Admiralty for the operation of British forces in Canadian waters. These arrangements have

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worked with complete success for nearly eighteen months.

19. The United States Members of the Board were unable to agree with this proposal as regards naval and naval air forces, and desired to limit Canada to the strategic direction of her own forces only in those areas already laid down in "BASIC PLAN 1". These are briefly the Gulf of St. Lawrence, the Bay of Fundy, and an area within a radius of 30 miles from each Canadian and Newfoundland Defended Port.

20. While there is no definite interpretation of the term "Strategic Control" or "Strategic Direction", it has been generally agreed by the Service Members of the Joint Board to mean "The higher direction of war, including the assignment of missions and the allocation of the means required to accomplish them".

21. In regard to "BASIC PLAN 1", the Chiefs of Staff are of the opinion that in the circumstances in which this Plan would be put into effect, namely "North America versus The Rest", strategic direction by the United States, subject to consultation with Canada, would be the most practicable solution. They therefore recommend that such qualified control by the United States should be accepted under "BASIC PLAN 1".

22. In the case of "BASIC PLAN 2", the circumstances in which this plan would be brought into effect are entirely different. "BASIC PLAN 1" is primarily 'defensive'; "BASIC PLAN 2" is essentially 'offensive'. In one case the 'Front Line' is in the Western Hemisphere; in the other it is in Europe. In "BASIC PLAN 1", the United States, with Armed Forces in the proportion of about twelve to one as compared to those of Canada, is obviously the major partner; and it is eminently reasonable that she should initiate strategic direction of the combined forces. In "BASIC PLAN 2" the primary object of the entry of the United States into the war will not be the defence of the North American Continent but to assist in the destruction of the enemy in any part of the world where Allied Forces may be sent to operate.

23. In the circumstances in which "BASIC PLAN 2" is operative, the Chiefs of Staff therefore desire to advise most strongly against the acceptance by Canada of any proposal giving the United States unqualified strategic control of Canadian Armed Forces.

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24. Instead, they wish to recommend the following basic principles governing Command Relations in the preparation of "BASIC PLAN 2":-

(i) That Canada retain strategic direction over its forces based on Canadian and Newfoundland territory and waters.

(ii) That the United States retain similar control over its forces similarly based.

(iii) That specific Navy, Army and Air Force operational tasks be assigned to the United States and Canada respectively, and the coordination of responsibilities be attained by the same mutual co-operation which has been so evident between United Kingdom and Canadian Forces now operating in the Atlantic Area.

25. The Chiefs of Staff Committee recommend that, in the event the Canadian Government accept the recommendations given in paragraphs 8, 21 and 24 above, these views should be transmitted through the appropriate Channels to the Joint Board. It is believed that if the Canadian Members of the Board are in possession of definite guidance in these matters that concurrence of the United States Members of the Board to these proposals will be obtained.

26. Submitted for consideration and approval.

.....Rear-Admiral,
Chief of the Naval Staff.

.....Major-General,
Chief of the General Staff.

.....Air Vice-Marshal,
Chief of the Air Staff.

22nd April 1941.

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C220720

Secret

Ottawa, May 3rd, 1941.

Memorandum for the Prime Minister:

Attached is copy (No. 1) of the Journal of Discussions and Decisions of the Permanent Joint Board on Defence, covering the meetings held in Montreal on April the 16th and 17th, just received from Keenleyside.

Copies are being sent, as usual, to the three Ministers of Defence, and to the Minister of Munitions and Supply.

I assume that at an early meeting of the Cabinet War Committee these Reports will be formally submitted, and referred to the Defence Ministers and the Minister of Finance for subsequent recommendation.

A.D.P.H.

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C220728

FIFTEENTH RECOMMENDATION

That Canada provide the increased aviation fuel storage capacity required by prospective needs in the Newfoundland Airport and Lewisporte-Botwood areas in accordance with the responsibility accepted by the Canadian Government; and that the United States Government assist in the procurement of the necessary priorities to permit this recommendation to be carried out within the time specified.

SIXTEENTH RECOMMENDATION

That the United States procure and retain title to such railroad rolling stock as is necessary for its military requirements in Newfoundland, including possible operations from the Newfoundland Airport;

That the Newfoundland Government continue to operate the Newfoundland railroad and undertake at once the construction of additional facilities and necessary rehabilitation of the railroad outside of areas leased to the United States;

That necessary arrangements for essential financial assistance be immediately worked out between the United States and Newfoundland Governments; and

That both Canada and the United States assist in the procurement of the necessary priorities required to permit this recommendation to be carried out in the time specified.

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL

of

DISCUSSIONS AND DECISIONS

SEVENTEENTH MEETING OF THE BOARD, MONTREAL, APRIL 16, 1941

1. The Permanent Joint Board on Defence met in the Windsor Hotel, Montreal, at 11 a.m., on Wednesday, April 16, 1941. The following members participated:

Canadian Members	United States Members
Mr. O.M. Biggar,	The Hon. F.H. LaGuardia,
Lt.-Col. G.P. Vanier,	Captain H.W. Hill,
Captain H.E. Reid,	Commander Forrest P. Sherman,
Air Commodore A.A.L. Cuffe,	
Brigadier M.A. Pope,	Lt.-Col. Clayton Bissell,
Mr. H.L. Keenleyside.	Mr. J.D. Hickerson.

2. Brigadier M.A. Pope, who had been appointed on April 2nd to succeed Brigadier Stuart, was welcomed by the members of the Board. The latter, whose new duties as Vice Chief of the General Staff had made it impossible for him to continue as a member of the Board, was also in attendance at the special request of the Chairman of the Canadian Section.

..... 3. Progress Reports, copies of which are attached as an Annex, were presented by the Service Members of the Board and discussed in detail.

4. It was arranged that a conference on communications to be attended by technical representatives

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of the Canadian and United States Services should be convened in Washington, if possible during the week of April 20, 1941.

5. The United States members emphasized the importance of obtaining an immediate decision in regard to the supplying of copies of United Kingdom meteorological codes for use by United States aircraft operating from Newfoundland. It was agreed that the Department of External Affairs would take this matter up at once and endeavour to arrange for the required release.

6. The Board reviewed the problem of fuel supply required for aerial operations from the Newfoundland Airport and in the Lewisporte-Botwood area. Previous estimates contemplated storage for 1,600,000 gallons (of which 600,000 gallons, one month's supply, would be located at Newfoundland Airport) premised on continuous supply by rail from St. John's. It has now been determined that reliance on continuous rail supply during the winter is unsound. Facts were adduced to show that a minimum storage capacity of 2,600,000 gallons will be essential before the close of navigation in the Botwood area next winter. Discussion clearly exposed the urgency of providing the increase in capacity. It was also pointed out that not only is the increase essential for defence operations but is equally necessary for overseas ferrying of aircraft.

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The Board then agreed as its Fifteenth Recommendation:

> that Canada provide the increased aviation fuel storage capacity required by prospective needs in the Newfoundland Airport and Lewisporte-Botwood areas in accordance with the responsibility accepted by the Canadian Government; and that the United States Government assist in the procurement of the necessary priorities to permit this recommendation to be carried out within the time specified.

7. Mr. Hickerson explained to the Board the sequence of events which led to the decision of the United States Government to send immediately 2 - 8 inch guns and 6 medium bombardment planes to supplement the defences of Newfoundland. He pointed out that in the correspondence between Prime Minister Churchill and President Roosevelt it was made clear that the action that was taken was to be coordinated with the activities of, and carried out in consultation with, the Permanent Joint Board on Defence.

8. The Board gave consideration to its relations with the Newfoundland Commission of Government and arrangements were made to have the Honourable L.E. Emerson and the Honourable J.H. Penson attend the next meeting of the Board.

9. The meeting adjourned at 6.30 p.m.

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APPENDIX

REPORT FROM SERVICE MEMBERS OF PROGRESS MADE IN CARRYING OUT RECOMMENDATIONS OF THE BOARD

FIRST RECOMMENDATION

Action by United States Navy

A teletypewriter service has been authorized between Esquimalt and the Naval Air Station, Seattle. A request has been made of the British Government for weather codes required for safeguarding weather information. Naval members have been designated to attend a joint United States - Canadian communication and radio conference when called. In order to provide better liaison in the Seattle-Vancouver region, a United States Naval Officer has been specifically designated for this task.

Action by United States Army

Exchange of information continues generally satisfactory and in certain cases has been materially improved through the splendid cooperation of the Canadain Military and Air Attaches.

Action by the Canadian Army

Information continues to be exchanged between the Canadian and United States Armies. Twenty-four Canadian officers have just returned from the United States where they have visited various army posts and

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training centres. About thirty United States Army officers are now in Canada at our various training centres and concentration camps.

Action by the Canadian Air Force

Satisfactory, except there appears to be a delay in calling the Joint Signal Conference, for which Canada has supplied a suggested agenda. This Conference was to discuss also the establishment of teletypewriter communications between Canada and the United States for exchanging meteorological reports and aircraft warning reports, as mentioned in the last progress report.

SECOND RECOMMENDATION

Action by United States Navy

Work on the Naval Air Station, Argentia, is proceeding rapidly. A marine detachment of 100 men has been provided and is already there. The lease arrangements with Great Britain have been completed. Funds have been obtained for the construction of gasoline storage for 1,800,000 gallons.

Action by United States Army

(a) The defence of Newfoundland will be improved by the decision to reinforce the United States Newfoundland garrison by one half battery of 8-inch guns and one bombardment squadron consisting of six medium

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bombardment aeroplanes. The half battery will be manned by 4 officers and 151 other ranks and the squadron by 52 officers and 415 other ranks. Sufficient aviation personnel is being provided to permit the replacement of the B-18 aeroplanes by a full squadron of B-17 bombers if this becomes necessary. The half battery will go to St. John's and the squadron to the Newfoundland Airport. All personnel, except the air element, which will proceed by air, are scheduled to sail April 27 from New York and arrive at St. John's about April 30, 1941.

(b) It has been suggested that all details should be arranged, as regards Newfoundland, by the United States of America-Canadian Defence Board informing the Government of Newfoundland.

(c) A United States Army Air Corps officer (Major Abbey) conferred with Canadian Air Force officers at Ottawa and worked out numerous details regarding housing and technical facilities being provided at the Newfoundland Airport for United States Army Air Corps. Similar procedure is contemplated in future.

(d) Detailed plans for further defence installations and forces in Newfoundland are largely contingent on a thorough reconnaissance of the vital areas and their approaches. The Commanding Officer, Newfoundland Base Command, has been directed by the Commanding General, First Army, to cooperate in the conduct of such a reconnaissance, and it was suggested to the Canadian Army on April 10, 1941 that a joint reconnaissance be

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conducted as soon as weather conditions permit in order to expedite and facilitate planning.

(e) The signing of the Lease Agreement for the bases and its Protocol on March 27, 1941 clarifies the status of United States forces in Newfoundland, both within and without the base areas. The air squadron being sent to Newfoundland Airport proceeds under agreement concluded in pursuance to Article XIX of the Lease.

(f) The Canadian Air Force has been advised that present United States plans contemplate the establishment of three aircraft warning service stations in the southern part of Newfoundland during the fall of 1941, to be manned by an Aircraft Warning Service Company of 8 officers and 230 men. The location for the information centre has not been determined.

(g) The Chief of the Engineers, United States Army, was directed on April 1, 1941 to expedite in every way possible the provision by the United States Army of Air Corps technical facilities at Argentia for one interceptor pursuit squadron and at Stephenville for staging purposes only and to provide storage facilities in underground tanks for aviation gasoline as follows:

At Argentia . . . . . 900,000 gallons,
At Stephenville . . . . . 350,000 gallons.

(h) General Arnold recommends that the Canadian Government be requested to provide for use of United

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States Army aviation, underground storage facilities for 100 octane gasoline at the earliest possible date, as follows:

At Newfoundland Airport ..... 1,600,000 gallons,
At Botwood ..... 1,000,000 gallons.

A copy of the basis for the United States Army aviation requirement for the Newfoundland Airport-Botwood area and its integration with other requirements is being furnished to the Canadian Air Force member.

(i) The supply of aviation gasoline and other essential supplies to Newfoundland Airport and Stephenville to maintain military operations is estimated to require approximately five additional locomotives, fifty (5,000 gallon capacity) tank cars for 100 octane gasoline, and fifty freight cars above present Newfoundland railway equipment. The United States Army plans to provide any additional rolling stock required for its exclusive use. However, a definite decision has not yet been made. The United States War Department requests the Board to make an appropriate recommendation as to which Government will furnish this rail equipment, improve rail facilities by additional sidings between Botwood and Newfoundland Airport, particularly, and throughout the length of the Newfoundland railway generally, and insure continuous operation of the railroad between Botwood and Newfoundland Airport and between Cornerbrook and Stephenville. The United States will build the spur for its use into the Stephenville field.

(j) The United States air squadron at Newfoundland Airport will operate under orders from the Commander, Newfoundland Base Command. Its mission will be furnished

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prior to its arrival.

Action by the Canadian Navy

Newfoundland

Contracts have been awarded for the construction of Base Supply Ships for Botwood and Belle Isle. It is anticipated that one will be completed by the Fall of this year, and the other by early Spring of next year.

At Botwood it has been decided to abandon the original plan of underwater defences which provided for an A/S net, and substitute therefor Harbour Defence Asdics, Sonic Buoys and R.D.F.

Underwater Defences

West Coast

Prince Rupert Materials for A/S net now being assembled. Expected that net will be in operation next month.

East Coast

Materials for the following nets are being assembled, and it is expected that all nets will be in operation by the end of May:

Shelburne	A/S
Gaspe	A/S
Sydney	A/S
Saint John, N.B.	A/B
St. John's, Nfld.	A/T

Action by the Canadian Air Force

The United States Naval members have now agreed to provide accommodation for two patrol squadrons at Argentia and for Canada to provide accommodation

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for two squadrons in the Botwood area. An amendment to the Second Recommendation should be made accordingly. The survey at Botwood is progressing though handicapped by snow and ice.

THIRD RECOMMENDATION

Action by United States Army

(a) Informal request from Canadian Army members for four 3-inch anti-aircraft guns with auxiliary equipment for Halifax to permit removal of a like number of anti-aircraft guns to upper Saguenay River could not be granted due to acute shortage in the United States.

(b) The United States - Canada Puget Sound Local Board recommended four 8-inch railway guns and four 155mm guns. The larger question of a stronger coast artillery defence has been reviewed by local U.S. Army and Navy authorities and the decision reached to install two 16-inch guns near Cape Flattery and two 16-inch guns near Port Angeles. This will require a rearrangement of less powerful guns which the United States - Canada Local Board will recommend by mid-April.

Action by the Canadian Army

Three six-inch gun barrels have now been received from Great Britain. These barrels are now being mounted at Sydney. This battery will be ready for action in about one month's time. The 45° mountings of this battery will give the guns a range of about 30,000 yards.

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Action by the Canadian Air Force

Accommodation will be available by the 1st of May for one United States squadron at Halifax, or at North Sydney. The R.C.A.F. boat squadron will probably move to North Sydney if the United States squadron moves into Halifax.

Accommodation for one squadron at Shelburne, and a second squadron at Halifax, is being hastened.

FOURTH RECOMMENDATION

Action by the Canadian Air Force

No patrol planes or fighter planes have yet been made available to the R.C.A.F.

FIFTH RECOMMENDATION

Action by United States Navy

New air line services have been authorized between Vancouver and Seattle, and between Buffalo and Toronto.

Action by the Canadian Air Force

The Joint Conference on Communications should take place as soon as possible.

SEVENTH RECOMMENDATION

Action by United States Navy

A draft of a new joint United States - Canadian plan has been prepared and submitted to a conference of the Service members.

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Action by United States Army

The Service members held meetings both at Washington and Montreal for the development of Joint Plans. Complete verbal reports will be made to the Board.

Action by the Canadian Air Force

Satisfactory.

EIGHTH RECOMMENDATION

Action by United States Army

(See Second Recommendation).

NINTH RECOMMENDATION

Action by the Canadian Army

Completed.

TENTH RECOMMENDATION

Action by United States Army

(a) The United States Army Air Corps has been directed to initiate necessary action to insure the availability of 20,000 gallons of 100 octane gasoline at Watson Lake and Fort Nelson and 10,000 gallons at White Horse, Prince George, Fort St. John, Grande Prairie, and Smithers, as well as suitable quantities of lubricants, prior to completion of these staging

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facilities.

(b) Arrangements made with U. S. Civil Aeronautics Administration for release to Canadian order of certain essential radio parts necessary for completion of Canadian staging field radio beacons and replacement from Canadian order at a later date.

Action by the Canadian Air Force

Progress satisfactory. Detailed engineer's report will be presented.

ELEVENTH RECOMMENDATION

Action by the Canadian Air Force

Survey is progressing satisfactorily.

THIRTEENTH RECOMMENDATION

Action by United States Army

The Secretary to the President issued a memorandum on March 17, 1941, to the Secretaries of State, Treasury, War, Navy, Commerce and the Attorney General announcing the establishment of a military district, coterminous with Chippewa County, Michigan, and requesting every United States Government Department to cooperate fully with the Commanding Officer thereof for protection of the Sault Ste. Marie Canal, locks, and waterway. Copy furnished Canadian Army member March 29, 1941, who advised that Commissioner

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S.T. Wood, R.C.M.P., in charge on Canadian side would contact United States authorities and integrate control and protective activities.

Action by the Canadian Army

The Royal Canadian Mounted Police have been requested to get in touch with the Officer Commanding the Sault Ste. Marie Military District and cooperate to the fullest extent in the protection of the canal zone.

FOURTEENTH RECOMMENDATION

Action by the Canadian Air Force

Urgent priority is being given to the provision of facilities for one United States squadron of patrol planes at Halifax and one in the Botwood area.

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OFFICE OF THE PRIME MINISTER

MEMORANDUM

C220743

H-305-64(a)
1941

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For the Prime Minister:

Colonel Biggar, Chairman of the Canadian Section of the Joint Defence Board, has an important subject to discuss before the next meeting of Council, if this can possibly be arranged. It has to do with bases in Labrador, and concerns the broad question of policy, on which you alone can guide him.

W. J. T.

August 9, 1941

2.45 (Ledrunder)
12-8-41

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C220744

Ottawa, September 2nd, 1941.

MEMORANDUM FOR THE PRIME MINISTER:

Re: Permanent Joint Board on Defence

Attached are copies of the Reports of meetings held in Washington on May the 28th and 29th, and in Montreal on July the 29th and 30th.

Copies of these Reports have been distributed as usual to the three Ministers of National Defence, and to the Minister of Munitions and Supply.

I propose to place on the agenda for a meeting of the War Committee, soon after your return, matters arising from these Reports. By that time the Ministers concerned should be ready to make any recommendations necessary.

A. D. P. H.

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C220745

REPORTS OF THE MEETINGS

of

THE PERMANENT JOINT BOARD ON DEFENCE

HELD IN WASHINGTON ON MAY 28 and 29,

and

IN MONTREAL ON JULY 29 and 30,

1941.

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PERMANENT JOINT BOARD ON DEFENCE C220746

JOURNAL OF

DISCUSSIONS AND DECISIONS

NINETEENTH MEETING OF THE BOARD, WASHINGTON, MAY 28, 29, 1941.

1. The Permanent Joint Board on Defence met in the Federal Reserve Board building in Washington at 2.15 p.m., May 28, 1941. The following members participated:

Canadian Members	United States Members
Mr. O. M. Biggar,	The Hon. F. H. LaGuardia,
Lt. Col. G. P. Vanier,	Maj. Gen. Stanley D. Embick,
Captain H. E. Reid,	Captain H. W. Hill,
Air Commodore A.A.L. Cuffe,	Commander Forrest P. Sherman,
Brigadier M. A. Pope,	Lt. Col. Clayton Bissell,
Mr. H. L. Keenleyside.	Mr. J. D. Hickerson.

2. Throughout the afternoon of the 28th and during the two meetings of the Board on May 29th, the entire time was devoted to a general discussion of the question of the preparation of a Plan No. 2 and the matter of command relationships under that Plan. The basic assumption of Plan No. 2 would be the entry of the United States into the present war against the Axis Powers in association with Great Britain and Canada. As no mutually acceptable solution of the problem of command relationship was found after a full discussion of this subject, it was agreed that it would be desirable for the question of command relationship under Plan No. 2 to be considered on the basis of command by cooperation at a meeting of the Service members of the Board to be held in Montreal at their earliest convenience.

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PERMANENT JOINT BOARD ON DEFENCE

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TWENTIETH MEETING OF THE BOARD, MONTREAL, JULY 29, 1941.

1. The Permanent Joint Board on Defence met in the Windsor Hotel, Montreal, at 10 a.m. (Montreal time) on Tuesday, July 29, 1941. The following members participated:

Canadian Members	United States Members
Mr. O. M. Biggar	The Hon. F. H. LaGuardia,
Lt. Col. G. P. Vanier,	Maj. Gen. Stanley D. Embick,
Capt. F. L. Houghton (Vice Captain Reid),	Captain H. W. Hill,
Air Commodore A. A. L. Cuffe, (Assisted by Group Capt. T. A. Lawrence),	Commander Forrest P. Sherman,
Brigadier M. A. Pope,	Lt. Col. Clayton Bissell,
Mr. H. L. Keenleyside,	Mr. J. D. Hickerson.

2. The Board discussed at length the difficulties experienced in the Newfoundland area in aircraft operations and in ferrying of aircraft between North America and the United Kingdom and considered a proposal that an alternative to the Newfoundland Airport should be established in the North West River area of Labrador. It was pointed out that weather conditions in Newfoundland are so uncertain that difficulties are being experienced resulting in losses of personnel and equipment and serious losses in time. It was submitted by the Service Members of the Board that the most hopeful approach to a solution of this problem would be found in the establishment of an air base in that part of the

North West

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North West River area that is relatively free from the adverse weather conditions prevailing in Newfoundland. It was emphasized in the discussion that the Government of the United Kingdom is urgently desirous of having such a base established.

In view of these considerations and having in mind the policy of the Canadian Government in relation to the provision of defence facilities in its own territory and in Newfoundland, the Board agreed to adopt the following as its Seventeenth Recommendation:

> In order to facilitate the ferrying of long and medium range aircraft across the Atlantic, to enhance the effectiveness of plans for hemisphere defence, to prevent congestion at the Newfoundland Airport and to provide greater security for crews and equipment, the Board recommends:
>
> That the Canadian Government should undertake the construction of an air base in the vicinity of North West River, Labrador, and provide the following facilities as quickly as possible.
>
> (a) At least two runways, minimum 150 x 5000 feet, to enable take off and landing into prevailing winds.
>
> (b) Storage facilities for 450,000 gallons aviation gasoline, for 11,250 gallons aviation oil, and for other supplies.
>
> (c) Seven 100 gallon per minute gasoline pumping units for servicing aircraft.
>
> (d) Technical housing and equipment as follows:
>
> 1. A direction finder station.
> 2. An aircraft radio range station.
> 3. Instrument landing equipment.
> 4. An airways radio station capable of communicating with stations in the U.S., Canada, Newfoundland, and Greenland and with aircraft in flight, for purposes of aircraft control, forwarding and receiving weather data and airplane movement communications.
> 5. A meteorological station.
> 6. A maintenance hangar (heated), minimum dimensions 150 x 200 feet.
>
> (e) Housing for personnel.

That....

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That if the Canadian Government should decide for any reason that it will not undertake the desired construction immediately, this decision should be made known at once to the Governments of the United States, United Kingdom and Newfoundland and that the Government of the United States be invited to provide the necessary facilities in the area under reference;

That Governments of Canada and the United States should cooperate to make provision for the necessary priorities to permit the earliest possible completion and that the Government undertaking the project should also immediately initiate the necessary measures to ensure provision of an installation suitable for safe operations from the ice in the North West River area during the winter of 1941-42.

3. Lt.-Col. Bissell referred to the matter of surveys of the east coast of Labrador and Baffin Island. He recalled that in a letter dated July 16, 1941, from Mayor LaGuardia to Colonel Biggar a specific inquiry was raised as to whether the Canadian Government will undertake to survey this year the east coast of Labrador and Baffin Island, with a view to locating suitable sites for additional staging fields in the general vicinity of Hebron, Labrador and Frobisher Bay, Baffin Island. In this same letter it was stated that if Canada is unwilling or unable to undertake these surveys the United States might be disposed to give consideration to undertaking them if an agreement in that sense could be arranged.

The Canadian Air member commented that Canada had contemplated making these detailed surveys but is not prepared to go forward with this work this year. He recalled that primary utility of staging fields in the Hebron and Frobisher Bay areas would be as part of the project to ferry short range planes across the North Atlantic, and that staging fields in those areas would be required for that purpose only if a suitable staging field should be constructed on the east coast of Greenland. He inquired whether a suitable

site.....

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site for such a staging field had as yet been found by the United States survey party in Greenland. The United States Air Service members replied that a United States survey party in Greenland was now searching for such a site but had not yet found one. The Canadian Air member then stated that in view of the serious doubt as to whether an air staging field could be located in Eastern Greenland, he considered that the Canadian Government in view of its other war activities would not be justified in diverting planes and equipment to make the surveys of Labrador and Baffin Island. It was added that Canada would have no objection to these surveys being madeby United States forces even though there was considerable doubt as to the utility of the surveys.

4. There was a brief general discussion of the subject of Communications in Newfoundland particularly in respect to highways and wire communications. The Chairman of the Canadian Section stated that the Honourable L. E.Emerson, Commissioner of Defence and Justice of Newfoundland, was en route to Montreal to be present at discussions of Newfoundland matters before the Board. It was therefore decided to defer further discussion of these questions until the arrival of Mr. Emerson.

5. Captain Hill raised the question of the desirability of the installation by the United States of certain under water defences in the Argentia area. He stated that the Navy Department had already received approval from the British Government and that the appropriate Canadian authorities had given informal assurance that they would not object to such installation. He therefore proposed and the Board approved

the.....

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the following as its Eighteenth Recommendation:

> That the United States proceed with the installation of underwater defences in the Argentia - Ship Harbour area.

6. The Service members reported that they had reached agreement on the text of Plan No. 2 and that it will be submitted to the several Chiefs of Staff of the United States and Canada for approval. They added that Plan 2 involved no obligations on either Government that were not covered by the First Report and that in consequence no new report would be necessary.

7. There was a discussion of the necessity for aerial mapping of the new Edmonton - Whitehorse air route. It was agreed that should it be found necessary to carry out further aerial mapping of this route the appropriate United States authorities are authorized to undertake and complete these surveys without further formalities, using United States military personnel.

8. At this point Mayor LaGuardia had to leave the meeting to enable him to return to Washington to fill an appointment with the President.

9. Progress Reports, copies of which are attached as an annex, were presented by the Service members of the Board and discussed in detail.

10. In connection with the Progress Reports mention was made of an informal arrangement which was made recently between the R.C.A.F. and the United States Army under which the latter provided bakery and laundry machinery for installation in buildings erected at the Newfoundland Airport by

the Canadian....

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the Canadian Government. The laundry and bakery are for joint use of Canadian and United States forces at the Airport. After a brief discussion of this matter and on the initiative of the Canadian Section of the Board it was agreed that, in pursuance of the policy adopted by the Canadian Government of providing essential facilities at the Newfoundland Airport, steps should be taken by the appropriate Canadian authorities to pay the United States Government for this machinery.

11. The Board adopted the following as its Nineteenth Recommendation:

> On the consideration of the report as to the progress being made with the construction of the Canadian airway between Edmonton and White Horse, attention was directed to the recent change in the Far Eastern situation, the effect of which is to make the completion of the airway to Alaska of extreme urgency. It was pointed out that the urgent needs for air strength in Alaska may suddenly increase beyond those heretofore anticipated, that the preparation of airdromes in Alaska is being expedited by the United States as much as possible, but that large numbers of aircraft if sent there would at present be relatively isolated.
>
> In view of this, the Board decided to invite attention to the fact that the completion of both the Canadian and United States sections of the airway to a point which would permit its use at the earliest possible moment had become of extreme importance and to recommend that other considerations should give way to that of completing as quickly as possible the air route which will permit the rapid reinforcement of the air strength in Alaska.

12. The meeting adjourned at 6.50 p.m.

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PERMANENT JOINT BOARD ON DEFENCE

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TWENTY-FIRST MEETING OF THE BOARD, MONTREAL, JULY 30, 1941.

1. The Board met at 9 a.m. (Montreal time). The participants were the same as on the previous day except for the absence of Mayor LaGuardia, who was in Washington conferring with the President. The Honourable L. E. Emerson, Commissioner of Defence and Justice of Newfoundland, was present.

2. The Board reviewed with Mr. Emerson informally its discussions of the preceding day relating to Newfoundland. In particular Captain Hill discussed with Mr. Emerson the proposed underwater defences in the Argentia area.

3. After a detailed discussion of various phases of the problem of road maintenance and construction in Newfoundland, in which Mr. Emerson participated, it was agreed that the Newfoundland Government will to the limits of its capacity with available equipment maintain existing roads and keep them open during the coming winter. The Newfoundland Government has no objection to and would welcome any action taken by the United States and Canada to assist in keeping roads open during the coming winter.

The United States members pointed out that the road in which they are most urgently interested is the St. John's - Argentia highway (about 80 miles long and, according to Mr. Emerson, 58 miles paved with tarvia, the

remainder...

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remainder gravel surfaced). The United States authorities may carry out a survey of a new highway between St. John's and Argentia; authority to conduct surveys outside the leased areas is granted in Article X of the Base-Lease Agreement, signed at London March 27, 1941. Mr. Emerson said that, of course, there would be no objection on the part of the Newfoundland authorities to such a survey.

As regards the road from Stephenville to the airfield near that town, Mr. Emerson said that because of the lack of equipment the Newfoundland authorities could do practically nothing to keep that road open this winter. There will be no difficulty, however, in keeping open the roads from St. John's to Quidi Vidi and to the United States ammunition dump.

Mr. Emerson stated that there should be no great difficulty in keeping open the road from St. John's to the Canadian Camp at Tor Bay. There was a discussion of the need of a highway from Botwood to the Newfoundland Airport. The Canadian Service members will consult with their Departments on the question of whether this road is necessary and, if so, whether it will be surveyed this year.

It was agreed that in due course arrangements in respect to right of way and maintenance questions should be dealt with by exchanges of notes between the interested Governments.

The Board approved the following as its Twentieth Recommendation:

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(a) That improvement and maintenance of road communications is recognized as essential for effective military operations in the defence of Newfoundland.

(b) That the Newfoundland Government should, without cost to the United States or the Canadian Governments, make available the rights of way necessary for such roads as the United States or the Canadian Government consider must be constructed for military purposes.

(c) That the United States and Canada should be given the right to construct and maintain such roads as each individually requires in Newfoundland for military purposes without obligation either to construct or maintain any roads.

(d) That Newfoundland, Canadian and United States vehicles would have use without tolls of any roads constructed by the United States or Canada in Newfoundland outside of Base areas.

(e) That all necessary road maintenance in Newfoundland other than as provided for above should be a responsibility of the appropriate Newfoundland authorities.

Subject to the approval of the Newfoundland Government, Mr. Emerson expressed general concurrence in these views.

4. There was a discussion of The Newfoundland Railroad and the improvements dealt with in the Board's Sixteenth Recommendation. Lt. Col. Bissell reviewed for Mr. Emerson's benefit the provisions of his Progress Report on this subject. It was pointed out that representatives of the Reconstruction Finance Corporation of the United States expected to leave the United States on Wednesday, July 30, to conclude an agreement with the appropriate Newfoundland authorities in regard to the terms on which the proposed assistance by the United States Government to the railroad could be extended. Mr. Emerson stated that the proposed visit

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of these officials had already been taken up with the Newfoundland authorities by the American Consul General at St. John's; that the Newfoundland authorities were prepared to conclude an agreement on this subject at an early date; and that he anticipated no difficulty in the reaching of such an agreement.

5. Reference was again made to the subject of wire communications in Newfoundland. Lt. Col. Bissell pointed out that the railway telegraph system between St. John's and the Newfoundland Airport would probably have to be rebuilt in connection with the improvement of the road as contemplated. He commented that in many cases the telegraph poles were reported to be in bad condition and that the poles would probably have to be replaced. He added that it would seem to be desirable that high priority be given by the Newfoundland Railroad authorities to the providing during this construction work of wire facilities for (a) the railroad itself, (b) United States military requirements, (c) Canadian military requirements, and (d) local telegraph requirements; all of these requirements to be met with suitable reserves for future expansion. It was agreed that the Service members concerned would, through their respective Departments, have instructions issued to the appropriate representatives in Newfoundland to confer with one another with the view to ascertaining whether arrangements could not be made for all of these wire communication requirements to be met with a single installation in connection with the improvements of the railroad soon to be brought about. It was agreed that

should.....

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should such an arrangement be brought about, the costs of the wire installations should be paid by the railroad from funds expected to be provided by the United States Government if the negotations which are about to commence are successfully concluded; that recommendations should be formulated by the interested Services representatives in Newfoundland and the railway authorities to apportion these charges on a fair and equitable basis; and that these recommendations should be submitted to the Permanent Joint Board on Defence for its approval.

6. With reference to the proposed establishment of an air base at North West River Mr. Emerson stated that he thought that there would be no difficulty in arranging for Canada to obtain a lease of any suitable site.

7. There was a discussion of holding the next meeting of the Board in Newfoundland. Mr. Emerson pointed out that in his opinion it would be of considerable help politically for such a meeting to be held there. After a considerable discussion it seemed clear that it would probably not be possible to hold the next meeting in Newfoundland but it was the sense of the Board that as many members of the Board as possible should arrange to visit Newfoundland prior to the next regular meeting of the Board.

8. After agreeing to hold the next meeting of the Board in the United States on September 9th at a place to be agreed upon between Mayor LaGuardia and Mr. Biggar the Board adjourned at 2.30 p.m.

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APPENDIX

REPORTS FROM SERVICE MEMBERS

OF PROGRESS MADE IN CARRYING OUT RECOMMENDATIONS OF THE BOARD.

FIRST RECOMMENDATION

Action by United States Navy

Cooperation in exchange of meteorological information continues. The power of weather broadcasts from Washington in international code has been greatly reduced. Preparations have been completed for coding all weather if and when necessary.

After considerable preliminary exchange of views by letter, it has been arranged to hold an informal meteorological conference in Washington, in the near future, between officials of the Canadian and United States weather services.

Exchange of information between the Chief of Naval Operations and the Chief of Naval Staff (Canada) with respect to naval operations in the western Atlantic is proceeding effectively to the mutual benefit of both services.

Draft copies of Western Hemisphere Defence Plans recently prepared by the Navy Department have been furnished to the Canadian Naval Service for its information. Copies of appropriate United States Navy plans have been furnished the United States Naval Attache in Ottawa in order to have them available for reference by the Canadian Chiefs of Staff and officers representing them.

Arrangements have been made to send about 250 naval officers and men to school at Clinton in connection with radio location. An officer of the Bureau of Aeronautics who has had recent experience on board British carriers in the service operation of such equipment will be sent to Clinton to assist in the reception of the United States naval students

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in that course. It is expected that this officer, Lieutenant Commander Teller, will pass through Ottawa on his way to Clinton in order to establish necessary liaison with Air Force Headquarters.

Action by the United States Army.

To facilitate exchange of information, the Commanding General, Fourth Army, appointed Colonel James H. Cunningham, C.A.C., Commanding Officer, Harbour Defences of Puget Sound, as Liaison Officer for prompt transmission of certain official information betweenthe Fourth Army and the General Office, C. in C., Headquarters, Canadian Pacific Command. The Canadian General Officer, C. in C, Pacific Command detailed Major Bell-Irving as Liaison Officer with the Fourth Army Headquarters. This action was approved by Canadian Defence Headquarters.

Much information was exchanged between members of the Joint Canadian - United States Communications Committee during their meeting, April 25 - 29, 1941. The Committee felt that their meeting had served a useful purpose, however, due to the length of time required to get committee reports approved, they recommended that instead of the committee plan, negotiations and agreements by correspondence be authorized wherever practicable. This recommendation, if finally approved by both governments, must be so implemented that there is no duplication in the exchange of information.

The communications Committee report contained six recommendations bearing on exchange of technical and other information. The report was approved by the United States Army on July 16, 1941. The Chief Signal Officer was charged

with.....

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with initiation of necessary United States Army measures to implement it.

Considerable data of R.C.A.F. aerodrome and sea plane bases has been furnished to the United States Army member in a very usable form. Information on civilian aerodromes in Canada, requested at two previous meetings of the Board, is still desired by United States Army Air Corps. It is hoped that this information may be furnished in the near future.

Action by the Canadian Navy.

Full information continues to be exchanged.

Action by the Canadian Army.

(a) Information continues to be exchanged between the Canadian and United States Armies.

(b) Complete information regarding Canadian Army Wireless System communicated to United States Signal Corps during course of Joint Signals Conference held at Washington, April 29th - May 1st, 1941.

Action by the Canadian Air Force.

Exchange of information does not appear to be satisfactory. This does not infer there is felt to be any desire to withhold information but rather that there are too many delays in vital information reaching the parties primarily concerned, with an apparent overlap of effort on the one hand and retardment of progress on the other.

It is felt this could be eliminated by an exchange of Liaison Officers between U.S.A. and Canada for

specific....

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specific duties in connection with progress of development of the plan requirements and recommendations of the Board.

SECOND RECOMMENDATION

Action by the United States Army.

The ground echelon of the additional United States Newfoundland forces proceeded to Newfoundland according to plans previously reported to the Board. The air echelon, 21st Bombardment Squadron, departed for Newfoundland Airport, May 25, 1941. Instructions to the United States Army Base forces in Newfoundland provide, in general, that if any territory, in which the United States has an air or naval base is attacked, the United States Base Commander shall resist using all means at his disposal.

The United States Newfoundland Base Command has operated under control of the Commanding General, First Army. On July 10, 1941, it was transferred to the control of Commanding General, GHQ, for all matters except supply. Due to the importance of aviation to the defence of the Newfoundland Base Command, all United States Army units of that command have been placed under an air officer, General Harms, who left the United States on July 16 to take command.

The United States now contemplates the establishment of five AWS stations in the southern part of Newfoundland - all to be shipped in September. This increases by two the number previously planned. Reconnaissance for location of these stations will begin shortly.

The Joint Reconnaissance of Newfoundland, under the direction of Senior U.S. and Canadian Army Commanders in Newfoundland, was completed. The United States Army Commander has submitted his report and recommendations to the War Department. It is understood that the Canadian

Commander...

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Commander similarly submitted a separate report to his Ministry. Salient recommendations and conclusions from the United States report are outlined for the information and consideration of the Board. It is assumed that the Canadian Army member will follow a generally similar procedure.

The United States Commander recommended certain additions to the forces previously set up for the United States War Garrison in Newfoundland. Certain changes to implement this recommendation have been made. The United States Commander also recommended augmentation at an early date of the present garrison to its full war strength. The War Department felt that there was nothing in the general war situation at present indicating the need for further augmentation of the authorized garrison at this time. The United States Commander was informed that units of the permanent garrison for Argentia and St. John's, now in the United States, will be dispatched as soon as adequate accommodations are available. He was informed when Canada recently authorized an additional Infantry Battalion for Newfoundland. To provide greater security for the Newfoundland Aerodrome, small arms have been furnished for the personnel of the United States Squadron there as a protection against surprise attack of any nature.

The reconnaissance report recommended immediate augmentation of United States Aviation forces at Newfoundland Airport to the full composite group provided for in existing defence plans. Under present conditions, the dispatch of additional United States Aviation units to the Newfoundland Airport at this time, is not considered necessary or advisable. It is contemplated that the 21st Squadron of six B-18 airplanes, now at Newfoundland Airport, will be replaced about August 15 by another Squadron equipped with six B-17 airplanes. It is also contemplated that the Base Squadron at Newfoundland Airport

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Airport will be replaced by another base unit about September 15. These changes will not materially alter United States strength in personnel. They are designed to provide longer range aircraft, to provide training for an additional unit, without increasing the load on Newfoundland Aerodrome and to avoid deterioration of the morale of the United States forces serving at Newfoundland Aerodrome.

The Reconnaissance report concluded that large scale improvements of the Newfoundland railroad and the provision of adequate snow-clearing equipment to keep it operating effectively during the winter was mandatory for the defence of Newfoundland. These conclusions have since been confirmed by United States Civilian and Army Engineers who recently completed a comprehensive survey of the railroad. Previous recommendations of the Board, when and if carried out, should adequately provide for rail transportation defence requirements.

The Reconnaissance report concluded that reserves of supplies should be provided at critical points to insure against interruption of communications in Newfoundland. United States Defence reserve levels for St. John's and Argentia have been tentatively set at sixty days. Gasoline and oil storage at Newfoundland Airport bases on a previous recommendation of the Board is set at a 150-day level. A 90-day level of all other supplies for the United States forces stationed at the Newfoundland Airport has been authorized.

The Reconnaissance report recommended fullest utilization of water transportation to Corner Brook, Botwood, and Lewisporte to reduce the load on the railroad. This is in accord with previous Board action for delivery of aviation fuel supplies to Newfoundland aerodrome.

The.....

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The Reconnaissance report stressed the necessity for better signal communications in Newfoundland. The report of RFC engineers contemplates the construction of land line telephone facilities upon which four teletype channels can be superimposed. This is considered satisfactory for command and administrative traffic for the effective use of United States Army Air Forces in Newfoundland. Steps have been taken to meet these United States requirements in connection with the rehabilitation of the communication system along the railroad.

On July 15, R.C.A.F was requested to advise what, if any, land wire circuits approved Canadian plans contemplated along the Newfoundland railroad. The land line communications matter should be cleared up at this meeting.

It is understood that the Canadian Meteorological service proposes to tie in St. John's and the Newfoundland Airport with the Montreal-Halifax land line meteorological circuit. The United States desires, if this is to be done that arrangements be made to extend these circuits to include the Argentia base and the Stephenville staging field and that these all be tied in with United States Meteorological circuits at Bangor.

Existing wire lines from St. John's to Newfoundland Airport consist of one telegraph circuit, ground return-type, on each side of the Newfoundland Railroad track on short, weak poles. These circuits are taxed to capacity. These present means of wire communications are unsatisfactory and unreliable. This condition will become worse as traffic increases and weather gets worse. Radio channels alone will not satisfy airport requirements. It has been estimated that three circuits along the railroad on proper poles will

cost.....

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cost about $1,000.00 a mile for labour and material.

With the approval of the R.C.A.F. a United States portable radio range station was shipped from Dayton, Ohio, July 18, to Newfoundland Airport for use pending completion by the Canadians of the permanent radio range station, estimated to be ready for service in October.

The United States has also provided additional radio communication facilities between United States forces at the Newfoundland Airport and St. John's.

The Reconnaissance report indicated that Sea Coast Defences at Argentia, Botwood, Lewisporte, and St. John's are a vital necessity for the adequate protection of these localities as well as for the defence of Newfoundland. Proper United States authorities have been directed to submit recommendations for a Sea Coast Defence project for the defence of United States military and naval bases in Newfoundland. Six-inch Sea Coast guns for the defence of Argentia are now under manufacture and funds for their installation are now available. It is anticipated that the new six-inch guns and carriages will be available soon after October 1941. Further necessary action regarding coast defences for United States bases will be taken promptly on receipt of detailed recommendations from the United States Commander in Newfoundland. The United States Army desires the views and reactions of Canadian authorities regarding the coast defences of Botwood and Lewisporte.

The Reconnaissance report recommended that a first-class motor road be built between St. John's and Argentia in order to make United States Defence Forces more mutually supporting. It also recommended construction of other roads outside United States base areas. The construction, maintenance and improvement of motor roads in Newfoundland, beyond leased areas, is a responsibility of the Newfoundland Government.

Entirely...

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C220766

Entirely apart from the Reconnaissance report and with no relation thereto, United States Army representatives in Newfoundland, at the request of the Newfoundland Commissioner of Public Utilities, attended a meeting on May 1, relative to road maintenance in St. John's and in Newfoundland generally. While acknowledging that the United States lease agreement authorizes United States Government vehicles to use roads, highways, bridges and similar channels of transportation, without responsibility for the maintenance thereof, the Newfoundland authorities states, in effect, that they were financially unable to maintain roads under present defence usage or to construct roads required for defence purposes. They freely agreed that certain roads will have to be entirely rebuilt and extensive maintenance undertaken. The entire question of road construction and maintenance in Newfoundland appears to be a proper question for consideration of the Joint Board. Pending such action, instructions have been issued to United States Army Commanders in Newfoundland to make no commitments relative to road maintenance or construction in Newfoundland outside of United States Bases. The United States Army members will make appropriate recommendations if this matter is considered by the Board. They believe it should be considered at the July meeting.

Information has been received that construction on the pursuit aerodrome at St. John's is moving very slowly. While fully cognizant of the difficulties involved, the United States War Department considers the early completion of this aerodrome very important and hopes for as complete information as possible from the Canadian Air Force on the construction of the St. John's pursuit aerodrome.

By.....

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By agreement between the United States Army Air Corps and the R.C.A.F., as a result of informal proposals made by the R.C.A.F., arrangements have been made and commitments accepted for the Canadians to provide necessary buildings and utilities and for the United States to provide the necessary machinery for a 5000-man bakery at Newfoundland Airport. Similar arrangements have been made relative to a 5000-man laundry and dry cleaning plant. The United States army has directed its Chief of Engineers to purchase and ship the necessary equipment. These mutual commitments were tentatively accepted with an understanding that they would be formalized by recommendation of the Permanent Joint Board at its next meeting. The United States Army members recommend that these commitments be formalized as a recommendation of the Permanent Joint Board at the July meeting.

Work on the staging field at Stephenville was started May 10, 1941. Despite delays in receipt of material, generally satisfactory progress has been made. The contractor now has sufficient equipment and is producing stone for runways. He is employing a night shift on all operations. Paving will start August 1, and two concret runways 150' x 5000' will be paved and ready for use by November 1. Hangar steel cannot be procured before September 1, so that hangars may not be completed by November 1, as originally scheduled. Gasoline Storage for 350,000 gallons will be in place by November 1. The radio range site has been surveyed. A 400 watt SBRAZ radio range is contemplated for installation in lieu of the 100 watt loop type localizer originally planned. The towers for the radio range have been shipped. The receivers are currently available and will be shipped as soon

as housing.....

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as housing for their installation is available. The transmitter is scheduled for delivery September 1. Construction of towers and other essentials can proceed pending delivery of the transmitter. Permanent housing for forty-five officers and men is being provided. Temporary housing for 700 of the construction force is insulated, heated, equipped, with water and sewer and could be used in emergency. The project will not be entirely completed until the Spring of 1942.

The Lake Quidi Vidi construction of permanent buildings for 3200 officers and men is underway. Thin soil, underlayed with hard rock at a depth from a few inches to several feet, is making excavations for roads, water and pipe lines, difficult, slow and expensive.

About three miles North of St. John's United States Ordnance Depot of corrugated iron cut and covered igloos has been completed except for road surfacing and drainage. A radio station has been erected near the Quidi Vidi cantonment and temporary buildings are under construction to house about 500 men manning the coast defence on Signal Hill.

The present and planned rate of construction will insure the completion of permanent housing at St. John's for the present United States garrison of 1300 officers and men, in November of this year. Final completion of the housing for the additional troops contemplated, is not anticipated prior to the summer of 1942. Completion of permanent shelter at Argentia for army forces cannot be expected, at the present rate of progress, until the summer of 1942. However, in emergency, the contractors' camp for 2000 men can be used, necessitating, of course, the shutting down of construction and the removal of construction personnel.

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Action by the Canadian Navy.

(a) Construction of Base Supply Ships for Botwood and Belle Isle is proceeding according to programme.

(b) Underwater defences at Botwood -

Sonic Buoys expected early in August.

R.D.F. awaiting erection of Port War Signal Station.

Harbour Defence Asdics on order from United Kingdom.

(c) Underwater Defences at St. John's

A/T Net is being installed now. Likely to be in operation about 10th August, 1941.

(d) Development of Base At St. John's.

Decision to proceed with the full development of this Base has now been made, and all necessary action is being taken.

Action by the Canadian Army.

(a) Strength of Canadian Army in Newfoundland as of July 15th:

	All Ranks
One Heavy Battery, R.C.A. - manning C.A. guns at St. John's	383
One A.A. M.G. Battery, R.C.A. -	
-Manning twelve .5 A.A. M.G. (with central control) at Airport	136
-Manning four .5 A.A. M.G. at St. John's	28
-Manning five A.A. S.L. at St. John's	130
One Infantry Battalion at St. John's	783
One Infantry Battalion at Airport -Botwood	783
Force Headquarters, miscellaneous services, hospital	146
TOTAL	2,389

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(b) Between 16 July and 31 August, 1941 the following additional Army personnel will proceed to Newfoundland:

One Heavy Battery, R.C.A. for manning C.A. guns at Botwood	340
One Infantry Battalion for Airport	783
Additional services for St. John's, Airport and Botwood	175
T O T A L	1,298

(c) Further increases to Canadian garrison in Newfoundland under consideration, based on recommended action contained in Joint Appreciation made May 1941 by local United States and Canadian Commanders.

(d) Progress report of provision of coast artillery defences in Newfoundland:

St. John's

4.7" Examination Bty. -	In action.
75mm. Boom Defence Bty.-	In action.
10" Counter-Bombardment Bty. -	Guns and personnel in St. John's area, emplacements to be completed by 31 July. Bty. in action about Sept.1st.

Botwood

4.7" Examination Bty. -	Emplacements to be completed about 31 July. Guns awaiting shipment from Halifax. Bty. in action about 15 August.
10" Counter-Bombardment Bty. -	Guns at Botwood, emplacements to be completed early August. Bty. in action about Sept.15.

Bell Island

4.7 Examination Bty. -	In action (manned by Newfoundland Militia).

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Action by the Canadian Air Force.

Newfoundland Airport

Hangars

Three hangars are now occupied and five more are under construction.

Quarters	completed	In progress
Officers	147	264
N.C.O.'s	132	
O.R.'s	952	1,520
Messes		
Officers	50(RCAF)	300(USA)
N.C.O.'s	120(USA) 40(RCAF)	
O.R.'s	450(USA)	350(RCAF) 1440(USA)
Other Buildings		
	11	22

Progress of construction generally satisfactory. Work is proceeding on construction of railway spur to service:-

(a) Gasoline Storage in U.S.A. area.

(b) Coal dumps.

(c) Power House.

(d) Bomb Stores.

The 100,000 gallon gasoline installation is completed and ready for gasoline storage.

The site for the 500,000 gallon installation has been cleared and excavation commenced.

Steel for the ten 100,000 gallon tanks had to be obtained from the U.S.

Priority was granted on the supply of this Steel and deliveries are to start this week with total amount being delivered during the month of August.

The Horton...

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The Horton Steel Works will commence fabrication of these tanks as soon as the first shipment of steel is received and on completion of the first two tanks they will be shipped knocked down to Newfoundland. At the same time the Horton Steel Works will send men to Newfoundland to commence installation so that there will be no delay once sufficient steel for first two tanks is on hand.

Botwood Seaplane Base.

Clearing and burning of brush on the site has been completed and work started on the foundation of some of the buildings.

There has been some delay due to property owners not yet having vacated, but it is understood that all private owners will be off the property in the very near future and considerable improvement in progress should then be made.

Limited facilities for aircraft are now available, such as refuelling.

Torbay Aerodrome.

Work on the aerodrome is proceeding satisfactorily. Clearing 75% completed, grubbing 50% and grading commenced. It is expected that one runway, and possibly two, will be completed this year.

THIRD RECOMMENDATION

Action by the United States Navy.

Instructions have been issued to United States Naval forces to use Shelburne in preference to Halifax or Sydney if operating from Nova Scotia under current circumstances.

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Action by the United States Army.

Brigadier General McDonnell, Commanding the United States First Interceptor Command, is charged under the First Air Force with the coordination and planning of air defence communications between the North Eastern Defence Command and Canada. On June 19, General McDonnel informed the air Officer Commanding, Eastern Air Command, that the First Interceptor command was charged with the operation of the United States Aircraft Warning Service and Air Defence of the North Eastern part of the Continental United States. He expressed a desire to coordinate activities and suggested that a representative of his headquarters, Major J. A. Belger, confer with representatives of the Eastern Air Command during the latter part of June or as soon thereafter as convenient to Canadian headquarters. Major Belger proceeded to Halifax and conferred with R.C.A.F. authorities.

The Chief of Staff, R.C.A.F., informed General McDonnell that Canadians were desirous of instituting means for standardized operating practices for the Canadian Air Detection Corps Organization along the lines developed by the A. T. & T. System for the United States Aircraft Warning Service. The Assistant Vice-President, American Telephone and Telegraph Company, was directed to arrange for a suitable contact with Mr. Blakely, General Traffic Department, Bell Telephone Company, Beaver Hall Hill, Montreal, and to make available to him full details of the wire organization, installation, operation, and procedure which is being developed for the United States Servicing.

Action by the Canadian Navy.

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Action by the Canadian Navy.

Underwater Defences.

SYDNEY, N.S.

A/S Net relaid and in operation

A/T Net expected to be in operation by 10 August,1941.

SHELBURNE, N.S.

A/S Net expected to be in operation by 1 September,1941.

GASPE, P.Q.

A/S Net expected to be in operation by 1 August, 1941.

PRINCE RUPERT, B.C.

A/S Net expected to be in operation by 20 August,1941.

Action by the Canadian Army.

(a) Halifax

Harbour defences at Halifax complete with exception of ultimate armament for Chebucto (6" on 45° Mtgs.) and Devil's (9.2" on 35° Mtgs.) Btys. Devil's Bty. emplacements complete and three guns available-mountings en route from England.

(b) Sydney

Harbour defences at Sydney complete with exception of ultimate armament for Oxford (9.2") Battery.

(c) Shelburne.

4.7" Examination Bty.	- In Action.
75mm. Boom Defence	- In action.
10" Counter Bombardment Bty.	- Guns and personnel at Shelburne, emplacements complete. Bty. in action early August.

(d) Gaspe.

4.7" Examination Bty.	- Emplacements complete, guns mounted and manned. Ready for action when auto-sights delivered (early August).
75mm. Boom Defence Bty. (Support)	- In Action.

10" Counter...

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10" Counter Bombardment Bty. - Guns and personnel at Gaspe emplacements complete. Bty. in action about 15 August.

(e) General Reserve

(1) 3rd Division - (less units overseas) and certain Corps units - Concentrated in Maritime Provinces - Strength in Maritimes approximately 18,500.

(11) 13th Infantry Bde. - Mobilized and concentrated on Pacific Coast - War Establishment 2,461 all ranks (present strength approximately 2,660 - including first reinforcements).

(f) The following troops are also available for concentration should the need arise:-

5th Cdn. Armd. Div. - Mobilized and concentrating in Eastern Canada - War Establishment, 12,810 all ranks (present strength approximately 13,130 - incl. first reinforcements).

4th Division - Completing mobilization - War Establishment 17,339 all ranks (present strength approximately 14,000).

Action by the Canadian Air Force.

Dartmouth Seaplane Base

Grading of the seaplane parking area has now been completed. Coffer damming for the construction of the shipway has commenced and the parking ships are now being graded prior to paving.

Shelburne Seaplane Base.

Contract for buildings about 50% completed exclusive of the Hangar. Excavation for hangar foundations is proceeding.

The grading...

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The grading of the shipway and parking areas has been completed and laying of concrete pavement commenced.

Clearing and grubbing of the road diversion completed and grading well in hand.

Tenders for gasoline storage system installation are being called for and negotiations with the Canadian National Railways for building a spur to this site are underway.

FOURTH RECOMMENDATION

Action by the United States Army.

Brigadier Stuart visited the U.S. War Department regarding defence materials. Four (4) range finders for 4.7" Batteries at Shelburne, Gaspe, St. John's and Botwood were desired by Canada. Brigadier Letson was notified on May 19 that they could be made available. Next day he initiated a request to Mr. Carswell requesting their purchase through Yale Safe and Lock Company, which had been designated by the Secretary of War as the agency to handle the transaction.

Shipment of the four 8" railroad guns for Juan de Fuca area was held up at the request of the General Officer, Commander in Chief, Canadian Pacific Command, Victoria, British Columbia. Canada resurveyed requirements and Brigadier Pope advised on May 16, 1941 that Canada desired two 8" guns instead of the four originally set up. This decision was formally confirmed. Action proceeded under a request contained in the letter of Canadian Military Attache, April 25, 1941. The guns were shipped on July 23, 1941.

On the request of Brigadier Letson arrangements have

been.....

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been made for three sets of base-end range finders for the 8" railroad guns.

The Adjutant General of the Army informed the British purchasing Commission on May 2, 1941, that their request for the purchase, through the Yale Safe and Lock Company, of 800 cartridge bags and cartridge cases, 800 friction primers and 1600 electrical primers for the 10" guns have been approved.

Brigadier Stuart suggested that the Board consider the advisability of standardizing Canadian and United States Army equipment for Army forces to be employed in carrying out the Joint Mission.

The Canadian Military Attache wrote the War Department on May 19, 1941, that, after conference between the United States and Canadian Harbour Defence personnel in the Puget Sound Area, it was considered that direct cable communication was essential between Canadian and United States Harbour Defence Headquarters. Local Commanders recommended the use of portions of the abandoned Alaska-Seattle cable between Port Angeles and Seattle; the provision by the United States War Department of new cable from Victoria to Port Angeles to connect with the salvaged Alaska-Seattle cable and that authority for the employment of Canadian personnel and the Canadian cableship to grapple for and make necessary cable connections be procured. The cableship and labour was to be provided by Canada and the cable by the United States. The matter was thoroughly studied by the United States War Department. It was concluded that it was inadvisable to use the Alaska-Seattle cable. Since the cable communication recommended was considered essential, a circuit will be established from Work Point Barracks, Esquimalt to Ft. Worden,

by fortress...

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by fortress fire-control circuit from Work Point Barracks to Clover Point; thence via submarine cable to Middle Point; then, via Harbour Defence fire-control circuit to Ft. Worden, the work to be accomplished as follows:

The Chief Signal Officer will release to Canadian authorities, the necessary length, about 26 nautical miles, of new cable. The Canadian authorities will lay the cable from Ross Bay to cable manhole on Middle Point; connect the cable to Headquarters at Esquimalt; control the service; and maintain the installation from Canada to the Middle Point manhole. Headquarters Harbour Defenses of Puget Sound will construct a suitable manhole on Middle Point from available funds; receive the cable-end from Canada; connect by temporary wire or through fire-control circuits now under construction to Ft. Worden; and maintain the plant within the Harbour Defence to include the Middle Point Manhole. Circuits as required to extend the communications authorized from Ft. Worden to Seattle, will be by leased commercial facilities at such time as they become necessary to insure coordination of the Joint Defence. The new cable will be delivered prior to January 1, 1942. The requisite authority for the Canadian cableship and personnel to operate in American waters has been granted and has been furnished to proper Canadian diplomatic authorities.

Action by the Canadian Navy.

Satisfactory, with the exception of the supply of spare parts for U.S. 4-inch guns.

Action by the Canadian Army.

Equipment

See revised list of items Canadian Army desires to obtain from United States, attached hereto.

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26th July, 1941

SECRET

SUMMARY OF ITEMS REQUIRED FROM U.S. SOURCE

ITEM	QUANTITY	ADDITIONAL DATA	NECESSITY FOR DEMAND
ANTI-AIRCRAFT EQUIPMENT			
Guns, M-1 or M-3, 3" A.A.	4	On mounts M-1 or M-2	Guns, Fire Control apparatus and ammunition:- These are for use at Halifax. The protection of this port is vital in view of its importance as a shipping port for war supplies to Great Britain. Its present A.A. defence (excluding the armament of ships temporarily in harbour) comprises only four 3.7" A.A. guns - with four .5" A.A. M.G. and 12 searchlights. These are insufficient to cover adequately the vital areas to be defended in Halifax. Conditions would be improved materially by the addition of modern 3" U.S. A. A. equipment.
Fire control equipment	1	Including height finder, Directer M-3 or M-4, transmission system, spares, etc.	
H. E. ammunition for above	4000	With mechanical fuze and fuze setter.	
FIELD AND MEDIUM ARTILLERY EQUIPMENT			
Gauges, striker protrusion, 75 mm.	72		Gauges, spare parts, and sight rocking bar:- These are required to complete stores of 75 mm. equipment already released by U.S.A., in order that firing may be carried out, and for repair purposes.
Gauges, clearance	20	Firing hole bush to cartridge, 75 mm.	
Gauges, plug bore, low limit, 75 mm.	20		
Springs, outer, 75 mm.	50		
Springs, inner, 75 mm.	50		
Pins, firing, 75 mm.	50		
Sight rocking bars	20	Complete less levels. For 75 mm. gun and carriage model 1917 (British)	
155 mm. field howitzer and carriage	16	With sights, stores and equipment	Required for Medium Artillery Regiment to be stationed in operational role in Maritime Provinces.
H. E. ammunition for above	3000		
Aiming circles for above	12		
TANKS			
Tanks, M3 (Light)	8	Complete with armament, wireless equipment and stores, and quota of ammunition.	Required for training of 5th (Armoured) Division pending receipt of tanks from Canadian Manufacture.

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Action by the Canadian Air Force.

No aircraft have yet been made available.

FIFTH RECOMMENDATION

Action by the United States Army

The United States Civil Aeronautics Authority co-ordinated with Canada the United States color and number descriptive system of U.S. Airways and the Canadian Trans-Continental line. The revised list was published in the United States Federal Register, May 6, 1941 -- a complete, current, correct, consolidated list of designations.

To facilitate air communications, the United States Army Air Corps has revised Air Corps circular No. 85-3, subject; Flights over Canadian Territory, to conform with the procedures agreed to by the two governments under the local notification procedure.

At the request of Canadian authorities, the United States Army worked out, for forwarding to Canadian authorities, through Military Attache channels, temporary recognition signals for use by United States Army Aircraft proceeding to or from Newfoundland and the Maritimes. About mid July, British aircraft and submarine recognization signals were received by the United States Army. It is expected that the limited distribution necessary to Air Corps Stations will be completed by August 1, 1941. Thereafter these recognization signals will be used.

The United States Army initiated a Trans-Atlantic Ferry Service early in July. One leg of this service operates from Washington, D.C. via Montreal to the Newfoundland Aerodrome. This service is provided primarily for the movement of United States Officials to England or Iceland but should facilitate

communications..

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communications in the North East.

American Air Lines inaugurated service between Buffalo and Toronto on June 24th and between Detroit and Windsor a few days later. Direct Toronto-New York Service was opened by Canada on May 10, 1941 and New York-Toronto Service, with a stop at Buffalo, was opened by American Air Lines on June 25th, 1941.

North East Air Lines put on three new DC-3's about one month ago. They operate on daily schedules, both day and night, over the routes between Boston and Montreal and Boston and Bangor, Maine.

Action by the Canadian Army.

Communications

(a) W/T equipments have been provided and are being installed in the Maritime Provinces and Newfoundland as noted hereunder:

St. John's,Nfld.	800 watt short-wave 1200 watt long-wave
Airport, Nfld.	500 watt long-wave
Botwood, Nfld.	50 watt short-wave
Debert Camp, N.S.	150 watt short-wave
Sussex, N.B.	150 watt short-wave
Halifax, N.S. (to work Debert & Sussex)	150 watt short-wave

(b) Fortress cable communications work is proceeding at the new defended ports of St. John's, Botwood, Shelburne and Gaspe. Pending completion of cable circuits, communication within these defended ports is being provided by low power radio telephone.

Submarine cable - Straits of Juan de Fuca.

(c) The recommendation of the International Joint Defence Committee, Pacific Coast, to use parts of the disused

Alaska.....

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communications in the North East.

American Air Lines inaugurated service between Buffalo and Toronto on June 24th and between Detroit and Windsor a few days later. Direct Toronto-New York Service was opened by Canada on May 10, 1941 and New York-Toronto Service, with a stop at Buffalo, was opened by American Air Lines on June 25th, 1941.

North East Air Lines put on three new DC-3's about one month ago. They operate on daily schedules, both day and night, over the routes between Boston and Montreal and Boston and Bangor, Maine.

Action by the Canadian Army.

Communications

(a) W/T equipments have been provided and are being installed in the Maritime Provinces and Newfoundland as noted hereunder:

St. John's,Nfld.	800 watt short-wave 1200 watt long-wave
Airport, Nfld.	500 watt long-wave
Botwood, Nfld.	50 watt short-wave
Debert Camp, N.S.	150 watt short-wave
Sussex, N.B.	150 watt short-wave
Halifax, N.S. (to work Debert & Sussex)	150 watt short-wave

(b) Fortress cable communications work is proceeding at the new defended ports of St. John's, Botwood, Shelburne and Gaspe. Pending completion of cable circuits, communication within these defended ports is being provided by low power radio telephone.

Submarine cable - Straits of Juan de Fuca.

(c) The recommendation of the International Joint Defence Committee, Pacific Coast, to use parts of the disused

Alaska.....

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Alaska Cable as a means of providing direct cable communication between Headquarters, Pacific Command, Esquimalt and Headquarters Harbour Defences, Puget Sound, is still under consideration. Latest advice indicates that this disused cable will not be available and that sufficient new marine cable may be purchased by the U.S. War Department to connect Esquimalt and Fort Worden (with commercial land line to Seattle). This marine cable - if supplied - would be laid by Canada.

Action by the Canadian Air Force.

(a) Halifax to St. John's.

One circuit will be provided in the Western Union submarine cable between these points, using Varioplex equipment to provide three split channels; one for R.C.A.F. meteorological services, one for R.C.A.F. Operational traffic, and one to be shared by the Canadian Naval and Army Signals services. The meteorological channel will be carried straight through to Gander Lake. From this point the R.C.A.F. will provide meteorological teletype service to Botwood, St. John's and Tor Bay.

(b) St. John's to Gander Lake.

Two copper circuits will be provided on the existing poles between these points. These two circuits will be phantomed and fully transposed to provide four teletype and three voice channels. The characteristics of this line will therefore be such that at a later date "H" carrier can be super-imposed on one pair and "B" telegraph carrier on the other pair thereby providing, in addition to the four teletype and three voice channels allowed for under present plans, one voice and ten telegraph or teletype channels.

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SIXTH RECOMMENDATION

Action by Canadian Army.

No change since last report.

Action by the Canadian Air Force.

Not applicable.

SEVENTH RECOMMENDATION

Action by the United States Navy.

A revised draft of Plan 2 has been submitted to the Canadian service members for comment.

Action by the United States Army.

At the Washington meeting of the Board, the military members were directed to revise Plan #2 in conformance with the directive of the Board. Service members met in Montreal June 2 - 3, and redrafted the plan. It was submitted by Service members to their respective departments and ministries for approval. After considerable revision by the United States departments, drafts including these revisions were forwarded by General Embick to Brigadier Pope on July 10, by embassy pouch. Their receipt was acknowledged on July 16, 1941.

Action by the Canadiah Army.

No change since last report.

Action by the Canadian Air Force.

Plan dealt with at July meeting.

EIGHTH RECOMMENDATION

Action by the United States Navy.

United States Naval patrol planes and a seaplane

tender.....

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SIXTH RECOMMENDATION

Action by Canadian Army.

No change since last report.

Action by the Canadian Air Force.

Not applicable.

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tender have been cooperating with the Army Air Corps and the Royal Canadian Air Force in a reconnaissance of Labrador and Baffin Land to locate sites for aerodromes for possible use in ferrying aircraft to the British Isles via Greenland and Iceland.

A Canadian officer was present with the United States South Greenland Survey Expedition which located aerodrome sites in Greenland. A complete copy of the naval report was furnished the R.C.A.F. by the United States Naval Attache in Ottawa. The Senior officer of the Expedition has expressed his appreciation of the valuable assistance rendered by Squadron Leader Logan.

The Naval Air Station, Argentia, was placed in commission on 15 July, 1941. Work on runways and fuel storage is being pushed. Meanwhile the station is being used for tender based operations of seaplanes engaged in patrol of the western North Atlantic. Two runways will be ready for limited use by August first and all runways will be finished by December. The gasoline storage will be completed by November first and the fuel oil storage by December first.

Action by the Canadian Army.

Not applicable.

Action by the Canadian Air Force.

Not applicable.

NINTH RECOMMENDATION

Action by the Canadian Army.

Completed.

Action by the Canadian Air Force.

Not applicable.

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TENTH RECOMMENDATION

Action by the United States Army.

Developments in the Far East indicated that the one Squadron each of pursuit, medium and heavy bombardment, now stationed in Alaska, might under certain conditions require reinforcement. The present status of Alaskan Air Field construction will permit the operation of six squadron from Elmendorf Field, one squadron from Ladd Field, two Squadron from Kodiak (about September 15), one squadron from Hakutat (about August 15), and one squadron from Nome (about September 15). The availability dates for Kodiak, Yakutat, and Nome may prove optimistic. The following fields are under construction and are estimated as available with gravel surfaces at time indicated: Big Delta and Boundary - 60 days, Ruby - 75 days, Cordova and Juneau - 90 days, and Naknek - 120 days. Construction in the field at Metlakatla is not expected to be completed before May 1942.

Action by the Canadian Army.

Not applicable.

Action by the Canadian Air Force.

Grande Prairie.

Field survey and plotting 97% completed. Stripping and grading runways 54.3% completed. Stumping and grubbing 37% completed. Well drilled and cased to 175 feet. Drainage excavating for pipe drain .8% completed. Gravel crushing commenced July 18th. Stumping and grubbing of Radio Range Station site 50% completed.

Fort Nelson.

29,000 f.b.m. lumber sawn, 17,000 f.b.m. planed and 210,000 f.b.m. on hand. Road to mill 75% gravelled. Clearing, 177 acres. Camp construction 95% completed, Grubbing and stripping for gravel pit 80% completed and road to

Pit.....

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pit 70% gravelled. Road from Nelson airport 100% cleared, 1,600 lin. feet partly graded and 1,200 yards excavated.

Working on road from cache to river proceeding. Freight deliveries 245 tons. Grubbing 71 acres. Stripping muskeg, 2 acres. Survey 50% completed. Well down 103 feet. Drainage, 4700 yards. Clearing of Radio Range Station proceeding with preliminary line for road to sites and to transmitter building and Range Station nearly completed. Crusher 80% set up. Cruising for clay deposits continued.

Fort St. John.

Field survey and plotting 56% completed. Camp construction 80% completed. Clearing 5%, Grubbing 2%, Stripping 25% and Grading 3%.

Watson Lake

One stern wheeler, two tunnel boats and ten barges have been completed at Dease Lake. 190 tons of freight have been hauled to Lower Post. Clearing and stumping is under way at the aerodrome site, together with clearing of road to Liard. A sawmill is in operation and over $0,000 f.b.m. of lumber has been cut to date. Work force has recently been increased from 26 to 100 men.

Whitehorse

Fine grading has been completed with sub-base course 75% completed and a base course of crushed stone 25% completed.

ELEVENTH RECOMMENDATION

Action by the United States Navy.

The Navy Department is purchasing land at Quillayute Prairie for an auxiliary field which will, when ready, be the nearest useful airdrome to Cape Flattery.

Action by the Canadian Army.

Not applicable.

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Action by the Canadian Air Force.

Detailed survey of aerodrome site at Ucluett has been completed and the general construction work is in hand.

TWELFTH RECOMMENDATION

Action by the Canadian Army.

Not applicable.

Action by the Canadian Air Force.

Not applicable.

THIRTEENTH RECOMMENDATION

Action by the Canadian Army.

Completed.

Action by the Canadian Air Force.

Not applicable.

FOURTEENTH RECOMMENDATION

Action by the United States Navy.

Need exists for the early completion of facilities at Botwood for United States Naval patrol planes. Rather extensive flight operations have been conducted to the northeast of Newfoundland and requirements for such operations may increase at any time.

Action by the Canadian Army.

Not applicable.

Action by the Canadian Air Force.

Facilities for one U.S. Squadron are now available at Halifax. Urgent priority has already been given to the provision of facilities for one U.S. Squadron in the Botwood area.

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FIFTEENTH RECOMMENDATION

Action by the United States Army

At the April meeting of the Board, it was recommended that the Canadian Government provide certain increased aviation gasoline storage facilities in the Newfoundland Airport area. The United States Chairman was notified that Canada accepted the commitment. The Board also recommended that the United States Government assist in the procurement of the necessary priorities to permit the recommendation to be carried out prior to the Fall of 1941. On June 27, the Canadian Chairman mailed the bill of materials required; informed the United States that an order for fabrication was placed June 20 with the Horton Steel Works, Ft. Erie, Ontario, Canada; and that this company was unable to place orders in United States mills for delivery of any of the materials during the current year. Promptly upon receipt of this necessary data, steps were taken to secure the requisite priorities. On July 7, 1941, the OPM, U.S. issued order No. 30 to the Otis Steel Company for the delivery of the necessary 348 tons of steel plates to the Horton Steel Works, during July and August, 1941. All appropriate Canadian Agencies were promptly notified of the above action.

Action by the Canadian Army.

Not applicable.

Action by the Canadian Air Force.

Progress satisfactory and priorities arranged.

SIXTEENTH RECOMMENDATION

Action by the United States Army.

On April 17, the Board recommended that the United States procure and return title to such railroad rolling stock as is necessary for its military requirements in

Newfoundland...

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Newfoundland including possible operations from the Newfoundland Airport. The president approved the recommendation and made funds available to the War Department for the purpose. The Chief of Engineers has placed orders for five locomotives, fifty 6000-gallon tank cars and fifty flat cars. These will be shipped to the United States Base in Newfoundland prior to the Winter of 1941 as recommended by the Board.

The Board also recommended the rehabilitation of the Railroad outside of the area leased to the United States. United States Civilian and Military Engineers have made a comprehensive survey of the railroad, in cooperation with the Newfoundland Railroad authorities, and determined the material requirements for the rehabilitation. It is estimated that over five and one half million dollars will be required for material.

The Board recommended that Canada and the United States assist in the procurement of the necessary priorities to permit the rehabilitation to be carried out prior to the winter of 1941. The United States Army members have taken all action practicable in this matter and desires to be informed what action has been taken by Canadian members.

The Board also recommended that the Newfoundland Government continue to operate the Newfoundland Railroad and undertake at once the construction of additional facilities and necessary rehabilitation of the railroad outside of the areas leased by the United States. It is understood that the Newfoundland Railroad believes it can secure the necessary personnel for the operation of the railroad and the labour essential to its rehabilitation. The United States, in view of the magnitude of the task of rehabilitation, would like a formal assurance that the Newfoundland Government can and will complete the rehabilitation in the time available.

The....

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The Board also recommended that necessary arrangements for essential financial assistance be immediately worked out between the United States and Newfoundland Governments. A prerequisite to the negotiations was determination of the rehabilitation required. This has been completed. The negotiations must be consummated promptly, or the rehabilitation cannot be accomplished prior to the Fall of 1941. The negotiations appear to be more properly a matter for fiscal and diplomatic agencies. It is desired to point out, however, that unless these negotiations are promptly consummated, drastic measures may be necessary to insure that the defence of Newfoundland shall not be prejudiced due to failure to provide essential rail communications.

Action by the Canadian Army.

Not applicable.

Action by the Canadian Air Force.

Not applicable.

NOTE:-

Action by the United States Army.

The 6th, 8th, 9th, 11th, 12th, 13th, and 14th recommendations have not been covered separately in this progress report, either because they did not apply to the United States War Department, because there was nothing to report, or because the subject matter could be more effectively handled under other related recommendations.

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LABRADOR-SURVEY AND LANDING FIELD

Action by the United States Army.

The War Department informed the U.S. Army members that a landing field in the North West River Area of Labrador suitable for the operation of heavy bombardment aircraft was considered necessary at the earliest possible date and requested that this be brought to the attention of the Permanent Joint Board on Defence to ascertain:

a. Will the Canadian Government undertake to locate and if located, develop a staging field in the North West River Area, with complete facilities for heavy bombardment, this year?

b. Will the Canadian Government undertake to survey this year the East Coast of Labrador and Baffin Island, with a view to locating favourable sites for additional staging field in the vicinity of Hebron, Labrador and Frobisher Bay, Baffin Island?

If Canada is unwilling or unable to undertake either a. or b. above, an agreement for the United States to undertake one or both of these tasks will be favourably considered.

A copy of the War Department letter was forwarded to the Canadian Air Force member on June 24 with a request to be advised informally at the earliest possible date of the Canadian reaction to the above questions. Reply July 8th from R.C.A.F. stated in effect that before the problems of commitment can be studied it will be necessary for such request to be made the subject of official correspondence between appropriate departments of United States and Canadian Governments. Due to the urgency of the matter the Chairman, American Section communication with the Canadian Chairman furnishing copies of the War Departments' request and asked that the matter be studied so that a decision of the Canadian Government could be secured at this meeting of the Board.

In the meantime authority had been procured from Canada for the United States to make certain surveys along

the Labrador....

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the Labrador Coast. A survey of the North West River Area indicated three possible sites - the best of which was recommended for immediate development. This, the Roosevelt report, is pending future development contingent on Canadian action. In the meantime word has been received that the Canadian survey has also located another suitable site in the North West River area. It is understood that Canada will untertake necessary general and detail survey in Hebron area and Baffin Island area and will complete these surveys by the Fall, 1941. Verification of this is desired.

Since it is evident that a field can be constructed in the North West River area, a definite commitment as to Canada's position regarding the questions asked by the United States War Department is desired.

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RECOMMENDATIONS

SEVENTEENTH to TWENTIETH

inclusive.

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SEVENTEENTH RECOMMENDATION

In order to facilitate the ferrying of long and medium range aircraft across the Atlantic, to enhance the effectiveness of plans for hemisphere defence, to prevent congestion at the Newfoundland Airport and to provide greater security for crews and equipment, the Board recommends:

That the Canadian Government should undertake the construction of an air base in the vicinity of North West River, Labrador, and provide the following facilities as quickly as possible.

(a) At least two runways, minimum 150 x 5000 feet, to enable take off and landing into prevailing winds.

(b) Storage facilities for 450,000 gallons aviation gasoline, for 11,250 gallons aviation oil, and for other supplies.

(c) Seven 100 gallon per minute gasoline pumping units for servicing aircraft.

(d) Technical housing and equipment as follows:

1. A direction finder station.
2. An aircraft radio range station.
3. Instrument landing equipment.
4. An airways radio station capable of communicating with stations in the U.S., Canada, Newfoundland, and Greenland and with aircraft in flight, for purposes of aircraft control, forwarding and receiving weather data and airplane movement communications.
5. A meteorological station.
6. A maintenance hangar (heated), minimum dimensions 150 x 200 feet.

(e) Housing for personnel.

That if the Canadian Government should decide for any reason that it will not undertake the desired construction immediately, this decision should be made known at once to the Governments of the United States, United Kingdom and Newfoundland and that the Government of the United States be invited to provide the necessary facilities in the area under reference;

That Governments of Canada and the United States should cooperate to make provision for the necessary priorities to permit the earliest possible completion and that the Government undertaking the project should also immediately initiate the necessary measures to ensure provision of an installation suitable for safe operations from the ice in the North West River area during the winter of 1941-42.

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EIGHTEENTH RECOMMENDATION

That the United States proceed with the installation of underwater defences in the Argentia - Ship Harbour area.

NINETEENTH RECOMMENDATION

On the consideration of the report as to the progress being made with the construction of the Canadian airway between Edmonton and White Horse, attention was directed to the recent change in the Far Eastern situation, the effect of which is to make the completion of the airway to Alaska of extreme urgency. It was pointed out that the urgent needs for air strength in Alaska may suddenly increase beyond those heretofore anticipated, that the preparation of aerodromes in Alaska is being expedited by the United States as much as possible, but that large numbers of aircraft if sent there would at present be relatively isolated.

In view of this, the Board decided to invite attention to the fact that the completion of both the Canadian and United States sections of the airway to a point which would permit its use at the earliest possible moment had become of extreme importance and to recommend that other considerations should give way to that of completing as quickly as possible the air route which will permit the rapid reinforcement of the air strength in Alaska.

TWENTIETH RECOMMENDATION

(a) That improvement and maintenance of road communications is recognized as essential for effective military operations in the defence of Newfoundland.

(b) That the Newfoundland Government should without cost to the United States or the Canadian Governments, make available the rights of way necessary for such roads as the United States or the Canadian Government consider must be constructed for military purposes.

(c) That the United States and Canada should be given the right to construct and maintain such roads as each individually requires in Newfoundland for military purposes without obligation either to construct or maintain any roads.

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(d) That Newfoundland, Canadian and United States vehicles would have use without tolls of any roads constructed by the United States or Canada in Newfoundland outside of Base areas.

(e) That all necessary road maintenance in Newfoundland other than as provided for above should be a responsibility of the appropriate Newfoundland authorities.

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

TWENTY-SECOND MEETING OF THE BOARD,

NEW YORK, SEPTEMBER 9,10,1941.

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TWENTY-SECOND MEETING OF THE BOARD, NEW YORK, SEPTEMBER 9,10,1941.

1. The Permanent Joint Board on Defence met in Mayor LaGuardia's office in the summer City Hall at New York at 10 o'clock, Eastern Daylight Saving Time, on Tuesday, September 9, 1941. The following members participated:

Canadian Members	United States Members
Mr. O. M. Biggar,	The Hon. F. H. LaGuardia,
Brigadier G. P. Vanier,	Captain H. W. Hill,
Captain F. L. Houghton, (Vice-Commodore Reid),	Commander Forrest P. Sherman,
Air Commodore A.A.L. Cuffe, (Assisted by Group Captain A. de Niverville),	Lt. Col. Clayton Bissell,
Brigadier M. A. Pope	Mr. J. D. Hickerson
Mr. H. D. Keenleyside	

2. Reference was made to the suggestion at the meeting of the Board at Montreal at the end of July that as many members of the Board as possible should visit Newfoundland. Since that meeting of the Board, the following members have visited Newfoundland: Mr. Biggar, Brigadiers Pope and Vanier, Captain Houghton, Commander Sherman and Colonel Bissell. During the course of these visits, all major Canadian and United States activities were visited and first-hand information was acquired in connection with matters of interest to the Board.

3. There was a discussion of the method of preparing the Board's Journal. In the past the Journal has consisted

of the....

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of the actual record of the meetings together with the Progress Reports of the Service Members consolidated and attached as an Annex.

It was decided that in the future Service Members will bring two originals of their progress Reports for the files and sufficient copies to distribute to each member of the Board. These Reports will be considered at the beginning of the session and any agreed changes in the text will be incorporated while the Board is in session. It will thus be unnecessary for the Secretaries to circulate further copies of the Reports when the Journal is distributed.

4. Progress Reports, copies of which are attached as an Annex, were presented by the Service Members of the Board and discussed in detail.

5. The United States Service Members reported that the Canadian - U.S. Defence Plan No. 2 (A.B.C. -22) had been approved by the Chief of Staff of the United States Army, the Chief of Naval Operations of the United States Navy, and by the President of the United States.

6. It was brought to the attention of the Board that upon the occasion of visits of United States Naval aircraft to stations of the Royal Canadian Air Force it had been found necessary to make cash payments for rations furnished enlisted men. This procedure is inconvenient, particularly in case of unexpected visits due to stress of weather. It was proposed that arrangements be made by which rations for enlisted men, in visiting aircraft of both nations, be signed for in the same manner as oil and gasoline. It was agreed that the Service Members concerned should make the necessary arrangements.

7. It was agreed that an informal communication should

be sent....

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be sent to the Newfoundland Commissioner for Defence requesting his assistance in expediting the removal of civilian residents from the United States air bases in Newfoundland. (The Secretary of the United States Section will send such a communication to Mr. Emerson.)

8. There was a discussion of the communications situation in Newfoundland. The communications situation for United States forces at the Newfoundland airport is unsatisfactory. It was agreed that the Canadian services will immediately make any practicable adjustment to improve communications for the United States forces between the Airport (Gander) and St. John's, that the Canadian Army will share its increased facilities as soon as possible with the United States Army, that new pairs will be provided with carrier equipment without delay, and that thereafter the United States will be allocated the required channels. Canada will inform the United States without delay the number of circuits that can be made available in order to facilitate procurement of terminal teletype equipment.

9. The Board has had reports that, in view of the increasingly high wing loading of the aircraft using the Newfoundland Airport and the adverse surface conditions which may result from snow during winter months, the existing runways are no longer considered long enough, particularly for heavy aircraft now on order. It was, therefore, agreed that the appropriate Canadian authorities would make at once the necessary surveys and investigations to determine the extent to which runways can be lengthened sufficiently for instrument landing and the operation of heavy aircraft.

It was....

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It was agreed that the Board would consider this matter and the related situation at Northwest River at its next meeting with the view of making a suitable recommendation.

10. Air Commodore Cuffe pointed out that the names of the Newfoundland Airport and the Northwest River Airport were continually causing confusion and misunderstanding and at a later date may cause pilots difficulty in low visibility in locating the landing fields by maps.

Shortly there will be four aerodromes in Newfoundland, three identified on maps by their proximity to places or bays marked on maps. It is therefore suggested that the Newfoundland Government be requested to re-name the Newfoundland Airport, Gander Lake Airport and that this be brought to the attention of all concerned.

The so-called Northwest River Airport is about twenty miles away from the Northwest River Settlement but only a mile and a half from Goose Inlet, both of which are marked clearly on maps. It is therefore suggested that this airport be named the Goose Inlet Airport.

(The Secretary of the Canadian Section will send a suitable communication on this subject to the Newfoundland Government).

11. The Canadian members agreed, in response to an inquiry by Colonel Bissell, that the United States Army Air Corps might make the necessary arrangements to tie into the Meteorological teletype circuit now operating between Moncton and Halifax at the most convenient point or points to permit installing sending and receiving drops for United States Army Air Corps stations at Bangor, Presque Isle and Houlton, Maine.

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12. There was a discussion of the steps which are being taken in pursuance of the Board's Sixteenth Recommendation to rehabilitate the Newfoundland Railway as an essential part of the defence plans of the United States and Canada.

It was brought to the attention of the Board that the rehabilitation program does not include rerailing the Argentia Branch with the heavy rails which are necessary to carry the new rolling stock being provided. It was the sense of the Board that military requirements necessitate rerailing the Argentia Branch with 70 pound rail and that in view of the unwillingness of the Newfoundland Government to bear the cost of rerailing the branch, the United States should provide the necessary 70 pound rail.

13. After agreeing tentatively to hold its next meeting beginning Tuesday, October 14, 1941, in Montreal, the Board adjourned at 5.45 p.m.

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APPENDIX.

REPORTS FROM SERVICE MEMBERS,

OF PROGRESS MADE IN CARRYING OUT RECOMMENDATIONS OF THE BOARD.

UNITED STATES NAVY

First Recommendation.

Exchange of information between the Chief of Naval Operations and the Chief of Naval Staff, and between the operating forces of the two navies is proceeding satisfactorily.

The promptness with which information concerning aerodromes and aviation facilities is furnished by the R.C.A.F. is gratifying.

Meteorological stations have been established in East Greenland of which the reports will be made available to Canada.

Third Recommendation.

U.S. Naval aircraft operating from Argentia have made several visits, some of them due to stress of weather, to R.C.A.F. stations.

Eighth Recommendation.

One runway at the Naval Air Station, Argentia is ready for emergency use, and the station is serving as a base for patrol planes engaged in active operations. Work is progressing rapidly. Considerable delay is being experienced in the evacuation of civilians from the reservation, which delay is interfering with the progress of work.

Eighteenth Recommendation.

The work of installation of under-water defenses and mooring buoys at Argentia is proceeding rapidly and should be completed during the present month.

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UNITED STATES ARMY

1. Exchange of Information - The Army Air Forces have been furnished and are using Canadian Meteorological Codes with generally satisfactory results in connection with flights in Newfoundland and the Maritime Provinces.

A Joint Meteorological Conference was held in Washington, August 8-9, 1941. Information on procuring and disseminating meteorological information was exchanged. Minutes of the meeting have not yet been furnished the United States Army Members. Exchange of meteorological information continues unsatisfactory due to inadequate communications.

Information on Canadian Airports and Seaplane facilities has been received from the Canadian Air Force.

A United States Army Member visited Newfoundland and secured first-hand information. The Governor; Sir Wilfrid Woods, Department of Public Utilities; Mr. Emerson, Department of Justice and Defence; all United States Army and Navy Commanders; Canadian Air and Ground Commanders; the American Consul; the Manager of the Railroad; and others were contacted and pertinent problems discussed. Four flights were made across Newfoundland. All airports, completed and under construction, were visited as well as all United States installations. All Canadian installations were inspected from the air. The docking facilities at St. John's, the railroad terminal there, and roads and communications between United States bases in Newfoundland were inspected.

2. Defence of Newfoundland - The 21st U.S. Reconnaissance Squadron was replaced at the Newfoundland Airport by the 41st Squadron during August. This change makes available

six....

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six U.S. "Flying Fortress" aircraft for use in an emergency. Plans contemplate changing the base squadron at the airport during September, 1941.

Representatives of the R.C.A.F. Eastern Air Command and the U.S. First Interceptor Command conferred at Mitchell Field regarding selection of A.W.S. sites in Newfoundland. United States personnel made a ground reconnaissance for A.W.S. sites during August. Serious difficulties are presented due to lack of communications of all kinds. Action has not yet been taken on the survey.

Inability of contractors to procure certain essential construction materials on schedule is delaying somewhat the progress of housing construction for the United States garrison in Newfoundland. Action has been initiated with a view to providing temporary housing for certain American units in the vicinity of St. John's if permanent construction cannot be completed before weather makes present tentage unsuitable.

The solution of the military wire-line communications problem for Newfoundland along lines indicated at the last meeting is impracticable. The Newfoundland Railroad does not consider that telephone train dispatching is suitable for their requirements. Therefore, a military communications system cannot be provided as a part of the rehabilitation and must be undertaken as a separate project.

Canadian Services are augmenting wire communications between St. John's and Airport by a four-conductor copper system on existing poles. This solution will provide four teletype and three voice channels but may, in fact, reduce reliability of communications during the

winter...

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winter. The Newfoundland Railroad Manager stated that the additional cross arm and wires would impose such increased load on the weak poles that the line would go down in winter storms more quickly than the present single circuits. It would appear that the best solution to the wire-line communications problem in Newfoundland may be to provide a cable along the railroad right of way connecting Argentia, St. John's, Airport, and Stephenville. Such a system would be dependable in all weather and have greater security than any other type of communication. This matter will be discussed in detail at the September meeting. The U.S. Army now requires at least one telephone and one teletype circuit between St. John's and Airport. It would require additional channels if necessary to augment its forces at the Airport to the extent contemplated by Joint Defence Plans. The U.S. Army recommends that an appropriate carrier system be super-imposed without delay on the four-conductor line to permit the utilization of the ten additional teletype channels and one additional voice channel which such procedure would make available. It desires that some channels be made available for its use immediately and that when the carrier systems are provided, ample circuits for U.S. Army requirements be made available over the lines being constructed by the Canadian Services. It is essential that a definite solution of both the immediate and ultimate land line communications problem be reached at the September meeting.

United States Army Forces have been directed to submit their land-line communication requirements. A Signal Communication Officer from GHQ will assist the Newfoundland Base Command in determining requirements.

Contact between Canadian and U.S. mapping personnel

indicated...

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indicated there was an area in southern Labrador for which no maps suitable for military air operations were available. Arrangements were made for the U.S. Army to make the necessary aerial photographs for mapping this area to facilitate defence operations from Newfoundland. A U.S. Army photographic party is in Newfoundland and will use B-17 aircraft for the purpose. Low clouds and adverse weather may delay procurement of the necessary photographs.

A satisfactory arrangement was worked out between R.C.A.F and U.S. Army relative to semi-permanent mess equipment at Newfoundland Airport.

The Chief of Army Air Forces has requested that the Permanent Joint Board take necessary action to have runways at Newfoundland Airport extended about 2000 feet. A copy of the request was furnished the R.C.A.F. August 23, 1941, with a suggestion that the matter be investigated prior to this meeting and definite action taken at this time. Length of present runways is 4450, 4500, 4700 and 4800 feet respectively. These runways are considered too short for instrument landings of heavy bombers in use or for takeoff of heavier bombers currently on order. Decision should be taken at this meeting.

The Canadian Torbay Aerodrome at St. John's was visited. Remarkable progress has been made with runway construction and, barring most unfavourable weather, it appeared that runways will be substantially completed this fall.

Concrete paving of runways at Stephenville is proceeding. Unless there is considerable bad weather, prohibiting pouring of concrete, it is expected that these runways will be completed by December 1, 1941. The two concrete runways will be 5,000 ft. long by 150 ft. wide

with....

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with 50 ft. shoulders on each side. Foundations for the hangar were being poured, and work on housing was progressing satisfactorily. The U.S. Army recently decided to construct the third runway and work on it has been initiated. A decision has also been taken to raise the total gasoline storage to 1,850,000 gallons.

Adjacent to the Stephenville landing field, is a small lake known as Stephenville Pond. It is ample for the operation of PBYs or any other type of flying boat. This sheltered water enhances the value of the installation at the Stephenville staging field.

The War Department has approved a site for two 6" gun batteries at Placentia Bay and directed appointment of the local board of officers to recommend details of battery installation, fire control system, costs and estimates.

The U.S. Army construction camp at Argentia, certain army warehouses, the railroad spur and part of the grading for roads has been completed. It is contemplated that Army pursuit squadrons may be stationed at Argentia early in December 1941 if this should become necessary.

3. Defence of Maritime Provinces. - Coordination of plans for air defence communications between Northeast Defence Command and the Canadian Eastern Air Command continued since the last meeting with generally satisfactory results.

4. Defence Materials for Canada. - The United States War Department has been advised that the Canadian Department of National Defence does not desire the shipment of 155 guns to Canada at the present time. These guns were recommended at one time by the local Canadian-U.S. Joint Board in the Puget Sound Area. The U.S. has proceeded with the installation of standard mounts to permit all around fire of 155 guns at Angeles Point pending the construction of 16" and 6"

batteries....

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batteries to be sited at Striped Peak and Tongue Point, respectively.

A list of defence materials desired by Canada, handed to the Senior United States Army member at the last meeting of the Board, is being processed through proper War Department agencies to determine availability of the equipment.

Information has been received informally that Canada desires another set of fire control equipment for the 10" guns previously made available and also certain other small items of equipment for these guns. The procedure worked out with Brigadier Stuart still will bring about most expeditious action on matters of this nature.

Certain U. S. anti-aircraft equipment was shipped to Newfoundland in excess of the requirements of the initial U.S. forces with a view of permitting Canadian forces in Newfoundland, particularly those at Newfoundland Airport, to utilize it for training, pending acquisition of suitable equipment of their own. The Senior U.S. Army member desires to discuss the status of this equipment with the Canadian Army and Air Force members at this meeting of the Board.

5. Improvement of Communications in the Northeast. - The Chief, Army Air Forces, requests the Board to authorize the United States Air Forces to tie into the meteorological teletype circuit now operating between Moncton and Halifax at the most convenient point or points to permit installing sending and receiving drops for United States Army Air Corps stations at Bangor, Presque Isle, and Houlton, Maine. Decision on this matter is requested at this Meeting of the Board.

7. Joint Defence Plans. - The completion of Plan 2 necessitated furnishing certain information by the Canadian Services,

which....

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which was received from the Canadian Navy under date of July 31 and about mid-August from other Canadian Services. To secure uniformity, data on Canadian Forces was rearranged and the rearrangement forwarded to Canada for approval. As no fundamental changes were anticipated, the Plan was forwarded to the President for approval and was approved on August 29. After the Plan was forwarded to the President, certain very minor changes in the listing of Canadian Forces were received. Steps have been taken to incorporate these changes in the Plan before it is issued.

15. Aviation Gasoline Storage Facilities in Newfoundland Airport - Lewisporte - Botwood area. - United States Army has at present at Newfoundland Airport approximately 850,000 gallons of 100 octane aviation fuel in steel drums, distributed in 3 dumps. While a guard is maintained on these dumps this fuel is vulnerable to fire and sabotage. Two of the dumps are on terrain sloping away from the airport. The third dump includes piled drums 3 tiers high belonging to the United States, the Canadian Air Force, the oil Companies operating on the airport and possibly the R.A.F. ferry command. This dump is on the airport and if fired would seriously hazard the entire aerodrome layout. It is a very real danger and should be alleviated at the earliest practicable date. An illustration of what might occur was furnished during the last week of August, when the building on the aerodrome containing the bulk of Canadian small arms ammunition burned to the ground. White-hot ammunition flew in all directions and if some of it had landed in the gasoline storage area, the result might have been a catastrophe.

Some underground fuel tanks were being installed at the airport in late August. Fuel in drums should be

transferred...

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transferred to these tanks as soon as possible. None of the additional tankage provided for by the 15th Recommendation of the Board had arrived at the airport prior to August 29. The U.S. Army Air Force desires information on the status of development of these gasoline storage facilities. United States tank cars are now available in Newfoundland for the transfer of aviation gasoline to stock the additional tankage provided for as soon as it is constructed.

16. Rehabilitation of Newfoundland Railroad and Purchase by United States of Rolling Stock. - The RFC negotiators arrived at a tentative agreement which was approved by the Newfoundland Government on August 22 as to the railroad rehabilitation which that Government is willing to undertake. The rehabilitation which Newfoundland is willing to finance is considerably less than was recommended by the Freeman - Dorsey Report and the Chief of Army Engineers. Careful investigation on the ground with Newfoundland authorities, the Railroad manager, Newfoundland Base Commander and Army Engineers indicates that the rehabilitation, when accomplished will in general suffice for military requirements. It will be necessary in addition for the United States to provide at its own expense certain railroad equipment considered essential should military operations be required. A United States Army member will amplify the above information on the railroad at this meeting of the Board. The RFC must consummate a final agreement with the Newfoundland Government. Col. Bissell suggested to Mr. Emerson that the latter proceed to Washington with power to act for the Newfoundland Government in order to consummate the agreement at the earliest practicable date.

All practicable measures to expedite completion

of the

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of the delivery of the rolling stock ordered by the United States have been taken. The first 10 tank cars arrived in Newfoundland on August 26 and the last of the 50 flat cars on September 4. All tank cars have been shipped. The contractor will not deliver the 5 locomotives in Brooklyn on September 28 as scheduled, but expects to be able to deliver the first locomotive by the latter part of October and the remaining 4 between November 3rd and 8th. Under the terms of the proposed rehabilitation agreement, the Newfoundland Government rather than the United States Army will own and operate the locomotives and flat cars. The tank cars will remain the property of the United States Government as originally contemplated.

The most critical factor in the operation of the railroad is lack of locomotives. This will be alleviated by the delivery of the locomotives on order. Canada can assist by expediting delivery on locomotives being fabricated in Canada. The second most critical factor is the lack of and poor condition of rolling stock. This will be relieved, materially, by the 50 flat cars and 50 tank cars, plus the other equipment which the railroad has on order. Additional rolling stock is an essential and its procurement is contemplated under the proposed rehabilitation agreement.

The Newfoundland Government is not willing to finance re-railing the Argentia Branch with 70-pound rails. Unless this is done, the new locomotives can not operate between United States bases at St. John's and Argentia. The Newfoundland Government proposes to re-rail and retie the Argentia Branch if the United States Government will provide the rails and furnish them to the Newfoundland Railroad at a

nominal.....

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nominal rental. Although certain legal questions are involved, it is suggested that the Board recommend that the United States Government provide the 70-pound rails.

17. Northwest River Landing Field. - Air Marshal A. T. Harris substantiated the statement made by a United States Army member at the last meeting that the British desired the Northwest River field constructed at the earliest practicable date. Air Marshal Harris reported that he had requested Canadian authorities to proceed. The Canadian Chairman wired on August 14 that the Canadian Government would undertake construction without delay. Subsequent information indicates that material progress has been made. All data procured by the American survey was forwarded to the Canadian Air Force August 6. Similar data secured by Canada was made available to the United States. Range courses for the Northwest River radio range station have been coordinated by Canada with United States Army. The United States Army is very appreciative of the courtesy of the Canadian Air Force in forwarding copies of the Northwest River progress report and hopes this procedure may be continued.

United States Army Air Forces reported that Hebron, Labrador was unsatisfactory for an airplane staging field and requested that authority be procured from the Canadians for the establishment at Fort Chimo, Upper Frobisher Bay and Cumberland Sound of a weather and emergency station consisting of a radio station, a range station, direction finder, meteorological station, essential housing for minimum operating personnel, an aircraft emergency crew,

medical...

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medical detachment, and the crews of 3 large airplanes. This matter was handled simultaneously through opposite Board members and diplomatic channels. A favourable decision was promptly received from Canada on August 22. Plans contemplated the departure of the necessary personnel and material from New York September 10.

19. Air Staging Fields in Western Canada. - Interim progress reports on the Western Canadian staging fields have been received. The Canadian Legation by an Aide Memoire advised that the United States was authorized to make the photographic maps necessary for the route connecting the Canadian staging fields, provided this was done with military personnel. The Canadian Government undertook to establish the ground controls for the photographic survey. The Canadian Air Force was notified on August 19 that the United States would undertake this mapping. A U.S. Army aerial photographic party was moved in from Alaska and work immediately initiated. Information has been received that approximately 50 rolls of film have been exposed, covering 75% of the first priority routes in Western Canada. Work will be vigorously pushed to completion.

20. Newfoundland Roads. - A United States Army member drove over the roads from St. John's to Argentia both by day and by night during August. The road is about eighty-five miles in length. The first thirty-two miles from St. John's has an asphalt pavement in fairly good condition. The remaining road has a gravel surface. It is narrow and somewhat winding. Passenger cars pass with little difficulty but trucks could not pass at all points on the road. The road bed is of light construction. Sir Wilfrid Woods and Mr. Emerson stated that

about....

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about one-third of the road rested on corduroy placed on bog. Four five-ton trucks were mired down to the axles on the gravel section of the road on the afternoon of August 27. They had been there all day and only two had been extricated by midnight. The present road is blocked by snow, or unusable on account of thaws, from about the middle of November to about the middle of May. A good all-weather highway from St. John's to Argentia may be a military necessity. The United States will undertake surveys following the existing road which involves a bridge across an arm of Placentia Bay and also along a route departing from the existing route at the most suitable point to avoid the necessity for a bridge.

The problem of snow removal was investigated. Brigadier Pope advised that Canada could not make a regiment of engineers available to assist with road maintenance and construction in Newfoundland. The United States cannot adopt this solution at present because of housing difficulties. It appears that the problem can best be handled during the coming winter by the U.S. Army District Engineer using his construction forces and proper snow-removal equipment to augment the equipment operated by the Newfoundland Government. Arrangements have been made to provide the District Engineer with three Rotary blowers and to make two more of these units available to the United States Quartermaster should they be required.

No formal notification has been received from the Newfoundland Government that it would provide, without cost to Canadian or United States Governments, the right-of-way necessary for such roads as the United States or Canadian Governments consider must be constructed for military purposes in Newfoundland. Mr. Emerson advised Colonel Bissell

informally...

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informally that Newfoundland could make the right-of-way available over Crown lands but did not believe it could undertake to make available a right-of-way through private property. When it was pointed out that such a decision would probably result in roads avoiding small settlements in Newfoundland where private property was involved, Mr. Emerson left the impression that the Newfoundland Government might wish to consider further the matter.

The question of road maintenance in St. John's and vicinity was discussed at the last meeting. A United States Army member rode over every block of every street in St. John's and failed to find the condition previously reported. The condition of streets in St. John's during the last month of August was excellent. There was no evidence of damage to streets by vehicles. Roads leading from the city to Canadian and U.S. construction projects were rough but entirely satisfactory under present conditions.

ROYAL
CANADIAN NAVY.

First Recommendation. - Full information continues to be exchanged.

Second Recommendation. - The Anti-torpedo Baffle at the entrance to St. John's Harbour is now installed and functioning satisfactorily.

The development of the Naval Base at St. John's, Newfoundland, is now well in hand. The following projects are noted in the order of priority of construction:

(a) Hospital

(b) Wireless Station.

(c) Port War Signal Stations.

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One is to be erected at Cape Spear for identification of traffic from southward and a Subsidiary P.W.S.S. at Fort Amherst for traffic from north and east.

(d) Wharfage.

Work on piling for wharfage on the south side of the Harbour is to be commenced at the extreme eastern end, in the middle on the oil tank site frontage and at the extreme western end. Some dredging will be necessary and this has already been commenced. Wharfage of the dockyard site will also be commenced as soon as the necessary dredging is completed.

(e) Dockyard Buildings.

(f) Barracks.

(g) Administrative Building.

(h) Telephones.

Present telephone system is proving inadequate and it is hoped to install an automatic telephone exchange of a suitable type. It is the intention that all three Services should share in this project.

(i) Oil Tanks.

(j) Magazines.

Third Recommendation:

Underwater Defences

Halifax, N.S.

In addition to all underwater defences previously reported upon, the controlled minefield is now completely installed and in full operation.

Sydney, N.S.

A/S Net in full and satisfactory operation. Two Anti-torpedo Baffles, one 1800-ft. double and one 1200-ft. double are now in operation.

Shelburne, N.S.

Delays due to weather have been experienced during installation of this net which will now be in operation by the 15th September.

Gaspe, P.Q.

The A/S Net is completely installed and now in operation.

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Prince Rupert, B.C.

The Anti-submarine Net is completely installed and now in operation.

Fourth Recommendation:

Nothing to report.

Fifth Recommendation:

The Final Report of the Joint Canadian-United States Communications Committee received the approval of the Canadian Government on the 2nd September, 1941.

Landline Communication - Newfoundland

The present situation is as follows:

(a) A temporary teletype circuit from St. John's to Gander was completed on August 23rd, 1941.

(b) The simplexing of the present Gander-Botwood line, so that telephone and teletype traffic may be passed simultaneously should be completed by September 15, 1941.

(c) It is expected that construction of one phantom and two physical circuits from St. John's to Gander will be completed by November 30th, 1941.

(d) Definite information regarding the date when three varioplex channels between St. John's and Halifax will be available, has not yet been received from the Canadian National Telegraphs.

Following is a summary of Long Distance Telephone and Teletype Lines, either under construction, or contemplated:

(i) Arrangements are being made for trunking facilities between Tor Bay and St. John's in the cable to be erected by the Avalon Telephone Company.

(ii) The R.C.A.F. are constructing a 2 physical and 1 phantom circuit between St. John's and Gander to provide, at present, three voice circuit and four teletype channels. The line is being constructed in such a manner as to allow for H. and B. carriers, which will provide, in addition to the

above....

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above, ten more teletype channels and one more voice circuit. Provision at present is being made for two teletype lines to go directly from Halifax to the Newfoundland Airport. The other two will be between St. John's and Gander.

(iii) The voice circuits will be connected to the switchboard at St. John's and to the switchboard in the Canadian section at Newfoundland Airport, Gander.

(iv) The existing teletype and telephone line between Gander and Botwood will be simplexed to allow talking and teletype simultaneously.

(v) An estimate is now being prepared for an additional telephone and teletype circuit to be erected between these two points (Gander and Botwood), if necessary.

(vi) The telephone circuit is to be installed on the switchboard in the Canadian section at Gander and in the R.C.A.F. switchboard at Botwood.

(vii) Consideration is being given to the erection of a circuit from Botwood to Grand Falls in order to connect with the radio telephone link between Grand Falls and St. John's, as an alternate means of communicating with No. 1 Group Headquarters from Gander or Botwood, in event of interruption by sabotage, or otherwise, to our direct circuits between St. John's and Gander.

(viii) When the complete installations have been made, sufficient trunking facilities will have been provided to allow telephone communications between the following:

No. 1 Group Headquarters, St. John's

Newfoundland Airport (Gander).

Tor Bay.

Botwood.

Sixth Recommendation:

Nothing to report.

Seventh to Sixteenth Recommendation:

Not applicable.

Seventeenth....

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Seventeenth Recommendation:

It is intended to establish an Examination Service in the vicinity of the Narrows near the mouth of Hamilton Inlet. Action in this matter will not however be taken before Spring, 1942.

Eighteenth to Twentieth Recommendation:

Not applicable.

CANADIAN ARMY

First Recommendation:

1. The Department of National Defence welcomed an intimation from the U.S. Military Attache at Ottawa, that Lieut.-Colonel McKnight, G-2 Section, the War Department, Washington, desired to visit, during the current month, Canadian Army defences in Newfoundland and the Maritime Provinces and also certain training centres inland, and was happy to make the necessary arrangements to this end.

Second Recommendation:

2. Infantry Garrisons.
The infantry battalions which have been serving in Newfoundland during the past year are in the process of being relieved. By the end of September, and including the additional battalion sent to Newfoundland in July and August last, their disposition will be as follows:

(a) St. John's - Sherbrooke Fusiliers,

(b) Airport - Lincoln & Welland Regiment,

(c) Botwood - Prince Edward Island Highlanders.

Defence Requirements Generally.

3. As instructed in April, 1941, the Officer Commanding Canadian Army Force in Newfoundland duly submitted an Appreciation on the defence requirements of the Island. His

recommendations...

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recommendations have been carefully examined and the position with respect to those of special interest is as given in paragraphs 4 to 7 hereunder.

4. Airport

(a) Lines of Communication

That no action be taken to guard the railway approaches to Airport except in the St. John's and the Botwood-Lewisporte areas.

APPROVED.

(b) Infantry Garrison

That an infantry garrison of two infantry battalions be provided.

NOT APPROVED - Considered that the forms and scales of attack to which it is estimated Airport is exposed are such as can adequately be met by one battalion which has been provided. This constitutes an increase of one-half battalion and the construction of the additional necessary accommodation is in hand.

(c) Field Artillery.

That a field battery be provided.

NOT APPROVED - Considered infantry mortars, 3-inch and 2-inch, will be adequate.

(d) A.A. Defence

Certain general recommendations were submitted under the head of A.A. Defence.

ACTION - Final consideration has been deferred pending submission of detailed recommendations as to lay-out. This note also applies to the A.A. defence of all Canadian bases in Newfoundland.

5. Botwood-Lewisporte Area

(a) Botwood

(i) Coast Defence
That coast defences be installed comprising:

1 - counter bombardment battery
1 - close defence and examination battery
5 - C.D. lights.

APPROVED Work of installation progressing favourably.

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(ii) A.A.Defence

See 4(d) above.

(iii) Infantry

That an infantry garrison of one infantry battalion be provided.

APPROVED. Additional half battalion dispatched and provision of additional accommodation in hand.

(b) Lewisporte

Appreciation did not make any specific recommendation for defence of Lewisporte. This question has since been examined and recommendations have been made, with a view to approval, that the following be provided:

1 - 2-gun, close defence and examination battery
4 - 3.7" A.A. guns) see in this connection
4 - 40mm.A.A. guns) 4(d) above.
6 - A.A. searchlights

An infantry garrison (to be found from Botwood Bn.)

6. ST. JOHN'S

(a) Coast Defence

(i) That the following coast defences were considered necessary:

2 - Counter-bombardment batteries
1 - Close defence and examination battery
1 - Boom defence battery
5 - C.D. lights.

APPROVED - Close defence and boom defence batteries in action. Installation of C.B. battery and C.D. lights progressing favourably.

(ii) Information has since been received from O.C. Canadian Army Force, Newfoundland, that he has been advised that United States authorities are giving serious consideration to turning over the 8-inch battery now in action at Signal Hill to the Canadian Army for continued employment at St. Johns.

Should the United States authorities decide in this sense, the Department of National Defence would be prepared to assume the commitment involved.

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(b) A.A. Defence

See 4(d) above.

(c) Infantry Garrison

That an infantry garrison of one battalion plus two companies for protective detachment be provided.

NOT APPROVED - Considered one battalion adequate.

7. Reserves of Ammunition and Supplies

The Appreciation recommended that a 12-weeks reserve of supplies be maintained at Airport.

The question of the reserves of supplies and ammunition for all Canadian Army garrisons in Newfoundland is under consideration.

8. Tor Bay Aerodrome

Subsequent to the submission of the Appreciation under reference, O.C. Canadian Army Force in Newfoundland has submitted a further recommendation regarding the defences which will ultimately be required at Tor Bay. These comprise:

H.Q. details and two companies of infantry
8 - 3.7 inch A.A. guns) To be co-ordinated with
8 - 15 inch A.A. M.G.,) A.A. lay-out at St. John's.
or similar equipment)

This recommendation is under active consideration to the end that construction of the required accommodation may be put in hand before the winter.

9. Signal Communications

As a result of the question of signal communications in Newfoundland, raised by the United States Army member in his Progress Report dated 29th July, the matter has been referred to O.C. Canadian Army Force for his early inquiry and report. Actually, the Canadian Services have had in hand a project for the provision of additional telephone and teletype circuits and their local representatives have been instructed to inquire into and report on the most appropriate

ways....

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ways and means of ensuring adequate line signal communications in Newfoundland to meet the needs of both United States and Canadian Services.

This report is not yet to hand.

10. Road Construction and Maintenance

(a) It is understood that the R.C.A.F. member will report on the necessity or otherwise of constructing a motor road between Airport and Lewisporte.

(b) The matter of road construction and maintenance of roads subjected to heavy Service traffic has, it is understood, been brought to the attention of the State Department and the Department of External Affairs by the Newfoundland Commissioner for Justice and Defence.

THIRD RECOMMENDATION.

11. Defence of Maritime Provinces

The installation of coast defences at defended ports in the Maritime Provinces is making favourable progress.

12. West Coast

(a) Coast Defences (Christopher Point)

The emplacements for the two gun, 8-inch battery at Christopher Point have been completed. The guns have been received at Victoria. Some items of equipment were found to be lacking on checking of shipping bills. These deficiencies will not delay the mounting of the guns.

(b) Communications

(i) Further Canadian action on the proposed direct cable communications between Army Headquarters in Esquimalt and Seattle - with cable provided by the U.S. Army and the laying by the Canadian Army - is in abeyance awaiting delivery of the cable in December, 1941

(ii) In an attempt to provide interim direct communication between the two Headquarters, the Canadian Army is arranging to search for an abandoned Western Union - Canadian National Telegraph cable between

Victoria...

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Victoria, B.C. and Port Angeles, Washington. Tests indicate that this cable is broken at a point between 8 to 10 miles from the Victoria end. If found to be in reasonably good condition when located, the cable will be repaired for Army use.

SEVENTH RECOMMENDATION.

13. Joint Canadian-United States Basic Defence Plan No. 2 (ABC-22)

Minor editorial amendments to ABC-22 desired by Canadian Service members were communicated to Col. Bissell on 23rd August.

SIXTEENTH RECOMMENDATION.

14. (a) With regard to the concluding sentence of paragraph 16 of the United States Army Member's Progress Report, dated 29th July, 1941, no special action has been taken by the Canadian Army as no opportunity has arisen to assist in the way of obtaining the necessary priorities.

(b) Action, however, has been taken at Col. Bissell's request to inquire as to the prospects of delivery on schedule of the Newfoundland Railway's order for locomotives with the Montreal Locomotive Works, and a reply has been received from the management that there is no reason to believe that this contract will not be completed and shipment made before the end of November.

SEVENTEENTH RECOMMENDATION.

15. Northwest River Air Base

Arrangements have been made for officers of the three Canadian Services to carry out, during September, a reconnaissance of the Northwest River Air Base site in order to assess the scope and nature of defence requirements in that area.

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C220826

ROYAL
CANADIAN AIR FORCE

FIRST RECOMMENDATION

Satisfactory.

SECOND RECOMMENDATION

Newfoundland Airport

Construction is progressing satisfactorily.

Four hangars have already been completed and are now occupied. The foundations for four others are completed and steel erection has commenced on three.

Quarters	completed and occupied	Under Construction
Officers	4 (147)	3 (264)
N.C.O.	4 (176)	0
O.R.	7 (952)	6 (2128)
Messes		
Officers	1 (50)	1 (300)
N.C.O.	1 (120)	1 (40)
O.R.	1 (450)	2 (1440)
Other Buildings	13	41

The foundations of all the rest of the buildings are now being installed and it is anticipated that all buildings will be completed by the end of the year.

The foundations for the new power house are completed and erection of machinery has commenced.

The 10" pipeline to Gander Lake is all laid and foundations for the pumping station in hand.

Excavation has been completed on the sewage disposal plant and construction is progressing rapidly.

Spur lines to all power plants and gasoline and coal supplies are well in hand.

Roads are being brought up to grade and surfaced with shale.

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Authority has been granted for a certain amount of aerodrome maintenance on some of the runways which were deteriorating slightly.

Botwood Seaplane Base

All work is now progressing satisfactorily since the acquisition of land has been completed.

Steel for the hangar has not as yet been shipped but it is hoped that one hangar will be completed before the end of the year.

The Breakwater running from the mainland to Killick Island has been completed other than the rip rap and stone surface.

Excavation for the hangar sites practically completed.

Buildings No. 1 and 9 are being roofed in. Buildings No. 5 and 8, interior finish is being completed. Foundation for the balance of the buildings are under construction.

Torbay Aerodrome

This contract has now been awarded and orders for materials have been placed. Since the same contractor is doing a considerable amount of work for the Army and the Navy in addition to the Air Force, a meeting has been arranged between the three Services in order to determine the necessary priority to rush the R.C.A.F. work to completion as early as possible. Clearing and grubbing of site 75% and 60% completed respectively, whilst 36% of grading is finished. 35% of runways is completed with stone base, and 20% primed. Paving was started on August 29th.

It is expected that the buildings and the hangar will be completed by the end of the year.

THIRD RECOMMENDATION.

Dartmouth Seaplane Base

The construction of the slipway and the parking area is....

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is well advanced.

Approval has been given for the erection of a 160' x 160' hangar, steel for which will be diverted from Botwood. It is expected that this hangar will be completed by the end of the year.

Shelburne

Clearing of site, grading of highway slipways and grading of hangar site are all completed. Parade ground is 90% completed, drainage 75% completed. Launching of concrete slab is 45% under way. Gravel base construction of parking areas 10% completed.

This contract is well in hand as far as the buildings go, but, owing to the delay in the delivery of steel, work can not commence on the hangar before October 1st. Arrangements are being made with the contractor to rush completion as soon as materials are received.

FOURTH RECOMMENDATION.

Not applicable.

FIFTH RECOMMENDATION

Halifax to St. John's

Western Union are providing a Varioplex system which will convert the present single teletype line into three teletype lines, one for R.C.A.F. operational traffic, one for R.C.A.F. meteorological traffic and one for combined Army and Navy traffic. This should be completed by November 30th, 1941.

St. John's to Newfoundland Airport

Two more conductors to be erected to provide four teletype circuits and three telephone circuits instead of the present single teletype circuit. One teletype circuit for R.C.A.F. meteorological, one teletype and one telephone circuit for R.C.A.F. operations, one teletype for Army, and one teletype

and two....

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and two telephone circuits unallotted. R.A.F. Ferrying Command have requested one teletype circuit be reserved for their use. Materials for the construction of this line have not yet reached Newfoundland but it is expected the line will be completed by November 30th, 1941.

Newfoundland to Botwood

The equipment necessary to convert the present single line to allow teletype and telephone to be used simultaneously should be installed by September 15th, 1941.

SIXTH RECOMMENDATION.

Not applicable

SEVENTH RECOMMENDATION.

Plan 2 completed and submitted for approval.

EIGHTH RECOMMENDATION.

Not applicable.

NINTH RECOMMENDATION.

Completed.

TENTH RECOMMENDATION.

Fort Nelson

A well compacted runway 200' x 3,500' is in use on the north margin of the northeast - southwest landing strip. Clearing of landing strip is complete, and grading 75% complete. The east-west landing strip is cleared for the full length and to a width of 700 feet. Clearing of range site is 45% completed, and a 10 acre block 90% graded. Site for power station is cleared and grubbed. The location of road and power line to range station is 80% completed. Erection of range building is completed, and preparations made for excavation of tower base in readiness for steel gang expected from St. John this week. Power house will be ready for installation of equipment by September 6th. Poles for power line are cut and erection will start on September 8th. Construction

of remaining...

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of remaining buildings is underway, and it is expected they will be completed by October 31st.

Progress on the whole is satisfactory in spite of transport delays which are now solved as concern requirements for this year's program. Four scows are freighting from the Sikanni cache and have completed four trips to date and three boats arrived on September 4th with 37 tons of freight including 45 drums diesel and 20 drums aviation gasoline. Boats returning immediately to Simpson are expected to make one more trip bringing diesel fuel and aviation gas.

Grande Prairie

Stripping and grading of runways is 80% completed, with stumping and grubbing 40%. Dragging and smoothing is approximately 30% complete, and preparations for laying of subgrade are under way. Approximately 12,000 cu. yds. of crushed gravel is stocked on the site.

Drainage including open ditches and pipe drain is approximately 35% complete. 60% of 18" pipe and 5% of 15" pipe has been laid.

Stumping and grubbing of radio range site is 95 % complete with range buildings approximately 90% complete. The entrance road to the range buildings is 70% finished.

Fort St. John

Progress at this site is considered excellent and if fine weather conditions continue, the base for two paved runways will be completed by September 15th, and all essential work by October 10th.

The radio range building is ready for installation of equipment. All bases for towers are in place, one tower is erected. It is anticipated that all erection work will be completed by September 6th.

Work has started on the airport building and foundation for powerhouse has been excavated.

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Watson Lake

The northwest-southeast landing strip is cleared and grubbed to a width of 700 feet over the total length, and approaches cleared, grubbed and level to lake at each end. All of the runway is fine graded and 3000 feet gravelled. It is anticipated that the runways will be completed by September 25th.

Clearing at southwest end of the northeast-southwest landing strip has begun, and it is anticipated that clearing, grubbing and grading will be completed by October 31st. Taxi-strip and building area site are cleared and grubbed and it is proposed to complete gravelling of the taxi-strip to the building area prior to completing northeast runway.

Construction of radio range buildings, transmitter and powerhouse, and staff quarters are well under way, and site has been prepared in readiness for erection and this work will start when line equipment is received.

350 tons of freight have been delivered to the aerodrome site out of a total of 600 tons, not including United States Air Corps gasoline. This delivery includes all heavy construction equipment, power plants, emergency radio generating plant, cable and miscellaneous electrical fittings. All freight at Dease Landing is moving down river to the aerodrome with the exception of United States aviation gas and winter food supplies. One stern wheeler, three tunnel boats, twelve barges and four private three-ton power boats are in use on the Dease River. One four-ton boat with a ten-ton barge is relaying freight on Dease Lake.

Provided the water rises one foot in the river, it is anticipated that freighting will be completed by

September....

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September 30th, and United States gas hauled by October 15th.

White Horse

Grading of runways and building area is completed with 45% of runway fine graded, paving of hard-surface runway is completed to a width of 90 feet, approximately 50% of the total width. Erection of buildings 50% completed with base course of taxi-strip 50% complete. Prime coat of connection strip from Runway to building area is completed.

Smithers

Contract was let for development on August 9th and completion date set on December 1st, 1941. Clearing has been completed on centre line of runway for the width of 300 feet and widening to full width is at present underway. Grading outfit is en route to site. Material for tower construction is on site, the erection is not yet started.

Prince George

Clearing of site is completed. North-south runway is graded and 60% of gravel base completed. Grading of the northeast-southwest runway is 75% complete with drainage 25% complete. Taxi-strip and east-west runway is 25% completely graded.

The asphalt plant is set up, and will be ready for operation as soon as base courses are completed and it is anticipated that all runways will be paved by September 30th.

Foundations for powerhouse are completed and excavation started on dwellings at radio range site.

ELEVENTH RECOMMENDATION

Ucluelet (Tofino)

Clearing of site is under way.

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TWELFTH RECOMMENDATION

Not applicable

THIRTEENTH RECOMMENDATION

Not applicable

FOURTEENTH RECOMMENDATION

No change in situation since last report.

FIFTEENTH RECOMMENDATION

Progress satisfactory. See detailed report on facilities under construction and quantities of gasoline already on hand.

SIXTEENTH RECOMMENDATION

Not applicable.

SEVENTEENTH RECOMMENDATION

This project has been approved by the Canadian Government.

Detailed survey of site completed on August 20th. Anticipated survey of road and wharf to be completed on August 27th. Clearing of road from the aerodrome site to wharf site to commence on August 23rd. Anticipated time to complete, two weeks. Radio Engineer and Airways Inspector proceeded to site on August 25th for selection of radio range site.

Assistant Airway Engineer and engineering party proceeded to site on 1st instant to lay out aerodrome on location by which time it was anticipated that the radio range site would be selected. Three boats and a motor-driven barge have been secured for transportation purposes and the first boat loaded with contractor's equipment will leave Quebec City on the 8th instant. The boat will also carry approximately 60 key personnel, a doctor and two orderlies.

More....

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More information will be available on return of the Assistant Superintending Engineer and his party on the 8th or 9th instant but from information available, to date, there is every reason to be optimistic that an aerodrome suitable for winter operations complete with essential radio facilities can be completed this Fall.

With regard to tankage facilities, only tanks available are bolted tanks. Due to lateness of season, tanks will have to be built on the ground and placed below the ground before winter of 1942-43. These tanks are movable by sections. One has a capacity of 175,000 gallons and another, capacity of 350,000 gallons. The smaller one is now at Okotoks, Alberta, and the larger one at Kansas City, Mo. No difficulty is anticipated in obtaining the former but priorities will be necessary to obtain the one at Kansas City. Priorities must also be obtained for metal matting for two runways and steel for one hangar.

The Department of Transport are now assembling materials and equipment and it is expected that the first boat will leave for Northwest River about September 15th. It is anticipated that accommodation will be completed by the end of the year for personnel, and it is the intention to use two nose hangars for servicing aeroplanes.

EIGHTEENTH RECOMMENDATION

Not applicable.

NINETEENTH RECOMMENDATION

See report under Recommendation Number ten.

It would be appreciated if the United States Army Air Corps now making photographic survey of route would take

photographs...

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photographs showing progress made, copies of such photographs to be supplied to the R.C.A.F.

TWENTIETH RECOMMENDATION

The survey is now being made of the proposed road to link the Lewisporte airport and Botwood. When this survey is completed, an estimate of the cost will be prepared and approval obtained.

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28.9.41

C220836

SECRET

Ottawa, September 22nd, 1941.

MEMORANDUM FOR THE PRIME MINISTER:

Attached is copy (No. 1) of the Journal of Discussions and Decisions of the Permanent Joint Board on Defence, covering the meetings held in New York on September 9th and 10th, 1941, just received from Keenleyside.

Copies are being sent, as usual to the three Ministers of Defence, and to the Minister of Munitions and Supply.

I assume that at an early meeting of the Cabinet War Committee these Reports will be formally submitted, and referred to the Defence Ministers and the Minister of Finance for subsequent recommendation.

A. D. P. H.

Brought before War Committee
23-9-41

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No. 1

C220837

SECRET

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

TWENTY-THIRD MEETING OF THE BOARD, MONTREAL, NOVEMBER 10 and 11, 1941.

1. The Permanent Joint Board on Defence met in the Windsor Hotel, Montreal, at 10:30 a.m., Eastern Daylight Saving Time, on Monday, November 10, 1941. The following members participated:

Canadian Members	United States Members
Colonel O. M. Biggar,	The Hon. F. H. LaGuardia,
Brigadier G. P. Vanier,	Maj. Gen. Stanley D. Embick,
Commodore H. E. Reid,	Captain H. W. Hill,
Brigadier M. A. Pope,	Captain Forrest P. Sherman,
Air Commodore A.A.L. Cuffe, (Assisted by Group Captain F. V. Heakes)	Lt. Col. Clayton Bissel,
Mr. H. L. Keenleyside.	Mr. J. D. Hickerson.

2. Progress Reports, copies of which are attached as an annex, were presented by the Service Members of the Board and were discussed in detail.

3. The members of the Board reviewed the situation existing on the Islands of St. Pierre and Miquelon insofar as this relates to the problem of defence, and were unanimously agreed that the existence on the Islands of an uncontrolled and high-powered wireless transmitting station constitutes a potential danger to the interests of Canada and the United States.

4. The Secretary of the Canadian Section presented a communication from the Deputy Commissioner of the Northwest Territories in which the advice of the Board was requested in

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regard to the acceptance by the Canadian Broadcasting Corporation of messages to be broadcast through the "Northern Messenger Service" for United States personnel at Fort Chimo and the Baffin Island stations. Reference was also made to the fact that Station K.D.K.A. of Pittsburgh has been broadcasting personal messages to the Arctic for some years and that this might constitute a means for the dissemination of information valuable to the enemy. After discussion it was agreed that the Canadian Broadcasting Corporation should be advised not to accept messages for United States personnel at the stations mentioned above, although it was felt that the Corporation could continue to broadcast personal messages after careful censorship to individual United States citizens who are known to be in the Canadian Arctic. It was also agreed that the United States members of the Board would examine the procedure followed by Station K.D.K.A.

5. In the course of its review of the defence position on the Pacific Coast, the Board gave attention to the problem created by the existance in Canada and in the United States of elements in the population of Japanese racial origin. The opinion was expressed that an effort should be made to see that, in the event of hostilities with Japan, the two governments should follow policies of a similar character in relation to these racial groups. It was agreed that it would be desirable that steps be taken to arrange for consultation between the appropriate officers of the two governments, with a view to bringing about a practicable coincidence of policy in this matter in Canada and the continental United States.

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6. The United States Naval Members referred to the fact that it is sometimes necessary for United States naval vessels to enter Newfoundland harbours other than those adjacent to the leased areas. This matter had been under discussion with the Newfoundland Commission of Government and was presented to the Board pursuant to the terms of the Protocol to the United Kingdom - United States Agreement relating to Newfoundland bases which was signed in 1941. It was agreed that, subject to approval by the Newfoundland Commission of Government, United States naval vessels may use Saint Mary's Harbour whenever necessary and may enter other Newfoundland harbours on local notification. It was agreed that as much advance information as possible should be given in order that there would be no risk of United States vessels being mistaken by local surface or aircraft patrols for enemy craft.

7. The United States Naval Members referred to the desirability of removing Ripple Rock from Seymour Narrows and were informed that the Canadian Government had already decided that this danger to navigation should be removed and that tenders for its removal to a depth of thirty feet had already been called for.

8. With reference to the proposal that the Pacific Great Eastern Railway should be completed from Vancouver to Prince George, the Board received a memorandum prepared by the Canadian Assistant Deputy Minister of Transport. Following an examination of this memorandum, it was agreed that this matter would not be pressed further.

9. The Board took cognizance of the steps that already have been taken to make unnecessary the collection of Dominion,

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Provincial, Federal or State Taxes on aviation gasoline purchased for military aircraft. It was the sense of the Board that there should be no taxation on aviation gasoline or oil purchased for military aircraft for either Canada or the United States in the other country and it was suggested that a simplified procedure satisfactory to both countries should be worked out by representatives of the aviation services of the two countries.

10. The question of roads and highways in Newfoundland was again considered by the Board and the secretaries were instructed to write to the Newfoundland Commissioner of Defence, stating that, although the Board had again considered the Newfoundland road problem in the light of its original proposal and of the reply made by the Honourable L. E. Emerson in his letter of August 28, 1941, it was still of the opinion that the original proposal made by the Board provides the most equitable general basis for the solution of this problem.

11. The Board discussed the question of landline communications between Gander Lake Airport, St. John's, and Argentia and the circuits to be available this winter and those to be available next spring. It was agreed that circuits to be available this winter should be allocated, by agreement between local commanders in Newfoundland, in such a manner as best to serve the needs of joint operations, as well as those in connection with ferrying aircraft overseas.

12. Attention was directed to the question of the maintenance of the structures, etc., provided by Canada at Gander Lake for occupation by United States Forces and

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it was recognized that the course of events may make it convenient to permit the use by United States Forces of like facilities in both Newfoundland and Canada and also permit the use of facilities in United States by Canadian forces, Consideration was accordingly given to the general principles which should govern the responsibilites of each country in respect of the maintenance of structures, etc., built by the Government of either which are occupied by the Forces of the other, and the Board agreed upon the following as its TWENTY-FIRST RECOMMENDATION:

> When facilities are provided by the Government of either country for the occupation of Forces of the other, the following principles should apply to the maintenance, upkeep and servicing of such facilities, subject to such local definition and if necessary modification as the circumstances require:-
>
> (a) Any building constructed by the Government of one country and wholly occupied by Forces of the other should be maintained by the occupying Forces and at the termination of the occupation turned over to the Government of the country by which it was provided in the same condition as when the occupation commenced, ordinary wear and tear, act of God, enemy action, riot, insurrection or fire excepted.
>
> (b) The same rule should apply to structures appurtenant to buildings when these are included in an area capable of delimitation and occupied by the Forces concerned which should in these circumstances undertake the policing of the area.
>
> (c) The occupying Forces should also be responsible for the heating, lighting and other services relating to any building or area occupied by them in all cases in which the service is derived from a source adapted exclusively to take care of the building or area in question but in other cases the services should be provided on an equitable basis by the Government of the country by which the occupation is permitted.
>
> (d) No occupying Forces should make any structural change in existing facilities without the approval of the Service by which the area is set aside for occupation or the occupied buildings are provided.

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13. The Fifteenth Recommendation of the Board was that Canada would provide aviation gasoline storage facilities for 2,500,000 gallons in the Newfoundland Airport - Botwood - Lewisporte area and that the United States would assist with priorities for steel for this storage. Information at hand indicated that there was already available or under construction storage capacity for 3,865,000 gallons in this area. The Board considered that the 3,865,000 gallons currently under way will meet fully storage requirements in the Newfoundland Airport - Botwood - Lewisporte area. For the above reasons and because of the shortage of steel for defence purposes, the Board felt that the additional million gallons storage contemplated to be provided by Canada should be cancelled and the steel released for other purposes.

14. In this connection it was emphasized that steps should immediately be taken to provide necessary equipment at Gander Lake, and Botwood to unload and load gasoline. While the provision of this equipment is primarily the responsibility of the R.C.A.F., it was agreed that the United States Army Members would assist in obtaining equipment from the United States when exact details as to requirements are provided.

15. With regard to the Northwest River Aerodrome the Board agreed:

(a) that it is essential that the construction of the Aerodrome proceed during the present winter,

and, with the exception of the Canadian Air Force Member, it was also agreed that a solution should be sought along the following lines:

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(b) the United States Army Air Force to arrange for the necessary planes to carry in equipment that cannot be carried in the types of aircraft available in Canada.

(b) Canada to accept responsibility for providing necessary additional transport to carry personnel in and out as required.

16. The Canadian Air Force Member reported that the clearing and grubbing of three runways at Gander Lake to a total length of 6,000 feet is to be undertaken during the present winter and it was agreed that a recommendation as to further action would be considered at the February meeting of the Board.

17. Developments in the international situation and the present policy of the United States make it very desirable that the United States station additional aircraft at Gander Lake Airport, at the earliest possible date. The United States is now prepared materially to augment its aviation forces at the Newfoundland Airport as rapidly as facilities become available. The situation requires that movements of personnel and material be carefully planned and coordinated. For the above reasons:

The Board considers that Canada should make available to the United States, without delay, all completed facilities constructed for use of the United States Forces; expedite by all practicable measures completion of remaining facilities for which Canada accepted a commitment; complete promptly and put in operation the laundry and bakery covered by a subsequent agreement; arrange for the extension as soon as possible of the railroad spurs required to serve bulk gasoline storage tanks and warehouse platforms and that the R.C.A.F. should

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inform the United States of dates on which all uncompleted facilities will be available for occupancy.

The foregoing is subject to the necessity for the temporary occupation of some of the facilities constructed for use of the United States Forces by Canadian station personnel which must be provided for during the coming winter.

It was noted that consideration is being given to the possible use of United States Engineer troops to assist in completing the construction of the buildings urgently required.

18. It was agreed that the next meeting of the Board will take place in New York City on December 8 and 9, 1941.

19. The Board which had adjourned at 7:00 p.m. on November 10 and re-assembled at 10:00 a.m. on November 11, closed its sessions at 1:00 p.m. on the latter day.

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APPENDIX

REPORT FROM SERVICE MEMBERS OF PROGRESS MADE IN CARRYING OUT RECOMMENDATIONS OF THE BOARD.

ROYAL CANADIAN NAVY

FIRST RECOMMENDATION

Full information continues to be exchanged. The Chief of Naval Staff and the Deputy Chief of Naval Staff visited the Commander-in-Chief, Atlantic Fleet during week-end of October 4-5.

SECOND RECOMMENDATION

Construction of the various facilities at St. John's, Newfoundland, as outlined in Progress Report submitted to meeting of September 9, is proceeding satisfactorily. It is anticipated that most of the works will be completed by the end of January, 1942.

At Botwood, the construction of 890 feet of wharfage for Naval use, at the property of the Anglo-Newfoundland Development Company, has been recommended by the Naval Staff.

THIRD RECOMMENDATION

Tenders have been called for the construction of the Naval Base at Shelburne.

The A/S Net at Shelburne has been laid.
The A/S Net at Gaspe will be lifted for the winter during November.

General

Tenders will shortly be called for the removal of Ripple Rock, Seymour Narrows, B.C., to a depth of 30 ft. at low water.

ROYAL CANADIAN ARMY

FIRST RECOMMENDATION

Information continues to be exchanged as occasion requires.

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SECOND RECOMMENDATION

(a) Coast Defence

Installation of coast defences in Newfoundland is progressing. The 10-inch battery at St. John's (Cape Spear) is expected to be in action by 10 Nov. At Botwood the 4.7-inch battery is in action and it is estimated that the 10-inch battery will also be in action by 15 Dec.

(b) Accommodation

At Gander sufficient progress has been made in the construction of the new Army camp to warrant the hope that all ranks will be under roof by 30 Nov.

(c) A.A. Defences

A review of the A.A. defence requirements of bases in Newfoundland and Labrador has been concluded. Provision is being made for scales of defence ranging from 16 - 3.7" and 8 - 40 mm. at Airport to 4 - 3.7" and 4 - 40 mm. at Lewisporte. A table showing approved scales of provision at defended points both in Newfoundland and Canada will be handed to United States Service Members.

THIRD RECOMMENDATION

Coast defence projects in hand in Maritime Provinces are being pressed to completion.

FOURTH RECOMMENDATION

It is desired in this Report to record the Canadian Army's appreciation of the additional coast artillery and other stores which have been made available to it by the War Department.

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FIFTH RECOMMENDATION

(a) **Communications**

It is understood that Canadian Air Member will report progress in respect of communications. The O.C. Canadian Troops, Newfoundland, has been instructed to share its communication facilities between St. John's and Gander with the United States Army.

(b) In September, 97,000 feet of submarine cable abandoned by Western Union and Canadian National Telegraph Companies was salvaged from Strait of Juan de Fuca and amount required has been relayed between William Head and Port Angeles. When terminal facilities at latter point have been completed, direct communication between Esquimalt and Puget Sound Defences and also 13th Naval District, Seattle, will be available.

SEVENTH RECOMMENDATION

Joint Canadian-United States Basic Defence Plan No. 2 was duly approved by the Canadian Government, 15 Oct. 41. Copies of a Canadian draft of the Plan were duly transmitted to General Embick for distribution to United States Service Members.

Remaining Recommendations not applicable to this Report.

ROYAL CANADIAN AIR FORCE

FIRST RECOMMENDATION

Satisfactory.

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SECOND RECOMMENDATION

Gander Airport

	Completed and Occupied	Completed and Unoccupied	Under Construction
Hangars	4	1 (Occupied by contractor)	7
Quarters			
Officers	4 (144)	3 (267)	-
N.C.O.'s	4 (176)	-	3 (288)
Other Ranks	8 (1256)	2 (461)	4 (1363)
Messes			
Officers	2 (350)		
N.C.O.'s	2 (160)		2 (1440)
Other Ranks	2 (800)		
Other Buildings	23		29

Note: One double J.A.T.P. Hangar (224' x 160') will be completed and ready for occupation in three weeks.

Gasoline Storage

(a) 100,000 gallons R.C.A.F. Area - complete and in operation.

(b)500,000 gallons U.S. Area - installation is well advanced. Progress delayed due to difficulties encountered in excavation work.

Botwood Seaplane Base

Buildings are now on an average 70% completed with the exception of the hangars. Preparation of site for hangars is proceeding and excavation of foundations in progress. Structural steel for one hangar was diverted to Dartmouth and part of a hangar was diverted to Goose Inlet to meet urgent requirements at these points. Replacement orders have been placed and delivery will be made early in the spring. Breakwater has been made connecting the mainland with Killick Island and is now in use. It is, however, not completed as it will be necessary to raise the road further to meet required grades. Excavation in the aircraft parking area is completed with the exception of 10,000 yds. of material to be removed. Excavation for gasoline storage tanks (operational) has commenced. Laying of sewer and water lines 40% completed. Road diversion around the Station is practically completed.

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It is expected that the Station will be ready for commencement of next year's operations.

Torbay Aerodrome

Clearing is 93% completed, grading 75% and paving 50%. One runway is completed and serviceable and paving of second runway is 50% completed. A connecting taxiway is completed from the building area to end of completed runway. Work has commenced on the foundations for camp buildings and on the installation of ground services.

Until work is further advanced, no definite date of completion can be given.

Radio Range Station

Construction to proceed immediately. All radio equipment being obtained from discontinued range station at St. Hubert, P.Q. Expected to be in full operation by January 15th, 1942.

THIRD RECOMMENDATION

Dartmouth Seaplane Base

The slipway is completed and in use. Parking areas are 90% completed and should be finished by November 15th. Steel for one hangar had to be diverted from Botwood.

Shelburne

Slipways are completed, parking areas 50% completed. Camp buildings are practically completed and should be ready for occupancy by November 15. Hangar foundations are completed and floors are being laid. Structural steel expected to be ready for erection by December 15th. Delay was due to lack of delivery of steel shapes from rolling mills. Bomb stores are 75% completed. It is expected that installation of gasoline tanks will be completed by November 30th.

FOURTH RECOMMENDATION

N.A.

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FIFTH RECOMMENDATION

Halifax - St. John's (Permanent Teletype Service)

Varioplex equipment is being installed on the temporary teletype circuit to provide three separate channels for meteorological, R.C.A.F. operational, and a joint channel for the Navy and Army. Western Union promise this will be completed by November 20th.

St. John's - Gander (Permanent Voice and Teletype Service)

Approximately 65% of the 213-mile Newfoundland Postal and Telegraph pole line has been strengthened and guyed. Approximately 40 miles of wire have been strung. When completed (by end of December) this permanent line will provide four teletype and three voice circuits.

Installation of the "B" telegraph carrier equipment, which will provide ten additional teletype channels, should be completed by the end of March, 1942.

Gander - Botwood (Voice and Teletype Circuit)

At present one teletype and one voice circuit is in operation. Because of climatic conditions, it is not expected work can commence on the erection of the two proposed physical and phantom circuits before the spring of 1942.

Temporary Teletype Service

A temporary teletype line has been constructed between St. John's and Gander Airport, thus completing the link to provide temporary service from Halifax, N.S., to Gander Airport.

Note: We are proceeding with U.S. request to link up our wireless systems with them on the East and West coasts. Arrangements are being made to link up with the Army Airways Communication system and the Air Force Wireless Communications network.

SIXTH RECOMMENDATION

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SEVENTH RECOMMENDATION

Plan 2 approved.

EIGHTH RECOMMENDATION

N.S.

NINTH RECOMMENDATION

N.S.

TENTH RECOMMENDATION

Whitehorse (To November 1st, 1941)

Black top paving of runway completed. Cross runway from taxistrip completed, including gravel on centre 100 ft. strip. Base course of taxistrip completed.

Construction work is well advanced, and no apprehension need be felt concerning operations during the coming winter. Rollers and drags for winter maintenance are being repaired and made serviceable, and new equipment is being constructed. A northeast-southwest runway, centre line of which is shown on B-VL-30-2 has been graded, and this strip, 3,000 ft. x 200 ft. will be winter maintained as an emergency landing strip.

Radio Range Station

Range building, transmitter building, towers and heaters installed. Tuning houses are assembled, mounted on towers and checked for efficiency. Radio range transmitter is en route to site, and expected to arrive November 5th. It is estimated that the radio range will be completed by December 1st, 1941. Lighting and power 85% completed.

Watson Lake (To October 17th, 1941)

The northwest-southeast runway is graded, and base course completed. First lift of base course of taxistrip

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has been removed. The entire landing strip 4,500 ft. x 500 ft. will be rolled and dragged for winter operations.

Rollers and drags are being constructed on the site, and steel fittings for these are being shipped in.

Evergreen trees will make the landing area for day flying, and lanterns for night operatioms.

All essential department freight has reached Watson Lake. It was not possible, however, to complete transportatiom of U.S. Aviation gas, 1,700 gallons of which has reached the site. Refuelling supply required for Watson Lake will have to be flown in either from Whitehorse or from Dease Lake, or await the opening of navigation, next summer, on the Dease River.

Radio Range Station

The following buildings are erected: range, transmitter house, staff quarters, powerhouse, storehouse, pumphouse, operation house, and garage.

Power line poles, and counterpoise are erected. Radio range transmitter is expected to arrive by December 15th, and it is anticipated that the radio range will be completed by December 31st, 1941.

Fort Nelson (To October 18th, 1941)

Development work is well advanced. The site has been cleared, the main runway stripped and over 5,000 cu. yds. of drainage excavated. A temporary runway northeast-southwest 4,000 ft. x 200 ft. has been compacted adjacent to the permanent runway, and will be maintained for winter operations. Rollers and drags are being constructed at the site. This will be marked by evergreen trees for day flying, and lanterns or flare pots for night operations.

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1,350 gallons of U.S. Aviation gas has reached the site. Remaining supplies are at Fort Simpson. Gasoline can be delivered by winter road from Dawson Creek as required. Improvements to this road are now in hand, and it is expected that the road will be opened for traffic early in December.

Radio Range Station

Range towers are completed, and short wave masts erected. R.F. cables and ground system now being laid. Radio range transmitters are expected to arrive by December 25th and it is anticipated that the radio range will be completed by January 7th, 1942. Footings for revolving beacon lights and erection work has started. Power 50%.

Fort St. John (To October 18th, 1941)

Clearing, grading, and drainage of site is approximately 40% completed. Development has been greatly retarded due to excessive rains. With favourable weather, it may be possible to have the field ready, with three landing strips maintained for winter use, should development be arrested, then the alternative will be to use the landing strips at the old site.

Preparations have been made for winter maintenance, rollers and drags being shipped in from Lethbridge and Calgary. Tractors are available at the site.

Fort St. John Radio Range Station

Transmitter building is 27% completed. Powerhouse 40%, staff quarters married and single 10%, airways building 25%. Erection of steel towers 98% completed, counterpoise system 10%, and foundation for cone of silence marker 95%. Operation building is 93% completed, ground system and R.F. cable are being laid, and it is anticipated that transmitters will be delivered by November 25th. Estimated completion date of radio range is December 5th, 1941. Lighting 2%, power 5% beacon 20%.

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Grande Prairie (To October 25th, 1941)

Development work has been considerably retarded on account of heavy rains. Stumping and grubbing of site and stripping of runways are well advanced, and grading of runways is 75% complete. 10% of runway sub-grade is prepared.

Three landing strips on the old sod part of the aerodrome will be maintained for winter use, these runways, east-west, northeast-southwest, and southeast-northwest, are 4,000 ft. by at least 200 ft. and would be marked by evergreen trees for day flying, and lanterns for night operations.

Radio Range Station

All work completed, awaiting delivery of equipment. Ground system at short wave station is completed, and power supply will be connected to public utility supply on November 2nd. Radio range transmitters are expected to arrive by November 15th, and the range completed by November 25th, 1941. Power, 80%, beacon 5%.

Prince George (To October 17th, 1941)

Excessive rains have seriously retarded development work. The Resident Engineer advises that the soil is still saturated, but becoming less liquid. Clearing of site, and general grading of runways is completed. 70% first lift and 30% second lift have been removed from north-south runway and 10% first lift from the northeast-southwest runway.

The old aerodrome can be used for limited operations during the winter. Drags have been shipped in by Department of Transport and the supply of rollers is being investigated. In the event of rollers not being delivered, arrangements have been made to have these constructed at the site.

Radio Range Station

Site is reported as being a sea of mud. Steel crew is working on grillages for range towers, and erecting

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C.S.M. and steel. Transmitter building is framed in. Power line from airport to radio range practically completed. Powerhouse ready for installation of equipment, and all buildings closed in, and ready for plastering. It is expected that the radio range transmitter will be delivered by November 30th, and the range completed by December 15th. Power 95%, beacon 75%.

Smithers (To October 18th, 1941)

Heavy rains have retarded development work. With favourable weather, development may be sufficiently advanced to permit winter operations. Approximately 60% of runway and taxistrip is fine graded.

Drags have been shipped in for winter maintenance and the supply of rollers is being investigated. In case of the latter not being delivered, arrangements have been made to have these constructed at the site.

Radio Range Station

Range building framed and sheeted. Excavation for towers and trenching completed, and C.S.M. steel erected. Short wave building framed and sheeted, ready to pour floor.

Delivery of radio range transmitter is expected by December 20th, and it is expected that the range will be completed by January 3rd, 1942.

Edmonton Short Wave

Building completely framed and roofed in; siding and shingles on; concrete floor being poured November 1st; all stub masts erected; all transmitting antenna masts spliced, painted and to be erected complete with guys and all necessary hardware ready to attach antenna. Poles to

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be erected commencing November 4th. Materials for power and control lines ordered and these lines will be completed as fast as delivery of material can be made.

Note: The completion dates of radio range sites given above are approximate, depending on movements of the staff, and delivery of equipment, which is to be flown in. Adverse weather may cause a delay of several weeks in the above dates.

ELEVENTH RECOMMENDATION

Tofino (Ucluelet) (To October 18th, 1941)

A contract for the construction of the aerodrome has been let. Clearing is 75% completed and grading 15%. Work is proceeding on intercepting drainage ditches. Although heavy rains are encountered at this site, quick run-off is obtained and grading operations should not be seriously hampered. Weather conditions will not permit laying of the asphalt paving until probably next June or July. There is, however, a possibility that the ground surface will be sufficiently hard to allow aircraft landings before runway pavement is laid.

Anticipated date of completion 30th September, 1942.

TWELFTH RECOMMENDATION

N.A.

THIRTEENTH RECOMMENDATION

N.A.

FOURTEENTH RECOMMENDATION

The only change is at Botwood. See Progress Report under Second Recommendation.

FIFTEENTH RECOMMENDATION

Gasoline Storage

Gander Airport (1,000,000 gallons)

This project still awaiting delivery of steel. A shipment of 200 tons is on route to the site and the balance

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is expected to leave Montreal, November 12th.

Commercial Companies

Imperial Oil Company

Total storage for aviation gasoline is located at Lewisporte and totals 525,000 gallons, split as follows:

210,000 gallons 100 octane
315,000 gallons 90 octane.

This company also have under construction at Gander, storage for 24,000 gallons. Assurance has been given that this would be filled by the close of navigation.

Shell Oil Company

This company have under construction at Lewisporte, tankage for 1,500,000 gallons and reported they were having difficulty in getting delivery of tanks. Horton Steel Company were asked by us to expedite the fabrication and supply as this storage was required for R.A.F. Ferry Command. Shell also have 30,000 gallons tankage at Gander, and have under construction there, an additional 30,000 gallons storage capacity. Assurance was given that this total of 60,000 gallons would be filled by close of navigation. This company also had 18,000 gallons in drums at Gander, but there is doubt as to whether this quantity would be maintained.

SIXTEENTH RECOMMENDATION

N.A.

SEVENTEENTH RECOMMENDATION

Goose Inlet (To October 31st, 1941)

Three cargo ships and a fuel tanker remain to be discharged. Shipments are in excess of expectations, and this, coupled with a shortage of labour, will delay our original building program. Temporary storage accommodation

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is being made ready.

It is anticipated that three landing strips 5,000 ft. by 300 ft. in triangular form will be available for the landing of aircraft on wheels from December 1st, 1941. Priority will be given to the construction of one nose hangar which will be followed by the construction of the permanent hangar. Dates of availability cannot be estimated as yet. Building construction is concentrated on erection of powerhouse, and radio range station. It is possible that these may be made available by the end of December, 1941.

The completion of all personnel buildings cannot be hoped for until late in the winter.

EIGHTEENTH RECOMMENDATION

N.A.

NINETEENTH RECOMMENDATION

See Progress Report under Tenth Recommendation.

TWENTIETH RECOMMENDATION

Road: Lewisporte to Botwood.

Surveys are still in progress. Some 13 miles of line were staked on the Gander - Lewisporte survey as at October 15th, 1941.

First Report:

Port Hardy

There is a considerable amount of clearing to be done on this site, the whole area being covered by heavy B.C. timber. This clearing will occupy the contractor during the winter and it is not expected that actual construction of the runways will commence until next May or June.

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UNITED STATES NAVY

1. **Exchange of Information**

The exchange of information with the Canadian Navy is proceeding in a highly satisfactory manner. Normal channels of communication are supplemented by direct use of telephone and landwire, day and night, between Naval Service Headquarters Ottawa and the United States Navy Department in order to expedite and coordinate the cooperative effort of the two navies in active operations in the North Atlantic. Each service is being kept fully informed of the operations of the other. The relationships which have been established between the Commander in Chief, U.S. Atlantic Fleet and his Task Force Commanders and the responsible senior officers of the Canadian Navy are most gratifying.

It has become evident that some improvement is needed in the arrangements for exchange of operating information and for obtaining the cooperation of Canadian air units based in Newfoundland in support of naval operations in the Newfoundland area. The appropriate Task Force Commander has been instructed by the Commander in Chief to make necessary arrangements with the Canadian air commander in Newfoundland. It is believed that the completion of better communication facilities between ships at Argentia and Gander Lake will help in this matter.

2. **Defence of Newfoundland and its sea approaches**

The naval defence of Newfoundland has been strengthened to an extent considered adequate in the present strategic situation, by the current dispositions of the U.S. Atlantic Fleet augmented by the Canadian forces based at

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St. John's. In order to increase the air strength available to cooperate with and support naval forces engaged in the protection of shipping and sea communications, the Chief of Naval Operations on November 7 requested the Chief of Staff to augment the Army Bombardment units at Gander Lake to the extent permitted by available facilities. On November 8 the Chief of Staff ordered the movement of eighteen medium bombers from Sacramento to Newfoundland. Arrangements have been made to provide these aircraft locally with naval type aircraft depth charges for use against submarines.

The construction of the Naval Operating Base, Argentia, is proceeding satisfactorily. Difficulty is being experienced in completing the evacuation of civilians.

At the request of the War Department equipment is being provided to expedite the transfer of gasoline from the storage at Argentia into tank cars for transportation to other points.

4. Defence materials for Canada

It has been suggested that Canada give consideration to placing orders through the United States Navy for aircraft depth charge cases and fuzes, for loading with TNT in Canada. The production of these weapons is progressing more rapidly than their loading. Their use is considered necessary for effective anti-submarine operations.

7. Joint Defence Plans

Joint Basic Defence Plan No. 2 has been issued to the naval service. Under present circumstances U.S. naval forces in the Atlantic are operating under Navy Western Hemisphere Defence Plan No. 5. Appropriate instructions concerning their supporting operations have been issued to

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U.S. Army units concerned.

During the preparation of this plan the British and Canadian naval and air attachés in Washington were consulted and draft copies were given to them for comment. Under the arrangements finally completed, Canadian naval units engaged in ocean escort of shipping in the Western Atlantic Area are operating under the direction of the Commander in Chief, Atlantic Fleet. Coordination of the activities of the United States Navy and the Royal Canadian Air Force in protecting shipping is being effected by the method of cooperation.

UNITED STATES ARMY

1. Exchange of Information

Canadian Legation suggested, through U.S. State Department, that U.S. War and Navy Departments name Liaison officers with Canada to avoid interference in radio channels. Major W. T. Guest, Signal Corps, was designated, October 20, 1941, as War Department Representative to work with the Canadian Controller of Radio for Radio Frequency Assignments in the Western Hemisphere.

2. Defence of Newfoundland

Progress of U.S. construction at St. John's continues generally satisfactory. Permanent barracks are 35% completed. It is expected U.S. Forces can be quartered in permanent barracks by December 1, 1941. Non-commissioned officers' quarters are about 75% complete and are now occupied by 60 officers. Construction on officers' quarters has been given lower priority in order to expedite completion of barracks and is only about 15% complete. The facilities of the temporary hospital have been expanded.

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The problem of military wire line communications has been continuously under study by the Newfoundland Base Command and GHQ since the last meeting of the Board. A satisfactory ultimate solution of the land-line communications problem will involve both heavy expense, priority difficulties for material and considerable time in construction. Final decision is expected in the near future.

The minutes of the last meeting, referring to lines between St. John's and Newfoundland Airport expected to be completed in January 1942, stated: "Canada will inform United States, without delay, the number of circuits that can be made available in order to facilitate procurement of terminal teletype equipment." Information on the number of circuits has not yet been received. To avoid delay, two teletype machines have been ordered shipped to Newfoundland. It is desired that this information on the number of circuits that can be made available to the United States from the new Canadian lines, be furnished at this meeting if possible.

United States Army Air Forces photographed, for mapping purposes, a very large area of Labrador between the Strait of Belle Isle and latitude of 57°N. A map of the area photographed is available for the information of the Board and will be furnished the R.C.A.F. members at this meeting. The numbering and printing of the photographs has just started. About 57 rolls of film were exposed on the job. United States and Canadian mapping agencies have been in correspondence regarding details.

It was agreed at the last meeting that Canadian authorities would make at once the necessary surveys and investigations; determine the extent to which runways at Newfoundland Airport can be lengthened sufficiently for

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instrument landing and the operation of heavy aircraft and that the matter would be considered at this meeting with a view to making a suitable recommendation. The Chief of Army Air Forces is very desirous that decision be taken at this time.

Concrete paving of the runways at Stephenville has proceeded well in spite of considerable unfavorable weather. Both runways are paved for 5000 feet to a width of 150 feet. The paving of the hangar apron and two connecting taxiways from the apron to runway is also completed. Erection of hangar steel will commence about November 15 and is scheduled to be completed January 15, 1942. It is expected that housing will be available to shetler fifty officers and two hundred men by December 15th.

Present plans contemplate the movement by rail in drums from Newfoundland Airport to Stephenville of 25,000 gallons of 100-octane gasoline to meet any emergency requirements. The railroad spurs into the field will be completed December 15. The permanent underground tankage for 350,000 gallons for Stephenville will be ready sometime between December 1 and the Spring of 1942, depending in large measure upon deliveries of materials and working conditions in the Stephenville area during the winter. No snow removal machinery is yet available at Stephenville.

The plan to station an Army Pursuit Squadron at Argentia early in December 1941 has been given up for the present. Pursuit protection for Argentia is not considered mandatory at this time and there is a more urgent demand for use of the available housing.

On September 18, R.C.A.F. stated: "In view of the fact that Newfoundland Airport constitutes such a good bombing and incendiary target, it is now desired to station

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a fighter squadron there." In view of the decision not to send the pursuit squadron to Argentia, at this time, United States has a pursuit squadron available for use at Newfoundland Airport, and reported to the R.C.A.F. that this squadron would be sent to Newfoundland Airport as soon as information was received on the date housing would be available. A written request for this information was made October 8, 1941.

The Chief of Army Air Forces also stated on October 8 that he desired to send to Newfoundland, as soon as possible, the entire seventy-three airplanes for which the U.S. accepted a commitment. This will require the full facilities which Canada agreed to provide by the Fall of 1941. In view of the international situation and the present policy of the United States, these aircraft, as soon as stationed at Newfoundland Airport, could perform a most useful service. The views of the Chief of Army Air Forces were immediately communicated to the R.C.A.F. member of the Board. It is urgently requested that the housing situation at Newfoundland Airport be clarified at this meeting.

The War Department has asked the U.S. Army members of the Board to request the Canadian Government to complete, without delay, the laundry and dry cleaning building at Newfoundland Airport, and to install therein the laundry and dry cleaning equipment which is now available at Newfoundland Airport. As reported at a previous meeting, the R.C.A.F. agreed to provide the building and utilities if the U.S. would furnish the equipment.

The War Department also requested the U.S. Army members of the Board to take up at this meeting the question of extending the railroad siding at Newfoundland Airport

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approximately ½ mile to serve the platforms of the warehouses used by United States troops in order to eliminate unnecessary hauling and handling of considerable quantities of supplies.

At the time the Board acted on the matter of providing facilities for United States Forces at Newfoundland Airport the question of maintenance of those facilities was not discussed. On August 15 the R.C.A.F. Airport Commander handed the Commander, 21st Reconnaissance Squadron stationed at Newfoundland Airport a document which stated that the R.C.A.F. would take over all buildings from the contractor as they were finished and give the contractor a receipt therefor. Buildings to be occupied by the Army Air Corps were to be handed over to the Air Corps Commander and a receipt taken for the buildings and fixed equipment. Station maintenance personnel would be responsible for all maintenance work required, regardless of who occupied the buildings. The document included a paragraph that "a statement of maintenance work done on behalf of the Air Corps, including costs, will be prepared by the R.C.A.F. and submitted monthly (or quarterly, which ever is more convenient) to local Air Corps Commander." As local Air Force Squadron Commanders are not authorized to make decisions in fiscal matters of this nature, the paper was forwarded through channels with a recommendation that the matter be taken up by the Permanent Joint Board on Defence.

The maintenance arrangements at Newfoundland Airport has been entirely unsatisfactory for many reasons, which are not the direct concern of the Board. The question of maintenance has been thoroughly studied by the United States War Department and the views of the Judge Advocate

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General secured. It is proposed that the Board adopt the following recommendation, which was previously forwarded to the R.C.A.F. member:

(a) That the United States accept, on memorandum receipt, the buildings and facilities occupied by United States forces on the condition that the buildings and facilities will be returned to the Dominion of Canada at the termination of occupancy in the same condition as when delivered, ordinary wear and tear, acts of God, public enemies, fire, earthquake or action of elements considered; and that during its use and occupancy of said buildings and facilities the United States will repair or maintain the same with its own funds and its own forces.

(b) That the maintenance of all outside facilities including roads, walks and all services, is a responsibility of the R.C.A.F. as a part of the basic agreement to furnish, without charge, the facilities necessary for the operation of a minimum of 73 airplanes. The draft of a Board action to implement the above will be submitted for consideration.

The commander, U.S. Army Air Unit, Newfoundland Airport, reports that the method of handling coal for United States Forces is unsatisfactory; that the amount of coal at the airport is frequently insufficient to meet all essential requirements; that on October 22 it was estimated only 600 tons of coal - approximately 10 days supply - was on hand for the entire Canadians and U.S. garrison, and that no information could be obtained as to expected date of arrival of additional shipments. It is recommended that, beginning at some date mutually agreed upon, the U.S. supply all coal and other heating fuel required by U.S. Forces at Newfoundland Airport.

On September 24 the question of a chapel for Newfoundland Airport was referred to the Senior Canadian Service member with a request that the matter be investigated so a decision might be taken at this meeting of the Board. Requests that a chapel be provided at Newfoundland Airport has reached

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the United States War Department from several sources. It is recommended that the matter be considered and acted upon at this time.

The War Department has issued necessary instructions to implement the action of the Board at its last meeting regarding furnishing of rations to enlisted personnel of visiting aircraft.

3. Defence of Maritime Provinces

Army Air Forces Investigation indicates that 100-octane aviation fuel and aircraft engine oil can be made available at Moncton, St. John, Charlottetown, Dartmouth, Deburt, and Sydney airports through Imperial Oil Company or Asiatic Petroleum Company. Chief Army Air Forces requested that supply of aviation fuel in the Maritime Provinces be considered at this meeting of the Board; that the United States be informed if R.C.A.F. plans to provide sufficient fuel and oil at all of above named fields for any possible United States Army Air Force requirements or if U.S. Army Air Forces should provide its own supply of aviation fuel and oil. If decision is for the U.S. to provide its own supply of fuel and oil, it may be preferable for the U.S. to arrange with Imperial or Asiatic for fuel deliveries directly into airplanes rather than to construct permanent storage and other installations on Canadian fields. The capability of the Canadian oil companies quickly to re-fuel any considerable number of U.S. planes is questionable.

The limitations of the St. John, N.B. field, as a purely emergency field, are fully appreciated.

4. Defence Materials for Canada

Chief of Naval Operations and Chief of Staff, U.S. Army, advised the Canadian Air Force Member that the best

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interest of Canada, United States, and United Kingdom would, under present circumstances, be best served if Canada were to:

(a) Retain in Eastern Air Command, an operating strength of approximately 12 PBY patrol amphibians or seaplanes, 12 Digby's and two or three squadrons of fighters.

(b) Retain in the Western Air Command, an operating strength of approximately 18 Stranraer patrol planes and one squadron of fighters.

(c) Make available for service over-seas suitable aircraft in excess of the foregoing requirements.

On October 3, Canadian Army Member was informed that, upon receipt of formal request, the following items of defence material could be released to the Canadian Government: 16 - 155 mm howitzers, 8 aiming circles and 4800 rounds of 155 howitzer ammunition.

Provision was made to deliver to Canada, certain fire control equipment for the 8" guns furnished Canada, discovered missing when the guns were received. The bulk of the missing items were shipped September 15 and the remainder between September 30 and October 4.

Certain fire control items for the 10" guns furnished Canada were requested on September 12 by the Canadian Army Member. The desired items have been cleared by the Secretary of War and Canada informed that they can be made available.

Canadian Commander of the Puget Sound Area reported to the Fourth Army that the United States detachment made available to assist Canada in the installation of the 8" guns and instruct Canadian personnel in their use is no longer required. Fourth Army Commander is being authorized to withdraw the detachment and to retain the required legal

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custody by periodic visits and inspection of the equipment. These visits should meet United States accounting requirements and should afford an excellent opportunity for the establishment of close and cordial relations between United States and Canadian Coast Defence Officers.

5. Improving Communications in the Northeast

Implementing the decision taken at the last meeting, U.S. Army Air Forces have connected the U.S. military teletype system with the trans-Canadian teletype circuits. Bangor and Presque Isle have functioning drops from the Canadian circuits with connections at Mattawomkeag. The line has been extended to Houlton but the instruments will not be installed until the Houlton Field is ready to function.

The United States weather teletype circuit from Boston has had its line extended to Bangor. Equipment is being transferred from other stations to get the circuit in operation promptly. When this circuit is completed in the very near future, a comprehensive teletype and weather tieup will be available for the transmission of weather information from the North Atlantic and adjacent land areas.

To secure the maximum effectiveness from this communication setup it is requested the R.C.A.F. insure that the United States Army Air Forces are furnished immediately any changes in station designators, transmission schedules, or code used on Canadian circuits.

7. Joint Plan

Plan 2 has been approved by both Governments and copies prepared by each Government have been exchanged with the other. Although the Plan has not formally been placed in effect, certain U.S. Army forces are supporting associated Naval operations in the execution of Joint Task One.

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10. Staging Facilities - Western Canada

Periodic reports are being received on the status of construction and installation of radio at the Western Canadian staging fields. The contractors for fuel for the United States at these fields report that fuel has been delivered to all fields. This has not been verified in all instances.

At the request of the R.C.A.F., the U.S. Forces since the last meeting, undertook photographic mapping of the areas between the various Canadian fields. A map showing the entire project and the area covered by aerial mapping this year has been prepared for the information of the Board and will be turned over to the R.C.A.F. member at this meeting. It indicates considerable area yet to be photographed. Insufficient information was available in Washington to make an accurate forecast as to what, if any, additional work can be accomplished this mapping season.

13. Sault St. Marie

At 1:36 a.m., October 7, 1941, the railroad bridge across the St. Marys Falls Canal collapsed, dropping the locomotive and tender of a forty-five car train and pulling the North and South leaf of the bridge under water. The wreckage entirely blocked any use of the deep-draft Davis and Fourth locks from approximately 2:00 a.m. October 7 until the wreckage was removed about 11:00 p.m. October 8. It has been thus far impossible to prove what actually caused the accident. There was no structural failure nor any probable mechanical, electrical, or human failure. Sabotage is out of the question in view of the close military guard over the bridge. It seems probable that a most unlikely combination of circumstances must have lifted the south leaf far enough to disengage compression blocks, preventing the

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north and south leaves of the bridge locking. Resumption of rail traffic over the bridge was expected about October 29 after temporary corrective measures were completed. When navigation through the canal closes permanent changes to insure against possible future failures will be taken.

15. Aviation Gasoline Storage Facilities in Newfoundland Airport - Lewisporte - Botwood Area

Certain difficulties arose in connection with the priority for steel for the tanks for the additional 1,000,000 gallons of aviation gasoline storage for Newfoundland Airport. Colonel Biggar notified Mayor LaGuardia on September 20. U.S. Army members secured new and higher priorities which provided prompt deliveries well within the limiting date which Canada stated would permit accomplishment of the commitment to make this storage available by late Fall, 1941.

Another request for priorities for steel for 1,000,000 gallons storage capacity for R.C.A.F. in the Lewisporte-Botwood area was received October 13. The data was too incomplete to permit any effective action. Complete information was received November 4, 1941. Because of a telephone discussion with Air Commodore Cuffe and because it is too late to get deliveries in time for shipment to Lewisporte or Botwood before navigation closes, it was decided not to act on the matter until after this meeting of the Board.

Information available prior to above request for priorities indicates that gasoline storage facilities in the Newfoundland Airport-Lewisporte-Botwood Area already

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exceeded those set up by the Board as necessary at its Eighth meeting, April 16, 1941. The R.C.A.F. reported that on October 13, there was at Newfoundland Airport:

Storage Capacity	Remarks
100,000 gallons	Completed (R.C.A.F.)
500,000 gallons	For U.S. Storage
1,000,000 gallons	Additional storage being fabricated estimated for completion before January 15, 1942.

LEWISPORTE

Storage Capacity	Remarks
1,500,000 gallons	Shell Oil, to be completely filled before the close of navigation. One 1,000,000 gal. tank and one 500,000 gal. tank.
525,000 gallons	Imperial Oil; 210,000 gallons of this will be 100-octane and the remainder, 90-octane aviation gasoline. Will be completed and filled before the close of the present navigation season.

BOTWOOD

Storage Capacity	Remarks
240,000 gallons	Storage for 120,000 gallons completed. Steel on the site for the remainder to be completed approximately November 15.

Above storage capacity totals 3,865,000 gallons as against the 2,500,000 objective set up as necessary by the Board. The last priority for steel for gasoline storage for R.C.A.F. is for two 250,000 gallon tanks each for Botwood and Lewisporte - a total of 1,000,000 gallons additional aviation gasoline storage. If provided this would increase the gasoline storage in the airport-Botwood-Lewisporte Area to 4,865,000 gallons.

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In view of the previous action of the Board and the demands for steel for other military purposes, it is believed that the gasoline storage situation should be reviewed at this meeting and a decision reached before priorities are procured or the additional R.C.A.F. storage provided.

Storage for 1,800,000 gallons of aviation gasoline is being provided at Argentia. The suggestion by U.S. Army Air Forces to increase the gasoline storage capacity planned for Stephenville from 350,000 gallons to 1,850,000 has been held in abeyance on the basis of the informal suggestion to that effect made at the last meeting of the Board.

The R.C.A.F., September 18, suggested that there be some coordinating action by all services concerned with the supply of gasoline to Newfoundland bases. The U.S. Navy members stated they could best meet their own requirements and were not directly involved in the supply of R.C.A.F. and the United States Army. The U.S. Army placed 800,000 gallons of gasoline at airport in drums primarily as an emergency reserve to meet eventualities which, fortunately, have not yet materialized. It contemplates filling the 500,000 gal. capacity about completed at airport from the 800,000 gallons in drums. The other 300,000 gallons of United States gasoline in drums should be dumped in permanent storage tanks as soon as completed. Unless there is some sound reason to the contrary, this gasoline should be stored in the million-gallon storage being provided by Canada at Newfoundland Airport. Because of the expense, the shortage of shipping and steel, the fact that it is uneconomical to return drums from Newfoundland to the United States, and the

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hazard of having large quantities of gasoline stored in drums, it is undesirable to ship any more gasoline to Newfoundland in drums.

The United States Navy installation at Argentia has provision for transferring aviation fuel from tankers to shore tank storage. It is desirable to provide facilities for transferring aviation fuel from shore tank storage at Argentia to tank cars. It is also desirable to extend rail-road spurs at Newfoundland Airport and provide necessary connections along side these spurs so that gasoline may be transferred directly from tank cars at Newfoundland Airport to under-ground and above-ground bulk storage tanks. Provision should also be made, if not already available, at both Botwood and Lewisporte to transfer bulk aviation gasoline from tankers to shore storage tanks and from shore storage tanks to tank cars. The United States Army will provide spurs and facilities at Stephenville so that tank cars may be unloaded directly into bulk storage tanks at that point. When above facilities are provided, an efficient and flexible system of aviation gasoline supply will have been provided. Definite action should be taken at this meeting of the Board, to place responsibility for and expedite completion of the facilities essential to accomplish the above.

Board action providing for the additional 1,000,000 gallons of aviation gasoline storage at Newfoundland Airport made no reference as to who would be responsible for filling this storage. This matter should be decided at this meeting of the Board. The Army Air Forces are anxious that this tankage be filled as soon as available. It is willing to accept responsibility for filling and controlling this storage. It has tank cars available for this purpose.

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The U.S. Army Air Forces has a contract with the Shell Oil Company for the delivery directly into airplanes at Newfoundland Airport of, not to exceed, 200,000 gallons of gasoline prior to mid-December, 1941. Normal supply has been effected under this contract for U.S. Army Aircraft operating from Newfoundland Airport and for transient to U.S. Army aircraft on Ferry and other duties. This contract was made in order not to reduce the reserve of gasoline in drums prior to the availability and filling of the permanent storage tanks.

The Shell Oil Company of Newfoundland, on October 27, 1941, wrote the U.S. Chief of Engineers that it would complete its ocean storage installation at Lewisporte toward the end of November for aviation gasoline to be supplied to the British Royal Air Force Ferry Command and the U.S. Army at Newfoundland Airport. It requested the loan to it of U.S. Army tank cars in Newfoundland for the movement of gasoline from Lewisporte to Newfoundland Airport. In view of the contract with the U.S. Army, referred to above, it is illegal for the United States to make these tank cars available to a commercial concern without an adjustment of the contract. No action was taken on the request pending decision on gasoline matters expected to be taken at this meeting of the Board.

In connection with gasoline supply in Canada, the Chief of Army Air Forces has requested that the Board place itself on record as opposed to the collection of Federal, State, Dominion or Provincial taxes on Aviation gasoline purchased for military aircraft. Certain steps have already been taken by the Chief, Army Air Forces with the Canadian

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Department of Munitions and Supply, to make unnecessary such tax payments. A statement that it is the sense of the Board that there should be no taxation on aviation gasoline or oil purchases for military aircraft of either Canada or the United States in the other country, and that a simplified procedure, satisfactory to both countries, should be worked out directly between representatives concerned, would suffice.

16. Rehabilitation of Newfoundland Railroad and Purchase by the United States of Rolling Stock

The Board went on record at its last meeting as favouring the rehabilitation of the Argentia Branch with 70 pound rail to be provided by the U.S.

The President authorized the Secretary of War to utilize funds at his disposal for the procurement of necessary rail and fastenings. Every effort will be made to procure and ship this rail to Newfoundland so that it may be available next spring. Priorities with other defence materials must be adjusted.

The U.S. Army members of the Board have cooperated very closely with Defence Supplies Corporation to consummate the agreement for the rehabilitation of the Newfoundland Railroad. The following telegram from Hon. L. E. Emerson, Commissioner of Justice and Defence for Newfoundland was received November 4: "Agreement executed by Railway and accompanied by other original documents goes by mail today to British Ambassador Stop Am sending you today original counterpart for execution by Corporation whereupon exchange may take place." With the execution and exchange of these documents, the formalities for the loan to the Newfoundland Railroad by the U.S. for rehabilitation of the Railroad will completed.

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The fifty flat cars procured and shipped to Newfoundland by the War Department have been turned over to the Newfoundland Railroad under the rehabilitation agreement. The five locomotives have all been shipped from the U.S. and are currently enroute to Newfoundland. They will be turned over to the Newfoundland Railroad upon arrival. The fifty tank cars are all in Newfoundland and have been delivered to the Newfoundland Base Commander. The delivery of this rolling stock to Newfoundland completes the commitment of the United States for rolling stock under the Sixteenth Recommendation of the Board.

In addition to the above, the U.S. Army is procuring for its own account certain wrecking equipment, pile driving equipment and self-propelled cars for its own use, at a cost of over $400,000. These items were considered necessary by the U.S. experts who made the survey of the necessary rehabilitation of the Newfoundland Railroad but represented items the Newfoundland Government declined to procure for its own account under the loan agreement.

Close liaison has been established between the Newfoundland Railroad, the Army District Engineer in Newfoundland and the Chief of Engineers, Washington, D.C. The latter will act as the procurement agent for additional rolling stock and equipment to be provided by the Newfoundland Railroad under the loan agreement with the United States. Authorization to proceed with procurement was given September 24 by the Defence Supplies Corporation, before consummation of the agreement, in order to expedite the rehabilitation.

17. Northwest River Landing Field

In compliance with the commitment accepted by the United States, to assist Canada in the development of the Northwest River Field by the procurement of necessary priorities

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for materials, the U.S. Army Air Forces offered to make available to Canada, gasoline storage tanks and steel planking for runways from its own stocks and to accept later deliveries, as replacements in kind, from Canadian order. R.C.A.F. advised on September 15 that above tanks and steel planking would not be required; that crushed-stone runways with asphalt surfaces would be provided adequate to sustain fully loaded heavy bombers; that a runway will be completed by December 15; that necessary hangar steel could be diverted from another Canadian field with interference with the Newfoundland Airport program and that there were no items for which Canada required priorities from the U.S.

The question of procurement of transport aircraft for the movement of personnel to and from the Northwest River project, after the close of navigation, informally raised at the last meeting, was taken up by Mr. Carswell with General Arnold a few days ago. As previously reported, there is an acute shortage of transport aircraft in the United States for both commercial airline and military use. The question currently involves political, as well as military considerations, and influences the delivery of aircraft by the U.S. to the Middle East. The matter is under study by the Army Air Forces where there is every desire to cooperate if possible.

Three U.S. Army Air Forces Meteorological parties are to winter in the vicinity of Fort Chimo, and at two points in Baffin Island. All reached destination and all but two were unloaded prior to the close of navigation. One Baffin Island party failed to complete unloading a small tender which was frozen in. Canadian authorities were most helpful in granting hunting and fishing privileges to the personnel

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of these parties in order to vary and augment the standard ration and in instructing Canadian Government representatives in the areas involved to cooperate fully with the Meteorological parties.

19. Alaskan Staging Fields

Progress of construction at Alaska Staging Fields has not been entirely satisfactory. Delay has been due principally to difficulties in moving equipment to isolated localities and difficulty in handling and securing satisfactory results with frozen ground. Progress reports received have been furnished R.C.A.F. as they became available.

Information as of October 30 indicates that at least one runway 5000 feet in length is now, or will be available this coming year at each of the defence airports included in the program and that snow-packing equipment is being placed at these sites to permit runways being used throughout the coming winter. In addition, paving materials have been ordered so that the surfacing operations may be placed under way as soon as the winter season ends. The original directive from the War Department did not contemplate paving and the revised directive was received too late in the working season to permit paving operations this Fall.

A very comprehensive photograph mapping operation was undertaken during the last season. A map showing the work accomplished, with explanatory notes, is available for the information of the Board and is being furnished the R.C.A.F. member at this meeting. It indicates that the operations completed during the past season included all likely routes of movement of aircraft and a very appreciable portion of Alaska.

20. Newfoundland Roads

United States District Engineer has initiated a

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survey of the road between St. John's and Argentia. The survey is being made on the basis of using the present road to the maximum extent and determining the advisability of bridging Placentia Gut or of constructing a detour around the obstacle. A survey has been completed and detailed plans are being set up for a road between United States docks on St. John's harbor and the west end of Fort Pepperrell. The survey of a road connecting Harmon Field and Stephenville Crossing was about 15% completed at the last report. Funds have been made available to the District Engineer to complete these surveys, which are the only roads that can be justified for United States military forces as purely military projects.

The position of the Newfoundland Government relative to road construction was briefly discussed at the last meeting. It will be reintroduced by the U.S. State Department representative.

The sixth, eighth, ninth, eleventh, twelfth, fourteenth, and eighteenth recommendations have not been covered separately in this Progress Report, either because they did apply to the United States War Department, because there was nothing to report or because the subject matter could be more effectively handled under other related recommendations.

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Defence - Permanent Joint Board on Defence ~
W.W.II - Cabinet War Committee ~

fyle PMO.

C220881

Secret

Ottawa, November 21st, 1941.

N.305-64-(A)
1941

N.305-22
1941

Memorandum for the Prime Minister:

Attached is copy (No.1) of the Journal of Discussions and Decisions of the Permanent Joint Board on Defence, covering the meetings held in Montreal on November the 10th and 11th, 1941, just received from Keenleyside.

Copies are being sent, as usual, to the three Ministers of Defence and to the Minister of Munitions and Supply.

I assume that at an early meeting of the Cabinet War Committee these Reports will be formally submitted, and referred to the Defence Ministers and the Minister of Finance for subsequent recommendation.

24-10-41

A.D.P.H.

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OFFICE OF THE CLERK OF THE PRIVY COUNCIL

MEMORANDUM

C220882

Secret

FOR THE PRIME MINISTER:

Attached is copy No. 1 of the Journal of Discussions and Decisions of the Permanent Joint Board on Defence, covering the twenty-fourth meeting held in New York on December the 20th, 1941, which has just been received from Keenleyside.

Copies are being sent as usual to the three Ministers of Defence and to the Minister of Munitions and Supply.

The Twenty-second and Twenty-third Recommendations of the Board are incorporated in the Journal. These have been approved by the President of the United States and early action is desired.

I propose to include the two recommendations on the agenda for the next meeting of the Cabinet War Committee, and assume that, at the same time, these Reports will be formally submitted and referred to the Defence Ministers and the Minister of Finance for subsequent recommendation.

A.D.P.H.

December 31st, 1941.

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No. 1.

C220883

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

TWENTY-FOURTH MEETING OF THE BOARD, NEW YORK, DECEMBER 20, 1941.

1. The Permanent Joint Board on Defence met in the City Hall at New York at 10 a.m. on Saturday, December 20, 1941. The following members participated:

Canadian Members	United States Members
Colonel O.M. Biggar,	The Hon. F.H. LaGuardia,
Brigadier G. P. Vanier,	Maj. Gen. Stanley D. Embick,
Commodore H. E. Reid,	Captain H. W. Hill,
Major-General M.A. Pope,	Captain Forrest P. Sherman,
Group Captain F.V. Heakes, (Air Vice Marshal A.A.L. Cuffe)	Lt. Col. Clayton Bissell,
Mr. H. L. Keenleyside.	Mr. J. D. Hickerson.

2. There was an informal discussion of the adequacy of the measures taken in pursuance of the plan (ABC 22) which was immediately placed in operation in the two countries when the Japanese attack took place. The question of the cooperation between the armed forces of the two countries in local areas was also discussed.

3. The senior United States naval member advised the Board that a report had been received from Admiral Freeman, the Commander Pacific Northern Naval Coastal Frontier, with headquarters at Seattle, to the effect that his relations with the Canadian Army, Navy and Air Force left nothing to be desired.

4. The Board discussed the measures of cooperation now in effect between the forces of the various Services

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present in Newfoundland. The degree of cooperation now existing was noted with gratification, but the Board considers it necessary to stress the need for decentralization of command sufficiently to permit local operational control and full cooperation between all forces assigned to the local defence of Newfoundland, and also to permit immediate local action on requests from Task Force Commanders of the United States Atlantic Fleet for support of naval operations by the forces present.

5. The Board considered the possibility that in the prosecution of the war, situations can arise suddenly, requiring immediately the further integration for joint defence of the military forces of the United States and Canada, advance preparation therefor, or the movement of military forces or equipment of one country into or through the territory of the other. The Board, therefore, approved the following as its TWENTY-SECOND RECOMMENDATION:

> That the United States and Canadian Governments now authorize the Commanders named in paragraph 12 of ABC-22, or their duly authorized representatives, to effect by mutual agreement any arrangements they deem necessary for the perfection of preparation for the common defence, including but not limited to, the installations of accessory equipment in the territory of either, the transit of armed forces, equipment or defence materials into or through the territory of either, and the utilization by either nation of the base and military facilities of the other.

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The Canadian Section raised the question of a proposed torpedo plane range at Patricia Bay in the Puget Sound area. The Canadian Government plans to have a force of Beaufort torpedo planes stationed in that area and hopes that the proposed range will afford intensive training to the largest possible number of fliers. A difficulty has however arisen in connection with the project. A small part of the waters involved lie in United States territory and the limits of the range cannot well be changed to avoid this. Some time ago the Canadian Government took up this question through diplomatic channels and a final reply granting the necessary permission of the United States Government for this range has not yet been received. An informal intimation had been made that it might be well to raise this question in the Board.

Reference was made to the complicated legal situation existing in the United States prior to the entry of the country into war which had undoubtedly delayed a favourable answer to the Canadian inquiry. It was suggested, however, that in view of the provisions of the TWENTY-SECOND RECOMMENDATION approved at the present meeting of the Board, this question should be settled locally between the appropriate commanding officers.

7. The Canadian members presented an inquiry on behalf of the Canadian Ministry of Transport and the Canadian National Railways in respect to rail facilities at Prince Rupert, British Columbia. They desired to know whether the United States will wish to use the

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rail facilities at Prince Rupert in connection with shipments for defence purposes to Alaska, and if so, whether it would be necessary for additional sidings or other facilities to be constructed at Prince Rupert. The United States Service members agreed to have their appropriate local commanding officers look into this question and to confer with their Canadian colleagues concerning this matter.

8. Colonel Bissell referred to an informal discussion which had taken place at the last meeting of the Board concerning facilities for the supply of 100 octane gasoline in the Maritime Provinces for the United States Army planes which the Government of the United States has agreed to send to that area in certain contingencies. Although detailed information was not available concerning the preparations in this regard which have already been made at various places in the Maritime Provinces, it was agreed that the Government of Canada has assumed the responsibility of supplying an adequate quantity of 100 octane gasoline for these United States planes; it was the sense of the Board that detailed arrangements concerning this matter should be considered direct between the interested Canadian and United States Services.

9. The Board discussed the effect of the belligerency of the United States on the aviation training programs in Canada and the United States. The Board is of the opinion that the defence effort will be best served by action to insure the fullest utilization of

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C220887

available aviation training facilities of Canada and the United States and the coordination therewith of plans for any additional facilities required. The Board, therefore, adopted the following as its TWENTY-THIRD RECOMMENDATION:

> That the Canadian and United States Governments should consider the advisability of arranging for a meeting of appropriate representatives of Great Britain, Canada and the United States to make appropriate recommendations for coordination of the entire aviation training programs to be conducted in Canada and the United States.

10. The Board discussed the question of those citizens of the United States now serving in the Canadian military forces. It was pointed out that since the entry of the United States into the war, there have been a large number of applications from such persons for transfer to the United States forces. It was recognized that undoubtedly the most effective contribution to the war effort of the United States that those United States citizens now in training in the R.C.A.F. could now make would be to complete their training in Canada. The Board was informed that steps are now under consideration to issue an agreed public statement in this sense.

At the same time, the Board agreed that ordinarily it would be desirable from the standpoint of the morale of the individual for a person to perform his military service in the forces of his own country. The Board, therefore, suggested that it would be desirable for the appropriate authorities of the two Governments to work out, as soon as practicable, arrangements for

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the orderly transfer of those Americans in the Canadian forces who desire such transfers and can be released without impairing Canadian war effort, to the military forces of their own country. Meanwhile, the Board agreed that it would be desirable for the Canadian Government to decline in general to accept applications of United States citizens for enlistment in its armed forces.

The Board also urges that the above principles be given due consideration in the administration of the draft laws of the two countries.

11. The Board considered a communication from the National Film Board of Canada, in which the Government Film Commissioner outlined a proposal for the making of a film record of Joint Defence activities in Newfoundland. The Board saw no objection in principle to the making of such a film but suggested that the Film Commissioner work out detailed arrangements with the appropriate Departments.

12. Progress Reports, copies of which are attached as an annex, were distributed by the Service Members of the Board.

13. After agreeing to hold the next meeting of the Board at Montreal on January 20, 1942, the Board adjourned at 5:30 p.m.

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September 1, 1940

HLK/F

C220889

MEMORANDUM to The Prime Minister.

DISTRIBUTION OF RECORDS
PERMANENT JOINT BOARD ON DEFENCE

1. After discussion with the Canadian Chairman of the Board and Dr. Skelton it is proposed to provide for the following distribution of the Journal recording the discussions and decisions of the Permanent Joint Board on Defence.

(a) One copy to each of the three Service Members of the Canadian Section of the Board.

(b) Three copies to be placed in the file of the Canadian Section.

(c) One copy to be delivered to the Prime Minister's Secretary.

(d) Two copies to be transmitted to the Secretary of the United States Section of the Board.

2. The Chairman of the Canadian Section has indicated that he does not wish to have a copy in his own files. He proposes to use one of the copies in the Canadian Section file whenever he needs to refer to the Journal.

3. After examining our draft of the Journal before leaving for Washington the Secretary of the United States Section indicated that he would not prepare an alternative Journal but would use ours if we would supply him with two copies.

4. No provision has been made for the distribution of copies to the Service Ministers or to the Chiefs of Staff. The one copy which is given to the Service Members of the Canadian Section will be available in each of the respective Services. It is

/felt

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felt that it would be undesirable to have additional copies in the Service Departments' files.

5. Each copy of the Journal is numbered and receipts are obtained from the recipients in every case.

H.L.K.

Secretary, Canadian Section,
Permanent Joint Board on Defence.

Memo approved by
War Committee Apl 5. 40

Both reports read
& War Committee Apl 5 40

K

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The Ogdensburg Agreement

August 17, 1940

The Prime Minister and the President have discussed the mutual problems of defence in relation to the safety of Canada and the United States.

It has been agreed that a permanent joint board on defence shall be set up at once by the two countries.

This permanent joint board on defence shall commence immediate studies relating to sea, land and air problems including personnel and material.

It will consider in the broad sense the defence of the north half of the western hemisphere.

The permanent joint board on defence will consist of four or five members from each country, most of them from the services. It will meet shortly.

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Personal

O.D. SKELTON TO WLMK.

ODS/ET
19th August, 1940

Defence - Permanent Joint Board on Defence
Kenleyside, A.L.

MEMORANDUM FOR THE PRIME MINISTER:

Mr Skelton
to see + return
to Mr Dawson for file

re → DEFENCE BOARD

C220892

I understand the appointments to this Board will have to be made this week, and that it is to consist of "four or five members from each country, mostly from the Services". Presumably each of the three branches of Defence will name a man, and one or two others will have to be selected outside the Service.

(1) The first possibility would be to appoint the Minister of National Defence or either of his associates. On personal grounds there could be no better selection to ensure responsibility and effectiveness in any job undertaken. It seems to me, however, that this Board should report to Ministers rather than to have Ministers on it. Presumably neither Mr. Stimson nor Mr. Knox would be on it from the United States.

I agree

(2) It might be desired to appoint some outstanding man experienced in public affairs or in business. There is a great deal to be said for such a course in the abstract, though it is more difficult to make concrete suggestions.

I don't agree

(3) It might be considered desirable to

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C220893

appoint someone from the Department of Munitions and Supply, or a business man with similar qualifications, to look after the materiel side. Possibly, however, the functions of Munitions and Supply come in at a later stage.

(4) Finally, it might be desired to appoint someone familiar with the political and administrative, as distinct from the defence side, and particularly someone who could report directly to the Prime Minister. From this standpoint I think Keemleyside would be an admirable appointment. He knows both the United States and Canada; (a visitor the other day told me that after reading John MacCormac's "Canada", he went back to Keenleyside's book on Canada and the United States, and was struck by its sanity and balance). You have utilized him on various of the missions that have led up to this development, and he has been dealing departmentally with United States defence matters and with the Greenland and St. Pierre-Miquelon situation. He is efficient and gets on well with the military people. (Forrestal was a sort of administrative assistant to the President for a short time and I have no doubt will report to him directly.) An alternative suggestion would be Hume Wrong, but all things considered, I think Keenleyside would be preferable, aside from the fact that it would probably be desired to get the Board going at once.

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C220894

Something,of course, will depend on the number you decide to appoint and on the nature of the United States appointees,as to which you will probably hear from Christie or Moffat,but I think in any case the inclusion of Keenleyside would be well warranted,and if there was a good man available outside, he could be appointed also. There is no question it is the kind of appointment that any man in the country would be very glad to receive.

O.D. SKELTON

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JDB ODS/ET
20 Aug.1940

MEMORANDUM FOR THE PRIME MINISTER:

C220895

Christie telephones that he saw the Acting Secretary of State on the three matters to which you referred today.

As regards the personnel of the Defence Board, he cannot give us an answer until Thursday noon. The President will not return from Hyde Park until Thursday morning,and while Welles has been in touch with him on the telephone, it was a matter that can't be settled until he returns. It therefore is plain that the meeting could not take place on Thursday as we had suggested. It will probably be the beginning of the week.

I asked Christie to remind them that they should not announce their names until we had had time to consider them and perhaps make some suggestions; for example,we were considering the possibility of including a member on the Board familiar with the munitions and supply situation and the possibility of co-ordinating the production work of the two countries. He said he would make that clear.

As regards the agenda and the enquiry as to destroyer equipment,those matters have been put in hand,though it was not expected an answer will be available for two or three days yet. I rather gathered as to the latter point,that nothing could be taken up until after the legal point to which the President had referred was settled, probably on Thursday.

ODS

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J.D.B.

C220896

JAG:JG
August 21, 1940

THE PRIME MINISTER:

Relations with the United States:
(Ogdensburg Meeting)

It may be of interest to see two commentaries by Bruce Hutchison appearing in the Vancouver Sun, the first written just before President Roosevelt's announcement of the joint meeting, and the second (and more extensive) on the day on which the meeting took place. (I attach a separate note on the longer item).

The Vancouver Sun containing Mr. Hutchison's comments on the actual meeting and the joint statement issued on Saturday last has not yet been received, but is expected tomorrow.

The comments are of interest because the Vancouver Sun (and Hutchison especially) have in recent months given more attention to questions of the defence of North America than probably any other Canadian paper.

(If these clippings may be returned, they will be bound with the collection of editorial comment which is being

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J.D.B.

JAO/FM
21.8.40

C220897

MEMORANDUM FOR THE PRIME MINISTER:

Re: Relations with U.S.A.
Ogdensburg Meeting.

Bruce Hutchison, writing in the Vancouver Sun of August 16, says that word of the planning for the joint defence of this continent is "the best news out of Canada and Washington for a long time."

After alluding to the warning which the Prime Minister gave in the House of the danger of a Nazi invasion, Mr. Hutchison mentions possible sites for new air bases, and indicated other directions in which co-operation looking to certain military and naval objectives may be expected.

He does not regard the cost of joint defence as a difficulty.

He adds:

> "When the idea of joint defence was first broached many misguided Canadians opposed it on the ground that somehow it would be disloyal to Brttain. This reasoning was hard to follow when the chief objective of British foreign policy is closer co-operation with the United States. And this reasoning has been entirely exploded by today's announcements, for Britain itself is negotiating with the United States, is arranging to allow the United States to use British territory, presumably in the West Indies, for air naval and air bases. If these negotiations were not well under way, if there was any doubt about their success, Mr. Roosevelt would have made no announcement ..... The only thing wrong with today's news is that it comes so late ..... Pushed at last into natural co-operation, Canada and the United States, with the approval of Britain, are today writing a new chapter in the history of this continent. It may yet prove the most important useful chapter of all."

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C220898

B5 P.C. 4077

Insert at bottom of page 62

Certified to be a true copy of a Minute of a Meeting of the Committee of the Privy Council, approved by His Excellency the Governor General on the 21st August, 1940.

PRIVY COUNCIL
CANADA

The Committee of the Privy Council have had before them a report, dated August 20th, 1940, from the Right Honourable W.L. Mackenzie King, Prime Minister and Secretary of State for External Affairs, representing:

That on August 17th, 1940, at the invitation of the President of the United States, he proceeded to the United States to Ogdensburg in the State of New York, to meet Mr. Roosevelt for the purpose of discussing mutual problems of defense in relation to the safety of Canada and the United States;

That conversations on this subject between the Prime Minister and the President of the United States, accompanied by the Secretary of State for War of the United States (Mr. Stimson), took place on August 17th, and the following joint statement with respect to agreement which had been reached was, on August 18th, released for publication by the Prime Minister and the President:

> "The Prime Minister and the President have discussed the mutual problems of defense in relation to the safety of Canada and the United States.
>
> It has been agreed that a Permanent Joint Board on Defense shall be set up at once by the two countries.
>
> This Permanent Joint Board on Defense shall commence immediate studies relating to sea, land and air problems including personnel and material.
>
> It will consider in the broad sense the defense of the north half of the Western Hemisphere.
>
> The Permanent Joint Board on Defense will consist of four or five members from each country, most of them from the services. It will meet shortly.";

That the actions of the Prime Minister in conducting the said conversations and in agreeing, on the part of Canada, to the establishment of a Permanent Joint Board on Defense for the consideration of the defense of the north half of the Western Hemisphere, are in accord with the policy of the Government as approved on many occasions by the War Committee of the Cabinet and the Cabinet itself.

The/

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The Prime Minister, therefore, recommends that his actions in conducting the said conversations and in agreeing to the establishment of the said Permanent Joint Board on Defense be ratified and confirmed.

The Committee concur in the foregoing recommendation and submit the same for approval.

A. D. P. Heeney

Clerk of the Privy Council.

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JAG/FM
21.8.40

C220900

MEMORANDUM FOR THE PRIME MINISTER:

Re: Relations with U.S.A.
Ogdensburg Meeting.

Bruce Hutchison, writing in the Vancouver Sun of August 16, says that word of the planning for the joint defence of this continent is "the best news out of Canada and Washington for a long time."

After alluding to the warning which the Prime Minister gave in the House of the danger of a Nazi invasion, Mr. Hutchison mentions possible sites for new air bases, and indicates other directions in which co-operation looking to certain military and naval objectives may be expected.

He does not regard the cost of joint defence as a difficulty.

He adds:

> "When the idea of joint defence was first broached many misguided Canadians opposed it on the ground that somehow it would be disloyal to Britain. This reasoning was hard to follow when the chief objective of British foreign policy is closer co-operation with the United States. And this reasoning has been entirely exploded by today's announcements, for Britain itself is negotiating with the United States, is arranging to allow the United States to use British territory, presumably in the West Indies, for air naval and air bases. If these negotiations were not well under way, if there was any doubt about their success, Mr. Roosevelt would have made no announcement ..... The only thing wrong with today's news is that it comes so late ..... Pushed at last into natural co-operation, Canada and the United States, with the approval of Britain, are today writing a new chapter in the history of this continent. It may yet prove the most important useful chapter of all."

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PRIME MINISTER'S OFFICE

7

Subject Relations with U.S. (Ogdensburg Meeting)
Commentary by Bruce Hutchison
"Joint Defence At Last"

C220901

Date August 16, 1940 *Publication* Vancouver Sun

Joint Defense ... At Last

By BRUCE HUTCHISON

The news of Canadian-American relations began to make sense today. President Roosevelt revealed that Canada and its neighbor are planning together the joint defense of this continent. It is about time they did.

This announcement explains Premier King's extraordinary reticence in Parliament the other day when he rejected outright the suggestion of a defense treaty with the United States and then declined to say whether the two countries were even talking over defense problems in a technical way. He evidently was waiting for Mr. Roosevelt to make the announcement when it would reach the American public ear opportunely. Mr. King was afraid, he said, that any statement he would be misinterpreted in the United States. Mr. Roosevelt thinks the American people are ready at last for the shock.

Anyway, after these ponderous preliminaries, the military experts of the two countries are getting together and drafting joint defense plans and this is the only thing that matters. Despite the hesitation of the two governments to say anything about it up to now, the approval of the two peoples will be virtually unanimous. This is the best news out of Canada and Washington for a long time.

What does joint defense mean? In the first place, it certainly does not mean that either Otawa or Washington is afraid of a British defeat. Joint defense plans are essential even though Britain can withstand the German assault, as it is proving it can at this hour. Premier King himself is authority for the official warning that Canada may be attacked at any moment, presumably by air or submarine. Balked in Britain, Hitler may try the desperate adventure of raiding our Atlantic Coast. This apparently is what Mr. King meant.

* * *

Panama Canal Raids

The United States, for its part, is worried about possibilities of raids in the area approaching the Panama Canal zone and Mr. Roosevelt says, is negotiating with Britain for naval and air bases in the British possessions in that region.

The joint defense plan, so far as this country is concerned, will mean first of all the provision of large new air and naval bases on the Atlantic Coast of Canada, which can be used both by Canadian and American ships and planes.

One of the chief authorities in the United States explained the defense program to this reporter in Washington a few weeks ago, when the U. S. Army and Navy were chafing at the politicians' delay in doing something about it.

The natural approach for any European enemy to Canada is via Iceland, Greenland and Newfoundland. Iceland already is defended by British and Canadian troops. No important information has been given out about the defense of Greenland. Newfoundland, in the view of the American authorities, is the most important point of all and it is there that a huge naval and air base is desired. No plan of joint hemispheric defense could be attempted without such a base, on the nose of land that thrusts out from our coast into the Atlantic, and would be the natural landing place for European planes or ships, if they could get through.—the natural base for attack on the St. Lawrence industrial region.

* * *

Anchors

Then, said the American expert, smaller bases should be established further down the coast, in Nova Scotia and along the American seaboard. The Newfoundland would be northern anchor of this great chain. The southern anchor would be in the Caribbean Sea, protecting the Panama Canal, as the Newfoundland base would protect that other vital artery, the St. Lawrence. It is probably with the southern base in view that the United States Government, as Mr. Roosevelt said today, is negotiating with Britain for sites in British possessions "with special reference to the Panama Canal."

No one doubts that the United States will be ready to assist Canada in financing the cost of defense works, if they are too much for us to carry, with our existing war budget. There will be no question about. The United States wants bases established in Canada to be jointly used in an emergency by American and Canadian ships and planes.

Cost is no difficulty. The only difficulty has been the timidity of politicians on each side of the boundary over a long period—fear lest the public in both countries might object. This difficulty has now been removed.

Allocating Forces

The defense program, of course, must cover more than bases. If it is to be effective, it must provide a definite un-

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Subject Relations with U.S. (Ogdensburg Meeting)
Commentary by Bruce Hutchison
"Joint Defence At Last"

Date August 16, 1940 *Publication* Vancouver Sun

Joint Defense ... At Last

By BRUCE HUTCHISON

The news of Canadian-American relations began to make sense today. President Roosevelt revealed that Canada and its neighbor are planning together the joint defense of this continent. It is about time they did.

This announcement explains Premier King's extraordinary reticence in Parliament the other day when he rejected outright the suggestion of a defense treaty with the United States and then declined to say whether the two countries were even talking over defense problems in a technical way. He evidently was waiting for Mr. Roosevelt to make the announcement when it would reach the American public ear opportunely. Mr. King was afraid, he said, that any statement he would be misinterpreted in the United States. Mr. Roosevelt thinks the American people are ready at last for the shock.

Anyway, after these ponderous preliminaries, the military experts of the two countries are getting together and drafting joint defense plans and this is the only thing that matters. Despite the hesitation of the two governments to say anything about it up to now, the approval of the two peoples will be virtually unanimous. This is the best news out of Canada and Washington for a long time.

What does joint defense mean? In the first place, it certainly does not mean that either Otawa or Washington is afraid of a British defeat. Joint defense plans are essential even though Britain can withstand the German assault, as it is proving it can at this hour.

Premier King himself is authority for the official warning that Canada may be attacked at any moment, presumably by air or submarine. Balked in Britain, Hitler may try the desperate adventure of raiding our Atlantic Coast. This apparently is what Mr. King meant.

* * *

Panama Canal Raids

The United States, for its part, is worried about possibilities of raids in the area approaching the Panama Canal zone and Mr. Roosevelt says, is negotiating with Britain for naval and air bases in the British possessions in that region.

The joint defense plan, so far as this country is concerned, will mean first of all the provision of large new air and naval bases on the Atlantic Coast of Canada, which can be used both by Canadian and American ships and planes.

One of the chief authorities in the United States explained the defense program to this reporter in Washington a few weeks ago, when the U. S. Army and Navy were chafing at the politicians' delay in doing something about it.

The natural approach for any European enemy to Canada is via Iceland, Greenland and Newfoundland. Iceland already is defended by British and Canadian troops. No important information has been given out about the defense of Greenland. Newfoundland, in the view of the American authorities, is the most important point of all and it is there that a huge naval and air base is desired. No plan of joint hemispheric defense could be attempted without such a base, on the nose of land that thrusts out from our coast into the Atlantic, and would be the natural landing place for European planes or ships, if they could get through.—the natural base for attack on the St. Lawrence industrial region.

* * *

Anchors

Then, said the American expert, smaller bases should be established further down the coast, in Nova Scotia and along the American seaboard. The Newfoundland would be northern anchor of this great chain. The southern anchor would be in the Caribbean Sea, protecting the Panama Canal, as the Newfoundland base would protect that other vital artery, the St. Lawrence. It is probably with the southern base in view that the United States Government, as Mr. Roosevelt said today, is negotiating with Britain for sites in British possessions "with special reference to the Panama Canal."

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derestanding as to what each nation's army, navy and air force would do in each of a variety of possible emergencies—how many ships, planes and troops Canada could send to a certain point, how many the United States could send. For example, the southern tip of Hudson's Bay is a short airplane hop from the industrial heart of Canada and the United States. Plans must be made for defending it, in case an enemy sought to establish a base there.

There are many other strategic points to consider. Not least of them is the Pacific Coast. Canada and the United States made their first start in joint defense by conferences which determined the location of guns on either side of the Straits of Juan de Fuca, and then the whole co-operative program was dropped and nothing more was heard of it until today. Yet the Straits of Juan de Fuca are not the only vital point on the Pacific Coast and probably are not in danger. The real danger zone —not now, perhaps, but in the future—lies to the north, where the shelf of North America thrusts out almost within shouting distance of the tip of Asia.

Alaska Bases

The United States has recognized this fact by rushing the construction of air bases in Alaska but so far as the public has been informed up today, no joint plan has been made for defending the British Columbia coast south of that to the top of Vancouver Island, and especially that strategic and attractive area, the Queen Charlotte Islands. The new conversations, when they get around to it, undoubtedly will have to cover this area, but for the moment, of course, the real danger is the Atlantic Coast.

When the idea of joint defense was first broached many misguided Canadians opposed it, on the ground that somehow it would be disloyal to Britain. This reasoning was hard to follow when the chief objective of British foreign policy is closer co-operation with the United States. And this reasoning has been entirely exploded by today's announcements, for Britain itself is negotiating with the United States, is arranging to allow the United States to use British territory, presumably in the West Indies, for air naval and air bases. If these negotiations were not well under way, if there was any dougt about their success, Mr. Roosevelt would have made no announcement.

Thus Canadian and British policies are running parallel in dealings with the Americans. The only thing wrong with today's news is that it comes so late. The deal should have been made long ago, the bases constructed, but in the democracies we have to be pushed into the most obvious solutions.

Pushed at last into natural co-operation, Canada and the United States, with the approval of Britain, are today writing a new chapter in the history of this continent. It may yet prove the most important useful chapter of all.

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RE: PERMANENT JOINT BOARD ON DEFENCE C220903

REPORT OF CONVERSATION OF PRIME MINISTER WITH PRESIDENT ROOSEVELT

2.00 p.m., Thursday,
August 22, 1940

At two o'clock was advised that the President wished to reach me by 'phone.

The President began conversation by saying: "I am back in Washington. I am sitting here with Mr. Stimson, with the Attorney General and the Secretary for the Navy (?). We have been going over the personnel of the Board. It will have 4 1/2 people on it." (The President explained later that the "half" meant that one person might serve when discussing naval matters, and the other, army matters. That, as I knew, they had not a separate Department of Air).

He would suggest as the first member of the Board, LaGuardia, President of the Council of Mayors who, he thought, was well liked in Canada, and had had large experience in matters of the kind to be considered.

Next, Lieut. General Embich who was in command of the Atlantic district, Southern area; was regarded as the best strategist the U.S. had.

Next, Captain Harry W. Hill, of the U.S. Navy, war plan division of operations.

Then, as alternatives for No. 4: Commander F.P. Sherman, of the U.S. Navy, and with him, would work Lieut. Colonel MacNarney, of the U.S. Army. They could alternate.

The President said: "I have before me, the agenda. The first number would be: defence of Newfoundland. The second on your agenda is: defence of the West Coast." I said I thought that must be a mistake; that it should be the East Coast. The President said that that was his view, and that he would suggest the East Coast as second number on the agenda.

The third: defence of the West Coast, and the 4th: procurement of armaments and supplies.

The President said: "The fourth on your agenda is the question of manoeuvres. I am a little doubtful about that." I said: "I agree with you. I think it would be as well to omit it from the agenda."

Mr. Roosevelt then said: "~~My~~ Your suggestion had been for a meeting on Thursday at Ottawa. That obviously could not be arranged now but I would suggest Monday, the 26th, at Ottawa", which I said would be wholly

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satisfactory.

I then asked if it would not be well to have a secretary appointed to the Board who would help to link it up with the State Department of the United States and with External Affairs in Canada. I had in mind Keenleyside for such a position as a Canadian secretary. The President said: "First rate, that that was advisable." That he would get in touch with Sumner Wells at once and could arrange that without any difficulty.

I then asked if any one of the gentlemen whom he had mentioned had special knowledge of munitions and supply. That it might be advisable to have someone with that special qualification. The President said none of those mentioned by him had. I then said that perhaps this could be arranged later if it were thought desirable with which view the President agreed.

The President then told me that he had thought he had gotten over the legal difficulty with regard to the destroyers. At any rate, if he did not, that he was going to get someone's head. He was saying this in the presence of the Attorney General and Secretary of the Navy.

He then added that he was getting along very satisfactorily with his negotiations with Mr. Churchill over the air bases. I said how pleased I was to know that, and said to him how splendidly the whole agreement had been received. The President said it was magnificent or something to that effect; could not be better.

He then said that he understood that our church bells had been ringing in Canada. I said no doubt, that was true, but that my own ears had been ringing so much I could hear little else.

I then asked if the announcement of names could be held until we had opportunity to select opposite numbers. The President said: certainly. I said I would get in touch with the Ministers on this at once, and would communicate with him through Christie. He then said that he would await word from Christie.

I then asked him if I might speak about another matter, and spoke about the passports. The President said he had already been taking that up with the Attorney General and the State Department. He thought that the suggestion that we had made (it was really Moffat) of requiring passports but doing away with necessity of any visa, would meet the situation, and that he hoped to be able to work that out. That he was sending two men to discuss passport matters.

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JDB

C220905

HLK/JG, 23rd August, 1940.

MEMORANDUM FOR THE PRIME MINISTER:

PERMANENT JOINT BOARD ON DEFENCE

A meeting of the Canadian members of the Board was held at 1 p.m. today. As a result of the discussion which then took place there are a number of points upon which your direction is desired. These are set out on the following pages.

H.L.K.

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BRIEF STATEMENT AT THE OPENING OF THE MEETINGS OF THE BOARD

It is the unanimous view of the Canadian members of the Board that it would be most appropriate, and would provide an excellent introduction to the work of the Board, if the Prime Minister would signalize the historic importance of the occasion by making a brief statement to the members of the Board before they start their deliberations.

If the Prime Minister approves of this suggestion would it not be desirable to have the Service Ministers and the Chiefs of Staff also present until the Prime Minister has given his address?

It is the opinion of the Canadian members that a photographic record (still, motion and sound) should be made of the opening of the conference by the Prime Minister. One copy should be kept in the Dominion Archives; others might be released to the theatres and the press. A record might be taken and rebroadcast during the evening.

The views of the Prime Minister on these points are solicited.

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NATURE OF THE REPORT

Is it intended that each panel should prepare a separate - and possibly conflicting - final report for presentation to its Government? Or should the Board endeavour to produce a single report which each side can then present to its Government?

It is assumed that each side will keep its own records of the meetings. There will be no joint minutes and, of course, no statements of any kind for publication.

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CHAIRMAN

It is assumed by the Canadian members that the panel representing the host country will provide the Chairman for meetings held in that country.

If that is the Prime Minister's understanding, and if he approves, it is suggested that Mr. Biggar should be the Canadian Chairman.

Should we let Washington know our plans in this regard before the United States delegation comes to Ottawa?

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No. 1.

C220909

SECRET

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL

of

DISCUSSIONS AND DECISIONS

FIRST MEETING OF THE BOARD, OTTAWA, 26th of AUGUST, 1940.

1. The first meeting of the Permanent Joint Board on Defence was held in Room 479, House of Commons building, Ottawa, commencing at 3:00 P.M. on Monday the 26th of August, 1940. The following members participated:

Canadian Members	United States Members
Mr. O.M. Biggar,	The Hon. F.H. LaGuardia,
Brig. Kenneth Stuart,	Lieut-Gen. S.D. Embick,
Capt. L.W. Murray,	Capt. H.W. Hill,
Air Commodore A.A.L. Cuffe,	Commander F.P. Sherman,
Mr. H.L. Keenleyside,	Lt-Col. J.T. MacNarney,
	Mr. J.D. Hickerson,

Major Gullett, United States military attache in Ottawa and Major Gailey, aide-de-camp to Mayor LaGuardia, were also present.

2. Mayor LaGuardia suggested that Mr. Biggar should act as Chairman. The latter proposed that Mayor LaGuardia should join him in a joint chairmanship and this was accepted.

3. After appropriate introductory remarks by the Chairman, there followed a brief general discussion from which it was clear that all members of the Board recognized that the Board's functions are to make recommendations to the two Governments in respect to the defence of Canada and the United States.

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4. Agreement was then reached in regard to the methods to be employed in keeping the records of the Board.

5. As the first recommendation of the Board,

> it was agreed that there should be a full and complete exchange of military, air and naval information between the two sections of the Board, with the understanding that each section would be free to convey to its government any information they received.

6. At the request of Mr. Biggar the Service representatives of the Canadian section of the Board gave a general statement of Canada's defence position.

(A) Captain Murray described the naval situation. In answer to questions arising from Captain Murray's statement Mr. Keenleyside outlined briefly the constitutional position of Newfoundland vis-a-vis Canada and the United Kingdom.

(B) Brig. Stuart discussed the military position. In view of certain statements included in Brig. Stuart's exposition it was agreed that the Board would discuss the availability of surplus materials in the United States before the present meetings adjourn.

(C) Air Commodore Cuffe outlined Canada's air position.

7. At the request of Mayor LaGuardia the defence situation of the United States was then covered in the following statements:

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(A) General Embick described the military situation.

(B) Lt-Col. MacNarney outlined the condition of the Army Air Corps.

(C) Captain Hill described the naval situation.

(D) Commander Sherman outlined the condition of naval aviation.

8. The Board then turned to an examination of the problem of the defence of Newfoundland. The following statement was prepared and, after revision at its second meeting, adopted as the Second Recommendation of the Board:

> A. The island of Newfoundland occupies a commanding position at the entrance to the St. Lawrence - Great Lakes waterway and on the flank of the sea route between the Atlantic seaboard of North America and Northern Europe. It is on the direct air route between the East Coast of the United States and Northern Europe. It is the point in North America, nearest to Europe, from which, if occupied by an enemy, further operations against the North American Continent might be effectively initiated. As such it should be adequately defended.
>
> B. The forces in Newfoundland now consist of one battalion of infantry for the defence of Botwood and the Newfoundland airport, a battery of two 4.7-inch guns now being installed at Bell Island, and a flight of five Digby (Douglas) landplanes operating from Newfoundland airport. These forces are considered inadequate for the defence of the island at the present time and the security of Canada and the United States is thereby endangered.
>
> C. The Board considers that the defence of Newfoundland should be materially strengthened by:

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(a) Increasing the strength of the Canadian defensive garrisons immediately;

(b) Establishing as soon as practicable, and not later than the spring of 1941, a force of aircraft of suitable types adequate for patrolling the seaward approaches to Newfoundland and Canada and for the local defence of the Botwood area;

(c) Selecting and preparing, as soon as practicable, bases permitting the operation of United States aircraft, when and if circumstances require, in numbers as follows:

(1) A minimum of four squadrons of patrol planes (48 planes).

(2) A minimum of one composite group of land planes (73 planes);

(d) Completing, as early as practicable, and not later than the spring of 1941, the installation of appropriate defences for the port of St. John's, Newfoundland, for Botwood, and for other points as required.

(e) Taking such additional measures as further examination of the defence problem and local reconnaissance show to be necessary.

9. The meeting adjourned at 6:45 P.M.

Read C Dec Cornwallis
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C220913

SECRET

SECOND MEETING OF THE BOARD, OTTAWA, 27th of AUGUST, 1940.

1. The second meeting of the Permanent Joint Board on Defence was held in Room 479, House of Commons building, Ottawa, commencing at 9:30 A.M. on Tuesday the 27th of August, 1940. The following members participated:

Canadian Members	United States Members
Mr. O.M. Biggar,	The Hon. F.H. LaGuardia,
Brig. Kenneth Stuart,	Lieut-Gen. S.D. Embick,
Capt. L.W. Murray,	Capt. H.W. Hill,
Air Commodore A.A.L. Cuffe,	Commander F.P. Sherman,
Mr. H.L. Keenleyside,	Lt-Col. J.T. MacNarney,
	Mr. J.D. Hickerson,

Colonel H.F.G. Letson, Canadian Military Attache, Washington, Major Gullett, United States Military Attache, Ottawa, and Major Gailey, aide-de-camp to Mayor LaGuardia, were also present.

2. The first order of business was the discussion of the draft recommendation of the Board in regard to Newfoundland, which had been prepared following the first meeting. Substitute texts were presented and the Board finally decided upon the recommendation which is included in paragraph 8 of the Journal for the 26th of August.

3. The Board then turned to the consideration of the problem of defence of the Maritime Provinces. Detailed consideration was given to the present distribution of defence forces and provisions in that area and the Board finally agreed on the following statement which constitutes the Third Recommendation of the Board:

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A. The strategic importance of the Maritime Provinces is similar to that of Newfoundland. However, in addition to providing bases for the operation of aircraft and light patrol craft, the Maritime Provinces must provide secure bases from which major naval operations can be projected.

B. This will require harbours secure from underwater attack, with docking, repair and supply facilities capable of accommodating the major portion of the United States or British fleets; operating facilities for military and naval air forces; and harbour defences supported by the necessary troop concentrations.

C. The Board finds that some of these requirements have already been met and that steps have been initiated for the accomplishment of others.

D. It is apparent that the following should be undertaken by the Canadian Government:

(a) Early completion of the present projects for underwater defences at Halifax, Sydney, Gaspe and Shelburne.

(b) Early completion of harbour defences at these bases.

(c) Early expansion of aircraft operating facilities to include provision for four squadrons of patrol planes (48 planes) and one composite wing of approximately 200 planes.

(d) Such additional measures as further examination of the defence problem and local reconnaissance show to be necessary.

E. The Board also recommends the preparation in Canada and in the United States of adequate strategic reserves of men and materials for timely concentration in the Maritime Provinces if, and when, the need arises.

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4. After luncheon the Board reconvened at 2:30 P.M. with the same members and observers in attendance.

5. Before taking up the afternoon agenda Mr. Keenleyside informed the Board that the negotiations between the Governments of the United Kingdom and Canada for the extension of certain naval and air facilities in Newfoundland to the United States, which had been under way for some time, were nearing completion; that the Canadian Government had informed the Government of the United Kingdom that it approved the most recent proposals which had been made by the President of the United States; and that it was expected that final decisions as to the method of selecting the required site or sites and the terms upon which the acquisition should be made would be reached in a very short time.

6. The Board considered the appropriation of available material to the uses most conducive to the attainment of the urgent objects outlined in the preceding decisions. The Canadian Service Members indicated in general terms the classes of material, the lack of which might delay the carrying out of the Board's proposals, and the United States Service Members undertook to examine the situation in their respective services in relation to the availability or proximate delivery of the material required, with a view to its appropriate use. The Fourth Recommendation of the Board was:

> It was agreed that arrangements concerted between the United States and Canadian representatives of each Service with regard to thismaterial should be passed through the proper channels in order that the proper

/allocation

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allocation of the material should be promptly made. It was further agreed that material provided to implement the recommendations of the Board shall not be used for any other purposes. As at present advised, the Board regarded the following classes of material as of special importance, their relative importance being in the order indicated for each Service:

Ground Forces

(a) A. A. Armament and ammunition.
(b) Harbour defence armament and ammunition.
(c) General equipment of mobile defence.

Air Forces

(a) Patrol planes.
(b) Fighter or pursuit planes with, in each case, armament, ammunition and radio equipment.

As to the Naval Forces the position as reported was that there have already been discussions which have led to arrangements under which it is expected that all present requirements are to be satisfied. These arrangements relate to:

(a) 4" guns.
(b) .5 machine guns.
(c) Destroyers.

The Board approved of the carrying out of these arrangements for the purpose of the attainment of the objects covered on the Board's previous decisions.

7. In relation to supplies generally it was agreed as the Fifth Recommendation of the Board:

That the subject of communications between Newfoundland, the Maritime Provinces, Eastern Canada and the United States, is of high importance, the following subjects requiring to be examined:

(a) Railway facilities.
(b) Water transport.
(c) Roads.
(d) Air transport and communications.

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That the establishment of additional commercial airways, complete with landing facilities and aids to air navigation, between these important areas, would be essential to the defence plan.

8. The Canadian Service Members of the Board stressed the desirability of the exchange of scientific and research data between the Services of the two countries. In this connection reference was made to the mission of Sir Henry Tizzard and Dr. C.J. MacKenzie, now in Washington, and it was decided to defer any action on this question until it can be ascertained what results are likely to be obtained by the present mission.

9. The Sixth Recommendation of the Board was:

That the Service Members undertake to assemble information on the production in each country of particular items of military equipment in their respective countries, not readily available in the other country, and to exchange information on this subject as data become available.

10. The Board received information as to the defence of the other regions of Canada and the United States. This information is to be studied and is to be further dealt with.

11. The Seventh Recommendation of the Board was:

That the Service Members of the Board should proceed at once with the preparation of a detailed plan for the joint defence of Canada and the United States and keep the Board informed of the progress of the work.

12. After agreeing to hold the next meeting of the Board in Washington, D.C., on Monday, the 9th of September, the Board adjourned at 4:30 P.M.

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CANADA UNITED STATES

PERMANENT JOINT BOARD ON DEFENCE

C220918

With the compliments of

The Secretary, Canadian Section,
Permanent Joint Board on Defence.

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No. 1

SECRET

PERMANENT JOINT BOARD ON DEFENCE C220919

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DISCUSSIONS AND DECISIONS

THIRD MEETING OF THE BOARD, WASHINGTON, SEPTEMBER 9, 1940.

1. The Permanent Joint Board on Defence met in Room 55, Army War College, Washington, at 3:00 p.m., on Monday, September 9th. The following members participated:

Canadian Members	United States Members
Mr. O.M. Biggar,	The Hon. F.H. LaGuardia,
Brig. Kenneth Stuart,	Lieut. Gen. S.D. Embick,
Capt. L.W. Murray,	Capt. H.W. Hill,
Air Commodore A.A.L. Cuffe,	Commander F.P. Sherman,
Mr. H.L. Keenleyside.	Lt. Col. J.T. McNarney,
	Mr. J.D. Hickerson.

2. The following topics were presented for discussion:

A. Report of the Service Members of the Board on their recent inspection trip.

B. Military equipment available for release.

C. Transportation, in particular civil air lines and facilities.

D. Report of the Service Members on the preparation of a defence plan.

E. Preliminary discussion of West Coast defences.

F. Further meetings and observation trips by the Joint Board.

3. As regards the first item on the Agenda, the report of the Service Members of the Board on their recent inspection trip, Captain Hill stated that at a later date there would be a more extended discussion of this very profitable trip, but that at the

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PAPIER DE COULEUR

present time he wished to express, on behalf of his colleagues and himself, appreciation for the courtesies, facilities and hospitality extended to them by the Canadian Service Members and Officers of the Armed Services of Canada. At the same time he stated that he wished to extend an invitation to the Canadian Service Members of the Board to visit any American stations which they might wish to see.

4. As regards military equipment available for release, General Embick stated that he had available for discussion with the Canadian Service Members of the Board a list of such equipment. This topic was therefore passed pending a further examination by the Service Members.

5. In respect to transportation, in particular civil air lines and facilities, it was agreed to pass this topic for the moment. Mayor LaGuardia stated that he had conferred with the American civil aircraft authorities and had urged upon them the importance to national defence of adequate air lines and equipment; and that he had stressed the importance of their reaching agreement with the Canadian civil aviation authorities in these respects at the earliest possible moment.

6. In regard to the fourth topic mentioned above, that is, report of Service Members on the preparation of a Defence plan, the Canadian Delegation distributed material on this subject. After a general discussion it was agreed that it would be desirable for the Service Members to confer on this material and other questions in some detail.

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7. Brigadier Stuart announced that the day after the adjournment of the first meeting of the Joint Board in Ottawa the Canadian Section obtained the approval of the Canadian Government to:

A. Send as soon as possible another Battalion to Newfoundland;

B. Proceed forthwith to install two 4.7 inch coast defence guns at St. John's, Newfoundland, with the necessary searchlights and other equipment;

C. Install at once two 4.7 inch coast defence guns at Botwood, Newfoundland, with the necessary searchlights and other equipment.

8. At 3:45 p.m. the Board adjourned in order to permit the Service Members to proceed with technical discussions.

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PAPIER DE COULEUR

No. 1

SECRET

PERMANENT JOINT BOARD ON DEFENCE

C220922

JOURNAL

of

DISCUSSIONS AND DECISIONS

FOURTH MEETING OF THE BOARD, WASHINGTON, SEPTEMBER 10, 1940.

1. The meeting convened at 10:00 a.m., in Room 55, Army War College, Washington. All of the members of the two sections of the Board were present.

2. Mayor LaGuardia stated at the outset that his attention had been called to statements in the Canadian press to the fact that the Government of the United States was seeking to acquire naval and air bases in Canada. He commented that all of the discussions in the Board had clearly shown the inaccuracy of any such statements. He added that if, in the opinion of the Canadian section of the Board, it would serve any useful purpose, he would be glad to issue a statement to the effect that the United States had no such intention and was not interested "in acquiring Canadian real estate." Colonel Biggar stated that there had been such articles in the Canadian press and agreed that it might be useful if, on a suitable occasion, Mayor LaGuardia issued such a statement.

3. The Canadian members of the Board presented the following brief outline which indicated their conception of the major duties of the Board, immediate, prospective and ultimate. As there was some difference of opinion concerning the necessity for such an outline in view of the previous directive issued the Service Members regarding the preparation of defence plans, it

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PAPIER DE COULEUR

C220923

was understood that the Canadian Section would use the outline for its own guidance and for submission to the Canadian Government.

> "Problems for examination by the Board should be regarded as falling under the following principal heads:
>
> A. Dispositions to be made immediately, in Canada and Newfoundland, by Canada with the assistance of United States materiél to meet the present threat of attack by Germany and Italy.
>
> B. Preparations to be made in Canada and the United States for the event of the United States finding it expedient to participate in active operations against an enemy attacking on either the East or the West Coast of North America, these preparations to include:-
>
> (a) Anticipatory and immediate provision of physical facilities in Newfoundland, Canada, the continental United States, and Alaska, for joint or co-ordinated use by Canada and the United States when necessary.
>
> (b) Anticipatory and immediate dispositions by the United States of United States troops and materiél.
>
> (c) Formulation of plans for joint or co-ordinated action by the two countries in the event of a decision by the United States to participate actively, these plans to cover both the use and the expansion of the anticipatory physical facilities provided.
>
> C. Formulation of ultimate long-term plans for the permanent security of North America, these to include the consideration of:-
>
> (a) Sea, air and land defences.
>
> (b) Development and maintenance of stock piles of essential materials.
>
> (c) Integration of the industrial machinery of Canada and the United States.

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(d) Arrangements for the continuous revision and, if necessary, the extension of the plans made under the foregoing subheads.

(e) Arrangements for the constant exchange of technical information as to the initiation, progress and results of research programmes."

4. Mayor LaGuardia asked General Embick if he was in a position to comment on the surplus military equipment in the United States available for release to Canada. General Embick commented as follows:

A. The U.S. to release as surplus 36 - 3 inch A.A. guns, M 1918, with correctors. The Canadian Government to place an order with commercial facilities for the ammunition for this armament.

B. The Canadian Government to place an order with the Colt Company for 12 50 cal. A.A. machine guns, and with the Remington Arms Company for the ammunition therefor.

C. The United States to release as surplus eight 10 inch guns and carriages and two hundred fifty rounds per gun of ammunition therefor.

5. Commander Sherman then discussed the delivery schedule of new patrol planes for the United States, Great Britain and Canada. He stated that now that a decision has been reached in respect to the British request for immediate transfer of patrol planes, it is hoped that it will be possible to obtain a change in priorities, to the end that Canada may begin to receive deliveries following the first deliveries to Great Britain and to provide at least six patrol planes for Canada by next spring.

6. Colonel McNarney then mentioned the fact that owing to a decision of the United States Government

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not to issue licenses for the exportation of airplanes to Sweden, it may become possible for the Army to release certain planes for Canada earlier than had been anticipated. He went on to say that Sweden had purchased 115 Republics and 154 Vultees and deliveries are now about to begin for these planes. The Swedish Government owns the planes and has refused to release them for shipment to Great Britain or to Canada; the Swedish Government has, however, indicated that it will release the planes to the United States Air Corps. Colonel McNarney stated that if the Air Corps acquires these planes, the Army will then be in a position to release fifteen pursuit planes which the Canadian Government had indicated it wished to acquire in the United States; the pursuit planes to be released will be the P-36 (Curtis).

7. Brigadier Stuart stated that while the Canadian Government was appreciative of all that was being done to make military equipment available, he felt impelled to point out that the quantities which had just been stated to be available were less than had been indicated in the earlier staff talks between Canadian officers and American officers in July and August. General Embick admitted that this was the case, but said that the materiél which had been discussed by him is available for immediate release and that by next spring it is hoped that more may be available.

8. At 12, noon, the meeting recessed to permit the Service Members to continue technical discussions for the remainder of the day.

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PAPIER DE COULEUR

No. 1

SECRET

C220926

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL

of

DISCUSSIONS AND DECISIONS

FIFTH MEETING OF THE BOARD, WASHINGTON, SEPTEMBER 11, 1940.

1. The Board met in Room 55, Army War College, Washington, at 11:30 Wednesday morning, September 11, 1940. All of the members of the two sections of the Board were present.

2. Pursuant to the provisions of the Board's Seventh Recommendation approved at Ottawa on August 27, 1940, the Service Representatives presented a first draft of a Joint United States - Canadian Basic Defence Plan - 1940, which specified the several tasks involved in joint defence, and outlined the respective responsibilities to be borne by each Government for the accomplishment of each task. The Board received this first draft Plan and directed the Service Members to consult with the respective Departments of Government involved and to proceed with the preparation of tentative operating plans for their respective Services to implement the Basic Plan, to be submitted to the Board for approval.

3. After a brief discussion of the defence of Newfoundland, the Board agreed to the following as its Eighth Recommendation:

> That the United States initiate as expeditiously as practicable such portions of the increased defence of Newfoundland, covered by the Second

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PAPIER DE COULEUR

C220927

Recommendation of the Board approved in Ottawa on August 26 and 27, as may be found to fall within the limits of bases now being acquired by the United States.

4. After agreeing that the Service Members of the Board should begin an inspection of West Coast defences about September 16 and that the next meeting of the Board should take place in Boston on October 2, 1940, the Board adjourned at 4:10 p.m.

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PAPIER DE COULEUR

MEMORANDUM

Office of the Clerk of the Privy Council C220923

Ottawa, Oct 3

Prime Minister

Your copy of the Joint Board's Journal returned herewith

J.R.B.

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PAPIER DE COULEUR

ODS/HMP. JDB

September 9th, 1940.

MEMORANDUM FOR THE

C220929

PRIME MINISTER -

Mr. Power telephoned this morning to say that he had been speaking to Mr. Ralston and Mr. Macdonald regarding the National Defence Board, particularly the question of French-Canadian representation which is just beginning to cause some agitation in Quebec. He wondered if you would see any objection to suggesting that George Vanier might be included on the Board. I asked him in what capacity. He said ~~there~~ as a straight number of the Board. There were six United States and five Canadian representatives, two of the former being alternates. I asked him, as this would not be a whole-time job, whether it was suggested that he should hold it along with the command of one of the Quebec districts. He said that would be a question for your consideration as he understood you saw some difficulty in his leaving External Affairs.

I told Mr. Power that I knew you had yourself considered the possibility of including Vanier. The question of time and the situation in France had then to be considered also.

I reminded Mr. Power that Colonel Vanier had been asked to return "for conferences". I gathered that

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if the proposal met with your approval and the approval of other Quebec Ministers, they might like to have it announced without waiting for Vanier's arrival. (In that case I suppose it would indicate that Pierre Dupuy was remaining as Chargé d'Affaires).

I believe Mr. Power is writing you before the War Committee meeting, t[redacted]

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ODS/ET
11 Sept.1940

JOINT DEFENCE BOARD C220931

Mr.Christie said he had seen Mr.Hull this morning. Mr.Hull had called up the President on the phone at once,and as he was busy,had given his message. After lunch Mr.Hull called back to say that the President entirely concurred in the suggestion. Mr.Christie pointed out to Mr.Hull that we had left open the question whether the new member should be a full member or an alternate. He asked Mr.Hull this afternoon whether the President had indicated any view on that point. Mr.Hull said he had not. Mr.Christie said he was lunching with Biggar today,and spoke to him on the point. Biggar thought it might be well to straighten out the present somewhat anomalous arrangement whereby the two so-called United States alternates really attended every meeting. The simplest way might be for the United States to make their alternates full members of the Board and for us to add an additional member.

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JOINT DEFENCE BOARD C220931

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R Jan

HLK/JG
27th September, 1940.

MEMORANDUM FOR THE PRIME MINISTER:

C220932

NEWFOUNDLAND AND PERMANENT JOINT BOARD ON DEFENCE

On the 6th of September the Governor of Newfoundland cabled stating that his Government wished to be represented at the meetings of the Defence Board at which decisions affecting his country are under consideration. (A copy of this telegram is attached.)

In a subsequent communication from the United Kingdom High Commissioner in Ottawa this suggestion was repeated although it was phrazed in such a way as to leave some doubt as to whether the Governor actually wishes to have a representative take part in the meetings of the Board or merely wishes to have an observer from Newfoundland stationed in Ottawa where he could be kept in close contact with whatever the Board might be undertaking.

On the 17th of September the Governor of Newfoundland telegraphed again complaining that it had become apparent from his discussions with the United

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States Commission which was then visiting the Island that Canada and the United States had already entered into certain agreements relating to Newfoundland about which he and his Government had not been informed. (A copy of this telegram is also attached.)

From the foregoing communications two questions arise:-

(1) Should we seek the opinion of the United States Government in regard to the proposal that a representative of Newfoundland should take part in the Board discussions when Newfoundland topics are on the agenda?

(2) What reply should be made to the telegram of the 17th September, 1940, from the Governor of Newfoundland. (A copy of a suggested draft is attached for consideration.)

If it should be decided that it is not advisable to have Newfoundland represented directly in the discussions of the Defence Board, it might be well to give consideration to having a Newfoundland representative stationed in Ottawa for the period of the war. Many

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problems of mutual interest are constantly arising and it would be easier to keep the Newfoundland Government informed and, in consequence, happier if a representative were available for consultation here.

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"R"

FROM: THE GOVERNOR OF NEWFOUNDLAND, ST. JOHN'S C220935

TO: THE SECRETARY OF STATE FOR EXTERNAL AFFAIRS, CANADA

CYPHER ST. JOHN'S, September 6th, 1940.

NO. 42

Addressed to the Secretary of State for External Affairs, Ottawa, No. 42, repeated to the Secretary of State for Dominion Affairs, No. 580, and the High Commissioner for the United Kingdom, Ottawa, No. 34.

We understand that Minutes of meeting held here on August 20th between the Honourable G.C. Power and his service associates and representatives of the Newfoundland Government have been forwarded to you. At this time when discussions of the utmost importance to our respective countries relating to establishment of American and Canadian bases in Newfoundland are about to take place, we wish to reiterate our view that at the meetings of the Joint Defence Board at which decisions affecting this country are in contemplation this Government should be represented. It appears to us that only in this manner can we co-ordinate in our mutual interests the discussions regarding the defence of Newfoundland.

We should be grateful for an early expression of your views on this matter.

GOVERNOR

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"R"

C220936

FROM: THE GOVERNOR OF NEWFOUNDLAND, ST. JOHN'S

TO: THE SECRETARY OF STATE FOR EXTERNAL AFFAIRS, OTTAWA

SECRET

CYPHER

NO. 43

ST. JOHN'S, September 17th, 1940.

No. 43. Secret. Addressed to Secretary of State for External Affairs, Ottawa, No. 43, repeated to High Commissioner for the United Kingdom, Ottawa, No. 37.

We beg to refer you to our message to you of September 6th, No. 42, which remains unacknowledged, and we would appreciate a very early reply.

We yesterday had lengthy discussions with visiting American experts as to nature and extent to which the American Government is to take part in fortifying Newfoundland. In the course of these discussions it became apparent that they were thinking in terms of a plan settled by Joint Defence Board under which Canadian and American Governments have agreed as to the part to be played by their respective forces in this operation.

We had previously heard nothing of the plan and must not be regarded as committed to it.

When we agreed with the United Kingdom Government that they should offer on our behalf to the United States Government lease of areas in Newfoundland for naval and air bases, we did not contemplate the disposition of our facilities and settlement of rights granted either to your Government or to the American Government without consultation with this Government.

GOVERNOR

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FROM: THE SECRETARY OF STATE FOR EXTERNAL AFFAIRS, OTTAWA. C220937

TO: THE GOVERNOR OF NEWFOUNDLAND, ST. JOHN'S.

OTTAWA, 21st September, 1940.

CYPHER

No. _____

1. Your telegram of the 17th September, 1940, No. 43.

2. The impression received from your discussion with the United States experts appears to have been misleading. There is no "plan settled by the Joint Defence Board under which Canadian and American Governments have agreed as to the part to be played by their respective forces" in fortifying Newfoundland.

3. The Permanent Joint Board on Defence is purely an advisory body. It has been appointed to consider, and to advise the Governments of Canada and the United States in regard to, the most effective means of consolidating continental defences. We understand that its members have commenced work on a tentative draft of a plan for the defence of the Eastern seaboard but this has not been shown to, much less considered by, either Government.

4. The only recommendations which the Board has made regarding Newfoundland have had to do with the assignment of certain additional personnel to the Canadian garrison; the augmentation, when practicable, of defensive equipment for St. John's and Botwood; and the provision by the United States of defensive aircraft to operate from the bases which are to be leased by that country. These recommendations envisage prospective action which, except in the case of the increase of Canadian personnel, can take effect only after the lapse of

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considerable time. They will, of course, be made the subject of discussion between the Canadian Government or the United States Government and the Government of Newfoundland.

5. With regard to the defensive plan referred to in paragraph 3 above I am sure that the Canadian members of the Board would be glad to have the advice of appropriate representatives of the Newfoundland Government on the Newfoundland aspects of the draft now being prepared. I shall take steps to ascertain the views of Washington in this regard.

SECRETARY OF STATE FOR EXTERNAL AFFAIRS.

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A5 P.C. 5597

PRIVY COUNCIL
CANADA

C220933

AT THE GOVERNMENT HOUSE AT OTTAWA

THURSDAY, the 10th day of OCTOBER, 1940.

PRESENT:

HIS EXCELLENCY

THE GOVERNOR GENERAL IN COUNCIL:

His Excellency the Governor General in Council, on the recommendation of the Secretary of State for External Affairs, with the concurrence of the Minister of National Defence, the Minister of National Defence for Air, and the Minister of National Defence for Naval Services, is pleased to appoint and doth hereby appoint the following persons members of the Canadian Section of the Permanent Joint Board on Defence which was established pursuant to the Agreement reached between the Prime Minister of Canada and the President of the United States of America at Ogdensburg, New York, on the 17th of August, 1940; the said appointments to be effective from the 22nd day of August, 1940.

O. M. Biggar, Esquire, Chairman,

Brigadier Kenneth Stuart

Captain L. W. Murray

Air Commodore A. A. L. Cuffe

H. L. Keenleyside, Esquire, Secretary.

A. D. P. Heeney.

Clerk of the Privy Council.

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A5 P.C. 5597

C220940

PRIVY COUNCIL
CANADA

AT THE GOVERNMENT HOUSE AT OTTAWA

THURSDAY, the 10th day of OCTOBER, 1940.

PRESENT:

HIS EXCELLENCY

THE GOVERNOR GENERAL IN COUNCIL:

His Excellency the Governor General in Council, on the recommendation of the Secretary of State for External Affairs, with the concurrence of the Minister of National Defence, the Minister of National Defence for Air, and the Minister of National Defence for Naval Services, is pleased to appoint and doth hereby appoint the following persons members of the Canadian Section of the Permanent Joint Board on Defence which was established pursuant to the Agreement reached between the Prime Minister of Canada and the President of the United States of America at Ogdensburg, New York, on the 17th of August, 1940; the said appointments to be effective from the 22nd day of August, 1940.

O. M. Biggar, Esquire, Chairman,

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A. D. P. Heeney

Clerk of the Privy Council.

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A5

P.C. 5598

C220941

PRIVY COUNCIL

CANADA

AT THE GOVERNMENT HOUSE AT OTTAWA

THURSDAY, the 10th day of October, 1940.

PRESENT:

HIS EXCELLENCY

THE GOVERNOR GENERAL IN COUNCIL:

His Excellency the Governor General in Council, on the recommendation of the Secretary of State for External Affairs, concurred in by the Minister of National Defence, the Minister of National Defence for Air and the Minister of National Defence for Naval Services, is pleased to appoint and doth hereby appoint Lieutenant Colonel G. P. Vanier a member of the Canadian Section of the Permanent Joint Board on Defence which was established pursuant to the Agreement reached between the Prime Minister of Canada and the President of the United States of America at Ogdensburg, New York, on the 17th of August, 1940, his appointment to be effective from the 10th of October, 1940.

A. D. P. Heeney

Clerk of the Privy Council.

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A5 P.C. 5598 JDB

PRIVY COUNCIL
CANADA

C220942

AT THE GOVERNMENT HOUSE AT OTTAWA

THURSDAY, the 10th day of October, 1940.

PRESENT:

HIS EXCELLENCY

THE GOVERNOR GENERAL IN COUNCIL:

His Excellency the Governor General in Council, on the recommendation of the Secretary of State for External Affairs, concurred in by the Minister of National Defence, the Minister of National Defence for Air and the Minister of National Defence for Naval Services, is pleased to appoint and doth hereby appoint Lieutenant Colonel G. P. Vanier a member of the Canadian Section of the Permanent Joint Board on Defence which was established pursuant to the Agreement reached between the Prime Minister of Canada and the President of the United States of America at Ogdensburg, New York, on the 17th of August, 1940, his appointment to be effective from the 10th of October, 1940.

A. D. P. Heeney.

Clerk of the Privy Council.

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R

FJDB

C220943

SECRET

Ottawa, October 22nd, 1940.

MEMORANDUM FOR THE PRIME MINISTER:

Re: Permanent Joint Board on Defence

Attached is copy (No. 1) of the Journal of Discussions and Decisions covering the Board's meetings at Boston on October 2nd, 3rd and 4th, 1940, which I received today from the Secretary of the Canadian Section.

I presume that, in accordance with the decision of the Commitee on October the 1st, the Prime Minister will submit these Reports to the next meeting of the Cabinet War Committee, and that they will then be regarded as having been referred to the Defence Ministers and the Minister of Munitions and Supply, for subsequent recommendation as to appropriate action.

Copies of the Reports have today been sent to the four Ministers concerned.

A. D. P. H.

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COLOURED PAPER
PAPIER DE COULEUR

No.1

SECRET

C220944

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL

of

DISCUSSIONS AND DECISIONS

SIXTH MEETING OF THE BOARD, BOSTON, OCTOBER 2nd, 1940.

1. The Permanent Joint Board on Defence met at the United States Navy Yard in Boston at 10:45 a.m. on Wednesday, October 2, 1940. The following members participated:

Canadian Members	United States Members
Mr. O. M. Biggar,	The Hon. F. H. LaGuardia,
Brig. Kenneth Stuart,	Maj. Gen. S. D. Embick,
Capt. L. W. Murray,	Capt. H. W. Hill,
Air Commodore A.A.L. Cuffe,	Major Clayton Bissell, (vice Lt. Col. J.T. McNarney)
Mr. H. L. Keenleyside,	Mr. J. D. Hickerson.

2. General Embick informed the Board of the character and scope of the proposals relative to United States bases in Newfoundland that have been submitted by the Board of which Admiral Greenslade is the Chairman. He stated that it was the intention of the United States War Department to dispatch a garrison to Newfoundland as soon as arrangements could be made for its housing. This garrison would consist of a regiment less one battalion, reinforced by anti-aircraft and mobile artillery, and by appropriate service detachments.

3. Colonel Biggar brought up the question of the desire of the Newfoundland Government to be

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represented at the Halifax meeting of the Board by an observer or observers. After some discussion of this question the following telegram was approved and sent:

"The Governor,
St. John's, Newfoundland.

"Permanent Joint Board on Defence will meet in Halifax on Friday Fourth of October Stop At that meeting certain problems involving defence dispositions in Newfoundland will be discussed Stop The Board will be glad to have a representative of the Government of Newfoundland attend this meeting to advise Board while Newfoundland defence is under consideration Stop

Permanent Joint Board on Defence"

4. General Embick reported that arrangements had been worked out for direct exchange of information and co-operation between the United States and the Canadian Army and Navy Commanding Officers in the Seattle-Vancouver district for the purpose of facilitating the preparation of joint plans of defence. Such plans will on their completion be submitted to the Board for consideration.

5. The Board decided, in order that its future activities may be intelligently guided, that at each meeting precedence on the Agenda should be given to the receipt of reports from the Secretaries as to the approval or disapproval by the Governments of Canada and the United States of the recommendations previously made by the Board, and reports from the other members as to the progress made by the staffs concerned in the carrying out of such of these recommendations as have been approved.

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6. In pursuance of the foregoing decision the Service members presented summaries of the action already taken in their respective fields pursuant to previous approved recommendations of the Board. A digest of these summaries is attached as an appendix to this report.

7. The Canadian members raised the question of the desirability of the Board's submitting at an early date a report to the two Governments. It was suggested that this report should include a summary of the recommendations which the Board has submitted to the two Governments, with such additions as might be agreed upon by the Board at the present meeting; and that the details of operations should be left to the Service Departments of the two Governments. The Canadian members distributed a first draft of such a proposed first report and this draft was examined in detail.

8. At 4 p.m. the Board adjourned to take the boat to Yarmouth en route to Halifax.

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C220947

APPENDIX

REPORT FROM SERVICE MEMBERS OF PROGRESS MADE IN CARRYING OUT RECOMMENDATIONS OF THE BOARD

FIRST RECOMMENDATION

Full information has been and is being given by all Services.

SECOND RECOMMENDATION

Action by United States Navy

Steps have already been taken to implement the recommendations of the Greenslade Board.

Action by the United States Army

Preparations are being made for the despatch of a garrison to Newfoundland.

Action by the Canadian Navy

C (d)

Survey of districts being made in conjunction with military reconnaissance. Present indications appear to call for Anti-Submarine Net at Botwood, and an Anti-Torpedo Baffle at Saint John's. Estimates of a provisional nature are being prepared on those lines pending result of further survey.

Action by Canadian Army

C (a)

Approval granted to send an additional infantry battalion to Newfoundland. Hutments now under construction in Saint John's. One company of this battalion will proceed on or about 1st November, remainder of battalion

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on or about 7th December. Approval granted for the setting up in Saint John's of an H.Q. Canadian Troops in Newfoundland. This will consist of a Brigadier with an augmented brigade staff.

C (d)

Approval granted to install two 4.7 inch guns at Saint John's and two at Botwood. The pedestals for these guns are now under construction at Sydney. Installation of these guns should be complete by end of December. It is intended to install two 10-inch guns at Saint John's and two at Botwood when received from the United States.

Action taken by Canadian Air Force

1 Flight B.R. aircraft now patrolling from Newfoundland; 48 Patrol planes reduced to 36 - 12 to be accommodated by United States at leased Base. Site selected for 2 Squadrons. Site for third yet to be selected - depends upon site yet to be decided upon by R.C.N.

Flying off and parking space now available at Newfoundland airport and accommodation being erected for:

2 Squadrons of B.R. aircraft;

1 Squadron of Fighters; and

1 Flight of Target Towing aircraft.

THIRD RECOMMENDATION

Action by United States Army

The necessary provisions have been included in the Army plans for the reinforcement of the Maritime

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Provinces in an emergency.

Action by the Canadian Navy

D (a) These underwater defences are in process of being implemented as approved in the Defence of Canada plan. Halifax and Sydney are already in efficient state of defence; final touches depend on receipt of material and instruments from the United Kingdom. Shelburne and Gaspe have the material on order and though Gaspe will be delayed by winter conditions, at an early date Shelburne will progress throughout the winter and should be complete by end of this calendar year.

Action by the Canadian Army

D (b) Being carried out according to Defence of Canada plan. It is expected that three additional 9.2 inch guns for Halifax will be received in January and three 6-inch guns for Sydney at the same time. In addition, it is proposed to install two 10-inch guns at Shelburne and two at Gaspe when received from the United States.

E The concentration of 3 Divisions in the Maritimes will be completed by 1st November, 1940.

Action by Canadian Air Force

Survey under way for suitable sites for 48 Patrol planes and one site for 2 Squadrons virtually settled. Accommodation for a composite wing of 200 planes will be provided by J.A.T.P. aerodromes now being developed and 2 more sites now being surveyed.

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Understand J.A.T.P. would evacuate in an emergency necessitating the arrival of United States aircraft.

FOURTH RECOMMENDATION

Action by United States Navy

6 United States destroyers already delivered. Action initiated for early delivery of first 6 Patrol planes during winter of 1940-1941.

Action by United States Army

Canadian representatives have been advised as to the kind and quantities of armaments now available for transfer.

Action by the Canadian Army

The following has been asked for from the United States:

(a) 8 - 10-inch guns) about to be
(b) 36 - 3-inch A.A. guns) inspected.
(c) 12 - 50 calibre A.A. Machine Guns
(d) 120,000 - rounds of ammunition for (C)
(e) 36,000 - rounds of ammunition for (b)
(f) 2,000 - rounds of ammunition for (a)

Action by Canadian Air Force

No aircraft yet received, and no definite date set for delivery;

Promised:

2 Patrol planes in October, 1940.

4 more before Spring of 1941.

15 P. 36 promised to be released as soon as possible. No date set for delivery.

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FIFTH RECOMMENDATION

Action by United States Navy

A Naval communication circuit is being established between Washington and Ottawa.

Action by United States Army

Studies are being undertaken with a view to the betterment and increase of communications between the two countries.

Action by Canadian Air Force

Railways, water transport and roads - agreed to be looked after by the Army. Air transport and communications as stated in the Plan - but final recommendations cannot be made until the position of the United States staging site has been established - which is dependent upon further negotiation and survey by the United States.

SIXTH RECOMMENDATION

Action by United States Navy

Necessary steps have been taken.

Action by the Canadian Army

A partial exchange of information has already been made and this will be continued.

SEVENTH RECOMMENDATION

Action by United States Navy

The United States Navy operating plans of joint defence are in a state of active preparation.

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Action by Canadian Army

Second draft of the basic plan has been produced.

Action by Canadian Air Force

Second draft of the basic plan has been produced.

EIGHTH RECOMMENDATION

No.action taken.

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No. 1.

SECRET

C220953

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL

of

DISCUSSIONS AND DECISIONS

SEVENTH MEETING OF THE BOARD, HALIFAX, OCTOBER 3rd, 1940.

1. The Permanent Joint Board on Defence met in Colonel Biggar's suite at the Nova Scotian Hotel at 8:45 p.m., Thursday, October 3, 1940. The following members participated:

Canadian Members	United States Members
Mr. O. M. Biggar,	The Hon. F. H. LaGuardia,
Brig. Kenneth Stuart,	Maj.Gen. S. D. Embick,
Capt. L. W. Murray,	Capt. H. W. Hill,
Air Commodore A.A.L. Cuffe,	Major Clayton Bissell, (vice Lt.Col. J.T. McNarney)
Mr. H. L. Keenleyside,	Mr. J. D. Hickerson.

2. The Board took up at once the consideration of the draft first report. The Board adjourned at 10:30 p.m. to permit the Service members to carry forward a discussion of detailed plans of operation to be correlated with the report.

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No. 1

SECRET

PERMANENT JOINT BOARD ON DEFENCE

C220954

JOURNAL

of

DISCUSSIONS AND DECISIONS

EIGHTH MEETING OF THE BOARD, HALIFAX, OCTOBER 4th, 1940.

1. The Permanent Joint Board on Defence met in Province House, Halifax, Nova Scotia, at 9:30 a.m. October 4, 1940. The following members participated:

Canadian Members	United States Members
Mr. O. M. Biggar,	The Hon. F. H. LaGuardia,
Brig. Kenneth Stuart,	Maj.Gen. S. D. Embick,
Capt. L. W. Murray,	Capt. H. W. Hill,
Air Commodore A.A.L. Cuffe,	Major Clayton Bissell, (vice Lt.-Col. J.T. McNarney)
Mr. H. L. Keenleyside,	Mr. J. D. Hickerson.

2. The Board recessed until 11:45 a.m. to permit the Service members to continue their work on detailed plans of operation.

3. At 11:45 a.m. the Board resumed its meeting with Mr. Emerson, Commissioner of Justice and Defence, and Mr. Penson, Commissioner of Finance, both of the Newfoundland Government, present as observers pursuant to the Board's telegram to His Excellency, the Governor of Newfoundland, on October 2.

4. Colonel Biggar explained to Messrs. Emerson and Penson the nature of the Board's work and its recommendations in regard to a defence of Newfoundland, and these matters were discussed in some detail with the Newfoundland observers.

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5. Mr. Emerson discussed the contributions which Newfoundland itself could make to its defence. He said that there had been a large number of Newfoundlanders enlist in the British forces and some in the Canadian armed forces, but that the Newfoundland Government could not, in view of its budgetary position, maintain a larger force than 500 infantry troops, the number now being maintained in the Island. He said that 150 of these 500 troops would be stationed as guards at a prison camp which the Newfoundland Government had commenced to construct to house 1000 captured German airmen whom the British Government had requested Newfoundland to receive and imprison for the duration of the war. The members of the Board learned of this proposal with considerable surprise and apprehension, and later in the meeting when the Newfoundland observers were not present, drafted the following as the Ninth Recommendation of the Board:

> "The Board learned from Messrs. Emerson and Penson that the Government of the United Kingdom is now arranging to send approximately one thousand captured German airmen to Newfoundland for imprisonment there and that the Newfoundland Government is now beginning the construction of barracks for this purpose about five miles inland from the shore of Conception Bay.
>
> "The Board feels strongly that the incarceration of German prisoners in Newfoundland would present a serious military hazard which might jeopardize the Defence Scheme for Newfoundland which the Board is now preparing and thus menace the safety of Canada and the United States.
>
> "In these circumstances, the Board earnestly recommends to the Canadian Government that discussions be initiated with the

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Governments of Newfoundland and the United Kingdom with a view to bringing about an alteration in this plan by the diversion of these German prisoners to some less dangerous destination.*

6. While Messrs. Emerson and Penson were present there was an extended discussion of the Greenslade report concerning the proposed U. S. bases in Newfoundland. The United States members of the Board agreed to urge upon the appropriate officers in Washington that the terms of the lease be concluded with the maximum expedition.

7. The Board approved the draft First Report to the two Governments, a copy of which is annexed.

8. After agreeing to hold the next meeting of the Board on the West Coast, starting at San Francisco on November 11, and visiting Portland, Seattle, Victoria and Vancouver, the Board adjourned at 4 p.m.

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PERMANENT JOINT BOARD ON DEFENCE

FIRST REPORT

1. The Board has met on three occasions, namely (a) at Ottawa on August 26th, and 27th; (b) at Washington on September 9th, 10th and 11th; and (c) at Boston and Halifax on the 2nd, 3rd and 4th of October, 1940.

2. At the first of these meetings the Board made recommendations as to -

(a) The exchange of information.

(b) The strengthening of the forces in Newfoundland.

(c) Certain steps to be taken in respect to the direct defence of the Maritime Provinces.

(d) The allotment of materiel.

(e) Communications.

(f) The collection of information as to facilities for production.

(g) The preparation of a detailed plan for the defence of North America.

Such of the foregoing recommendations as relate to dispositions for defence still to be made are incorporated in the appropriate place in this report.

3. In the interval between the first and second meeting of the Board, announcement was made of the arrangement between the Governments of Great Britain and the United States for the establishment by the United States of bases in Newfoundland, the Bermudas, the Caribbean Area. In the interval between the second and third, the tripartite arrangement between Germany, Italy and Japan was announced.

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C220958

4. The present report is directed to indicating the allotment of responsibility as between Canada and the United States for the direct defence of North America so far as that defence may require joint or concerted operations by the two countries and also the steps which should be taken by the two Governments in advance of such joint or concerted operations.

5. In order that joint or concerted operations may be promptly and effectively proceeded with when they become necessary and are ordered to be taken, the Board recommends that each Government should independently, and as soon as possible, take the following steps.

EAST COAST

CANADA

(a) Provide facilities in Newfoundland for the operation of United States aircraft in numbers as follows:

  (i) A minimum of three squadrons of patrol planes (36 planes).

  (ii) A minimum of 73 land planes.

(b) Provide radio and other facilities at Sydney and Newfoundland Airports, for land plane staging.

(c) If physically possible, provide a fighter aerodrome near St. John's.

(d) Complete defences for the port of St. John's and for Botwood.

(e) Complete the harbour defences (including underwater defences) at Halifax, Sydney, Gaspe and Shelburne.

(f) Expand the aircraft operating facilities in the Maritime Provinces, so as to provide for the operation of United States aircraft in numbers as follows:

  (i) Four squadrons of patrol planes (48 planes).

  '(ii) One composite wing of approximately 200 planes.

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UNITED STATES

(g) Select and complete a base or bases in Newfoundland sufficient to permit the operation of at least one squadron of patrol planes (12 planes).

(h) Provide staging facilities in Newfoundland for short range aircraft between Sydney and the Newfoundland Airport, these to include radio facilities.

(i) Develop airways and other transportation facilities in New England so as to permit the rapid reinforcement of the Canadian Forces in the Maritime Provinces.

(j) Provide ground, anti-aircraft and harbour defences of United States bases in Newfoundland.

WEST COAST

CANADA

(k) Develop air staging facilities for aircraft en route between Alaska and the Continental United States.

(l) Complete the highway from Terrace to Prince Rupert.

(m) Complete the harbour defences at Prince Rupert, Vancouver and Esquimalt-Victoria, including underwater defences at Esquimalt and Prince Rupert.

(n) If a suitable area can be found, provide an aerodrome at the north end of Vancouver Island so as to permit the operation of defending aircraft therefrom.

UNITED STATES

(o) Complete army bases at Anchorage and Fairbanks, Alaska.

(p) Complete land plane bases at Ketchikan, Yakutak, Cordova, Anchorage, Bethel, Nome and Fairbanks.

(q) Complete the naval stations (including fixed defences) at Sitka, Kodiak, and Dutch Harbour.

(r) Complete airways between Ketchikan and Dutch Harbour and between Nome and Bethel.

(s) Provide coast defences in the Juan de Fuca Straits so as to tie in with the Canadian fixed defences at Esquimalt.

(t) Complete aircraft operating facilities at Seattle, Aberdeen, Bellingham, Everett, Olympia, Spokane County, Port Angeles and Tongue Point.

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6. In addition to the foregoing, the Board recommends that:

(a) The appropriate civil and military authorities in the two countries make and put into immediate effect reciprocal arrangements for the prompt and continuous exchange of all necessary meteorological information collected by any of them.

(b) The aircraft detection organizations of the two countries on the east coast and on the west coast, respectively, make and put into immediate effect reciprocal arrangements for co-operation between them in their respective areas.

(c) The Governments of Canada and the United States bring about an arrangement to simplify the procedure in connection with the travel of public vessels and service aircraft of the two countries, to include provision for the following:

(1) Passage, upon local notification, of United States public vessels through Canadian Waters and United States service aircraft over Canadian territory while en route between United States ports and Alaska or United States bases in Newfoundland.

(2) Visits of public vessels and service aircraft of either of the two countries to ports of the other country, upon local notification, when engaged on matters connected with the joint defence of Canada and the United States.

(3) Upon local notification, flights of Canadian service aircraft over that part of the State of Maine which lies along the route between Quebec and the Maritime Provinces when such flights are on matters pertaining to the joint defence of Canada and the United States.

(4) Upon local notification, flights of U.S. Service aircraft between points in the United States over the Ontario peninsula including the prohibited area.

7. The Board recommends that, when joint or concerted operations are directed by the two governments to be undertaken, the responsibilities to be allocated to each country and to be discharged by each through its appropriate land, sea and air forces, should be as follows:

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EAST COAST OPERATIONS

CANADA

(a) To exercise initial control of Canadian, British and friendly shipping on the Atlantic and to inform the United States immediately of the location and routes of all important units.

(b) To undertake the initial ground, anti-aircraft, coast and air defence of Newfoundland and its harbours, except insofar as the United States may be in a position to participate in such initial defence.

(c) To provide for the surface and air patrol of Belle Isle Strait and the initial security of the sea communications between the mainland and Newfoundland.

(d) To provide initial air patrol over other sea approaches to Newfoundland.

(e) To provide for the ground, anti-aircraft and coast defence of the Maritime Provinces and the Gaspe Peninsula and the initial air defence of these areas.

(f) To provide for the naval and air defence of:

(i) Gaspe and Maritime Province Harbours;

(ii) The Gulf of St. Lawrence to the line Sydney-Port aux Basques;

(iii) The Bay of Fundy to the line United States-Canadian Border to Yarmouth; and

(iv) The sea area within a thirty mile radius from the entrance to Sydney, Halifax, Shelburne, St. John's, Botwood and any other naval bases operated by Canada.

(g) Provide facilities in aid of the movement, by water, of United States forces from the Maritime Provinces to Newfoundland.

UNITED STATES

(h) To augment its forces in Newfoundland to one reinforced division and a composite air group (73 planes).

(i) To establish off-shore surface and air patrols to seaward of waters to be patrolled by Canada also in-shore patrols of Placentia Bay.

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(j) To control shipping in areas patrolled by the United States.

(k) To augment the mobile ground and air defence of the Maritime Provinces in the event of a major attack.

WEST COAST OPERATIONS

CANADA

(l) To provide for the initial ground, anti-aircraft, coast and air defence of British Columbia.

(m) To provide for the naval defence of Esquimalt-Victoria, Vancouver and Prince Rupert.

(n) To provide naval and air defence for British Columbia coastal waters and naval patrols for such parts of these waters as are enclosed by a line drawn from the Canada-Alaska boundary to Cape Muzon - thence to 3 miles west of Langara - thence 3 miles off the west coast of the Queen Charlotte Islands to Cape St. James - thence to Cape Scott - thence 3 miles off the west coast of Vancouver Island to the meridian of Race Rocks - thence to a position 48°20' north 123° west - and thence north along the meridian of 123° west to the shore line in Boundary Bay.

(o) To control shipping in the area in which Canada provides surface patrols.

(p) To concentrate land forces in British Columbia for the initial support of United States garrisons in Alaska, including air support for these, if required.

(q) To provide facilities in aid of the movement by water and air of United States forces to Alaska, including the provision of staging facilities for seaplanes.

UNITED STATES

(r) To provide forces necessary for the defence of Alaska.

(s) To provide for off-shore surface and air patrols to cover the sea approaches to south-eastern Alaska, British Columbia, Washington and Oregon, and for protection of shipping in the Gulf of Alaska.

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(t) To control shipping in the area patrolled by United States forces.

(u) To provide a mobile reserve of at least one division, with necessary aircraft, for co-operation with Canadian and United States coast defence forces in the British Columbia-Puget Sound region.

- - - - - - - - - - - - -

The foregoing report was approved by the Board at its meeting in Halifax on the 4th of October, 1940. A duplicate is being presented to the President of the United States by the Chairman of the United States Section of the Board.

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MEMORANDUM

Office of the Clerk of the Privy Council

Ottawa, November 1st, 1940

For Mr. Gibson

To be noted for the Prime Minister's confidential fyle re Permanent Joint Board on Defence.

A.D.P.H.

A.D.P.H.

Please make correction

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ERRATUM

On page 3 of the Progress Reports which accompanied the Journal for the Sixth Meeting on the 2nd of October, Paragraph E should read:

"The concentration of the Third Division of the Maritimes will be completed by the 1st November, 1940."

H. L. Keenleyside

Secretary, Canadian Section,
Permanent Joint Board on Defence.

31st October, 1940.

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b/c
resumé re
U.S.S. ✓
Memo
Nov. 1/40
JDB

3(c) ODS/AH

November 4th, 1940.

file JDB

C220966

MR. HEENEY.

23rd Oct.
24th Sept.
18th Sept.

I enclose copy of correspondence between Redfern and Keenleyside on the subjedt of Joint Board documents. You will note Mr. King has marked it for War Committee. He also asked me to speak to him about it but I have not yet had an opportunity to do so.

ODS.

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Government House
Ottawa.

C220967

23rd October,1940.

Dear Dr.Keenleyside,

I should be grateful if you could let me have copies of the Journal of the Permanent Joint Board on Defence for retention and not for return. The reason is that references are sometimes made to minutes of previous meetings and I am unable to explain these to the Governor General unless I have the minutes referred to.

For example, the Appendix sent me under cover of your letter of October 22nd refers to the Recommendations contained in minutes which I have already returned to you and I cannot, therefore, submit this to His Excellency until I have the minutes in question.

Would you, therefore, be good enough to send them to me?

I notice also that reference is made to "The Defence of Canada Plan". Would you kindly send me a copy of this plan as, so far as I am aware, it has not been sent by the Commander-in-Chief?

Yours sincerely,

A.S. REDFERN

Dr.H.L. Keenleyside,

East Block,

Ottawa.

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Department of External Affairs C220968

24th September, 1940.

REGISTERED MAIL

Dear Sir Shuldham:

In response to your request of the 18th of September, I am sending herewith copies (No.8) of the Journal of the Permanent Joint Board on Defence up to date.

I shall be grateful if, when His Excellency has had an opportunity of examining these reports, you will return them to me by registered post.

You will, of course, take the necessary steps to see that these documents are neither reproduced nor allowed to come into the hands of unauthorized persons.

Yours sincerely,

H.L. KEENLEYSIDE

Secretary, Canadian Section,
Permanent Joint Board on Defence.

Sir Shuldham Redfern, K.C.V.O.,
Secretary to the Governor General
The Citadel,
Quebec City.

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C220963

The Citadel
Quebec.

September 18th,1940.

Office of the Secretary
to the Governor-General.

Dear Doctor Keenleyside,

I should be grateful if you could send me, for the information of the Governor General, copies of all Minutes of the Meetings of the Canada-United States Permanent Committee on Defence.

Yours sincerely,

A.S. REDFERN

Dr.H.L. Keenleyside,
Parliament Buildings,
Ottawa,Ont.

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No. 1.

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C220970

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL

of

DISCUSSIONS AND DECISIONS

NINTH MEETING OF THE BOARD, SAN FRANCISCO, NOVEMBER 13th, 1940.

1. The Permanent Joint Board on Defence met in the Presidio at San Francisco, California, at 9:00 a.m. November 13, 1940. The following members participated:

Canadian Members	United States Members
Mr. O. M. Biggar,	The Hon. F. H. LaGuardia,
Lt.-Col. George P. Vanier,	Major-Gen. S. D. Embick,
Brig. Kenneth Stuart,	Capt. H. W. Hill,
Capt. L. W. Murray,	Commander Forrest P. Sherman,
Air Commodore A.A.L. Cuffe,	Major Clayton Bissell,
Mr. H. L. Keenleyside.	Mr. J. D. Hickerson.

2. Mr. Biggar read to the Board the telegrams exchanged between the Canadian Government, the United Kingdom Government, and the Newfoundland authorities in regard to the proposed establishment of an internment camp in Newfoundland for German prisoners. This matter was the subject of the Board's Ninth Recommendation, approved at Halifax on the 4th of October, 1940. From these telegrams it was apparent that the United Kingdom authorities proposed that the establishment of the camp in Newfoundland go forward, but that it be used to house 1,000 captured German merchant seamen rather than 1,000

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captured German airmen, as originally contemplated. Mr. Biggar explained that the Canadian Government would be glad to have an expression of the Board's opinion on this matter before replying to the last telegrams on this subject from the United Kingdom and Newfoundland authorities.

After a discussion of the question the Board reached the unanimous conclusion that the establishment of any internment camp in Newfoundland would create an unnecessary and dangerous hazard. Accordingly, the following telegram was drafted and sent from Victoria, B. C., on November 14th, 1940:

"Dr. O. D. Skelton,
Under Secretary of State for External Affairs,
Ottawa, Canada.

"The Permanent Joint Board on Defence hopes that the Canadian Government will be willing to send a telegram in approximately the following terms to the Government of Newfoundland and to Secretary of State for Dominion Affairs. Begins:

"With reference to your telegram of the eighth of November one nine four naught number five nine regarding internees in Newfoundland:

"The whole situation has been reviewed by the Permanent Joint Board on Defence during its current sessions; Full and sympathetic consideration has been given to the views expressed in your telegram under reference and in previous communications.

"While regretting the expenditure which has been involved, it is the view of the Board that the establishment of any internment camp in Newfoundland would create an unnecessary and dangerous hazard. Ends.

"The Canadian Section of the Board hope that the Canadian Government will be prepared to

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add the following paragraph to the draft telegram set forth above. Begins:

"As its contribution to the solution of the problem the Canadian Government is prepared to accept one thousand airmen prisoners in addition to those persons who have already been sent for internment to Canada. Ends.

H. L. Keenleyside"

3. Lieut.-General John L. DeWitt, Commanding General of the Fourth Army, and Rear Admiral A. J. Hepburn, Commandant, Twelfth Naval District, were received by the Board to discuss informally the defence plans which have been formulated by the Board, with particular reference to West Coast defences.

4. At 11:00 a.m. the Board adjourned to take the plane for Seattle en route to Victoria.

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL

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DISCUSSIONS AND DECISIONS

TENTH MEETING OF THE BOARD, VICTORIA, November 14th, 1940.

1. The Permanent Joint Board on Defence met in the Executive Council Room of the British Columbia Legislative Building at 9:00 a.m. November 14th, 1940. All of the members of both Sections of the Board participated in the meeting.

2. Mayor LaGuardia raised the question of the leases for the proposed United States bases in Newfoundland and Bermuda and, owing to the importance of these bases to the joint defence of Canada and the United States, expressed regret that these leases had not yet been signed. He stated that he did not know where the difficulty lay, but suggested that the Board consider any steps which it might appropriately take to expedite this matter. It was the sense of the Board that this matter should be settled at the earliest possible moment, and that the Chairmen of the two Sections of the Board should bring this view to the attention of their Governments.

3. The Canadian Army, Navy and Air Commanders in the Victoria area conferred with the Board on joint defence matters.

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4. Prime Minister Pattullo of the Province of British Columbia then appeared before the Board to welcome the Board to British Columbia and to offer all the facilities at the disposal of his Government. He discussed briefly the desirability of a road across British Columbia from the United States to Alaska. Later he introduced his Ministers to the Board.

5. Mayor LaGuardia inquired whether, in the view of the Service members of the Board, the railroad in Newfoundland could be said to be of importance to the defence of Newfoundland, and it was the sense of the Service members of the Board that the road was of importance to the defence of Newfoundland, Canada and the United States.

6. Commander Sherman made the following statement relative to the delivery of patrol planes:

> "On September 14th, 1940, a memorandum was furnished the Chief of Naval Operations and the Chief of the Bureau of Aeronautics recommending that the delivery schedule of PB seaplanes be rearranged to provide deliveries to Canada of two planes per month in January, February, and March, 1941, and of six more at a rate of one or two per month during the following summer. This proposal was approved by both officers. At this time deliveries were scheduled in the approximate proportion of two for the U.S. and one for Great Britain.
>
> "About the 16th October the Chairman of the United States Section sent a written recommendation to the President of the United States that, upon receipt of such a request from the Canadian Government, the delivery schedule be rearranged as proposed above. To date, so far as is known, no such request has been received by the United States Government.

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"Meanwhile the schedule has been rearranged and gives the British Empire 88 of the first 170 PBY5 seaplanes produced, the United States meanwhile receiving only 82. The 88 mentioned above include part of 12 for Australia delivered one a month for 12 months. In view of the urgent need for patrol planes in the United States Fleet it is not probable that further concessions with respect to patrol plane deliveries can be made by the United States."

The Board, after considering the above information, the necessity for the readiness of Canada to patrol the seaward approaches to Newfoundland and Canada in the spring of 1941, the necessity for expansion of patrol plane operating facilities in Newfoundland and in the Maritime Provinces, and other factors connected with the joint defence problem, agreed that the need for delivery to Canada of a squadron of 12 patrol planes at the earliest practicable date remains acute.

7. The Board then proceeded with a discussion of the details of the air staging facilities to be developed for aircraft en route between the United States, Canada and Alaska in accordance with the recommendation adopted at the second meeting of the Board and submitted in Paragraph 8 (d) of the First Report. This recommendation was made in general terms to meet well known requirements. Since that time it has been possible for the Aviation Members to make a more detailed study of the considerations involved and to obtain the benefit of detailed reconnaissances made by the Canadian Government and of studies made by the United States Government. Squadron Leader A.D. McLean appeared before

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the Board and summarized the data which is now available in the Canadian Department of Transport including the results of recently completed reconnaissances and estimates of the probable extent and cost of the development required. After due consideration of the problem the Board adopted the following as its

Tenth Recommendation:

> "The Board recommends that, to implement the recommendation contained in its first report to the respective governments regarding the development of air staging facilities across Western Canada between the United States and Alaska, suitable landing fields, complete with emergency lighting, radio aids, meteorological equipment and limited housing for weather, communication, and transient personnel be provided at the earliest possible date by Canada at Grand Prairie, Fort St. John, Fort Nelson, Watson Lake, Whitehorse, Prince George and Smithers.
>
> "This development will provide means for rapid movement of light bombers and fighter aircraft into Canada, into Central Alaska via Whitehorse, and into the Ketchikan - Prince Rupert area via Smithers and is considered essential to the defence of Western Canada, Alaska and the United States. Such means are vital to the effective use in joint continental defence of both the rapidly expanding air forces of the United States and the extension of air operating facilities in Alaska."

8. Mr. Biggar announced that the Canadian Government had approved the Board's First Report except for the recommendation for the completion of the Canadian highway from Terrace to Prince Rupert; on this recommendation, he pointed out, further information had been requested by the Canadian Government of the Canadian Section of the Board, and this information had been furnished to the Government for its further consideration of the matter.

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9. The progress reports of the Service Members of the Board on the action taken by their departments on the recommendations of the Board were read and discussed at some length. #

10. The meeting adjourned at 7:00 p.m.

These reports are attached as appendices to this section of the Journal.

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APPENDIX

REPORT FROM SERVICE MEMBERS OF PROGRESS MADE IN CARRYING OUT RECOMMENDATIONS OF THE BOARD.

FIRST RECOMMENDATION

Exchange of information continues satisfactorily.

SECOND RECOMMENDATION

Action by United States Navy

Since the last meeting of the Board, the U.S.S. BOWDITCH, survey vessel, proceeded to Argentia Bay, Newfoundland, and will complete this week the hydrographic survey of that area, together with certain topographic survey incident to the construction problem. Two P.B.Y. patrol planes were stationed at Argentia during this period to assist in this task.

Action by United States Army

Elements of initial ground garrison have been selected and informed of their prospective departure on December 1. Steamer AMERICA is in dry dock being refitted to house this garrison until quarters can be completed on shore. The British Government has been asked to authorize such use of the AMERICA in St. John's harbour. Such authority has not yet been given and no information has been received relative to accomplishment of leases. Air Corps and Engineer officers made preliminary surveys for staging field and selected a site near Stephenville. Notes and bounds are being surveyed. The lease as drawn includes the staging field.

Provision for group of Army aeroplanes has been included in Army plans.

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Action by the Canadian Navy

Item C(d). Underwater Defences of St. John's and Botwood are still in the survey and estimating stage. Examination Service is being established at St. John's commencing tomorrow, 15th November. Unless some serious action is taken by the enemy in the meantime, Examination Service will not be established at Botwood until the season opens in the spring of 1941. Investigation is being made into the matter of an operating base farther north in the Strait of Belle Isle vicinity and, as only light naval craft are to be accommodated and no mercantile shipping, it is now intended to base the ships operating in the Belle Isle Strait area on a mobile base ship which can shift, as required, from one bay to another thereby avoiding the extremely complicated defences of any one particular harbour with the attendant disadvantages of being tied to one harbour only.

Action by the Canadian Army

(a) The newly appointed Commanding Officer, Canadian Troops in Newfoundland, has now taken up his duties.

(b) The accommodation for the Canadian Garrison in St. John's will be completed by 1st December. Elements of one Infantry Battalion have already arrived in St. John's.

(c) Sites for the 4.7" and 10" armaments at St. John's and Botwood have been tentatively selected and survey parties are now completing their work.

Action by the Canadian Air Force

After discussion with Captain Hill, U.S.N., and Captain Murray, R.C.N., it was decided to provide accommodation for 36 patrol planes at Botwood instead of 24 at Botwood and 12 at Canada Bay. The Department of Transport has been requested to survey this site

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and make an estimate of cost preparatory to proceeding with the necessary work when the respective Governments have ratified the Basic Plan.

Accommodation for two squadrons of B.R. aircraft, one squadron of fighters and one flight of target towing aircraft is proceeding satisfactorily at Newfoundland Airport.

A detailed survey is now under way of an aerodrome site at Tor Bay about four miles north of St. John's, Newfoundland.

Investigations are being made by Eastern Air Command regarding the laying down of moorings and providing limited sub-base facilities at Canada Bay, three points along the Labrador Coast and one on Resolution Island, Baffin Land.

THIRD RECOMMENDATION

Action by United States Army

Provision for prompt reinforcement by ground and air of Maritime Provinces has been included in Army plans.

Action by the Canadian Navy

Item D(a). Naval Defences of Shelburne are already sufficiently advanced to be completed by end of calendar year if emergency required it, but with winter conditions making enemy action less probable attention is being directed to other more urgent work which will delay completion of Shelburne until about end of January. Gaspe will be in such a state of preparedness before the freeze up that it can be completed by about third week of May, 1941, that is about four weeks after the ice clears in the spring.

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Action by the Canadian Air Force

Two suitable sites have been obtained for the operation of 48 patrol planes, one at Halifax and one at Shelburne. Facilities already exist at Halifax for the operation of one seaplane squadron and arrangements will be proceeded with for the additional squadron when the Basic Plan has been ratified by both Governments. The Department of Transport has been requested to survey layout and give costs for the erection of facilities for two boat squadrons at Shelburne.

The development of J.A.T.P. aerodromes is progressing satisfactorily. The extension of runways to 5,000 ft. is under way at four aerodromes in Nova Scotia. One of these is well on towards completion. Tentative sites for two other aerodromes in Nova Scotia have been located and preliminary surveys are under way. Estimates have been requested for the extension of runways to 5,000 ft. at aerodromes in New Brunswick and Prince Edward Island, namely, Penfield, Chatham, Summerside and Mount Joli, P.Q.

FOURTH RECOMMENDATION

Action by United States Navy

The Chairman of the United States Section has addressed a letter to the President of the United States recommending favourable action on the anticipated

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request from Canada for early deliveries of P.B.Y. seaplanes. Memoranda on the same subject have been furnished to the Chief of Naval Operations and the Chief of the Bureau of Aeronautics and have received their approval. To date, so far as is known, no such request has been received by the United States Government.

Action by United States Army

Action is being expedited to make available to Canada the harbour defence and anti-aircraft materiel requested by the Canadian Government.

Action by the Canadian Army

(a) All preliminary arrangements have been completed with regard to the provision of eight 10" guns and ammunition. It is not proposed to ask that these guns be dismantled until such time as emplacements in Canada are ready for them.

(b) The thirty-six 3" A.A. guns referred to in the last Progress Report have been inspected and are considered to be practically useless for defence against modern highspeed aircraft. In addition, no

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ammunition for these guns is obtainable at the present time. The request for this equipment has, therefore, been cancelled.

(c) The 50-calibre A.A. machine guns have been ordered and the U.S. War Department, as per agreement with General Embick, has been asked to arrange priority of delivery both in respect to the guns and the ammunition for same.

FIFTH RECOMMENDATION

Action by United States Army

Draft of formal exchange of notes on commercial airlines was sent informally by the U.S. State Department to the Canadian Minister on November 4, 1940. Expeditious action was promised. Forty landing fields in New England, 25 in the Pacific Northwest, and 23 in Alaska are included in the CAA airports, being surveyed for the CAA development programme.

Action by the Canadian Army

Conversations have taken place both in Washington and in Ottawa between representatives of U.S. and Canadian Signal Corps.

Action by the Canadian Air Force

The Department of Transport has been requested to provide plans and estimates for the establishment of beam stations at Sydney and Newfoundland and the

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appropriate radio facilities. Arrangements have been discussed for a U.S. Army Air Corps Signals Officer to visit Ottawa to discuss air communications between the Maritimes and the United States.

No definite information yet received regarding the position of the U.S. staging site in south west Newfoundland.

SIXTH RECOMMENDATION

Action by United States Army

No data has been requested by the Canadian members. The United States is prepared to supply promptly any pertinent information requested.

Action by the Canadian Army

A partial exchange of information has already been made and this will be continued.

SEVENTH RECOMMENDATION

Action by United States Navy

The U.S. Navy members have completed a first draft of a Basic Operating Plan to support the Joint Defence Plan.

Action by United States Army

U.S. Army operating plans for joint defence are in course of preparation.

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Action by the Canadian Navy

Draft operational plan has been prepared.

Action by the Canadian Army

The Joint Basic Plan has been completed. The necessary extracts from this Plan have now been forwarded to the General Officers Commanding our Atlantic and Pacific Commands. Army Operational Plans on both Coasts have already been put into effect.

Action by the Canadian Air Force

The third draft of the Basic Plan has been reproduced.

EIGHTH RECOMMENDATION

Action by United States Navy

(See Second Recommendation).

Action by United States Army

Action suspended pending accomplishment of leases.

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No 1.

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PERMANENT JOINT BOARD ON DEFENCE

JOURNAL

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DISCUSSIONS AND DECISIONS

ELEVENTH MEETING OF THE BOARD, VANCOUVER, November 15th, 1940.

1. The Permanent Joint Board on Defence met in the City Hall at Vancouver, British Columbia, at 10:00 a.m., November 15th, 1940. All members of both Sections of the Board participated.

2. There was an extended discussion of the value of the proposed highway to Alaska from the standpoint of joint defence. Consideration was given to the report of the Alaska Highway Commission, to the views of the Service Members of the Board, and to previous studies made in the Service Departments of the two countries.

The Board concluded that the question of undertaking construction of the road at the present time is one which must be determined quite independently of the value of the road from the point of view of joint defence and accordingly decided not to make any recommendation on the subject. It was the unanimous opinion of the Board that the military value of roads following either of the routes considered by the British Columbia-Yukon-Alaska Highway Commission would be negligible.

3. The First Report of the Board recommended the construction of an aerodrome at the north end of

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Vancouver Island, provided a suitable site could be found. (It is reported that a suitable site has been found.) The United States is constructing a considerable number of aerodromes in the Olympic Peninsula. The Board, in these circumstances, adopted the following as its Eleventh Recommendation:

> "The Board now recommends that another aerodrome be constructed at Ucluelet for the following purposes:-
>
> (a) To extend the operational ranges and areas of fighter aircraft and provide more advanced defence to our vulnerable positions.
>
> (b) To provide bomber and fighter support to the north aerodromes and towards the Queen Charlotte Islands and the West Coast up towards Prince Rupert.
>
> (c) To provide an alternative landing place for bombers and fighters in a very variable weather area."

4. There was an extended discussion of the question of supplies of strategic, critical and essential materials in the United States and Canada. It was agreed that it would be desirable for the two Sections of the Board to confer with the appropriate authorities of their respective Governments in regard to the situation with respect to strategic, critical and essential materials in each country. The purpose of each of the Sections looking into this situation is to enable the Board to discuss at its next meeting the question of whether it might not be desirable for the Board to make a recommendation looking to coordination of the policies of the two countries to

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guard against duplication of stocks and competitive bidding for such materials.

5. There was a general discussion of the question of coordination of production of war material in the two countries. This discussion, although general in nature and without definite conclusions, indicated that it may be necessary at some future date for the Board to go fully into this question. It was agreed that this whole field presents numerous questions of extreme importance to both countries, and that the Board might well expect to have to deal comprehensively with this question at some time in the future.

6. After agreeing to hold the next meeting of the Board in New York, at 10:30 a.m. on the 16th of December, 1940, the meeting adjourned at 4:30 p.m.

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HLK/JG, 28th November, 1940.

C220989

MR. CHURCH'S STATEMENT REGARDING PUBLICATION OF MATERIAL CONCERNING THE JOINT DEFENCE OF CANADA AND THE UNITED STATES

It is not altogether clear as to what the Honourable member is referring to in his observation following the Prime Minister's statement yesterday. However, it can be said that nothing official on the subject of the joint defence of Canada and the United States, including the statement issued at Ogdensburg by the Prime Minister and the President, and the work of the Permanent Joint Board on Defence, has been published in Washington that has not also been published in Ottawa.

It is possible that the Honourable member is referring to the publicity that has been given in the United States to the agreement reached between the United Kingdom and the United States, in regard to the acquirement by the latter of bases in this hemisphere in Newfoundland and British Colonial possessions. This, while it is a subject in which Canada is interested, is of course a matter which primarily concerns London and Washington, and any information regarding it should properly emanate from those cities. In this connection it might be well to reiterate what was said yesterday, that it has never been suggested or contemplated that the United States should lease bases in Canadian territory or that Canada should lease bases in the United States.

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Hansard
November 27, 1940
Pages 501-502

JOINT DEFENCE BOARD

Mr. CHURCH:

For a copy of all correspondence, letters, telegrams, memoranda, agreements, and other documents passing between the government of Canada or any officer thereof and the government of the United States or any officer thereof, during the years 1936 to 1940 inclusive, regarding the joint defence of Canada and the United States, together with a copy of all leases, if any, of bases or of any territory belonging to Canada, in connection therewith; and also a copy of all correspondence, etc., exchanged between the government of Great Britain or any officer thereof and the government of Canada, within the said period, relating to the same matter. Also a copy of any orders in council in connection therewith.

Mr. MACKENZIE KING: May I say to my hon. friend and to the house it will be observed that this return asks for documents regarding the joint defence of Canada and the United States. Obviously, any correspondence or documents relating to that particular subject could not be tabled without the consent of the United States government. That would have to be obtained in the first instance. I think, however, hon. members will see that neither the government of Canada nor the government of the United States would wish to table at this time any information which would likely be of service to the enemy. Certainly correspondence which relates to the joint defence of Canada and the United States would be viewed in that light, and it would not be advisable, I think, to have any such brought down.

I might say to my hon. friend that during the conferences which have been held in the United States it was neither suggested nor contemplated by either government that any bases in Canada would be leased to the government of the United States. There may be some documents in the nature of records that might be tabled. I will have a search made, and if there are any such I will seek to oblige my hon. friend by bringing them down, but, beyond an order in council or two, I doubt whether there is anything which could be tabled at this time.

Mr. CHURCH: May I say to the Prime Minister that I see no reason why all this correspondence should not be given the people of Canada in the form of a white paper. With regard to his references to Washington, most of this information has already been published down there; one can find it in the records of congress and the senate, press interviews and statements issued. But the people of Canada are on the whole totally ignorant of most of these matters of defence and foreign affairs.

On July 10 I asked the Prime Minister regarding this, when the debate on the estimates was in progress, and he said that the government had no commitments or understandings of any kind with any government wheresoever. Within a month or so after that discussion on the estimates and on a bill, it was found that there was another agreement made at Ogdensburg which has in it nothing that is new, because it simply lays down what the Prime Minister said before, that the two cardinal principles of our defence policy are home defence and the protection of our neutrality, and if our good neighbours next door know the facts I can see no reason for withholding them from the Canadian public. The fifty newspapermen got them when they were here; they were supplied with information, and some of the information appeared in their newspapers. I see no reason for the objection to the text of the motion.

Mr. MACKENZIE KING: My hon. friend says that some of the correspondence has been published in the United States. If that is the case I certainly shall see that any such correspondence is immediately tabled. I imagine what my hon. friend has in mind is a statement given out at Ogdensburg. I gave this statement to the house and it is already on our *Hansard*. I shall also take steps to ascertain whether there is other correspondence which the government of the United States is prepared to have tabled. I will go just as far as it is possible to go in the matter, but I certainly will not go to the length of tabling any information which might be of service to Germany at this particular time.

Mr. SPEAKER: Dropped.

INTERNMENT CAMPS—MENUS

Mr. NICHOLSON:

For a copy of the menus provided for German prisoners of war in an internment camp in Canada covering a one week period.

Mr. CASGRAIN: I am sorry I cannot give that information to my hon. friend because there is no menu.

Mr. SPEAKER: Dropped.

ROYAL CANADIAN AIR FORCE—NUMBER OF CASUALTIES AND ACCIDENTS IN CANADA

Mr. CASTLEDEN:

For a return showing, month by month, the number of deaths, crashes and serious accidents to Royal Canadian Air Force personnel which have occurred since the commonwealth air training plan was put into operation in Canada.

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OFFICE OF THE CLERK OF THE PRIVY COUNCIL

MEMORANDUM

C220991

For Mr. Gibson:

Regarding the attached copy of the Journal of the Permanent Joint Board on Defence, for November the 13th, 14th and 15th, the recommendations contained therein have been considered by the three Defence Ministers and are, at present, being considered by the Minister of Finance, who is to report to the Cabinet War Committee thereon at a later date. Meantime, nothing need be done.

Returned for the Prime Minister's fyle.

A.D.P.H.

December 21st, 1940.

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C220992

FROM THE PRIME MINISTER

TO Mr. Heeney

Mr. King asks if you will please let him know whether there is anything further to be done.

Pls may this copy be returned for L H records at convenience.

20/12/40 (JAG)

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C220993

Ottawa, November 28th, 1940.

Memorandum for the Prime Minister:

Attached is copy No. 1 of the Journal of Discussions and Decisions of the Permanent Joint Board on Defence, covering meetings held in San Francisco, Victoria and Vancouver on the 13th, 14th and 15th of November. These I received from Keenleyside today.

Copies have gone to the three Defence Ministers and to the Minister of Munitions and Supply. I presume that the Prime Minister will submit these documents to the next meeting of the Cabinet War Committee, and that in accordance with the Committee's decision, they will then be regarded as having been referred for consideration and any necessary recommendations to the Ministers concerned.

A. D. P. H.

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C220094

Secret

Ottawa, December 30th, 1940.

MEMORANDUM FOR THE PRIME MINISTER:

Attached is copy (No. 1) of the Journal of Discussions and Decisions of the Permanent Joint Board on Defence, covering meetings held in New York on December the 16th and 17th. These I have just received from Keenleyside.

Copies are also being sent to Mr. Power and Mr. Macdonald, and copies will be available for Mr. Ralston and Mr. Howe, upon their return.

In accordance with the usual practice, formal submission of these Reports will be recorded at the next meeting of the Cabinet War Committee and that they will then be regarded as having been referred, for consideration and any necessary recommendations, to the Ministers concerned.

Mr. King will recall that it was decided, at a recent meeting, that no recommendation of the Board should be approved by the government without the concurrence of the Minister of Finance.

A. D. P. H.

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SECRET

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL

of

DISCUSSIONS AND DECISIONS

TWELFTH MEETING OF THE BOARD, NEW YORK, DECEMBER 16, 1940.

1. The Permanent Joint Board on Defence met in the City Hall at New York at 10:30 a.m. December 16, 1940. The following members participated:

Canadian Members	United States Members
Mr. O. M. Biggar,	The Hon. F. H. LaGuardia,
Lt.-Col. George P. Vanier,	Major-Gen. S. D. Embick,
Brig. Kenneth Stuart,	Capt. H. W. Hill,
Capt. L. W. Murray, Capt. H. E. Reid,	Commander Forrest P. Sherman,
Air Commodore A.A.L. Cuffe,	Lt.-Col. Clayton Bissell,
Mr. H. L. Keenleyside.	Mr. J. D. Hickerson.

2. Mayor LaGuardia announced that the President approved the Board's First Report on November 19, 1940. Mr. Hickerson stated that it was expected that an exchange of notes between the Department of State and the Canadian Legation would take place in Washington on December 16th implementing Section 6 (c) of the Board's First Report in regard to the simplification of procedure for the travel of public vessels and service aircraft between the two countries.

3. General Embick announced that the S.S. ALEXANDER (formerly the S.S. AMERICA) would sail from New York for St. John's, Newfoundland, on January 6th,

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provided the dock at St. John's is ready by that time, with 900 to 1,000 troops and full equipment. This equipment, he stated, would include an anti-aircraft unit.

4. Mr. Keenleyside brought up the question of the desirability of the fullest exchange between the United States and Canada of intelligence information. It was agreed that the Service Departments of the two Governments should be asked to consult with a view to improving the existing channels and practices relating to the exchange of military, naval and air intelligence information.

5. The Chairman of the United States Section reported that he had also taken the matter up with the National Defense Advisory Commission and had arranged for the attendance of Mr. Gano Dunn, representing the Commission. At 11:40 Mr. Gano Dunn of the United States National Defense Commission joined the meeting to discuss informally with the Board the question of supplies of strategic, critical and essential materials and the question of possible coordination of production of certain war materials in the United States and Canada.

6. At 3:55 p.m. the meeting adjourned and the members of the Board attended a memorial service for the late Marquess of Lothian, British Ambassador in Washington.

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SECRET

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL

of

DISCUSSIONS AND DECISIONS

THIRTEENTH MEETING OF THE BOARD, NEW YORK, DECEMBER 17, 1940.

1. The Permanent Joint Board on Defence met in the City Hall at New York at 10:00 a.m. December 17, 1940. The same members participated in the meeting as on the preceding day.

2. Rear Admiral Clark H. Woodward, Commandant of the Third Naval District, and his staff called at Mayor LaGuardia's office and conferred briefly and informally with the Board on naval defence questions.

3. On the subject of the supply of war material and the integration of the production facilities in Canada and the United States, which was raised at the last meeting of the Board, the members of the Canadian Section reported that since that meeting they had had a discussion with a group including representatives of all Canadian authorities concerned and that the unanimous conclusion reached was that it would be very advantageous if the present practice of communication between individual members of Canadian and United States organizations dealing with questions relating to particular commodities and problems were improved, and if a channel for the consideration of general questions and the adjustment of differences of opinion were provided through the Board.

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It was suggested that there might be a disadvantage in increasing the number of members of the Board and that the Board's information as to the character of supply problems generally was not yet sufficient to justify its making a recommendation. The advisability of setting up, in the first instance, a committee, including supply personnel from outside the Board, to make a further survey was considered.

After a full discussion, the Board concluded that no advantage would result from delaying the making of a recommendation, particularly in view of the urgency of obtaining a solution of certain pressing problems. The Board was also of the opinion that there was less objection to the addition of a single war industry member to each of the Sections than to any alternative course. It was pointed out that the authority to deal with the question of supply was concentrated in Canada in the Department of Munitions and Supply and that in the

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United States it was even now almost equally so in the National Defense Advisory Commission whose jurisdiction might in the near future be even further increased. It was pointed out that a war industry member of the Board drawn from these organizations would stand in regard to the production of war materials in the same relation as the Service Members of the Board to their respective services.

The Board accordingly adopted the following as its Twelfth Recommendation:

> "That a war industry member be appointed to the Board by each of the two Governments."

4. The United States Section brought up the question of the facilities to be provided in Newfoundland for the operation of United States land planes. It was recalled that the approved recommendations of the Board in its First Report provided that Canada should provide facilities in Newfoundland for the operation of a minimum of 73 United States land planes, in order that the United States in an emergency might then augment its forces in Newfoundland by that number of aircraft.

The same report provided that Canada should undertake, if physically possible, to provide a fighter aerodrome (that is, a landing field for land planes) near St. John's; that the United States should complete a base for the operation of a squadron of patrol planes which is to be at Argentia and is to provide for both

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sea planes and land planes; and that the United States should provide staging facilities between Sydney and the Newfoundland airport. These facilities were originally proposed to be adjacent to St. George's, but are now to be established near Stevensville at a short distance from St. George's.

Subsequent surveys have indicated that the fighter aerodrome near St. John's can be built. However, due to constructional difficulties, no new aviation fields in Newfoundland can be completed in less than two years.

The members of the United States Section of the Board pointed out that in this two year interval before the new aerodrome facilities become available for use, the Newfoundland airport is the only point at which United States army air personnel can be trained for operations in Newfoundland. The climatic and operating conditions there are not duplicated elsewhere and therefore considerable unit training in the area is an essential prerequisite to any successful air operations.

The facilities which, it had been contemplated, Canada would provide for United States aircraft were at the Newfoundland airport, and were to consist only of hangar capacity for part of the total number of air planes, a camp site for emergency erection of tentage or portable housing, and portable machine shops and servicing equipment. This, however, it was pointed out, would not, as further reconnaissance makes clear,

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permit the continuous training in all seasons of sufficient United States air personnel to provide an adequate force in the event of an emergency situation of the type contemplated by the First Report.

Under these circumstances, two alternative courses were suggested. The first of these was that the character of the accommodation to be provided by Canada at the Newfoundland airport for United States use should be such as is considered essential by the force to be accommodated and should be of a more substantial character than was in contemplation in order that the composite group of 73 air planes could be operated for training purposes continuously throughout the year. The necessary expenditure for this purpose would be in excess of that originally contemplated.

The other alternative, and the one which the United States Service Members would prefer to see adopted, would be the leasing to the United States of an area adjacent to the Newfoundland airport, in which case the expense of erecting facilities for the training of the United States personnel might be borne by the United States.

The members of the Canadian Section of the Board fully appreciated the importance of the immediate training of United States Army air personnel under the conditions in which operations in Newfoundland would have

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to be carried on. They recognized, however, that a choice between the two alternatives was not one which concerned Canada alone, since if the second alternative were chosen, its adoption would depend upon negotiations between the United States and Great Britain.

It appeared to the Board that, since the proposed United States leased area would not include the landing field itself except for military purposes, the British-Canadian control of the use of the Newfoundland airport now and in the future would remain complete.

It was accordingly agreed that the Canadian Section should obtain from the Canadian Government and transmit to the United States Section, the decision of that Government as to whether it would prefer to assume the expense involved in the provision of adequate facilities or whether that the United States Government should initiate direct negotiations with the British Government with a view to the allocation of the suggested area on the understanding that if these negotiations were successful the Canadian Government would have no objection to any arrangements made being carried out.

5. Mr. Keenleyside reported that following examination of the section of the Journal covering the Tenth Meeting of the Board and, in particular, of paragraph 6 in which Commander Sherman's statement regarding the delivery of patrol planes had been incorporated, the Canadian Minister of Munitions and

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Supply had given the following information:

> Immediately upon receipt of the Report of the Board in which reference was made to this matter, Mr. Howe filed with the United States Secretary of the Treasury a formal application for the release of the flying boats in question. This written application was followed by a personal interview with Mr. Morgenthau and Mr. Philip Young and was, subsequently, again taken up with Mr. Young by the Washington Liaison Officer (Mr. Carswell) of the Department of Munitions and Supply. In taking these steps Mr. Howe felt that he had done everything that was reasonably possible to carry out the suggestion of the Board.

In view of Commander Sherman's statement the Minister of Munitions and Supply stated that a further application in respect of these planes would be made at once.

Commander Sherman stated that no request had as yet been received in the Navy Department from the Canadian Government for the early delivery of patrol planes. He added that it was his understanding that the question of British cooperation with the United States in making early deliveries to Canada had been referred to London.

6. The Service Members of both Sections read their progress reports, which were discussed informally ..... by the Board, and which are annexed.

7. After agreeing to hold the next meeting of the Board in Canada (probably in Montreal) on January 20, 1941, the meeting adjourned at 3:30 p.m.

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APPENDIX

REPORT FROM SERVICE MEMBERS

OF PROGRESS MADE IN CARRYING OUT RECOMMENDATIONS OF THE BOARD.

FIRST RECOMMENDATION

Exchange of information continues satisfactorily.

SECOND RECOMMENDATION

Action by United States Navy

The contract is being let this week for the construction of the Argentia Base, with facilities for one squadron of patrol planes, and including a landing field.

Action by United States Army

Elements of initial ground garrison will sail for Newfoundland on S.S. EDMUND B. ALEXANDER early in January, 1941. The steamer is out of dry dock and is at Brooklyn being refitted to house this garrison. Remainder of the garrison will proceed to Newfoundland as soon as facilities are available. Funds for necessary construction are available or will be included in 1941 supplemental estimates. The British Government has authorized use of St. John's harbour by the ALEXANDER. Authority has been received to proceed with developments in Newfoundland pending accomplishment of leases. Metes and bounds are still under survey. The draft of lease, as now drawn, includes the staging field near St. George's and funds have been made available

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to start it. Modification of the proposed lease to include an area at Newfoundland airport will be discussed at this meeting. Provision for a group of Army aeroplanes has been included in Army plans.

Action by the Canadian Navy

(d) St. John's. Examination Service is in operation. Nets for A/T Baffle will be on the spot by the 23rd of December but will not be placed in water until spring, due to ice conditions.

Botwood. Plans in advanced state. Gear is expected to be in position to lay as soon as ice goes out in the spring and Examination Service will be installed with opening of navigation.

Belle Isle Area. Mobile base ship has been selected and will be ready for use by early July when ice conditions allow for operations in this area.

Action by the Canadian Army

(a) Accommodation for one Infantry Battalion at St. John's, Newfoundland, now complete. About 775 men of the Battalion posted to St. John's have now arrived.

(b) Arrangements proceeding regarding installation Coast Defences at St. John's and Botwood.

Action by the Canadian Air Force

Construction of buildings and works at Newfoundland airport is progressing as satisfactorily as weather permits.

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The detailed survey of the aerodrome site at Tor Bay is nearing completion and last reports indicate that three runways can be built to 4,000 feet.

THIRD RECOMMENDATION

Action by United States Army

Provision for prompt reinforcement by ground and air of the Maritime Provinces has been included in Army plans.

Action by the Canadian Navy

Item D(a). Halifax. Has been in effective operation for 15 months though not yet complete as to loops and harbour defence asdics. Controlled mines are being laid.

Sydney. Net being taken up for the winter.

Gaspe. Winter conditions, no advance on report of 14th of November, 1940.

Shelburne. Due to severity with which winter has set in, laying of this net may be delayed by ice and may not take place before spring.

Action by the Canadian Army

(a) New 6" battery now being installed at Sydney, Nova Scotia.

(b) Arrangements proceeding regarding installation Coast Defences at Shelburne, Nova Scotia, and Gaspe, P. Q.

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Action by the Canadian Air Force

The Department of Transport have sent engineers to inspect the Botwood site - seaplane base.

The Department of Transport are working on plans for the development of a seaplane base at Shelburne. The R.C.A.F. is planning the extension of facilities at Halifax.

The development of J.A.T.P. aerodromes is progressing satisfactorily. Surveys for extension of runways have been carried out and funds are being included in supplementary estimates for these extensions.

FOURTH RECOMMENDATION

Action by United States Navy

No request has as yet been received in the Navy Department for early delivery of patrol planes. Meanwhile, discussions have taken place between the United States members and representatives of the Royal Air Force of Great Britain and it is understood that the question of British cooperation with the United States in making early deliveries to Canada, if requested, has been referred to London. On the 27th of November a request was received in the Navy Department from the Canadian Government, through the British Purchasing Commission, for 50 - 4" guns and mounts, similar to those now on the old destroyers, and 2500 projectiles. This request was promptly approved by the Navy Department.

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Action by United States Army

A meeting between Canadian and United States Army members, held in Washington, December 5-9, 1940, clarified the situation on Canada's Army continental defence requirements for material and procedure.

Action by the Canadian Navy

Satisfactory.

Action by the Canadian Army

Discussion with the United States War Department in respect to the release of equipment to Canada has resulted in 20,000 - .30 Lee Enfield Rifles, 25 - 37mm. guns with 2500 rounds of ammunition being released.

Action by the Canadian Air Force

Great Britain has been requested to allot 3 PBY flying boats to Canada on the understanding that the United States will allot a similar number off the joint United States - Great Britain contract.

FIFTH RECOMMENDATION

Action by United States Army

Formal notes on commercial airlines across the United States-Canadian border have been approved by both governments. A certificate for commercial air service between Bangor and Moncton by Boston and Maine Airways was approved by the Civil Aeronautics Board on November 28, 1940 (Docket No. 290).

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Action by the Canadian Air Force

Funds are being included in supplementary estimates for the establishment of beam and radio facilities at Sydney and Newfoundland.

SIXTH RECOMMENDATION

Action by United States Army

United States Army is prepared to supply promptly any pertinent information requested. The Chairman of the United States Section initiated action on some phases of this recommendation.

SEVENTH RECOMMENDATION

Action by United States Navy

A second draft of a supporting plan has been prepared.

Action by United States Army

United States Army operating plans for joint defence are in course of preparation.

Action by the Canadian Navy

Third draft of operational plan is ready.

Action by the Canadian Air Force

Further plans to be discussed with United States Service members.

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EIGHTH RECOMMENDATION

Action by United States Navy

See report on Second Recommendation.

Action by United States Army

Action proceeding pending accomplishment of leases.

TENTH RECOMMENDATION

Action by United States Army

Canada may secure priority deliveries of required radio equipment for these landing fields, if desired, by arrangements with the U.S. Civil Aeronautics Authority for the latter to defer some of its deliveries.

Action by the Canadian Air Force

Funds have been requested to commence development as soon as possible.

ELEVENTH RECOMMENDATION

Action by the Canadian Air Force

The Department of Transport have ordered detailed surveys to be carried out as quickly as possible.

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DINNER

GIVEN BY

THE PRIME MINISTER

ON BEHALF OF THE GOVERNMENT OF CANADA

IN HONOUR OF

HIS MAJESTY

THE KING OF YUGOSLAVIA

AT

THE COUNTRY CLUB, OTTAWA

FRIDAY THE 10TH JULY

NINETEEN HUNDRED AND FORTY-TWO

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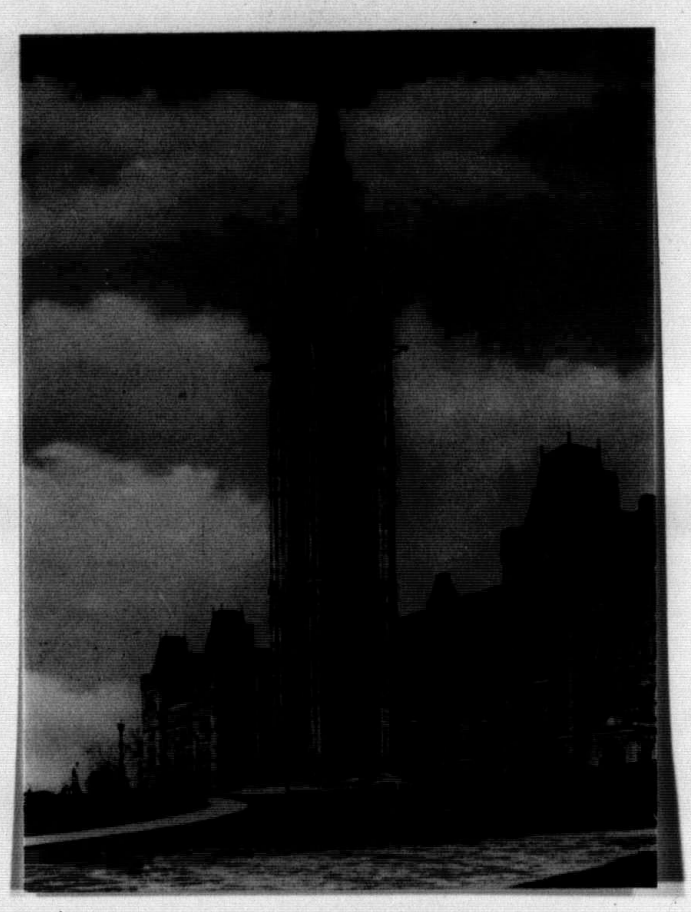


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Houses of Parliament, Ottawa

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MENU

HORS D'OEUVRES

CONSOMMÉ ROYALE

LOBSTER IN ASPIC

ROAST BEEF
PRINTANIÈRE

SALAD

PEACH MELBA

SAVORY

COFFEE

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TOASTS

THE KING

THE KING OF YUGOSLAVIA

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C221015

1 Admiral Nelles will be away, in Vancouver. Would Mr King like to invite Commodore Reid? Nel

2 Should someone be present from Ramscliffe? * Malcolm Macdonald is ill; Sir P. Duff is in England. ND

Should be invited R

* has been

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Mr Turnbull — Prime Ministers King of Jugoslavia

Would you please notify me as soon as possible of the Prime minister's approval or amendment of the programme. (I have given a copy to Mr Brown) Meanwhile I am giving copies to Dr Cantlie, Rae & Cadieux - subject to change. They leave this afternoon at 4.00 pm for Montreal.

Dinner List enclosed.

W.L.M.K. 3.00 pm. 9.VII.42

C221014

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C221017

W.H.M.
8.7.42.

Confidential

Visit to Canada of H.M. the King of Yugoslavia and of members of Yugoslav Cabinet.

Personnel

(pronunciation is shown by phonetic spelling after names; persons who speak English or French are indicated thus E.F.)

To stay at Government House

His Majesty Peter II King of Yugoslavia E F
Hon. M. Nincic (Nin-chich), F
Minister for Foreign Affairs
Hon. R. Knezevic (Kneje-vich), F
Minister of the Court
Major S. Vohoska (Wo-hoska), E
A.D.C.
5 Sergeant Zizic (Ji-jich),
Personal servant.

To stay at the Chateau Laurier as guests of the Government of Canada

Seven members of Yugoslav Cabinet

Hon. I. Subasic (Suba-shich), E
Governor of Croatia
Hon. B. Markovic (Marko-vich), E F
Minister of State
Hon. M. Trifunovic (Tree-funo-vich), F
Minister of Education
Hon. B. Jevtic (Yef-tich), E
Minister of State
Hon. Dr. B. Cubrilovic (Chu-brilo-vich)
Minister of Agriculture
Hon. S. Kosanovic (Kosano-vich), E F
Minister of State
7 Hon. F. Snoj (Shnoy), E
Minister of State

Staff

Mr. I. Jukic (U-kich), E
Under Secretary for Foreign Affairs
Mr. M. Gavrilovic (Gavrilo-vich), E F
Principal Secretary to Minister for Foreign Affairs
Major V. Rozdjalovski (Rose-jal-ovski),
2nd A.D.C.
Mr. V. Milicevic (Mee-lee-chay-vich),
Assistant Deputy Minister of the Interior
Mr. R. Petrovic (Petrovich), E
Secretary of the Yugoslav Legation, Washington
6/18 Mrs. Krstovic (Kerstovich),
Clerk

PM
seen by
approved
9/7 7.30 p.m.

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C221018

Programme for the King

Mr. Measures will be in attendance on the King on Saturday, Sunday, Monday.

Mr. S. Rae will be in attendance on Friday.
Mr. M. Cadieux will have charge of all arrangements for the Cabinet and Staff.

Thurs. July 9

~~9.00~~ 8.55 p.m. Lv. New York, Grand Central Station

Fri. July 10

6.33 a.m. Arr. Rouses Point, N.Y. (Rutland Station)
Inspector J.T. Brown will board the train at the border and provide security during the ~~time~~ King's visit.

6.50 a.m. Arr. Cantic, Que.

8.10 a.m. Arr. Montreal, Bonaventure Station
The King is met by Dr. I. Cankar, Yugoslav Minister to Canada and by Mr. S. Rae, Department of External Affairs, who conducts His Majesty and Mr. Nincic, Mr. Knezevic, Major Vohoska and Dr. Cankar to car 101.
Mr. Cadieux conducts the Cabinet and others to car 80.
Breakfast will be served on these cars.

9.30 a.m. Lv. Bonaventure Station

12.45 p.m. Arr. Ottawa Union Station
The King will be met at the station by:
The Governor General
The Prime Minister of Canada - dress - Informal
Ministers of the Canadian Cabinet whom Mr. King designates
When the Governor General and the King have left for Government House, Dr. Cankar will present to the Prime Minister the members of the Yugoslav Cabinet.
The King and those shown above as staying at Government House will proceed to Government House for lunch;
the other thirteen persons will be conducted by Mr. Cadieux to the Chateau Laurier.

3.00 p.m. The King leaves Government House for an informal visit to the Parliament Buildings.

3.15 p.m. The King arrives at the main entrance of the Parliament Buildings and will be conducted to the Speaker's Gallery to witness the proceedings in the House of Commons.
~~When the Prime Minister leaves the Chamber, the King will be conducted to Room 401~~ where he will be received by the Prime Minister.

4.30 p.m. Press Conference in Room Sixteen at Parliament Buildings. (arranged by Mr. Lash)

8.00 p.m. Dinner by the Prime Minister of Canada at the Country Club.

8.15 p.m. The Governor General and The King arrive at the Club.
dress: Dinner Jacket

Sat. July 11

8.00 a.m. Leave Government House, accompanied by Brigadier O.M.M. Kay, Deputy Adjutant General and 2 members of King's staff, by motor for Rockcliffe Airport, thence by float plane to Petawawa.

9.30 a.m. Arr. Petawawa

10-11.30 a.m. Demonstration at Petawawa

1.00 p.m. Arrive back at Government House.

1.20 p.m. Leave Government House for Yugoslav Legation, 292 Laurier Ave. east

1.30 p.m. Luncheon by the King for the Governor General: dress-Informal

3.00 p.m. Leave Yugoslav Legation

3.15 p.m. Arrive Government House

3.45 p.m. Leave Government House accompanied by the Chief of the Air Staff for Uplands R.C.A.F. Airport

4.15 p.m. Arrive Uplands: The King will inspect the Guard of Honour.

5.30 p.m. Leave Uplands
Call enroute to see Mestrovic sculpture near Ntl. Gallery

6.20 p.m. Arrive Chateau Laurier

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C221019

Programme cont'd

Sat. July 11

6.30 p.m. Arrive radio station C.B.O. for radio speech (arranged by Mr. Bushnell)
8.15 p.m. Dinner at Government House followed by Dress: Dinner Jacket.
9.45 p.m. Reception at Government House.

Sun. July 12

10.00 a.m. Leave Government House accompanied by Mr. Measures, for the Seigniory Club.
1.00 p.m. Lunch privately at Seigniory Club.
3.00 p.m. Leave Seigniory Club by motor for Montreal
5.00 p.m. Arrive Windsor Hotel, Montreal; Mr. W.M. Birks, Chairman of The Friends of Yugoslav Society will welcome the King.
6.00 p.m. Leave Windsor Hotel for motor drive, accompanied by Mr. Birks.
7.00 p.m. Arrive back at Windsor Hotel
7.20 p.m. Leave Hotel for Mount Royal Club
7.30 p.m. Dinner at Mount Royal Club by "Canadian Friends of Yugoslavia" (Mr. Birks)
Return to Windsor Hotel to stay the night.

Mon. July 13

9.00 a.m. Leave Windsor Hotel, Montreal by motor (arranged by Yugoslav Consul General) for Lake Placid, N.Y.
via: Caughnawaga, Huntingdon, Kensington, leaving Canada at Helena, Que., and Trout River, N.Y. thence via Malone, N.Y.

The members of the Yugoslav Cabinet and some members of the staff accompanied by Mr. Cadieux will leave Ottawa by train on Sun. July 12 at 4.00 p.m. (C.N.R.) arrive Bonaventure Station at 7.15 p.m. and proceed at once to Mount Royal Club for dinner as above. Then:

9.10 p.m. Leave Mount Royal Club
9.15 p.m. Arrive Bonaventure Station
9.30 p.m. Train leaves Bonaventure Station for New York. via Rutland R.R.

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Replies received up to C221020
4:15 pm July 9. Norm

Dinner by the Prime Minister in honour of The King of Yugoslavia

Friday, July 10, 1942 at 8.00 p.m. at the Country Club.

Suggestion for Invitation List.

A Rt.Hon. W.L. Mackenzie King, Prime Minister of Canada

A His Excellency the Governor General

Yugoslavs: King and Cabinet

His Majesty the King of Yugoslavia
Hon. M. Ninčic, Minister for Foreign Affairs
Hon. Dr. I. Subasic, Governor of Croatia
X Dr. I. Cankar, Minister of Yugoslavia to Canada — cer Lon)
Hon. B. Jevtic, Minister of State
Hon. M. Trifunovic, Minister of Education
Hon. F. Snoj, Minister of State
Hon. Dr. B. Cubrilovic, Minister of Agriculture
Hon. Dr. B. Markovic, Minister of State
Hon. S. Kosanovic, Minister of State

Yugoslavs: Royal Suite

Hon. R. Knezevic, Minister of The Court
Mr. I. Jukic, Under Secretary for Foreign Affairs
Mr. M. Gavrilovic, Chief Secretary to the Minister for Foreign Affairs

Major S. Vohoska, A.D.C.
Major V. Rozdjalovski, A.D.C.
Mr. V. Milicevic, Asst. Deputy Minister of the Interior
Mr. R. Petrovic, Secretary of the Yugoslav Legation in Washington

Canadian Cabinet

A Hon. T.A. Crerar, M.P., Minister of Mines and Resources
A Hon. Senator J.H. King, M.D., Minister without Portfolio
A Col. the Hon. J.L. Ralston, C.M.G., M.P., Minister of National Defence

Hon. Ian Mackenzie, M.P., Minister of Pensions and National Health
Major the Hon. C.G. Power, M.P., Minister of National Defence for Air

D Hon. J.L. Ilsley, M.P., Minister of Finance
D Hon. J.E. Michaud, M.P., Minister of Fisheries
A Hon. C.D. Howe, M.P., Minister of Munitions and Supply
D Hon. J.G. Gardiner, M.P., Minister of Agriculture
A Hon. N.A. McLarty, M.P., Secretary of State
Hon. J.A. MacKinnon, M.P., Minister of Trade and Commerce
D Hon. W.P. Mulock, M.P., Postmaster General Regrets; owing ill illness of son in Toronto
D Col. the Hon. Colin Gibson, M.P., Minister of National Revenue
Hon. Angus Macdonald, M.P., Minister of National Defence for Naval Services
A Hon. J.T. Thorson, M.P., Minister of National War Services
A Hon. L.S. St. Laurent, M.P., Minister of Justice
A Hon. Humphrey Mitchell, M.P., Minister of Labour

Foreign Ministers ?

Belgium
France
Argentine
China — Norway - absent in Montreal
Poland
Greece

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Charge d'Affaires

Netherlands (Rechteren)
U.S.A. (Lewis Clark)
Brazil (Berenguer)

High Commissioners

U.K. (in hospital); Deputy High Commissioner in U.K.; next man Ian Maclennan
A Australia
A New Zealand
A South Africa
A Ireland

Chief Justice

A Rt.Hon. Sir Lyman P. Duff
A (Mr. F.L.C. Pereira, Asst. Secy. to the Gov. General).

Parliament

Speakers: D Hon. George Parent and A Hon. J.A. Glen
Hon. C.C. Ballantyne
Hon. R.B. Hanson
Hon. Grote Stirling
Mr. M.J. Coldwell
Mr. John Blackmore
D Senator Hugessen: Regrets owing to illness of daughter in hospital.

Perhaps some M.P's.

Mr. Brooke Claxton
Mr. W.H. Taylor (Lib. Whip)
Mr. Lionel Chevrier (Asst. Lib. Whip)
Mr. T.C. Douglas (C.C.F. Whip)
Mr. C.E. Johnston (S.C. Whip)
Mr. A.C. Casselman (Cons. Whip)

Chiefs of Staff

Navy
A Army Air,

Department of External Affairs

A Mr. Norman Robertson
A Mr. Laurent Beaudry
A Mr. Hume Wrong
A Mr. Saul Rae
A Mr. G. Cadieux (accompanying Yugoslav Cabinet)

Government House

Sir Shuldham Redfern, Secretary to the Governor General
Colonel H. Willis-O'Connor, Principal A.D.C.

A Mr. Arnold Heeney
A Mr. Walter Turnbull

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Bezepa, 10.VII.1942

It is with all my heart that I thank you for your kind words of greeting... The warmth of your welcome and the hospitality of the Canadian people move me even more because I know they are addressed -- not to me alone -- but to all my people... Today Yugoslavia is passing through grim days of suffering and struggle against a powerful and unscrupulous enemy. I am the bearer of salutes from the fighters of our mountains and forests.....In the rugged mountains of my country, these men, led by my dear friend and bravest soldier, General Draza Mihajlovic, are inspired by the daily heroism of their allied brothers-in-arms... The courage of Canadians on the battlefield, on the sea, and in the air is an inspiration to us all... The people gathered around Mihajlovic in their continued resistance and fight, know well how Canada has earned the distinction of

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being the "Airdrome of Democracy"... They know the Canadian people are aiding in this common effort by forging the arms of war which will help the Commonwealth and the United Nations to strike a mortal blow at the heart of the enemy.

This new generation of Canadian fighters -- at home and across the seas -- are the sons and younger brothers of those glorious men who served in the last great War. ... They will secure, with their own hands and lives, the freedom of their soil, sublime in its spirit and in its beauty... When victory is finally achieved, they will share in the common task of the builders of peace for humanity everywhere in the world.

The Canadian people will always hold the deep affection and admiration of my people and of their King.

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COLOURED PAPER
PAPIER DE COULEUR

Philippines

GOVERNMENT OF CANADA

PRESS RELEASE

C221024

INFORMATION DIVISION
DEPARTMENT OF EXTERNAL AFFAIRS
OTTAWA - CANADA

NO. 11 FOR IMMEDIATE RELEASE

January 29, 1948

The Department of External Affairs today announced that the United States Philippine War Damage Commission is prepared to consider claims for war damage occurring in the Philippines after December 7, 1941, and before October 1, 1945. Such claims must be submitted before March 1, 1948.

The main office of the Commission is in Manila and there is also an office in Washington. The address of the Manila office is: United States Philippine War Damage Commission, Aguinaldo Building, Manila, Philippines, and the address of the Washington office is: Philippine War Damage Commission, Interior Department Building, Washington, D.C.

Because of the problems of mail deliveries from foreign countries it may be easier for claimants outside the United States and the Philippines to submit their claims to the Washington office. Prospective claimants should write to the Commission's offices either in Washington or in Manila for blank forms and any other information desired.

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OFFICE OF THE PRIME MINISTER

C221025

MEMORANDUM for the Prime Minister:

Sir Gerald Campbell 'phoned to say that he heard the Prime Minister would see Sir Frederick Phillips some time Friday afternoon. He proposes to bring Sir Frederick to the appointment so that he can introduce him to the Prime Minister.

July 25th, 1940. W. J. T.

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C221026

April 15, 1944.

W 35-4
v. 4

MEMORANDUM FOR THE PRIME MINISTER:

As you know, arrangements have been made for representatives of the press to go to England to cover the conference and your visit there. These men are already in New York awaiting transportation on a troop ship.

Late last night, the War Information Board received an application from La Presse to add Mr. Philippe Picard, M.P., as a second correspondent. (Langlois is already in New York.) The War Information Board point out, however, that it is embarrassing to have a second correspondent sent from any one paper; this, in addition to the difficulty of arranging transportation and accommodation. I feel too, that for a Member of Parliament to be "passed off" as a correspondent and thereby be in England when you are there, would be bad from many points of view.

I mention this thing to you because I have already had conversations with Mr. Bertrand and Mr. Power about it. Mr. Bertrand apparently initiated the idea, thinking that Picard could write useful articles, and Mr. Power has been drawn into it because, when the difficulties were pointed out, Mr. Bertrand evidently referred Picard to him, saying that Mr. Power could perhaps arrange matters. Mr. Power, privately, is of the opinion that Picard should not go, and regrets very much that any suggestion was ever made to him. However, he does not want to create any ill feeling, because both Mr. Power and Mr. St. Laurent are relying on Picard's assistance in election campaign.

Mr. Power will speak to you on Monday, with the idea, perhaps, of suggesting that you might have a word with Picard. I should possibly remind you that the U.K. authorities very recently suggested that no press people should go over, although lately they modified their position slightly.

T/MP

W.J.T.

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Monday afternoon

8.IX.47

file

C 221027

OFFICE OF THE PRIME MINISTER

CANADA

Dear Mr King:

Lionel Chevrier
& I have just
listened to the
broadcast which
was very good
indeed; especially
we thought the
latter part. Chevrier
has since got a copy
to use as a basis of
a speech he is to
make on Thursday.

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C221027 A

I have sent off
the proofs to Mackellar
as you requested.
I found one word
misspelled — in a
footnote.

I hope the news-
to Waterloo County
is going as well in
other ways as
the broadcast speech.

Yours sincerely
W.L. Mackenzie King

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C221029

MEMORANDUM for the Prime Minister:

Re. Mary Pickford

I am sending you herewith the following material regarding Miss Pickford:

(1) Biographical note with special emphasis on early details of her career. (prepared in this office)

(2) Publicity release (received after above was prepared) with a couple of marked paragraphs on her recent charitable activities.

(3) A note regarding "The Canadian Appeal for Children" in connection with which Miss Pickford is coming to Ottawa.

J.W.P.

January 10, 1948.

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C221023

Biographical Note
re
MARY PICKFORD

(Sources: Current Biography, 1945;
American Who's Who, 1947)

Born: Toronto, Canada, April 8, 1893 (family name Smith)
She was christened Gladys Mary Smith
daughter of a character actress (Irish Canadian)
Her father died when she was four.

She became a child actress before age of six, taking name "Gladys Pickford" when she was about nine years old and "Mary Pickford" a few years later. (She took name Pickford after her maternal grandfather - name later taken by all the family).

Family very poor. Mother did sewing and played small parts in stock companies to support herself and three small children. Young Mary Pickford played pretty steadily in stock companies (Valentine Stock Company, Toronto).

Then went with road production of "Little Red Schoolhouse".
Family left Toronto to go on tour (about 1902).

A little later played "Eva" in"Uncle Tom's Cabin" and
"Willie Carlyle" in "East Lynne".

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C221039

"Pickford family" was then engaged by Chauncey Olcott as members of his company.

At age of fourteen, Mary Pickford appeared at Belasco Theatre, New York City (Dec. 3, 1907) as "Betty" in "The Warrens of Virginia"

Belasco said "From the first she gave promise of the ability that made her the greatest motion picture artist of the world."

Started in movies with the old "Biograph Motion Picture Co., N.Y.C.

First leading role was in "The Violin Maker of Cremona" directed by David Wark Griffith.

Soon famous as "Our Mary" and "Little Mary"

Married (first): Owen Moore, who played opposite her in several films. Divorced 1920.

Married (second): Douglas Fairbanks, 1920.
Divorced Jan. 1935.

Married (third): Charles "Buddy" Rogers, 1937.

In 1918, Mary Pickford became an independent producer.

In 1919, one of organizers of United Artists Corporation.

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Among her best known productions: Tess of the Storm Country (1914); Stella Maris (1918); Pollyanna (1920); Rebecca of Sunnybrook Farm (1917); Little Lord Fauntleroy (1921).

One of sponsors of "Motion Picture Academy of Arts and Sciences".

In Dec. 1943, and again in 1944, was appointed head of Women's Division of the National Foundation for Infantile Paralysis.

Now head of Mary Pickford Co., Hollywood; an organizer, Pickford-Laskey Productions, Inc.; part owner United Artists.

Author: Why Not Try God? (1934)
The Demi-Widow (1935)
My Rendezvous with Life (1935)

Home: Pickfair, Beverley Hills, California.

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HIGHLIGHTS IN THE LIFE OF MISS MARY PICKFORD

C221032

BORN - In Toronto, Ontario in 1893.

CORRECT NAME - Gladys Smith.

Miss Pickford began her stage career in Toronto at the age of five years with the Valentine Stock Company. At the age of eight she was a veteran actress, going on the Road with such shows as the Little Red School House playing with such well-known actors as Chauncey Allcott.

In the spring of 1913 Miss Pickford made her first Motion Picture, and from that time until many years later she held the position of the greatest money-making star in Hollywood.

In 1915 the Mary Pickford Famous Players Company was formed and later in the year the Mary Pickford Company was organized. In 1919, Miss Pickford together with her husband, Douglas Fairbanks, Charlie Chaplin and the foremost producer of that time, B. V. Griffith formed the United Artists' Corporation of which Miss Pickford and Mr. Chaplin each own fifty per cent today.

Miss Pickford has been extremely active in charities for many years - ranging from the Hollywood Motion Picture Orphans Association to the Jewish Consumptive Organization Home in Los Angeles. During the First World War she was active in the Liberty Drives, and during the Second World War she toured the Army Camps and donated much time and effort to charitable radio broadcasts.

On February 10th, 1948, one of Miss Pickford's latest releases will be shown at Palm Beach, Florida, and the entire proceeds of the showing will go to the Cancer Research Institute. Within a few months there will be another such showing in Virginia.

In 1934 Miss Pickford wrote a book entitled, "Why Not Try God", and in the following year she wrote another entitled, "My Rendezvous With Life".

.....2

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The following is a list of the titles of some of the best-known of the pictures in which Miss Pickford starred:

Little Lord Fauntleroy
Tess of the Storm Country
Poor Little Rich Girl

Since 1926 Miss Pickford has been concerned chiefly with the production end of the motion picture business.

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Canadian Appeal for Children

The Canadian Appeal for Children, in connection with which Miss Pickford is to be in Ottawa on Monday, is being organized jointly by the following:

(a) The Canadian Council for Reconstruction Through UNESCO.

This Council was established pursuant to an appeal by UNESCO to deal with requests for aid in assisting the rehabilitation of educational facilities in war-torn countries. It has representatives on it of a number of other Canadian organizations. Its co-chairmen are: Major Vincent Price and Senator Thomas Vien.

(b) The United Nations Appeal for Children:

This organization is connected with an international organization associated with the United Nations which is called The International Emergency Relief Organization. It is solely concerned with the contribution of food and clothing for children in war areas.

The objective of the Canadian Appeal for Children is to raise ten million dollars in Canada as a whole, to be used for the purchase of food, clothing and educational supplies. The distribution of these items is specified to be in areas where the two sponsoring organizations can ascertain that they will be used for their intended purpose. Control of the spending of the funds will be retained in Canadian hands and all supplies to be paid for with the funds are to come from Canada.

—

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C221035

The actual solicitation for funds will begin on February 9th, and the active campaign will continue for three weeks. A similar campaign is being carried on in the United States.

So far as Miss Pickford's part is concerned, the plan is that she will appear in Ottawa on Monday, January 12th, in Montreal on Tuesday, January 13th, and in Toronto on Wednesday, January 14th. She will then return to New York on Wednesday night.

10th January, 1948.

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W.H.M.
Friday, July 12, 1946.

Memorandum for the Prime Minister

Distinguished visitors from abroad

C221036

Attached is a memorandum dated July 5th regarding the visit of the former President of Switzerland, Dr. Marcel Pilet-Golaz, (pronounced Peelay-Golar).

Dr. Pilet-Golaz and his wife will arrive from Vancouver at Ottawa by train at 8.45 a.m., Monday, July 15th. If the Prime Minister approves, I will convey Mr. King's greetings to the visitors on their arrival at the station.

The arrangements for the visit are in the hands of Mr. Walter Jaeggi, Charge d'Affaires of Switzerland. As the visit is not an official one and Dr. Pilet Golaz has no official governmental position at present, the Canadian Government participation in the arrangements is limited to a luncheon which the Rt.Hon. L.S. St.Laurent is giving on Tuesday, July 16th, in the New Zealand Room of the Parliamentary Restaurant at one o'clock. Mr. King mentioned that he might be able to attend this luncheon. The invitation list includes the following:

Rt.Hon. L.S. St.Laurent,
Minister of Justice
(Madame St.Laurent is away)
Mrs. Norman Robertson,
Hon. Thibaudeau Rinfret,
Chief Justice of Canada
(Madame Rinfret is away)
Mr. P.E. Renaud,
Department of External Affairs
Mrs. Renaud
Major-General B.W. Browne,
Assistant National Commissioner,
Canadian Red Cross
Mrs. Browne
Mr. Walter Jaeggi,
Charge d'Affaires ad interim of Switzerland
Mrs. Jaeggi.

These with one or two others and the visitors total about fourteen.

Dr. Marcel Pilet-Golaz has expressed a desire to meet the Prime Minister. Mr. Jaeggi says that the visitor does not speak much English.

(Guests to meet in Room 602, then go on to N.Z. Room at far end of Parliamentary Restaurant)

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C221037

≠ Mr St. Laurent is
arranging a small luncheon
(12 - 14 including ladies)
for Tuesday, July 16, at 1.1 pm
in the New Zealand Room, Parliamentary
Restaurant). Jas.

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C221038

W.H.M.

Friday, July 5, 1946.

Memorandum for the Prime Minister

Visitors from abroad

The only distinguished visitor from abroad expected in Ottawa during the coming week is the former President of Switzerland, Dr. Marcel Pilet-Golaz, of whose visit to Canada Dr. Victor Nef, the Swiss Minister, told us before he left for Switzerland. He is due to arrive here on Saturday, July 13th, or Sunday, July 14th, and to leave on Wednesday, July 17th.

Dr. Pilet-Golaz was a Member of Parliament for many years, was Postmaster General, and during the war years was Foreign Minister of Switzerland.

Accompanied by his wife, Dr. Pilet-Golaz is travelling from San Francisco via Vancouver and in addition to his visit to Ottawa he will stay a day or two in Toronto and Montreal, and return via Niagara Falls to New York.

Dr. Pilet-Golaz's visit is unofficial but he has expressed a desire to meet the Prime Minister and "the Chief Justice and other prominent and distinguished public officials and private citizens".

Dr. Pilet-Golaz does not speak much English and would prefer conversations in French.

The Prime Minister may wish to ask Mr. St.Laurent or Mr. Claxton, (or possibly the Canadian Postmaster General), to assume responsibility for any arrangements which the Prime Minister may wish the Government to undertake in connection with Dr. Pilet-Golaz's visit. Insofar as hospitality is concerned it is suggested that it is not necessary for this visitor to be a guest of the Government during his stay in Ottawa, but that a small luncheon to include ladies might be arranged by a Cabinet Minister or by the Under-Secretary for either Monday or Tuesday, July 15th or 16th, and that if possible the Prime Minister might like to arrange to receive the visitor for a short conversation.

≠

P.S. ① Claxton is returning from B.A. this week
② Riddell will be back from N.Z. on Thursday

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C221039

L.J. Hébert/EG

Memorandum to Mr. Gordon Robertson

The following anniversaries in March are included in our list of events on which a "Prime Minister to Heads of State" message might be sent:

March 21st - Vatican - Birthday of Pope Pious XII

For your information the following note, regarding this anniversary, appears on our records:

"Prime Minister does not consider a personal message necessary.

5.1.47

J.A.G."

Protocol Division

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C-221040

CARNEGIE ENDOWMENT FOR INTERNATIONAL PEACE
DIVISION OF INTERCOURSE AND EDUCATION
405 WEST 117TH ST., NEW YORK, N. Y.

(143)

The Right Honorable
William Lyon Mackenzie King
Prime Minister of the Dominion of
Canada
Ottawa, Canada

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C 221041



To Mr. Nicholas Murray Butler,
in acknowledgement of his service
in favor of international compreben-
sion and peace.
From the Vatican April 19, 1940.

Pius PP. XII

G. Tibaldi
Rome

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photographs

C 22 1041



To [illegible]
in acknowledgement of his service
in favor of international comprehen-
sion and peace.
from the [illegible] April [illegible]

[illegible]

W. L. M. King

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OFFICE OF THE PRIME MINISTER
CANADA

URGENT

C221042

May 11, 1942

For the Prime Minister:

Re: 25th anniversary of the consecration of His Holiness Pope Pius XII to the Episcopacy - Wednesday, May the 13th.

This anniversary is being celebrated very widely in the Catholic world, and His Eminence Cardinal Villeneuve, in conversation with the Minister of Justice, suggested that His Excellency the Governor General or the Prime Minister might consider it worth while sending a message of congratulation through some channel.

The Cardinal did not wish to make this suggestion officially, in order to avoid any possible embarrassment. If a message is to be sent, it will have to go tomorrow, May 12th, at the latest.

It has been suggested that a message of congratulation from either His Excellency or the Prime Minister might be sent (1) direct, (2) through the British Embassy to the Vatican, or (3) through the Apostolic Delegate in Ottawa. This latter channel is not considered the best.

Will the Prime Minister let me know his wishes in this connection, please?

W.J.T.

Message undelivered
Above
12-5-42

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OFFICE OF THE PRIME MINISTER

MEMORANDUM C221043

Friday

For the Prime Minister:

Prince Pacelli - nephew of His Holiness Pope Pius XII - has a special message from His Holiness for the Prime Minister.

Prince Pacelli will arrive in Ottawa tomorrow (Friday noon) and is asking to see the Prime Minister for a few minutes between that time and Monday evening.

(Reply to be telephoned to Mr. Robert - 3.5373 - who has been asked to arrange interview, if possible.)

E.H.

December 4, 1947

2-3587

R. Calabrese Sec.

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C221044

Ottawa E. Journal
December 5,1947

Pope's Nephew Visits Ottawa

Prince Julio Pacelli, of Rome, a nephew of Pope Pius XII, arrived in Ottawa at noon today from Rome.

He was accompanied by Rev. R. Durocherf, Canadian representative of the General House of Jesuits, Rome, and a secretary. The group is here on a special visit, but Prince Pacelli declined to give any details. This is his first trip to Canada.

He was the third son of the Pope's brother, who died while the Pope was a Cardinal. The son received the title of Prince from the King of Italy.

They will leave Ottawa tomorrow morning for Montreal and New York.

Autographed copy of "Activity of P.C.A., in Italy from 1944-1947" filed "Historic Documents"

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C2210 .1

Ottawa E. Journal
December 5,1947

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enter in book

C221045

ENGAGEMENT

DATE— Saturday
December 6, 1947

HOUR— 3.00 p.m.

EVENT— Call at Laurier
House

NAME— Prince Julio Pacelli
Roberta Calabresi,

PLACE— Secretary to Prince
Pacelli;

PHONE No.— Msgr. Tessier

REMARKS—

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C221046

May 11, 1942

For the Prime Minister:

Re: 25th anniversary of the consecration of His Holiness Pope Pius XII to the Episcopacy - Wednesday, May the 13th.

This anniversary is being celebrated very widely in the Catholic world, and His Eminence Cardinal Villeneuve, in conversation with the Minister of Justice, suggested that His Excellency the Governor General or the Prime Minister might consider it worth while sending a message of congratulation through some channel.

The Cardinal did not wish to make this suggestion officially, in order to avoid any possible embarrassment. If a message is to be sent, it will have to go tomorrow, May 12th, at the latest.

It has been suggested that a message of congratulation from either His Excellency or the Prime Minister might be sent (1) direct, (2) through the British Embassy to the Vatican, or (3) through the Apostolic Delegate in Ottawa. This latter channel is not considered the best.

Will the Prime Minister let me know his wishes in this connection, please?

W.J.T.

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P.M. might refer to read on train

MEMORANDUM C221047

Office of the Prime Minister

Ottawa, January 6, 1940

Laurier House

Copies of material forwarded by Mr. Victor Podoski, Consul-General of Poland - used by him in address to Canadian Club - and forwarded at the Prime Minister's Request / Jas.

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Gustave Le Bon - "Crowd - A Study in Psychology"

Under certain given circumstances, and only under those circumstances, an agglomeration of men presents new characteristics very different from those of the individuals composing it. The sentiments and ideas of all the persons in the gathering take one and the same direction, and their conscious personality vanishes. A collective mind is formed, doubtless transitory, but presenting very clearly defined characteristics.

... a heterogeneous crowd - that is, a crowd composed of dissimilar elements - presents certain characteristics in common with homogeneous crowds - that is, with crowds composed of elements more or less akin....

... just as in chemistry certain elements, when brought into contact - bases and acids for example - combine to form a new body possessing properties quite different from those of the bodies that have served to form it.

This very fact that crowds possess in common ordinary qualities explains why they can never accomplish acts demanding a high degree of intelligence.

... the individual forming part of a crowd acquires, solely from numerical considerations, a sentiment of invincible power which allows him to yield to instincts which, he would perforce have kept under restraint. He will be the less disposed to check himself from the consideration that, a crowd being anonymous, and in consequence irresponsible, the sentiment of responsibility which always controls individuals disappears entirely.

The conscious personality has entirely vanished; will and discernment are lost. All feelings and thoughts are bent in the direction determined by the hypnotizer.

... the disappearance of the conscious personality, the predominance of the unconscious personality, the turning by means of suggestion and contagion of feelings and ideas in an identical direction, the tendency to immediately transform the suggested ideas into facts; these, we see, are the principal characteristics of the individual forming part of a crowd. He is no longer himself, but has become an automaton who has ceased to be guided by his will.

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A crowd is not merely impulsive and mobile. Like a savage, it is not prepared to admit that anything can come between its desire and the realization of its desire. It is the less capable of understanding such an intervention, in consequence of the feeling of irresistible power given it by its numerical strength.

An orator wishing to move a crowd must make an abusive use of violent affirmations. To exaggerate, to affirm, to resort to repetitions, and never to attempt to prove anything by reasoning are methods of argument well known to speakers at public meetings.

Crowds are cognizant of simple and extreme sentiments; the opinions, ideas, and beliefs suggested to them are accepted or rejected as a whole, and considered as absolute truths or as not less absolute errors.

Their sympathies have never been bestowed on easy-going masters, but on tyrants who vigorously oppressed them. It is to these latter that they always erect the loftiest statues. It is true that they willingly trample on the despot whom they have stripped of his power, but it is because, having lost his strength, he has resumed his place among the people, who are to be despised because they are not to be feared.

... our savage, destructive instincts are the inheritance left dormant in all of us from the primitive ages. In the life of the isolated individual it would be dangerous for him to gratify these instincts, while his absorption in an irresponsible crowd, in which in consequence he is assured of impunity, gives him entire liberty to follow them.

The philosophical ideas which resulted in the French Revolution took nearly a century to implant themselves in the mind of the crowd. Their irresistible force profoundly disturbed the Western world and Europe witnessed hecatombs that would have terrified Ghengis Khan and Tamerlane.

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A religious sentiment has very simple characteristics, such as worship of a being supposed superior, fear of the power with which the being is credited, blind submission to its commands, inability to discuss its dogmas, the desire to spread them, and a tendency to consider as enemies all by whom they are not accepted. Whether such a sentiment apply to an invisible God, to a wooden or stone idol, to a hero or to a political conception, provided that it presents the preceding characteristics, its essence always remains religious.

The hero acclaimed by a crowd is a veritable god for that crowd.

The crowd demands a god before everything else.

The ideal for a people is in consequence to preserve the institutions of the past, merely changing them insensibly little by little. This ideal is difficult to realize. The Romans in ancient and the English in the modern times are almost alone in having realized it.

Words and formulas handled with art, possess in sober truth the mysterious power formerly attributed to them by the adepts of magic. They cause the birth in the minds of crowds of the most formidable tempests ....

Words whose sense is the most ill defined are sometimes those that possess the most influence.

As soon as a certain number of living beings are gathered together, whether they be animals or men, they place themselves instinctively under the authority of a chief. - In the case of human crowds the chief is often nothing more than a ringleader or agitator, but as such he plays a considerable part. His will is the nucleus around which the opinions of the crowd are grouped and attain to identity.

A crowd is a servile flock that is incapable of ever doing without a master. The leader has most often started as one of the led. He has himself been hypnotized by the idea whose apostle he has since become. It has taken possession of him to such a degree that everything outside of it vanishes, and that every contrary opinion appears to him an error or a superstition.

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However absurd may be the idea they uphold or the goal they pursue, their convictions are so strong that all reasoning is lost upon them. Contempt and persecution do not affect them, or only serve to excite them the more. They sacrifice their personal interest, their family - everything.

The intensity of their faith gives great power of suggestion to their words. The multitude is always ready to listen to the strong willed man, who knows how to impose himself upon it.

The men of ardent convictions who have stirred the soul of crowds have only exercised their fascination after having been themselves fascinated first of all by a creed. They are then able to call up in the souls of their fellows that formidable force known as faith, which renders a man the absolute slave of his dream.

Great leaders form the summit of a continuous series, which extends from these powerful masters of men down to the workman who, in the smoky atmosphere of an inn, slowly fascinates his comrades by ceaselessly drumming into their ears a few set phrases, whose purport he scarcely comprehends, but the application of which, according to him, must surely bring about the realization of all dreams and of every hope.

The leaders of crowds wield a very despotic authority, and this despotism indeed is a condition of their obtaining a following. It has often been remarked how easily they extort obedience, although without any means of backing up their authority, from the most turbulent section of the working classes.

These ringleaders and agitators may be divided into two clearly defined classes. The one includes the men who are energetic and possess, but only intermittently, much strength of will, the other the men, far rarer than the preceding, whose strength of will is enduring.

Affirmation pure and simple, kept free of all reasoning and all proof, is one of surest means of making an idea enter the mind of crowds. The consiser an affirmation is, the more destitute of every appearance of proof and demonstration, the more weight it carries.

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The various kinds of prestige may be grouped under two principal heads: acquired prestige and personal prestige. Acquired prestige is that resulting from name, fortune, and reputation. It may be independent of personal prestige. Personal prestige, on the contrary, is something essentially peculiar to the individual; .....

Success is one of the principal stepping-stones to prestige. The hero whom the crowd acclaimed yesterday is insulted today should he have been overtaken by failure. The reaction, indeed, will be the stronger in proportion as the prestige has been great.

Believers always break the statues of their former gods with every symptom of fury.

As soon as a new dogma is implanted in the mind of crowds it becomes the source of inspiration whence are evolved its institutions, arts, and mode of existence.

The usual motive of the crimes of crowds is a powerful suggestion, and the individuals who take part in such crimes are afterwards convinced that they have acted in obedience to duty, which is far from being the case with the ordinary criminal.

G. S. Lee - "Crowds" - 1913.

We live in the future in our modern life, and ..... a man who can be a 10 year prophet or a 25 year prophet .. is put on a pedestal .... He swings his country as if it were his hat ..... we only crucify a prophet now if he is a 100, or 200, or 500 years ahead.

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Sir M. Martin Conway - "The Crowd in Peace and war" - 1915

Every citizen of a nation carries the national type about with him ... "every Englishman is an Island" - "every American is a continent" - it has been wittily said.
Most highly organized of all is a disciplined regiment of soldiers .... ordained to the end that the unit may be completely merged in the whole and .... may lose all individual will, feeling, fear, or independence ....

.... music is the easiest of all agencies .... for kindling the emotion .... Men marching behind a band in rhythmic step are already beginning to crystallize into an integral group.
"A band", says Kipling "revives memories and quickens associations".

The oldest and still the most powerful crowd-former is the orator. The orator mesmerizes rather than convinces them (crowds). They become a group with an idea, and .... may be led to act ..., as the individuals composing the group could never have been brought to act had they been reasoned with one by one.

A crowd can be formed in a 100 other ways than by mere physical presence together. Printing, the telegraph, and the various modern inventions .... have made crowd-formation possible without personal contact. What is a "movement" but a formation of a crowd?

The philosophy of the notorious Treitschke within the lifetime of a generation has remade the German people on a new model and threatened the whole basis of European civilization; had it not been for the power of organizing resistance quickly and over a large area .... we might have witnessed at present a German repetition of the succession of conquering Islam. The German-Turkish alliance is not so surprising ... for Islam and Teutonism have much in common. (1915).

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Once a crowd is really formed, ... the individual is in fact absolved for the time being into the cause and merely contributes his life to the vitality of the collective body. Losing himself he loses the desire of self-preservation, and fear only comes upon him when the structure of his crowd is broken up, and panic sets in.

Courage is the highest crowd virtue, because it makes for the crowd's success. Fear is the worst of crowd's vices, because it makes for crowd-disintegration.

J. Ruskin

"You can talk a mob into anything."

F. K. Notch - "King Mob" - 1930

A mob is made up of groups of persons unable to think straight because they are affected by the consciousness of their own numbers!

The mob is a primitive, living thing. Like all living things, it has the inertia of existence, i.e. the will to live. Like all primitive things, it is cruel. It expresses its will to live or to continue by trying to drag larger numbers into its mood, and manifests its cruelty by its attitude toward those who resist it. Its cruelty is known as intolerance and has many forms.

The cruelty of the mob is a function of its fear. It fears all those who ... threaten it with dissolution, who ... kill the mob by resolving it once more into its constituent atoms - free human beings.

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Since spiritual values are unique, representing each man's personal relation to the mystery of life, the mob can have no spiritual values. It strikes them out. It shows enmity to spiritual values.
(cf. President of Nazi Academy of Education, on "culture": "Whenever I hear the word culture, I feel like reaching for my gun and letting my hound loose")

The mob .... (in the end) destroys great men by adopting their principles. It canonizes and sterilizes simultaneously.

Everett Dean Martin - "The Behaviour of Crowds" 1919

The crowd-mind is a phenomenon which should best be classed with dreams, delusions and the various forms of automatic behaviour.

In a crowd-mind the fiction gets itself substituted for the true facts of experience; the individual in the crowd has lost the function of the real. He has become mentally unadjusted - pathological.

The crowd idealizes itself as an end. It believes in its future supremacy.

Crowd behaviour is in a sense psychopathic and has many elements in common with somnambulism and even paranoia.

The unconscious egoism appears in all forms of crowd-behaviour.

Probably the most telling point of likeness between the crowd-mind and the psychoneurosis is the "delusion of persecution". Such delusions are known to be defences or compensation mechanisms, growing out of the patient's exaggerated feeling of self-importance. The delusion of grandeur and that of being persecuted commonly go together.

A revolution occurs when the dominant crowd begins to weaken.

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The crowd-mind is seen at its best and at its worst in revolution.

Education as possible cure for crowd-thinking,-- freeing democracy from crowd-mindedness can be obtained by liberating our own thinking.

Humanism breaks down the conformist spirit of crowds.

V. C. Soloviev

"I have the foreboding of the near approach of a time when Christians will foregather again in the catacombs because of the persecution of faith."

Russian doctrine which children are made to repeat in unison: "God is he who is not."

Fichte: "History teaches us that history teaches us nothing."

THEORY OF LE BON

(1) From the standpoint of psychology, the crowd, as the term is here defined, is not merely a group of people, it is the appearance within such a group of a special mental condition, or crowd-mind.

(2) The sentiments and ideas of all the persons in the gathering take one and the same direction.

(3) Conscious personality vanishes.

(4) A collective mind is formed: This is Le Bon's "Law of the Mental Unity of Crowds".

(5) This collective mind consists in the main of "general qualities of character" which are our common racial inheritance. It is an "unconscious substratum" which in the crowd becomes uppermost, dominating over the unique personal consciousness.

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(6) Three causes determine the characteristics of the crowd-mind.
a/ From purely numerical considerations, the individual acquires a sentiment of invincible power which encourages him in an unrestrained yielding to his instincts.
b/ Contagion, or imitation, and
c/ hypnotic suggestion cause the individuals in the crowd to become "slaves of all the unconscious activities of the spinal cord."

(7) The resulting characteristics of the crowd are (a) a descent of several rungs in the ladder of civilization, (b) a general intellectual inferiority as compared with the isolated individual, (c) loss of moral responsibility, (d) impulsiveness, (e) credulity, (f) exaggeration, (g) intolerance, (h) blind obedience to the leader of the crowd, (i) a mystical emotionalism.

. . . . . .

E. D. MARTIN'S VIEW

1) The crowd is not the same as the masses, or any class or gathering of people as such, but is a certain mental condition which may occur simultaneously to people in any gathering or association.

2) This condition is not a "collective mind". It is a release of repressed impulses which is made possible because certain controlling ideas have ceased to function in the immediate social environment.

3) This modification in the immediate social environment is the result of mutual concessions on the part of persons whose unconscious impulses to do a certain forbidden thing are similarly disguised as sentiments which meet with conscious moral approval.

4) Such a general disguising of the real motive is a characteristic pheonomenon of dreams and of mental pathology, and occurs in the crowd by fixing the attention of all present upon the abstract and general. Attention is thus held diverted from the individual's personal associations and their accompanying impulses to function unconsciously.

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5) The abstract ideas so entertained become symbols of meanings which are unrecognized; they form a close system, like the obsessions of the paranoiac, and as the whole group are thus moved in the same direction, the "compulsory" logic of these ideas moves forward without those social checks which normally keep us within bounds of the real. Hence, acting and thinking in the crowd become stereotyped and "ceremonial". Individuals move together like automatons.

6) As the unconscious chiefly consists of that part of our nature which is habitually repressed by the social, and as there is always, therefore, an unconscious resistance to this repressive force, it follows that the crowd state, like the neurosis, is a mechanism of escape and of compensation. It also follows that the crowd-spirit will occur most commonly in reference to just those social forms where repression is greatest - in matters political, religious and moral.

7) The crowd-mind is then not a mere excess of emotion on the part of people who have abandoned "reason"; crowd-behaviour is in a sense psychopathic and has many elements in common with somnambulism, the compulsion neurosis, and even paranoia.

8) Crowds may be either temporary or permanent in their existence.

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C221059

Dr. Alfred J. Fiderkiewicz
(Polish Minister)

Mr. Konstanty Dabrowski
(Minister of Finance)

Mr. J. Zoltowski
(Minister at Washington)

Mr. E. Drozniak
(Pres.Nat.Bank of Poland)

Mr. Z. Karpinski
(Dir. Bank of Poland)

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C221060

AN APPEAL FOR POLAND

The Canadian Friends of Poland, with headquarters in Ottawa and branches in other Canadian cities, was organized for the purpose of helping the heroic and incredibly ill-used people of Poland. Canadians have recognized that none of the allies of the British Commonwealth are more desperately in need of food, clothing and medical supplies, and none has a better claim to our sympathy and support. There are a million and a half Poles in Russia, men, women and children, who, with the approach of winter, are in most urgent need of warm clothing, and who for months have lacked more than barely enough food to keep them alive.

Up to the outbreak of war between Germany and Russia there was little chance of getting supplies to these unfortunate people. To-day conditions have changed. The Poles, through their Government in London, have buried their very real grievances against Russia; they pay tribute as we all do to the splendid courage and indomitable spirit of the Russian people; and have entered into a treaty of alliance with the USSR against the common enemy. They have ranged themselves beside the British as allies of the Russians, and able-bodied Poles in Russia are being organized as an army to defend the eastern front as soon as they have recovered some of their strength lost through privation and under-nourishment. Some are already helping to defend Moscow.

Canada, like the United States and Great Britain, is sending military supplies to Russia. There is an increasing shortage in that country not only of tanks, guns and aircraft, but also of clothing and food. The Russians will have all they can do to look after their own people. We can show in a practical way our admiration of the heroic fight the people of Poland have put up, and our sympathy for their sufferings, by sending food and clothing to those who are in exile in Russia, and particularly to those who are suffering almost incredible hardships in remote parts of Siberia.

Through the whole-hearted cooperation of the Canadian Red Cross arrangements have been made for the collection at the Red Cross warehouse in Montreal of such urgently needed supplies as woollen clothing, underwear, socks and stockings, knitted sweaters, blankets, shoes and rubbers, cod liver oil and canned goods (if possible dehydrated), jams, fruits, vegetables, fish and meat. These supplies will be packed in Red Cross packing cases at various Canadian centres, shipped to the warehouse in Montreal, and from there by practicable routes to Polish centres in Russia.

The Canadian Friends of Poland, which works in close cooperation with the Consul General of Poland in Canada, Victor Podoski, has branches in Ottawa, Toronto, Montreal, Quebec, Halifax and other centres. Its Executive Committee includes Hon. Cairine Wilson, Ottawa, Dr H.M. Tory, Ottawa, Prof. Watson Kirkconnell, Hamilton, Lieut.Col. G.L.P. Grant-Suttie, Toronto, Brig.General C.F. Winter, Ottawa, Prof. Herbert L. Stewart, Halifax, Leonard Brockington, Ottawa, Jean Bruchesi, Quebec, Paul Martin, M.P., Windsor, Hon. E. Fabre Surveyer, Montreal, Rev. Henri Saint-Denis, Ottawa, Senator W.A. Buchanan, Lethbridge, Mrs L.R. Stephen, Ottawa, Ralph Bell, Halifax, Prof. C.R. Young, Toronto, Lady Kingsmill, Ottawa, Lieut.Col. A.D. LePan, Toronto, Mrs Alexander Ferguson, Ottawa, Prof. G.H.W. Lucas, Toronto. Lawrence J. Burpee, of Ottawa, is Chairman, and W.R. Creighton, Manager of the Bank of Montreal in Ottawa, is Treasurer.

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Ottawa ,May 4--(CP)-- Tribute to Poland and to the Polish people poured into the Polish Legation here from all over Canada on Sunday which was ~~xxxxx~~ Poland's National Holiday---151st anniversary of the Polish democratic constitution.

Rodrigue Cardinal Villeneuve,O.M.I.,Archbishop of Quebec, Rev.A.Vachon DD.,of Ottawa and the Most Rev.J.McGuigan,DD., archbishop of Toronto offered special prayers for the Polish Nation on Sunday.

A radio tribute was paid to Poland by the C.B.C,on Sunday afternoon

Władyslaw Kicki,Secretary of the Legation of Poland ~~xxx~~ here,today expressed the gratitude of his country for the interest of the Canadian people."When Poland ~~xxx~~ is free again we hope we can do the same thing for the Canadian people who have wished us ~~xxx~~ in our hour of tragedy,he said.

--30-8-

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C221062

file

MEMORANDUM FOR MR. KING:

NO

Mr. Victor Podoski telephoned this morning, to inquire about your health. He would have liked to call on you at Kingsmere, just to pay his respects and return a call you made on him at the time of his accident several months ago. I told him of your doctor's orders, and he understands.

Mr. Podoski has made a complete recovery from his accident. Both legs were broken, but he is walking again normally.

F.A. McG.
July 6

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C221063

RUSSO-GERMAN SITUATION MAP

SCALE . 1 . 4,000,000

STATUTE MILES 100 50 0 100 200 300 400

KILOMETERS 100 50 0 100 200 300 400

G.S.G.S. 596-O.

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BALTIC SEA
BLACK SEA
AZOVSKOE MORE
(SEA OF AZOV)
BALTIYSKOYE MORE
BELOYE MORE
(WHITE SEA)
BARENTSEVO MORE
KARA MORE
(KARA SEA)
MORE LAPTEVYKH
(LAPTEV SEA)
MORE VOSTOCHNO-SIBIRSKOYE
(EAST SIBERIAN SEA)
CHUKOTSKOYE MORE
(CHUKOTSK SEA)
BERINGOVO MORE
(BERING SEA)
OKHOTSKOYE MORE
(SEA OF OKHOTSK)
YAPONSKOYE MORE
(SEA OF JAPAN)
KASPIYSKOYE MORE
(CASPIAN SEA)
ARAL SEA
LAKE BALKHASH
LAKE BAIKAL
LAKE ISSYK KUL
LAKE ZAYSAN
LAKE TEMNAYA
LAKE KHANKA
LAKE BARKOL
LAKE KHUBSUGUL
LAKE TELETSKOYE
LAKE ILMEN
LAKE PEIPUS
LAKE LADOGA
LAKE ONEGA
LAKE VYGOZERO
LAKE SEGOZERO
LAKE KUBENSKOYE
LAKE KUBENSKOYE
LAKE KUBENSKOYE

Canada General
Poland

OFFICE OF THE PRIME MINISTER

File

MEMORANDUM

C-975-6
1940

For the Prime Minister:

C221064

Mr. Victor Podoski, the Polish Consul General, came in this afternoon and left the Canadian Geographic Journal for October and the booklet on Poland, both of which contain photographs of the old Poland, together with the envelope of recent photographs taken in Warsaw which he has received from his government in France. Mr. Podoski thought that you would be interested in seeing the contrast which these documents afford. He would like to have them back, if at all possible, within the next two or three days, as he has plans for publication of these latest photographs.

(H.R.L. HENRY)
HH.

April 2, 1940.

Will bring when I return for interview Friday
4-4-40

Done
4-4-40

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File

JAG:JG
6:4:40

C221065

D-120-J
1940

FOR THE PRIME MINISTER:

Re: Visit to Ottawa of General HALLER's Mission.

The Consul-General of Poland telephoned to the office late this afternoon in connection with the visit to Ottawa of General Haller (Minister-without-Portfolio in the Polish-Government-in-exile). Mr Podoski mentioned:

1) that General Haller, accompanied by two aides, would arrive in Ottawa at 10.00 p.m. on Wednesday, April 10, and would leave on Saturday afternoon, April 13;

2) that it was proposed that official calls (upon the Prime Minister, the Under Secretary of State for External Affairs, the Acting Governor General (if appropriate), the Minister of National Defence (and any other Ministers who might be suggested)), should be made on Thursday, April 11;

3) that an evening reception, arranged by the University of Ottawa, would be held on Friday, April 12, at 8.30 p.m., at which the Principal of the University, the Most Reverend Archbishop Vachon, General Haller, and Mr Podoski, would speak;

4) that the Polish-Canadian Club of Ottawa would also arrange a meeting.

Mr Podoski was anxious to learn as promptly as possible of any arrangements which the Government might be making in view of the proximity of General Haller's visit, and mentioned that he would have to delay the sending out of invitations to the afternoon reception which he would like to give, until he knew definitely whether any other arrangements were contemplated.

I said that I would take careful note of these points, so that word could be sent to Mr Podoski as soon as convenient.

J.A.G.

(J. A. GIBSON)

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General Haller
Mission

C221066

1

[Minister without portfolio] [Polish Government in Exile]

Approach

Official letter sent to USSR for XA

to establish friendly relations with Canadian Government

Polish - Canadian Centres

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C221067

intends to arrive
on Wednesday next

G H + 2 aides 10 p.m. on Apr 10
Official Calls on ff day

PM : Sat apt'n
M or ND
USSR XA

Hospitality if any

4-3275

Reptn/
University of Ottawa
Principal
AB Vachon
12th 8.30

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Polish - Canadian Club C221068

Afternoon Reception
Luncheon Small One
Whether PM to accept
either 11th or 12th

Official visits
PM
USS XA
Sir Lyman Duff
Other suggestions

MND?

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C221063

D-120-9
1940

GENERAL JOSEF HALLER

Minister without portfolio in the Polish Government

now established at Angers, France.

Extract from "Europa", European Who's Who, p.321

Haller, Josef, General; Polish officer;

b. 1873; ed. Vienna Military Acad.

Officer in Austrian Army 1893-1912;

Organised military troops under gymnastic society Sokol in Lwow 1913-1914;

Organised Polish Voluntary Legion 1914;

Participated in Carpathian and Bessarabian campaigns 1914-1915;

Commander Second Brigade Polish Legion in Wolhynier;

Declared war on Austro-Hungary and after battle Rarancza marched with his Brigade of Polish Legion to Russian Ukraine;

Organized 2nd Polish Corps in Russia and subsequently travelled to France, July 1918;

Mem. Polish Nat. Cttee. and organised Polish Army in France (Haller's Army);

Marched into Poland April 1919; Commander Voluntary Army on Northern Front during Battle of Warsaw 1920;

Pres. Polish Red Cross 1920-1926;

Inspector-Gen. of Artillery in Polish Army 1921-1926; mem. Sejm 1922;

Visited U.S.A. 1923, 1933;

Pres. Labour Party in Warsaw 1937.

A. Between 1917-1919 General Haller trained at Niagara on the Lake a contingent of men of Polish race (some Canadian but mostly American) which he later took to Europe and which

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comprised part of Pilsudski's army which defeated the Soviets outside Warsaw. At the conclusion of General Haller's Canadian tour he will visit Niagara on the Lake where there are graves of members of this legion who died during the influenza epidemic.

It is understood that the purposes of General Haller's visit to the United States and Canada are:

(a) to describe the details of Poland's contribution to the Allied cause in the present war;

(b) to appeal for funds for the relief of the Polish people.

General Haller, while in Toronto, probably discussed the latter subject with Mr. Norman Sommerville, National Chairman of the Canadian Red Cross. The Toronto Star of April 9th mentions that Mr. Sommerville told General Haller, who is described as President of the Polish Red Cross Society, that 9,000 Canadian Red Cross groups would work until Poland's freedom was restored.

B. In reply to a question Mr. Podoski stated last night that Mr. Sommerville has offered the facilities of the Canadian Red Cross in raising funds for Polish relief; and, as to the difficulty of ensuring that supplies and assistance reach the Polish people, that the German authorities in Poland had agreed to permit such assistance to be administered by the Quakers who, during the last war, fed thousands of German children and are non-combatants.

The details of General Haller's programme in Ottawa, as given by Mr. Podoski yesterday, are shown in the attached memorandum.

General Haller speaks fluent French. Mr. Podoski describes the General's English as "rusty". Mr. J. Stamirowski, the senior Aide, and Captain Orlowski both speak excellent English.

One or two press clippings are attached.

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FOR THE PRIME MINISTER:

The Consul-General of Poland telephoned to ask if Mr. King could accept an invitation to a small luncheon at Mr. Podoski's house, in honour of General Haller and his Mission, on either Thursday or Friday next (April 11 or 12). He emphasized that it would be a small luncheon, but that he much hoped that the Prime Minister would be able to accept.

J.A.O.

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Poland

HLK/JG, 31st August, 1940.

MEMORANDUM FOR THE PRIME MINISTER:

C221072

POLISH MILITARY RECRUITING IN CANADA

For some months the Polish Consul General, acting on instructions of the Polish Government which is established in England, has been endeavouring to obtain permission to recruit Polish nationals in Canada and to establish here a camp for military training. As originally proposed, the intention was that the recruits would be kept only a very short time in Canada and would then be forwarded to France to complete their training with other Polish forces there. This plan, of course, had to be abandoned when France was overrun.

The suggestion now is that the Polish recruits should be established in a camp in Canada and go through a relatively complete course of training here before being moved to the United Kingdom.

In a letter dated the 28th of August the Acting Deputy Minister (Militia Service) indicated that his Department has no objection to the granting of such

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permission to the Polish authorities, provided the same limitations are imposed as were made effective in the cases of the Netherlands and Norwegian military establishments.

In the case of the Norwegians and the Dutch their respective Governments were able to finance their military activities in Canada and no charge has been or will be incurred by the Canadian Government. The Polish Government, however, is unable to finance its military activity in this country and, if it is to be undertaken at all, it will have to be done as the result of the extension to the Polish authorities of a Canadian loan.* It remains for the Government, therefore, to decide whether they are prepared to give financial support to the Polish Government to the extent necessary to recruit, train and despatch to the United Kingdom a military force which may amount to anything between one battalion and ten.

Read & war Cosmittee
Sept 5 43
Hallk

* to be considered a relative
& financial problem.

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(N.A. ROBERTSON TO W.L.M.K.)

NAR/SR
31.3.41
C221074 D-120-J
1941

MEMORANDUM FOR THE PRIME MINISTER

Arrival of General Sikorski and Mr. MacDonald.

As you will have seen from the Naval Signals, the "Revenge" is now expected in Halifax on Tuesday, April 1st, a day earlier than planned. Mr. Measures, Mr. Hankinson and Mr. Podoski left by this morning's early train to meet the party. Do you wish to send any special message of greeting to be delivered in Halifax tomorrow?

The party were originally expected to arrive in Ottawa on Friday noon, but the revised plans will bring them here probably Thursday evening. We will receive exact information about their arrival from Mr. Measures. In accordance with your instructions, preparations have been made for a mens' dinner at the Country Club on the evening of Friday, April 4th. As Measures will be out of town, it has been suggested that the National Defence Department, which is most directly interested in General Sikorski's visit, should make the arrangements for the dinner. The suggested invitation list, which has been sent to National Defence, includes Mr. Malcolm MacDonald, who would share the honours with General Sikorski, and the words "in honour of" would be omitted from the invitation cards, menu and table seating plan. Mr. Measures' draft invitation list includes the Cabinet Ministers, Empire High Commissioners, members of General Sikorski's staff, Polish officials in Ottawa, and senior officers of the National Defence Departments. It makes a fairly formidable list if all accept. Plans have to be

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put in hand today and I should like to have your confirmation of these arrangements before asking the National Defence Department to carry them out.

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SUMMARY OF ATTACHED MEMORANDUM

4-4-41

C221076

The purpose of the German invasion of Poland was and remains the extermination of the Polish Nation. . . . . p. 1

The German-Soviet treaty was a new treaty for the partition of Poland. . . . . p. 2

With the object of crushing the Polish nation the Germans have rosorted to mass executions murdering tens of thousands of people and particularly the leading and most active elements. . . . . p. 3

To Germanise lands which have been Polish through the ages the Germans are expelling hundreds of thousands of Poles from the lands incorporated in the Reich; they are torn away from their places of work and are exposed to slow extinction. . . . . p. 8

The Germans humiliate and degrade the Poles. p.12

They carry off Polish women to brothels. p.15

They have shut tens of thousands of Poles in concentration camps, subjecting them to brutal torture. p.15

They have deported hundreds of thousands of people for enforced labour and turned them into slaves. p.16

They are pillaging Polish public and private property. p.17

They are persecuting the Church and the spirituality. . p.19

They are working to destroy Polish culture, dynamiting and removing their monuments, stealing the most valuable works of art, carrying off libraries, removing and destroying the equipment of scientific laboratories. They have closed down all Polish higher and secondary schools. p.21

They are endeavouring to demoralize the Poles. . . . p.26

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C221077

N O T E S

ON

THE SITUATION OF POLAND

UNDER

GERMAN OCCUPATION

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INTRODUCTION

Events in Poland from the beginning of the war /Septemb.1,1939, until to-day prove beyond all doubt that the aim of the German Reich in attacking Poland was not only to defeat her army and harness her politically and economically to the chariot of German interests and German "Lebensraum" in the East, but to annihilate the Polish nation, and indeed to exterminate as great a proportion as possible of the Polish population and especially of the intellectual and middle class.

This was, fundamentally, the purpose of the dismemberment of the country and its partition between Germany and Soviet Russia.

The German Reich, following the example of King Frederik of Prussia, who together with Russia and Austria was responsible for the first partition of Poland in 1772, agreed with Moscow on a plan of partitioning the Poland restored by the Treaty of Peace of 1919 and the Polish-Soviet Peace Treaty of Riga /March,1921/. This plan was in all probability definitively settled a week before the German aggression, on August 23, 1939, at which date the German-Soviet Pact was signed.

It was in flagrant breach of the German-Polish Non-Aggression Pact that Germany launched her attack on the young, militarily not sufficiently prepared Polish State, which was in addition encircled in the North, South, and West by German territory or by countries under German military dominance . From the very first day the aerial "Blitzkrieg", which had been launched even though diplomatic conversations were still going on in Berlin, was directed in all its fury against the civil population; which was massacred by the bombs and machine guns of German pilots, since the Polish Air Force was powerless to oppose them. /1/

/1/ The Polish Government published in 1940 /London,Hutchinson & Co/ a Black Book, authentic testimonies, statements and reports on German warfare contrary to the principles of international law.

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When the resistance of the isolated Poland, despite all her extreme difficulties, began to consolidate itself to a certain extent, the Soviet Army, in accordance with the pre-arranged German-Soviet plan, attacked the Polish troops from the rear, and that eventually decided the military situation.

There followed the occupation of the whole of Poland by the two conquerors, with a demarcation line - fixed by Berlin and Moscow on September 28, 1939 - running along the river Bug, the German occupied part comprising 72.000 square miles with a population of about 23 millions and the Russian occupied part: 78.400 sq. miles with a population of 13 millions.

The German-occupied territory has been divided in two areas, one of which, contrary to the most elementary principles of International Law, was incorporated with the German Reich on November 1, 1939, while the other has been made into a General Gouvernement as "Heimstätte der Polen". This is not joined to the Reich, but, in view of the fact that it was hopeless to find Poles willing to form a German-sponsored Polish Government, it is treated as a country "under German rule", as Germany's "Nebenland" or a German colony, with all that this implies.

The incorporated area comprises the Western, that is the oldest, economically and culturally most highly developed Polish territories: Pomorze , Poznania, and Polish Silesia, as well as the Northern and Western districts of the former, so called "Congress Poland", from Suwalki through Lodz /now called Litzmannstadt/ to Kalisz, the coal field of Dabrowa and the valleys of the former Western Galicia near Chrzanow and Zywiec - a total of about 35.000 sq.miles with a population of more than 10.000.000, composed of over 9.000.000 Poles and only about 600.000 Germans. The Gouvernement General, which covers an area of 37.600 sq. miles, with a purely Polish population of approx. 13 millions, comprises the area from Warsaw through Lublin and Kielce to Cracow.

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C221080

The plain facts given below show what a monstrous campaign of extermination, unprecedented in the history of the civilised world, the Germans have launched both in the incorporated part and in the Gouvernement General against a historic people which had for centuries defended Europe and civilisation against the onslaughts of the barbaric East - and this after leaving the whole of Eastern Poland a prey to Bolshevisation and exposing its people to deportation into darkest Asia.

MASS MURDER AND EXECUTION OF THE POLISH POPULATION

Immediately upon the entry of the German Army into Poland, the Germans began a campaign of mass murder and mass executions against the Polish population. This campaign was directed chiefly against the governing and intellectual classes: Landowners, clergymen, lawyers, doctors, civil servants, professors, merchants, manufacturers, leaders of the peasant organisations, trade-union leaders,etc. The executions - especially during the first few months, took place without any trial, without any indictment. A charge of "hostile attitude towards Germany" was sufficient.

During the period from September to December 1939, the Germans organized a slaughter of Poles, especially in the Western provinces: Poznania, Pomorze and Silesia. The victims awaited death, imprisoned in narrow cells. They were even refused consolation of the last rites or the opportunity to bid farewell to their family. Many of them were beaten and tortured before their execution.

The executions took place in the public squares of the towns and villages, sometimes at night by the light of the headlamps of police cars. The local population was herded into the squares to watch the ghastly spectacle. After the execution surviving representatives of the local Polish intellectual class were ordered to load the corpses into farm-carts, drive them to the vicinity of the cemetery /the cemetery itself

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being barred to the victims/, dig graves and bury the corpses. Sometimes, as a manifestation of bestial irony, they were ordered to bury Christian corpses in Jewish cemeteries. In a number of cases the victims were ordered to dig their own graves before they were slaughtered.

In addition to the public executions, thousands of Poles have been murdered by the Gestapo individually, often at night, and their corpses were buried in the woods. Approximately 40.000 Poles were murdered in this way in Western Poland in a few months. About 20.000 in Pomerania, 15.000 in Posnania, 5.000 in Silesia. In the town of Bydgoszcz alone more than 10.000 Poles were slaughtered, including a high precentage of women and children. More than 100 Polish Boy Scouts, and secondary school boys, aged from 12 to 16 years, were publicly slaughtered.They died with the National Anthem on their lips.

In the town of Wejherowo over 300 representatives of the intellectual and commercial classes of the Polish port of Gdynia were executed, including the director of the port, directors of the local banks, judges, lawyers, leading manufacturers and merchants.

After this first period of savagery, the slaughter of the Polish population not only did not cease, but - as reliable reports from the country show - it actually assumed larger and more monstrous proportions.

The campaign of extermination takes two forms:

1. Mass-murder and so called punitive expeditions, 2. Individual executions. Another method of murdering Poles, particularly those of intelligentsia is to deport them to concentration camps, where they die en masse from tortures, hunger and exposure.

Mass murders are carried out in any locality where a German has been injured or killed, even if he is not a soldier or a official, but an ordinary "Volksdeutsche", and even if the perpatrator was an ordinary criminal, wanted by the police. In such cases the Germans retaliate by murdering in the locality scores or hundreds of innocent people.

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The Germans also organise so called punitive expeditions in the course of which they burn dozens of villages, murdering the inhabitants or burning them alive in locked sheds and other buildings.

In the village of Szczuczki /Lublin district/ ammunition was found buried in the ground. The Germans drove 200 peasants into a shed, locked it, fired into it with mechine-guns, then set the shed on fire, so that the imprisoned people were all burned.

All the inhabitants of the village of Konopnica /also in the Lublin district/ were murdered. In the same district, in the village of Kazimierz Dolny 60 men were shot; in the village of Motycz 103 people caught on the roads and in the neighbouring villages were put to death. In the village Radowiec a certain "Volksdeutsche" was killed by a bandit. For this 80 men from the neighbourhood, who had nathing to do with the crime were shot. Under the same pretext a punitive expedition was sent to the villages of Jozefow Maly, Jozefow Duzy and the district . The lorries of the expedition which had been sent by the "Selbstschutz" from Lublin under the command of Count Alvensleben, was stuck in the mud on a side road. The Germans brought along some peasants from the nearest village, who extracted the lorries. Then they /11 men/ were shot dead. Afterwards the Germans arrested and shot all the men in the following villages: Jozefow Maly, /30 people, among them several boys of eleven/, Jozefow Duzy /14 people/, Bronislawow Stary /70/, Zakopie /60/, Bielany /25/, Ruda /18/, Nowiny /26/, Sereba /13/; and also an unknown number of people in the villages of: Serokomla, Hordzieszow, Okrzeja and others. Altogether they murdered more than 300 people. The victims , men, women and children were lined up in three rows and machine-gunned. Workers /17 men/ were brought from other localities to dig the graves and afterwards they also were shot. A number of village heads, returning from the county-office were similarly murdered. Five villages /more than 60 homesteads/ were partly burned.

In the District of Konskie in the Radom Area a punitive expe-

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dition was sent to some villages, which were suspected by the German authorities of assisting the Polish guerilla fighters. The Germans burned the villages of Rucisko /26 homesteads/, Krolewiec, Lelitkow, Skloby /328 homesteads/, Sulki, Szalasy /54 homesteads/, Wisniowiec as well as 72 homesteads in 7 villages of the Miedzieza rural district In the villages of: Chlewisko 40 people were shot, Krolewiec 123, Rucisko and Lelitkow 350, Sulki 42, Skloby 360. In the village of Szalasy all males of over 15 years of age were murdered, some of them being shot, and the others locked into a school and burned to death. The expedition brought back approximately 300 people to Radom; these were afterwards slaughtered in Firlej. A total of 1200 were murdered by this expedition.

In the village of Zeran, near Warsaw, and in neighbouring localities like Targowek and others, about 300 people were arrested and tortured on the spot; afterwards 86 men and 6 women of this group were shot. In the village of Rogozno, in the Lublin district, a secret distillery, the property of a "Volksdeutsch" was destroyed by fire. For this a number of local inhabitants, including a priest were shot. For the same reason 57 men, who were caught on the roads or dragged from their houses in the village of Rudno, were murdered.

In Warsaw three policemen called at a house situated at Lwowska Street, No 1, in order to arrest a few men. There was some shooting and the men who were to be arrested escaped. Some more police arrived, surrounded the house and arrested all its inhabitants, as well as other people from adjacent houses, a total of 200 people /180 men and 20 women/. They were all executed.

The above cases occurred in recent months, but massacres of this kind took place before. In the market town of Wawer, near Warsaw, there was some shooting between several German soldiers and some bandits who were being pursued by them. Two of the soldiers were killed. A detachment of "Landeschützen" surrounded the town and at

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2 a.m. one day more than 100 men were dragged from their homes and machine-gunned. The group included several boys - one aged 11 years and many old men. Two of the victims were doctors, one an engineer, and two American citizens.

Under a similar pretext 62 innocent people were shot in the town of Bochnia, near Cracow. In the Market Town of Skarzysko more than 300 workers were murdered; in the municipality of Zywiec more than 100.

In the town of Olkusz, under the pretext that somebody had fired at a German, 20 Poles were shot. The Gestapo then drove the whole population to the market square and ordered them to lie flat on the ground, motionless for 12 hours. The Gestapo agents beat and ill-treated them as they lay there.

In the town of Ostrow Mazowiecki /Warsaw District/ a Jewish warehouse was destroyed by fire. Some 600 male Jews were then driven out of the town and machinegunned. Some of those who were still alive after the firing were given the coup de grace, others were buried alive.

In Warsaw the executions used to take place at different points, including the Parliament Park - in daylight and before the eyes of the population. At present the chief place of execution for Warsaw and its environs is the market town of Palmira /in the Kampinowskie Forests/. There are many common graves in this area; they contain the bodies of some 2000 people, chiefly intellectuals. The executions take place periodically. The police wait until a large number of victims are collected. In Palmira there are always a number of graves dug in readiness by Jews, doing forced labour. The police bring the victims in lorries. At night the executions take place by the light of the lorry headlamps. The victims are lined up in twenties by the grave side, ... Behind them stand 20 policemen, each aiming a revolver at the back of one man's

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head. At a given signal they all fire. The wounded are given a coup de grace. The graves are filled in with sand. The families of the victims are not informed. A number of prominent Polish political leaders of all parties have been shot at Palmira.

It is estimated that since the beginning of the German occupation more than 70.000 Poles have been murdered by the Gestapo. This, of course, does not include the tens of thousands of people who were deliberately killed by the German pilots who, taking advantage of the fact that Poland had no adequate anti-aircraft defence, flew low and machinegunned the civil population. Thousands of women and children perished in that way.

The above figure also does not include the thousands of Poles who have been tortured to death in prisons and concentration camps.

Poles suffering from nervous or mental diseases have been poisened with gas or shot.

About 2000 patients from mental hospitals and lunatic asylums in places like Koscian, Owinska, Dziekanka and others in Poznania were taken to Fort VII in Poznan. There they were poisened with gas in special cells.

In Chelm Lubelski a detachment of the Gestapo surrounded the local lunatic asylum and ordered the doctors and staff to leave. Then they shot the whole of the 428 patients, as well as 40 healthy children, who were staying in a wing of the building as war refugees.

EXPULSION OF POLES FROM THEIR NATIVE LAND

The biggest crime Hitler is committing in the occupied Polish territories is his endeavour to expel the Polish population from large areas that have been purely Polish ethnically since the dawn of history.

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It must be remembered that the Polish territories occupied by the German troops have been divided by the German authorities into two parts, one part being "incorporated" with the German Reich and the other formed into a so-called General Gouvernement.

The "incorporated" territories comprise the Western provinces of Poland: Poznania, Pomorze, Silesia and large parts of Central and Southern Poland which have never belonged to the German Reich, namely, the industrial district of Lodz, the regions of Suwalki, Ciechanow, Wloclawek, Plock, Kalisz, Kutno, the coal field which includes the towns of Sosnowiec, Dabrowa, and Chrzanow, the regions of Biala, Zywiec, Wadowice. This area covers approximately 35.000 sq.miles,and at the beginning of the war was inhabited by 10.250.000 people, of whom 9.000.000 were Poles, and only about 600.000 Germans. The Poles constituted more than 90 per cent of the total population.

The General Gouvernement - the remaining part of Central Poland covers 37.000 sq.miles and has a population of approximately 12.000.000 - including the cities of Warsaw, Cracow, Lublin, Czestochowa.

It is Hitler's plan to expel the entire Polish population from the "incorporated" territories into the General Gouvernement and to replace them with German colonists. More than 20 million Poles and 2 million Jews are to be crowded into an area covering only 1/4 of the former Polish State, which is already very densely populated and has been deliberately devastated by the German Army and by German extravagant economy.

This plan has been in existence since October, 1940 and is being carried out with incredible cruelty. The expulsion of the Poles is accompanied by the total confiscation of all their movable and fixed property.

The people to be expelled are not given any previous notice. At a certain moment, mostly at night, the Gestapo detachments close certain streets, then the Gestapo agents call at the houses, wake up

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the inhabitants and order whole families to leave within 10 or 20 minutes, or, at most, within an hour. The people are robbed of their land, houses, homes with all furniture, shops, factories, industrial premises, all money and valuables, and even small family souvenirs. Even rings and gilt spectacle frames are stolen from them, They are allowed to take with them only a small suitcase each,with the most necessary things and 20-50 marks in cash.

Having been expelled from their homes, the people are herded into concentration camps completely lacking in hygienic conditions.Many of these people perish in the camps. The survivors are sorted out: some of the adult men and women are sent to Germany for forced labour,while children and old people are deported to the General Gouvernement. Families are brutally broken up, husbands being separated from their wives, children from their parents.

The deportees destined for the General Gouvernement are taken there in unheated sealed cattle trucks.

The journey lasts several days, but the deportees are not allowed to leave the trucks at any time, even for simple necessities. They are not allowed to try to obtain food, and when any inhabitant of a locality en route offers them some bread or tea, he is brutally hustled away by the German police. In several villages the Germans have fired at and killed people who tried to offer food to the deportees.

During the winter of 1939/40, the most severe Europe has known for many years, no train of deportees arrived at its destination without the frozen corpses of women and children. When a train carrying children expelled from Poznan arrived in Debica, one wagon was found to contain 30 children frozen to death.

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The same bestial method was adopted by the Germans in their treatment of Polish prisoners of war, who were transported from East Prussia to the General Gouvernement in unheated goods wagons in bitterly cold weather. The journey over that short distance frequently took 3 weeks. When one of the trains carrying 2.000 prisoners of war arrived in Warsaw, 211 frozen corpses were counted. The rest of the soldiers were half dead. Many had frozen hands and legs which had to be amputated. The whole attitude of the Germans towards the Polish prisoners of war is marked by inhuman barbarity.

To return to the deportees. After a journey as described, the deportees were thrown out of the train at some small station in the General Gouvernement or even in a field, and abandoned to starvation and misery, without money and without means of sustenance. The local Polish population, itself impoverished and despoiled by the Germans, was unable to help the unhappy deportees.

The mass expulsion of the Polish population began in the middle of October 1939, when almost the entire Polish population of the coastal town of Orłow and the Polish port Gdynia on the Baltic was expelled. Gdynia was built by a great effort on the part of the entire Polish nation after the war of 1914 - 1918 on the site of a small fishing village, and was the pride of the re-born Poland. Of Gdynia's population of 130.000 about 120.000 were expelled.

On the 22nd October, 1939, the Germans began the expulsion of the Polish population of the capital of Western Poland - Poznan, a city of 270.000 inhabitants /of whom 97 per cent were Poles and only 1 1/2 per cent Germans/ and a big Polish cultural and economic centre. Every night a thousand or more Poles were expelled from Poznan, all their property being stolen and given to the Germans from the Baltic States or German officials. In this way more than 100.000 Poles were expelled from Poznan within a few months, Poles whose families have

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lived in the city or its environs for centuries.

Hundreds of thousands of Poles were expelled from other towns and villages in Poznania, Pomorze, Silesia and other "incorporated" territories in the same way. From the town of Lodz, the largest Polish city next to Warsaw /with more than 700.000 inhabitants/ more than 150.000 Poles were expelled; the centre of the city was allocated to German colonists.

Hundreds of thousands of peasants were also expelled from the incorporated territories. Recently the Germans have been barbariously expelling - Polish farmers from the pure Polish district of Zywiec, South West of Cracow. All the villages are surrounded by detachments of SS. with machine guns, the inhabitants are dragged from their homes and driven into lorries. Those who try to escape are fired at. Many women and even children have been killed in this way. Up till now about 30.000 farmers have been expelled from the district in question.

It is estimated that up to the end of 1940 more than one and a half million Poles were expelled from the "incorporated" territories. The expulsions still go on.

In the towns of the General Gouvernement Poles are ejected from the best houses, which are requisitioned not only for the authorities, but also for German merchants, manufacturers, journalists etc. Warsaw was divided by the German authorities into three districts: Polish, Jewish and German. The best part of the city, formerly inhabited by 140.000 Poles, is now reserved for the Germans.

THE POLISH NATION HUMILIATED AND INSULTED.

The doctrine of the German "Herrenvolk" has found its fullest application in Poland. The Poles are treated as an inferior race, and

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even as slaves. Indeed the system introduced by the Germans in occupied Poland bears all the characteristics of modern slavery.

Only few years ago Hitler in his speeches used to speak most enthusiastically about the Polish nation, and the whole German Press used to describe with the greatest appreciation the progress the Polish nation and the Polish State had made during the twenty years of its independence. /1919 - 1939/.

To-day the leaders of the Third Reich, as well as the German Press and wireless, have nothing but the vilest insults for Poland.

What is the reason for this change and this ferocious hatred ? It is that Poland was the first country that darod to oppose Hitler's plan to make himself master of Europe and the world.

The Germans have issued in the "incorporated"territories as well as in the General Gouvernement a number of regulations aiming at the humiliation and degradation of the Poles.

In many towns the Poles have been ordered to salute all German soldiers, and all members of the National-Socialist party wearing uniform or badges. In certain towns Poles are not allowed to walk on the pavement, which is reserved for the Germans, but only in the roadway.

In the "incorporated" territories the Poles are forbidden to enter the principal cafes and restaurants, all cinemas and theatres. They are also barred from many places in the General Gouvernement, including many parks, swimming pools, beaches etc.

Poles are not allowed to travel in express trains, are allowed to travel in third class only in any train,and the right to use trams and buses is also restricted.

For any infringment of these barbarous regulations they are beaten and humiliated.

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The food rations for Poles are only one half or even two thirds of those for Germans. They are given special ration cards for food and fuel. In the shops and markets the Polish population can obtain their food only during specified hours, after the Germans, when the goods are often already sold out.

The attitude of the soldiers, police and German officials towards the Polish population is exceedingly brutal, and manifests itself in constant abuse and threats, jostling and beating.

The lies which German propaganda is exploiting against Poland, include the most brazen falsehoods concerning the alleged persecution of the German minority in Poland and the "murder" of many Germans during the war operations in September 1939.

In reality, the policy of the Polish authorities towards the German minority in Poland, which constituted only about 2 per cent of the whole population, was marked by an extreme liberalism, in complete contrast with the methods of the Germans in their treatment of the 1 1/2 million Poles living within the frontiers of the Reich after the Versailles Treaty.

In September, 1939, the Polish courts martial imposed the death penalty on a few hundred spies, saboteurs and German Fifth Columnists, who organised diversions in the rear of the Polish Army when it was fighting desperately against overwhelming forces of the enemy. German propaganda is now vainly trying to represent the traitor caught red-handed by the Polish authorities as the "innocent representatives of the German minority" - multiplying their number ten-fold.

The Polish Ministry of Information in London recently published in English a collection of documents describing the activities of "The German Fifth Column in Poland", London, 1941. Hutchinson & Co.

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GERMAN CRIMES AGAINST POLISH WOMEN.

One of the monstrous National Socialist crimes in Poland is the abduction of young Polish women and girls and their internment in German military brothels.

The abductions take place under the pretext of transporting the women to Germany to work. When transferring the Polish population from the so called "incorporated" territories the Germans separate the young girls from their parents and take them to Germany. Apart from that, the Germans organise "woman hunts" by Gestapo agents and military detachments in the streets of Warsaw. Girls of poorer classes, as well as girls of the intellectual classes are thus abducted.

The Polish Government possesses a number of reliable reports relating to this criminal procedure.

THE PRISONS AND CONCENTRATION CAMPS.

Tens of thousands of Poles are detained in prisons and concentration camps, where they are doing forced labour, are being starved, beaten and tortured.

The news received from those camps is horrible. One method of torture consists in pouring a large amount of water into the victim through the nose, throat or the rectum, until his body bursts. Sometimes this is achieved by pumping air into the rectum with a bicycle pump. In some cases the eyes of the victim have been gouged out. These forms of torture are practised chiefly in the famous Fort VII in Poznan, where a kind of a "torture school" for Gestapo agents exists and from where they are sent all over Poland and Czechoslovakia.

A large number of Polish intellectuals are in the concentration camps in Oświecim /in the occupied part of Poland/, in Sachsenhausen-Oranienburg /near Berlin/ in Dachau /Bavaria/, or are doing forced labour in the quarries of Austria.

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DEPORTATION OF POLES FOR FORCED LABOUR IN GERMANY.

The Polish lands, which are subjected to an utterly ruthless system of economic exploitation, are also a source of cheap human labour for the Germans. Instructions defining the principles of German policy in the occupied areas lay especial stress on this problem. The notorious circular issued a year ago by Governor-General Frank on Goering's orders issued regulations for the recruitment and deportation to Germany for forced labour of a million Polish workers, not less than 750,000 of which were to be agricultural labourers.

To extract such a large number of workers from Poland the Germans have set in movement all forms of administrative compulsion. Villages and towns were assigned contingents of workers which had to be supplied for work in Germany. These who resisted were compelled to go. When other means proved a failure, great round-ups and man-hunts were organized.

The ruthless German system, which in the 20th century restores the slavery of ancient times, serves simultaneously three objects:

1. It makes it possible to fill in the painful gaps in the German economy caused by the mobilization of the younger German workers for the army.

2. By means of administrative compulsion it slows up the natural increase in the Polish population.

3. It assures considerable gain to the German workers, who within the bounds of the New Order are to carry out the functions of skilled and well paid workmen. Foreign workers, subjected to compulsion and receiving miserable wages, are to do the work of white negroes.

It has to be added that according to the latest information from official German sources some 500,000 Polish workers are engaged in agricultural labour in Germany today. The number of Polish workers employed in German industry exceeds 100,000. All these workers are subject to a hard regime, have to wear a patch with the letter P on their breast, and suffer despicable and inhuman treatment.

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THE SPOLIATION OF PUBLIC AND PRIVATE PROPERTY.

Shortly after the German invasion of Poland Marshal Goering gave instructions for the confiscation of all the property of the Polish State. Soon afterwards all private property in the "incorporated areas was expropriated in a manner without precedent in modern warfare

The procedure took various forms:

1. The Poles expelled from the "incorporated" areas had not only all their fixed and movable property,-houses, dwellings, furniture, shops, factories, etc, - but also their cash, jewellery and all objects of value confiscated. They were allowed to take with them only one small suitcase and 25 to 50 marks in cash.

2. The Poles allowed to remain in the "incorporated" areas had their shops, industrial and artisanic enterprises, hotels, restaurants, bookshops, social and cultural organizations, landed property whether large or small, confiscated, everything being transferred to German administrators, so-called Treuhaendern /Trustees/.

3. In February 1940 a decree issued by Marshal Goering ordered the confiscation of all Polish landed property in the "incorporated" areas. Also all Polish real property in the towns was confiscated.

4.All cultural property is being carried off on a mass scale: the contents of museums, libraries, archives, scientific laboratories the most valuable articles from churches, and so on. This spoliation is carried out under the supervision of German university professors, who have shown themselves to be as good at pillage as the agents of the Gestapo.

5. There are also several other ways of despoiling Polish private property, both in the "incorporated" areas and in the Gouvernement General. For instance:

Hitler has given the palace at Krzeszowice near Cracow, the

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property of the Counts Potocki, to Governor General Frank as his private property, together with all the valuable collections in the palace. In addition, to furnish the palace part of the collection of the National Museum at Cracow /the collections of Bazycz/ was taken, as well as numerous works of art from the repositories which the Germans created in the Jagiellon Library at Cracow of articles stolen from all over Poland. Numerous items from museums were officially sent to offices, barracks, and the private dwellings of German officers and officials. German notabilities, including the wife of the governor of Cracow, Waechter, selected their own articles from the National Museum at Cracow for the furnishing of their homes.

All empty houses and dwellings: villas, parsonages, rural residences, houses in towns are plundered of all their contents: furniture, pianos, clothing, bedlinen, books and so on. Lorries cart everything to Germany, or to German homes in Poland. The houses and dwellings of people imprisoned or murdered by the Gestapo are pillaged similarly.

In all requisitions the Gestapo agents unceremoniously pocket everything they fancy: watches, table silver, jewellery etc.

The equipment of factories, machinery, stocks of raw materials and goods are also carried off.

In compliance with a circular issued by Goering and Frank Poland's public property is being ruthlessly ravaged. A purely spoliatory economy is being practised, especially in regard to the exploitation of forests.

The country is systematically stripped of food. The Polish people are sentenced to starvation; even the food, coal and other rations which are nominally allowed them are only half or a third of those allowed to Germans. It is not surprising that in such conditions the mortality in the country is very high.

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RELIGIOUS PERSECUTIONS.

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The Polish Clergy - Catholic as well as Protestants - is the most persecuted class of the population. More than a hundred priests have been shot; hundreds have been tortured to death in concentration camps.

The priests have been murdered with the most abominable cruelty. The Rev. Szarek of Bydgoszcz was tortured to death by German soldiers. They first knocked his spectacles into his eyes with the butt-end of a riffle, breaking the bridge of his nose, then they broke his jaw and collar-bone, fired at him and buried him alive. The priest Pawłowski at Chocz, a man of 75, was dragged from his bed at night, horribly beaten and driven half naked, on foot, to the town of Kalisz, 20 miles away. In the morning, some Jews were forced to fasten the priest a pole, and he was shot. The Jews were afterwards forced to kiss his feet, put the body on a cart, and bury it in the Jewish cemetery.

At least 70 per cent of the priests from the "incorporated" territories were put into prisons or concentration camps or deported to the General Gouvernement; in Pomorze /Chełmno diocese/ only 20 priests were left out of 600, that is 3 per cent. The rest have been murdered imprisoned or deported.

In the concentration camps the priests are especially ill-treated by the Gestapo. They are beaten and tortured daily. At the camp of Troppau in the Sudetenland, where many of the Polish priests from Silesia have been imprisoned, they are beaten, then salt water is poured on their wounds. The priest Wyciślika of Tarnowskie Góry, was thrown down and trampled on after being beaten up. The priest Budny from Katowice was stabbed with bayonets all over his body, which was already covered with wounds. Similar atrocities occurred in other camps. Everywhere the priests were forced to clean latrines with their hands.

In Lodz, and other places there have been cases of priests being harnessed with horses to carts loaded with coal or furniture. Hundreds of clergymen have been forced to work on road and bridge repairs, etc

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The bishops have received similar treatment. Mgr.Tomczak of Lodz was put into a concentration camp in Radogoszcz, where he was constantly abused, beaten and forced to clean latrines with his hands. The 70 year old bishop of Lublin, Mgr.Fullman and his suffragan bishop Goral were deported to the Sachsenhausen-Oranienburg concentration camp, where they were terribly maltreated. The bishop of Włocławek, Kozal, was imprisoned together with ordinary criminals.

Bishops' palaces, seminaries, diocesan museums, parish-halls, all institutions conducted by the church, such as schools, hospitals, hostels for the aged have been confiscated by the invader and despoile

The ancient Gothic cathedral of Pelplin in Pomorze was converted into a garage: the chapel of the Bishop's Palace into a dance hall The oldest Polish cathedrals, those of Poznan and Gniezno, as well as hundreds of others have been closed.

All the other churches in the "incorporated" territories are open only on Sundays, and then only for two hours; they are closed fo the rest of the week, the keys being held by the Gestapo. One must realize the deep piety of the Polish people to understand what this means to them.

Divine services, singing and preaching in Polish are forbidde in the "incorporated"territories. For nearly a year marriages between Poles have been forbidden. Religious lessons in Polish are strictly prohibited. The churches have been despoiled of their most valuable relics: altars, pictures, vessels, old documents etc.

The Polish Protestant clergy is persecuted like the Catholic clergy. Nearly all the Polish Protestant clergymen have been deporte The general-superintendent of the Evangelical Church in Poland, the venerable 80 year old pastor Dr.Bursche, was put into a concentration camp.Divine service in Polish Protestant Churches is forbidden.

The Jewish religion is similarly persecuted. In Będzin, Dąbrowa and many other places Jewish synagogues have been burned, often with Jews imprisoned in them.

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THE GERMANS ARE AIMING AT THE COMPLETE DESTRUCTION OF POLISH CULTURE .

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The Germans have launched a campaign unprecedented in history, aiming at the complete destruction of the culture of a great nation and its intellectual and governing classes. The Polish Nation has a thousand years cultural traditions and is justly proud of its universities, of cultural achievements and artistic life, it has produced geniuses like Copernicus, the astronomer, Tadeusz Kościuszko, the fighter for freedom, Chopin, the great composer, poets and writers like Mickiewicz ,Slowacki, Sienkiewicz, Mme Maria Curie Sklodowska , the discover of radium, Ignacy Jan Paderewski , the great artist and statesman - yet this nation is to be converted into a community consisting of only one social class of dispossessed manual workers , a reservoir of slave labour for Germany.

The Polish intellectual classes are being systematically impoverished and exterminated . Of the 70.000 Poles who have been murdered by the Gestapo, the majority were intellectuals . Tens of thousands of them are suffering in concentration camps and prisons, many of them dying in consequence .

On November, 8th, 1939, the Germans arrested the professors of the Jagiellon University in Cracow /more than 160 of them/. They received an invitation from the local German Governor to attend a meeting organised by the authorities .When they had assembled , they were arrested by Gestapo agents, and deported to the Sachsenhausen-Oranienburg concentration camp. They lived there under the most terrible conditions. They were insulted ,beaten and starved ; many of them were men in their sixties and seventies .

Eighteen of these professors died in consequence of the terrible conditions in the camp. Among them were men of world fame. A number were released after several months 'imprisonment /many of them were so weak , that they died soon after their return to

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Cracow/, the rest, about 50, were transferred to the Dachau concentration camp, where they still remain. The only charge against these professors, is that they are representatives of Polish science.

The remaining Polish intelligentsia live in tragic destitution. 20 per cent have become manual labourers , while the remaining 80 per cent are unemployed without any means of support .

All Polish Universities and secondary schools have been closed by the Germans. In the "incorporated" territories even the Polish elementary schools have been closed . Anyone teaching Polish incurs heavy penalties.

In the "incorporated"territories , as well as in the General Gouvernement the private publication of books, dailies and periodicals in Polish is prohibited . The whole Polish Press /more than 3.000 dailies and periodicals / has been suppressed . Only in the General Gouvernement are a few official German dailies printed in Polish.

Entire museums, libraries , archives, art collections, precious relics, etc. are being removed to Germany. This is plunder of cultural assets on a scale unprecedented in history.

German professors cooperate in this plunder. They are the same men, who before the war visited Poland to attend scientific congresses or as guests of Polish scientifists . In those days they consistently declared their friendship and admiration for Poland and her cultural achievements.

Among those who directed the plunder and removal of the valuable etymological library of Warsaw University, was prof. Augsburg of Berlin. The members of a commission which supervised the transfer of Polish scientific and art collections to Germany included Dr. Joseph Muehlmann, Dr. Kraus, Dr. Pollhammer and Dr. Richter.

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Much equipment of the scientific laboratories of Warsaw and other Polish towns was carried away to Germany, including that of the famous Institute for Experimental Physics, created partly by the Rockefeller Fund. From the Radium Institute in Warsaw 1 1/2 gr. of Radium was stolen, which had been given to the Polish scientifist Mme Curie-Sklodowska by the American women.

The method adopted was frequently as follows : The Germans would visit the laboratory etc with copies of the accounts of German firms which had supplied the machinery or equipment before the war, as proof that this material must exist in the laboratory. Then it was removed without any receipt being given, and taken away on lorries.

Libraries have met with a similar fate. The most valuable items, parchments, incunabula , illuminated manuscripts, engravings and so on , were removed from the National Library at Warsaw , the Jagiellon Library at Cracow, and hundreds of other public and private libraries . From the Warsaw University Library alone nearl 100,000 valuable items were removed; it is rumoured that they have been sent to be sold abroad. The Germans also burn documents removed from archives. Stocks of Polish books in bookshops are being destroyed. Among others an enormous quantity of books from the largest publishing house St. Wojciech in Poznan has been burned.

All the monuments of Polish monarchs , heroes, poets , scientifists and also religious statuary, as well as chapels and roadside crucifixes in the "incorporated" area have been destroyed by the Germans.

The most valuable objects were removed from that part of the Royal Castle at Warsaw which remained undamaged by the German bombardment. These included a number of pictures by Canaletto , sculptures in bronze, Gobelin tapestries, furniture and valuable pictures. The rest was given as booty to various German officials such as the gendarmery stationed at the Castle, and so on. In the

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following months a number of those art treasures turned up on the "black antiquarian market" in Warsaw.

The famous palace of John Sobieski at Villanova near Warsaw, which was the private property of the Counts Branicki, was stripped of all its treasures. The palace had been unaffected by military operations. All the other public and private collections in and around Warsaw were pillaged similarly. Among other collections taken was the famous collection of engravings made by King Stanislaw Augustus.

The Cracow museums, which were very rich in valuble memorials suffered a similar fate. Among the other art treasures carried off to Germany from the Czartoryski Museum were a portrait by Raphael, and a painting by Leonardo da Vinci.

The gallery of pictures and sculptures in the Stanislaw Augustus Palace at Lazienki Park, the majority of the valuable collections of the National Museum at Warsaw, the whole of the State Numismatic collections, the majority of the exhibits of the Military Museum and the Archdiocesan Museum, as well as others, have been confiscated.

The majority of monuments in the General Gouvernement, among them the Mickiewicz and Kościuszko monuments in Cracow, and the monument of King Jagiello in the same town, founded by Paderewski, were also destroyed. In Warsaw the fine monument to the great Polish composer Chopin in the Lazienki Park has been blown up with dynamite, and also the monument to the memory of the fighters for Polish Independence. Recent information is to the effect that governor-general Frank has ordered that all the remaining Warsaw monuments are to be removed, among them the monument to Mickiewicz and Prince Josef Poniatowski. Only the monument to the great Polish astronomer Copernicus is to be left, but the Polish inscription is to be changed to a German one, presumably claiming him as German.

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The historical pictures of the great Polish painter Jan Matejko were cut to ribbons.

All Polish inscriptions in the "incorporated" territories have been removed, all town and place names have been changed into German. In the "General-Gouvernement " Polish inscriptions are gradually being replaced by German.

The Polish language in the "incorporated" territories is being completely eliminated from public as well as private life. A Polish conversation in the street provokes abuse and insult.

Despite all their torments and sufferings , the Polish population in both German occupied territories are not downhearted, but strongly believe in the final victory of the Allies and the restoration of a free, independent Poland.

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THE INTENTIONAL DEMORALIZATION OF THE POLISH PEOPLE

Recent reports from Poland confirm beyond all doubt that the German occupants are taking systematic steps to demoralise and bestialize the Polish people. They hope thus to achieve the complete destruction of culture and to distract Polish minds from the ideological fight against the occupants.

A circular which has been issued by the department for popular education and propaganda /Volksaufklärung und Propaganda/ under the Frank administration of the Gouvernement General, issued to the Kreishauptmänner /County Heads/ give quite definite instructions on this subject. The complete text of this circular has now come out of Poland It confirms that none of the German officials can support Polish cultural life in any form; cultural activity in the General Gouvernement may not go beyond the satisfaction of "elementary needs of pleasure and amusement". Moreover, the circular adds, here it is a question of the necessity to turn the attention of Polish intellectual circles away from conspiratorial activity, and even political discussions, which encourage an anti-German attitude.

Then follow specific instructions. Thus, so far as the theatre is concerned, all serious dramatic and operatic repertoire is excluded only operettas, farces and revues are allowed. The circular specifically emphasises that in the sphere of this "Kleinkunst" /petty art/ as it is called, "there is no need to have any reservations against rendering the repertoire trivial and erotic" /es bestehen wegen einer Verflachung und Erotisierung der Programme keine Bedenken/.

These instructions will undoubtedly pass into the history of human culture as a unique document of infamy of its kind.

But the circular contains further instructions of this type. For instance, Poles are not to be allowed access to any serious literature. German bookshops are forbidden to sell non-German books.

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"Poles", the circular says in so many words ,"are to be kept away from German books" /der Pole ist vom deutschen Buche fernzuhalten/. The publication of Polish books and periodicals is in principle forbidden; the German authorities issue only a few official journals in Polish for the population of the Gouvernement General /the Nowy Kurier Warszawski and some others/ and recently have started the publication of a couple of magazines containing second-hand stories and tales frequently of a pornographic nature, to conform with the instructions of the circular mentioned.

The German authorities have given orders for the removal of 3.000 books, both of Polish and of foreign authors, from the bookshops and libraries throughout the Gouvernement General. This Index Expurgatorius includes not only all books of a patriotic Polish tendency, but also the great majority of Polish historical and even scientific literature. Among others all works expounding the theories of the great Polish astronomer Copernicus have been banned. Also all books describing the Polish areas incorporated with the Reich /Poznania, Pomorze, Silesia, the districts of Lodz, Kalisz, Plock etc./ and even guidebooks.

In the incorporated areas the German authorities have closed down all Polish bookshops and libraries, and have ordered the burning of stocks of Polish books.

Throughout the area of Poland under German occupation not only Polish national music, but even the works of classic Polish composers, including Chopin,are forbidden performance. The German authorities have given instructions for all the stocks of Polish gramophone records in the factories and shops to be destroyed.

The intentional demoralization of the Polish people is revealed not only in the cultural sphere.

The German authorities are systematically encouraging inebriation in Poland; for instance, peasants are often paid with vodka for

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agricultural products supplied. There has been a considerable increase in the number of shops selling vodka.

Among the steps intended to have a demoralising effect on the Polish people must also be mentioned the opening of a casino in Warsaw, to which Germans are forbidden entrance.

It has to be added that all reports from Poland agree that this latest, insidious attempt to undermine Polish resistance is having no more success than the more frankly brutal methods relied on hitherto.

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SHORT OUTLINE OF THE SAME SUBJECT : GERMAN OCCUPATION 1941.

The Germans have divided the occupied Polish areas into two parts: the lands which, against all international law, were incorporated into the German Reich on November 1st 1939, /approximately 35.000 square miles with a population of over ten millions, over nine million of whom are Poles, and only 600, 000 are Germans/, and also the so-called Gouvernement General, /37,600 square miles with some thirteen million Poles/ which it is true is not directly incorporated into the German Reich, but, as all the German efforts to create an ostensible Polish Government under German tutelage have failed, is treated as a German colony with all the consequences that derive from this condition.

From the first moment Germany 's plan for Poland tended not only to harness the Polish nation politically and economically to the system of German interests, but directly to exterminate the nation as far as possible.

The massacres and mass executions of the Polish population began immediately after the German military invasion. Primarily they affected leading circles and representatives of intellectual groups. During the first few months executions were carried out without trial . In the period from September to December 1939 public slaughters were organised, especially in the Western Provinces. in addition the Gestapo secretly murdered thousands of people , frequently at night. In this way some 40,000 people were murdered in Western Poland alone in the course of a few months.

After this first period, the murder of Polish people followed a more settled procedure: namely, repressive mass murders and so-called punitive expeditions , individual executions, and also torture in concentration camps and prisons. The principle applied is arbitrary

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collective responsibility. In any locality where a German has been killed or wounded the Germans murder a hundred or even more innocent Polish inhabitants, though the original murder may have been carried out by a common bandit hunted by the police. Punitive expeditions are organised, dozens of villages are set ablaze, their inhabitants are murdered or burned alive. Among the many known and confirmed facts we cite the case of the village of Szczuczki, where two hundred peasants were burned alive; at Konopnica all the inhabitants of the village were murdered; at Kazimierz Dolny sixty men were shot; in the village of Motycz 193 were shot; in Jozefow Mały 36; in Jozefow Duży 14; in Bronislawow 70; in Zakepie 60; in Bielany 25; in Rudzia 18; in Nowiny 26; in Serebia 13; and a dozen and more in Syrokomla, Hordzieszow and Okrzeja respectively. During a punitive expedition to a village in Konskie county, which the German authorities suspected of being friendly to Polish partisans, the entire villages of Huciska, Krolewiec, Lewitow, Skłoby, Szałasy, Wisniowiec and Miedzierz were completely burned out. In the village of Szałasy all the men over fifteen were murdered, and three hundred persons carried off to Radom where executed. Altogether 1,200 persons were murdered during this punitive expedition.

Mass executions embracing from a few dozen to several hundred people have taken place in the localities of Zeran and Targowek near Warsaw, Rogozno, Rudno, Wawer, Bochnia, Skarzysko, Lipowa, Ostrow Mazowiecki and elsewhere. There have been a number of cases in Warsaw of inhabitants of houses and blocks of flats being shot as an act of repression because a German was found killed in the neighbourhood, or a man wanted by the police had fled. Formerly executions took place in Warsaw in several parts of the town including the Sejm Gardens. Today the main scene of the executions is the locality of Palmira, where some two thousand murdered persons are buried in graves in the forest. In this spot a number of prominent political leaders of all parties, trades union leaders, and so on, have been shot.

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The aggregate number of Poles murdered by the Gestapo from the beginning of the German occupation is estimated at over 70,000.

Some 2, 000 patients in the hospital for nervous and mental diseases in Poznania province have been taken away and done to death by poison gas. In Chelm Lubelski 428 patients in a similar hospital were shot with revolvers, as well as forty healthy children who were being looked after in the hospital as war refugees.

Tens of housands of Poles are held in prisons and concentration camps in the areas of Poland and the Reich itself. Here they are compelled to arduous physical labour, are starved, beaten and tortured. There is a very high mortality in these camps.

One of the most horrible of the German crimes in Poland is the carrying off of young Polish women and girls to be put forcibly in military brothels.

The German plan includes the transference of the entire Polish population from the incorporated areas to the Gouvernement General and their substitution by German colonists. This plan has been in course of execution since October 1939. The expulsion of the Poles is accompanied by the complete confiscation of their property , both fixed and movable. The people are evicted from their dwellings and homes without warning , having only a few minutes in which to get ready, and they are deprived of everything, even at times of their wedding rings. They are allowed to take with them only a small suitcase with the most urgent requisites and from twenty to fifty marks in cash. During the transport in sealed cattle trucks last winter hundreds of women and child ren died. The unfortunates are turned out at some wayside station in the Gouvernement or even in the open field.

Not only are several hundred thousand Polish prisoners of war being used for work, but hundred of thousand of civilians have been carried off for work in Germany .

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With the object of extracting the largest possible number of workers from Poland, mass round-ups of youth and men have been organised in the streets of the larger and smaller towns, and even in private houses; while many of these thus arrested have been taken off for work in Germany, many others have been put in concentration camps. More than once during such round-ups several thousand people have been roped at Warsaw alone.

From the very beginning of the occupation the Germans have carried on a systematic, barbarous destruction of Polish culture. Intellectuals are deliberately pauperised or even exterminated. In November 1939 all the professors of the Jagiellon University at Cracow were carried off to the concentration camp at Oranienburg. Seventeen of them died as the result of the conditions in the camp, the number including several world famous savants. At this moment some fifty Polish professors are in the concentration camp at Dachau. All the Polish universities and higher schools have been closed, and in the incorporated areas Polish elementary schools have also been closed. Throughout the entire area under German occupation Poles are forbidden to publish any kind of book, newspaper or periodical. The entire contents of museums, archives, libraries, art collections the most valuable objects in churches, scientific workshops and laboratories, have been carried off to Germany, this being done under the supervision and with the active participation of German professors. Polish books, not excluding valuable specimens of the printers' art, and unique documents, have been burnt on a wholesale scale. All the Polish monuments and memorials have been destroyed in the incorporated areas, not excluding wayside chapels and crosses; in Cracow the majority of the Polish monuments have been destroyed or removed. In the incorporated areas the Polish language is doomed to extinction both in public and in private life.

The Polish spirituality, both Catholic and Protestant, must be reckoned among the most persecuted sections of the community. Over a hundred priests have been shot, some six hundred have been

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tortured to death in camps. In the Pomorze province only twenty priests are left out of six hundred , i.e. 3 %. The bishops Tomczak of Lodz, Fulman and Goral of Lublin, and Kozal of Wloclawek have been abused and tortured in prisons and concentration camps. The episcopal palaces and religious training colleges, the Episcopal Museums, all the institutions carried on by the Church have been confiscated and pillaged. The cathedral of Pelplin has been turned into a garage. In the incorporated areas churches are open only for a couple of hours on Sunday. Services , singing and sermons in Polish are forbidden. The Jewish religion is similarly persecuted. In Bedzin Dabrowa and many other places the synagogues have been burnt down, sometimes with Jews locked into them.

Soon after the German invasion Goering decreed the confiscation of all Polish state property. Later the complete expropriation of all Polish private property was carried out in the incorporated areas. All their fixed and movableproperty was taken from the expelled Poles, without compensation. Those left behind had their shops and enterprises and all landed property confiscated , everything being placed in the hands of German administrators. All the Polish real estate in the towns has also been confiscated. Poles are not allowed to withdraw their deposits in banks and financial institutions.

The forests are being cut down quite ruthlessly. The only exception to all this denudation of the land of Poland is the industry kept running for Germany's war purposes. The country is being systematically stripped of food, the people are condemned to hunger and misery. The mortality is inevitably very high.

Poland provides a splendid example of the German New Order in Europe !

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THE SITUATION IN SOVIET - OCCUPIED POLAND

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THE SITUATION IN SOVIET-OCCUPIED POLAND

At the moment of the outbreak of the German-Polish war, Polish Soviet relations were absolutely normal, being clearly and precisely based on a number of binding declarations.

From 1932 onward both States were bound by a Pact of Non-aggression , which later was extended for a further period. The Polish-Soviet frontier was fixed by the Riga treaty of 1921, not on the basis of an enforced dictation of terms, but as the result of prolonged negotiations, in which both sides had to make concessions. In the following years this treaty was scrupulously observed by both sides, especially in regard to certain of its articles, relating to the return of historical records and materials.

So it is not surprising that when the news of the German-Soviet Pact of Non-aggression of August 23rd, 1939, was announced, the Polish Government and public opinion took the news in the form it was announced, namely as a kind of declaration confirming that despite all the ideological differences between them, Russia would not take part in any action against Germany. It has also to be emphasised that in addition to the official statements the Soviet Government unofficially assured Polish quarters that there was no threat to them from that side, or arising from these diplomatic agreements. Today it is well known that the contents of the German-Soviet agreements of 23rd August went much farther, and that these agreements constituted one of the most fraudulent pacts in all human history, that they were a secret agreement between two States for the annexation and partitioning of a third State.

To complete the picture of this situation the fact must also be mentioned that there are no areas in dispute between Poland and Russia, and no areas containing a mixed Polish-Russian population. The Polish nation nowhere borders upon or mingles ethnographically

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with Russian settlements. On the other hand in the South-Eastern part of Poland it does mingle ethnographically with a national Ruthenian element, which of recent years has called itself Ukrainian, and with the White-Ruthenian element, in the Polish North-Eastern areas. This is clearly revealed on ethnographical maps published by the Soviets. Present-day Russia is theoretically to a large extent only a voluntary union of equal republics. Accepting this theory and according to Soviet maps the Polish State bordered and borders with the Ukrainian Soviet Republic in the South, and with the White-Russian Soviet Republic in the North, but nowhere is it contiguous with the Russian Soviet Republic.

Similarly, despite all the propaganda carried out by Lithuania, no Polish-Lithuanian ethnographical problem existed in these areas. Over all the territory which later, with the city of Wilno, was, albeit only temporarily, ceded by the Soviets to Lithuania, there were, according to the 1931 census, only 53.000 persons speaking Lithuanian. On the other hand there were 337.000 Poles. In this area even the Jews constitute a much larger national minority than the Lithuanians, for 66.000 persons declared themselves of Jewish language. The same situation is revealed, even more definitely, in the city of Wilno itself. According to the 1931 census the population of Wilno was 195.000, of whom only 18.000 were Lithuanians. By the time of the temporary Lithuanian occupation the Polish population of the city had increased from the 337.000 of 1931 to 371.000, while the Lithuanian population had increased from 55.000 do 61.000. The political aspect of the question is of interest, for while Lithuania had claimed the Wilno area and the right to contiguity with Russia for the past twenty years, she obtained that contiguity temporarily through the Soviet occupation of Polish lands, only immediately to lose her independence. In this way the fact, hitherto not understood, was revealed to the world that it was Poland and only Poland who constituted the entire basis of existence of that independent Lithuanian Republic, which attacked Poland so violently in its propaganda.

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It was necessary to recall the real state of things in order to realise the effect of the political thunderbolt when Soviet Russia quite unexpectedly struck a military blow at Poland in order to come to the aid of Nazi Germany. Owing to the development of the Polish-German war operations, almost all Poland's first line military forces were engaged by the Germans, and along the 1412 kilometres of Polish-Soviet frontier the frontier guards were supplemented only by rear military formations, ammunition depots, cadre troops, and so on. At the very moment when, despite the enormous German superiority, the heroism of the Polish troops had succeeded in stabilising to some extent the Polish-German front and had begun preparations for counter-attacks, the Soviets struck. The illegal denunciation of the Polish-Soviet of Non-Aggression /which denunciation Poland refused to take into cognizance/ made early in the morning of September 17th, cannot be taken into consideration, since at dawn of the same day the entire length of the Polish-Soviet frontier was violated by the secretly prepared Soviet troops. In certain districts these troops opened fire from their positions and then attacked, but in the main they crossed the frontier after assurances announced even by the local wireless that they were coming to Poland's aid against Germany. This explains the strange fact that in certain localities there were clashes between Polish and Soviet troops on the 17th, while in other localities the deceived population received them with open arms, as allies.

Thus, by the force of events and through aggression in a time of friendly relations which is unprecedented in human history, there arose a state of war between Poland and the Soviets.

The advancing Soviet forces made contact with the German forces, thus rendering impossible Poland's organized and systematic resistance to the Germans.

Preliminarily on September 22nd, and finally on September 28th the Soviets and Germany established a military line of demarcation,

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partitioning the territory of the Polish State. This was done before the closing of Polish military operations on a large scale, for certain of the surrounded Polish armies went on fighting until October 6th, 1939.

The area of Soviet occupation created by the German-Soviet Agreement comprised 201.170 square kilometres, of which, however, Russia immediately ceded 8.336 square kilometres, including the Polish city of Wilno, to the then still existent republic of Lithuania. Obviously, after the Soviet annexation of Lithuania this area also found itself under Soviet administration. The occupied territory was administratively attached, for the most part, to the so-called White-Ruthenian Soviet Republic, namely 103.152 square kilometres, while 86.682 square kilometres were attached to the so-called Ukrainian Soviet Republic.

According to the 1931 census the population of all these occupied areas numbered 12.012.000, of which 489.000 came under the Lithuanian occupation. According to reliable estimates for August 1939 the entire population under Soviet occupation numbered 13.199.000, of which 537.000 were in the areas temporarily occupied by Lithuania.

The most striking fact is that throughout the Soviet-occupied areas the Polish element was 39,9% of the total population, this applying both to the figure of 4.794.000 Poles in the 1931 census, and to the figure of 5.277.000 Poles according to the 1939 estimates. Remembering that a certain number of Polish refugees came into these areas in 1939, it can be definitely affirmed with statistical precision that the Soviet occupation included over 5 1/2 million Poles, and furthermore it included such districts as Lomza, in which the population is ninety percent Polish.

For just as the German-Soviet line of demarcation has geographically nothing in common with, still less identity with the Curzon Line, so in the light of irrefutable and unchallenged statistical date it is a flagrant falsehood to declare, as Soviet propaganda does,

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that the Soviets occupied areas with an predominantly Ukrainian and White-Ruthenian population.

Quite the reverse. The Poles in these areas, amounting to 39,9% of their total population, form the strongest and numerically the largest national group. After them come the Ukrainians in all their Ruthenian varieties with 34,5%, and White-Ruthenians with 8,3%, which is almost the same percentage as that of the Jews /8,7%/. All these areas, which before the 18th century Partitions had belonged to Poland for hundreds of years and are saturated with Poland's civilizing and cultural work, are truly mixed ethnographically, but in this mixture the Poles constitute the strongest element. This is, for that matter, quite natural, as according to the latest statistical and by no means merely estimated calculations Poles in the Wilno province, for instance, constituted 59,7% of the population, in Nowogrodek province they were 52,4%, in Tarnopol province they were 49,5%, and in Lwow province, /part of which was occupied by Germany/ they constituted 57,7%.

This question takes on a far clearer aspect in relation to the so-called Wilno problem. According to the 1931 census there were only 55.000 Lithuanians in the Wilno area, and 337.000 Poles, out of a total population of 489.000 at that time. One may merely add that according to the 1931 census, in this area ceded by Soviet Russia to Lithuania the Poles constituted 69% of the total population, the Jews being second with 66.000, or 13,5%, and the Lithuanians third with barely 11,3%. The estimate for 1939 does not change these proportions. Wilno has always been one of the most vital cultural and intellectual centres of Poland, and especially in the XIXth and XXth centuries the Wilno province took a most active and sacrificial part in all the Polish struggles for independence from the XVIIIth century down to the present day. On the other hand, the propaganda claims for the return of "Lithuanian" Wilno to Lithuania are based only on this small section of the population, namely the 11,3% of Lithuanians, who formed only 0,3% of the population of Poland. In the XXth century as in former times true Lithuania was confined to the so-called "Zmudz" with its incontestably Lithuanian population. This area never included Wilno city and province.

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The First phase of Soviet administration of the occupied areas.

The taking over of these areas by the Soviet army and administration was a catastrophe for all the nationalities inhabiting the areas , as well as for all classes of their population.

For although these areas only partially suffered the incredible destruction of the German Blitzkrieg , they were invaded by a power with an unbelievably primitive and low standard of existence .During the two decades of her post-war existence Poland had succeeded in assuring these Eastern areas normal European conditions and in stimulating a vigorous economic development .Simultaneously on the Soviet side of the Polish - Soviet frontier a violent and quite incredible lowering of all economic standards had been going on incessantly for twenty years, degenarating into complete disorganisation , the population 's deprivation of all property, and systematic under-nourishment.

Thus by 1939 an economic and social abyss had been created between these two adjacent areas , of Soviet Russia and Poland, an abyss which stretched right along the Polish-Soviet frontier , and was obvious to anyone who flew or journeyed over these two neighbouring territories.

In consequence all the information received from the Soviet occupied areas concerning the months of September and October 1939 unitedly confirmed the quite unbounded amazement of the Soviet soldiers and officials when in areas which their propaganda has declared to be suffering with human misery, in these "bourgeois" districts they saw the affluence , the to them unbelievable wealth of these areas, which by European standards are comparatively poor and also had the possibility of obtaining everything without difficulty or restriction. Therefore, even before administrative measures were applied the Soviet administration began with the mass buying up by the inflowing Soviet element, well provided with money, of everything without exception, beginning with bread, meat and sugar and going on to luxury millinery, or articles of toilet of which they did not know the use .

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This was a kind of presage of the economic catastrophe which was imminent, for all the stock in the area vanished even before the Soviets began to nationalise enterprise and to collectivise farming.

This first phase of relatively mild Soviet occupation lasted only a very brief while, barely two months, to the middle of November 1939. It was true that "nationalisation" /expropriation/ of the banks, factories, larger enterprises and shops was introduced at once, the majority of the owners being arrested. The rest of the population at once began to experience the serious shortage of many things , but at least they were not continually illtreated.

During the same period occured the formal farce of the naminal elections to the Supreme Soviets of Western Ukraine and White-Russia. The candidates were assigned from above, and the distribution of cards bearing their names was also organised from above. Of course blank cards were regarded as valid and all the results of the voting were purely artificial. During the first stages the Polish population and indeed the other nationalities also in the occupied-areas regarded the fact of occupation as temporary and made no systematic resistance such as took place in the Gorman occupied areas. So they took part in this fiction and comedy of recording their votes, especially as an alleged communiqué of the Polish Government in Paris was broadcast by the Soviet wireless, which purported to recognise the difficult position of the Polish population and affirmed that the Polish Government did not attach any great importance to the elections.

Immediately after the elections were held violent Ukrainisation in political regards and a terrifying economic chaos set in. All Polish signs and inscriptions were removed, the lucational system was entirely Ukrainized, seasonal compulsory labour was introduced for the population, all accompanied by most brutal police repressions on the part of the G.P.U. which the world has had its fixed opinion for a decade.

At the same time , on December 12th 1939 the Polish currency

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was quite unexpectedly withdrawn from circulation, [illegible]viously the Polish zloty had been in circulation at parity with the rubel. The situation of the people at once became tragic. Nobody possessed any rubles, nothing could be bought with the zloty, and a possibility of getting work was in fact non-existent.

During this period also, there was a registration of the popula tion and the issue of Soviet identity books , accompanied by the mass arrests of all bourgeoisie and other suspects, as outside the law. In addition the Soviet system introduced the responsability of entire families and relations for the alleged guilt of one individual.

The mass persecutions and political arrests affected primarily the entiere Polish public administration and all the offfcers and non-commissioned officers of the Polish active army and reserve, who were carried off nd placed in concentration camps and prisons in horrible conditions. These arrests also included all public figures who could be found, members of the forest administration, local government, and retired public servants etc. All industrialists and merchants down to the smallest, all owners of fixed property, and te then to an increasing extent all peasants possessing more than five hectars of land, were also subject to arrest and political repression. Of course the e arrests and repressions affected primarily all poli- tical representatives, and that without regard to nationality amd religious confession. By the very nature of things and in consequence of the situation as well as because of the tendency towards Ukraini- sation the greater part of the arrests affected the strongest natio- nal element , i.e. , the Polish population; but Ukrainian national public figures and also national Jewish leaders were not spared. In Lwow itself the Jewish deputy to the Polish Sejm, Sommerstein, the editor in chief of a Jewish journal , Hesheles , and the well known professor and head rabbi of Warsaw, Schorr, were arrested. Needless to say, we can mention only the most prominent names for the arrests took place on a large scale.

The arrested persons were accommodated , twenty to thirty

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in a cell built for two or three; the cells were dirty and verminous. Afterwards the prisoners were either sentenced to long terms of imprisonment or were deported to the interior of Russia.

At this period there was also an attempt at voluntary enrolment of workers to work in Russia itself. In fact some 3.000 persons applied in the southern part of the occupied areas. But they soon began in ones or twos to flee from the place to which they were sent , and returned to tell of the inhuman conditions of existence in the Soviets, including the boasted Don Basin. For people accustomed to normal conditions, labour in Soviet Russia is obviously worse than all varieties of enforced labour and imprisonment anywhere else in Europe or America. Any punitive colony is ideal by comparison with the Soviet labour enforced upon citizen transported from other countries.

3. The deportation of population from Polish areas.

From February last year, after the political arrests, there began a mass seizure of the people and their deportation into the interior of Russia or to Asiatic Russia, especially to Turkestan. People were also deported to Archangel, Czeliabinsk, the Baszkiria republic, and most of all to the wilds of Kazakstan. All this transference of population, which theoretically took place in accordance with the State plan, was carried out on a political basis, with a view to destroy the Polish element in the Soviet-occupied area. For this reason it embraced not only the intellectual classes, and the employee middle class, but also the peasantry. Entire villages were surroundered without warning and the inhabitants were ordered to clear up all their affairs, then, after collecting a little baggage were sent off into Russia. Although the rural population was not treated so abominably as the urban population, none the less during the deportation of the peasants,families were broken up, children torn from their mothers in accordance with instructions given from above , and husbands from wives.

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All this deportation was carried out on an enormous scale. The first groups embraced between 200 and 300 thousand people, including 5,000 from the city of Lwow. The deportations occurred in horrible conditions, in unheated cattle trucks during the heavy frosts of February last year. Thousands of the deportees, especially children, died on the road of hunger and cold, and those who reached the assigned spots found themselves in conditions which baffle the imagination of a normal European. One hesitates to describe the horrors related in secret letters and other informations coming from distant Kazakstan, Kirgizstan and Turkestan. That the wives of engineers, doctors, officers and similar people should have to live in temporary barracks suitable only for animals, and should have to work up to their knees in mud in the rice fields, for a piece of black bread, is by no means the worst. Cases are known of Polish women with their daughters being allocated to individual Kirgises, who thus get a mother and two daughters for wife. The monstruosity of these conditions and the torment of these people are revealed eloquently in the letters which have come through, all of which, even at times under the cloak of praise for the Communist paradise, express the one desire to arrive as quickly as possible at their last resting place.

It is impossible even in rough outline to describe this inhuman Gehenna which has come upon the Polish intellectual classes primarily. As the result of continual deportations 22,000 Poles out of a population of 190,000 have been taken from Lwów down to recent times. 8,000 Poles out of a population of 107,000 have been deported from Białystok, and 2,500 out of 27,000 in Łomża. From such places as Grodno, Brześć on the Bug, Słonim, Krzemieniec, Równe, Pińsk and Nowogródek all the Polish intellectual classes have been completely deported. Down to July last year 80 o/o of the Polish intellectual classes in the entire area under Soviet occupation had been deported. As we have mentioned, the deportations affect the peasantry also, and even the poorest of the urban inhabitants, for according to Soviet statements only 5 o/o of the Polish "poor" are to be left behind, and the others are to be scattered

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over the terrible districts of Russia, which in propaganda are described as "rendered happy by Stalin's government ".

Calculations and local information down to the present indicate that at least 400,000 people have been carried off to 21 districts or 130 counties in Russia and Asia. All that is left in the occupied area is one great cemetery of things Polish. Only the earth, still continually revealing culture incomparably higher than anything in Soviet Russia, testify to the former Polish labour. Man, the creator of this culture, has been removed and martyred, so far as all heigher values are concerned.

4. The Testimony of the Jews

The best and certainly the indubitable proof of these terrible conditions are facts and views emanating from Jewish circles, in other words, from people who have expressed considerable criticism of Polish Governments in the past.

The inhuman treatment meted out to the Jews, including frequently their murder, under any pretext in the Polish areas under German occupation is a fact not open to discussion and known all over the world. And undoubtedly, in view of the fact that in certain Communist administrations of towns and rural areas up to eighty percent of the authorities are Jewish, and also in view of the incredible lying propaganda published concerning Soviet conditions there have been cases, quite numerous for that matter, of Jews making their way from the German part of occupied Poland to the Soviet side. But a startling and irrefutable argument is the fact that despite all the difficulties this same Jewish population resorts often to extensive bribery of the Soviet and German authorities in order to get away from the blessings of Stalin's government to the undoubted hell of Nazi anti-Semitism. At first 1,600 and later 3,600 cases have been confirmed of entire Jewish families making their way, mainly illegally or by deception, from the Soviet to the German occupation. Frequently a hundred dollars per head

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are paid for getting Jews out of the Soviet into the German occupied area. These facts cannot be refuted by any Soviet or Communist propaganda.

For this reason we may justifiably recall the words of the Jewish national and worker press in America, such as the Jewish "Vorwarts" "Morgen", and "Yidischer Kurjer", which are now at last affirming that for hundreds of years the Jewish population lived in Poland as though "at the table with the Lord", but today find theselves in monstruous conditions. Dozens of reports have been written and signed by Jewish refugees after getting out of the Soviets into Palestine, or even through Japan to America, all of which confirm irrefutably the ghastly truth of the picture we have sketched above. It surely is not necessary to add that the blows falling on the Polish population are incomparably heavier.

5. The Destruction of all and everything.

This picture of conditions in the Soviet-occupied area of Poland would not be complete if, while emphasising the dimensions and the systematic nature of the Soviet extermination of the Polish population, we dit not simultaneously stress the incredible chaos and disorganization of all Soviet activities. We have mentioned the phase of Ukrainization of the so-called Western Ukraine /South-Eastern Poland/ at the turn of the years 1939/40. But it was swiftly revealed that by means of this Ukrainization the Soviets were working in favour of their great opponent, which is Ukrainism, especially when we remember that the great mass of the Ukrainians themselves, in so far as it is a question of the political element, are on Hitler's side, regarding him as the future conqueror of the Soviets and the creator of an Ukraine under German auspices. So after February 1940 the Soviet administration abruptly turned from the Ukrainization to the Russification of these areas and the violent refashioning on the Russian model of a country wh has nothing in common with Russia.

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Now, by way of a change, everything which previously had enjoyed Soviet protection began to be oppressed, and now expecially violent blows were struck at the poorest of the Ukrainian peasantry, forcing them away from their individual cultivation of the land, to which they had been accustomed for a thousand years. Now Kolhoze were organised and imposed, in other words collective farming, which the peasants hate, but which they must accept under the threat of being deprived of the majority of the fruits of their labour. So that in turn the poorest of the Ukrainian peasants, who under twenty years of Polish Government had succeeded in raising their living standards to an exceptional extent, were faced with ruin or the deprivation of all that was most dear to him, namely his private property.

But this chaos and continual rush from one extreme to the other is the mark of all Soviet administrative acts generally. Especially is this so because time and again they have to adapt themselves to German dispositions, in other words, to their quasi ally. This explains the change of railway guage, for instance , first to broad guage, then back to normal gauge in order to facilitate German transit. First Soviet troops are advanced towards the German- Soviet demarcation line, then they are again withdrawn. And once more German Commissions are allowed into the area as controllers.

All these continual changes are every time accompanied by further arrests and deportations. Things which at first enjoyed Soviet protection are after a time subject to punitive measures. But on each occasion the population of these Polish areas is the subject of further persecution, not only from the G.P.U. but from all the Soviet authorities.

Thus, as the result of the above-outlined state of affairs a situation has been created in the areas under Soviet occupation which can be called apolitical, or supra-political, especially when the national problem is in question. For it is true that in all these areas,

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no one, no matter to what nationality or religion he belongs, wishes to remain under Soviet rule. Everybody, irrespective of whether reasons compel them to cooperate with the new Soviet regime, lives from day to day in the hope and expectation of liberation from the unbelievable conditions to which people can become accustomed only perhaps through mass apathy arising out of many years of under-nourishment and a primitive state of existence. Various plans for the future State and social organization of these lands may be in circulation in the areas under Soviet occupation, but everybody agrees that it is beyond human powers to survive the present state of affairs.

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SHORT OUTLINE OF THE SOVIET OCCUPATION. C221126

After the Soviet occupation, in collusion with Germany, of th Eastern part of Poland in September 1939, the Soviet authorities attempted to "legalise" this annexation of Polish territories by organizing the comedy of a plebyscite. The voting, which was carried out during the Soviet military occupation, with open voting, with no counter-propaganda allowed whatever, and with the people terrified by numerous arrests and executions, was bound to give the result Moscow desired. The falsehood and lies which are the basis of political life in the Soviets at once found practical application in these areas. While, in accordance with the Stalin constitution, proclaiming freedo of conviction and power to contract out of the Soviet Union, the Bolsheviks have not thought at all of putting these conceptions into practise. On the contrary, the help which the Bolsheviks gave the German is expressed in the tendency to destroy the Polish nation by creating such conditions of existence that only individuals can survive this unprecedented period of extermination.

In their fear of world opinion the Bolsheviks deligently conceal their true methods of conduct. It is easier for them to deal wit the Polish people in the heart of Russia, than in the Eastern areas of Poland, whence news percolates more easily into the outer world. So steps were taken to deport the Poles from the areas of Poland's Eastern provinces. The deportations reached their greatest intensity on February 9th 1940, from the 8th to the 15th of March 1940, on the fourth and tenth of May 1940, and during the period from June 26th to July 4th 1940. So far some 400,000 Poles have been deported. The contingents assigned to deportation are subjected to nocturnal arrests and round-ups, embracing several thousand persons. The unfortunates are given a couple of hours in which to collect their most essential baggage, then they are put into cattles trucks, thirty to forty persons of both sexes in each, and are left in the station yards for

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hours. Last winter this sort of thing took place in frosts of forty degrees below zero. Then they were transported to their destination i similar conditions, the journey lasting three or four weeks. Owing tc these conditions and the minimum of food supplied many died on the road. Families assigned for deportation were broken up, children were very often separated from their mothers. Representatives of all professions and all social strata suffered deportation, and even entire villages occupied by the poorest of peasants suffered a like fate. Those transported in the months of May and June 1940 were not allowed to get water for drinking purposes, despite the intense heat which prevailed in the crowded trucks. And even the most elemental needs had to be satisfied in the trucks, by means of an opening in the floc

Among those arrested and deported are the University professc Glabinski, Grabski, Rencki, Sokolnicki, as well as merchants, lawyer judges, priests, and even higher school students.

The deportees are set down in the heart of Russia, mainly in Asiatic Russia, where they are used to clear forests, or for work in mines, brickworks, and plantations. They are accomodated in mud huts where they sleep on the earth in the clothes they wear. Dried dung and dried grass serve as fuel. In exchange for their labour they receive their food, consisting mainly of a kind of porridge and a little black bread. The fate of women who often fall into the hands of quit uncivilized natives is tragic.

The Bolsheviks are liquidating the property and the furniture of the deported inhabitants in a no less perfidious fashion. Officer of the G.P.U. buy up the rest of the articles at rock bottom prices, and take the deportees money to pay the cost of their transport. But when buying the goods they say that the money obtained will be sent to the deportees afterwards.

The people still left in the land of their fathers are restr ted in their freedom of movement tc such an extent that they are eve

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forbidden to go outside the bounds of their village, under threat of punishment. It is officially stated in Russia thet there are no oppressions for nationalistic reasons, but in fact anyone who does not speak Russian is unable to get work.

All economic life has been destroyed in the Bolshevik-occupied areas. All establishements employing labour have been nationalised. Every cooperative must give 60% of its receipts to the central administration to cover the cost of the administrati machinery, while 40% is retained for the purchase of raw materials, keeping machinery in motion, and paying wages. By the equalization of the zloty with the rouble even the poorest were rendered still poorer, for in pre-war day the rate was 3,5 roubles to the zloty. Even the smaller implements of peasants and workers have been confiscated, although the Soviet system recognises savings achieved by labour. Rural properties, and even smal farms have been nationalised, the peasants losing everything. The prices paid to the peasants for foodstuffs are much lower than that at which the meat trust, for example, afterwards sells it. The peasant with small holdings, and the landless agricultural labourers may not be employed on other farms, the intention being to compel the people to work in the collective farms. The Bolsheviks are unable to provide work for the unemployed, nor do they care for their fate, so that in practice they are dying of hunger. There is growing disillusionment with the conditions existing in the land ruled by the "government of workers and peasants". There could not be a greater hatred of the system.

Western European culture in the area has been completely destroyed. The Bolsheviks have appointed as head of the Lwow Polytechnic a student who has not completed his studies and a sergeant of the Red Army. In the University faculties of law, philosophy and theology have been suppressed; in the higher schools the students' committees have been granted the power to report on the value of the teaching personnel and to demand their removal. Religion is being perfidiously fought

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against by atheistic propaganda in schools, the closing down of theological colleges and the deportation of priests, arrested on the charg of carrying on counter-revolutionary propaganda.

Such heavy taxation is imposed on the churches that, despite the greatest of sacrifices, the people cannot pay the tax, and in consequence the churches are gradually being closed down.

The Bolsheviks adopt a different, though no less hostile attitude to the Ukrainians. But the persecutions in this case are in the nature of political repressions. Several hundred Ukrainian nationalist have been deported.

During the Polish-German war the Ukrainians, who believed in Hitler's promise to create an Ukrainian State in dependence on Germany played the role of a German Fifth Column. They are still being trained by the Germans in battalions of Ukrainian legions to be used against the Poles and against Russia also. The rest of the Ukrainian populatio especially the peasants, as well as the Poles, would like to see a restoration of Polish government and believe that they will again come under the rule of the Polish State. The Ukrainians and Poles frequentl tell the Bolsheviks: "Take your freedom back and return us our slavery"

The Polish community, weakened by the deportation of some 400,000 Poles into the interior of Russia, are enduring the persecutic and wish to outlast them. They have a strong faith in victory. The Bolsheviks are so afraid of the resilience of the Polish spirit that the newspaper "Czerwony Sztandar", published in Polish at Lwow, is supplie only to a very few Polish readers. Despite the tremendous physical preponderance of the occupants, the urban population have a deep contempt for them, and despise the Soviet officers and soldiers who deserted during the Finnish war. They are fully conscious of the incapability of the Bolsheviks doctors, the lack of professional skill and the inability to handle machinery shown by the Soviet personnel. The people are revolted by the sight of lousy recruits, dressed in rags, who ar-

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rive from Turkestan or Mongolia, and after a bath and delousing, are carried off to the barracks wrapped in blankets, where they are fitted out in uniforms. The Bolsheviks themselves are carrying on the finest of anti-Bolshevik propaganda by their very appearance and behaviour. Even while the Polish people see this misery and ignorance they have to listen continually to bombastic stories of the invincible Red Army.

The Poles, who are suffering the worst of persecution, have to listen to slogans announcing the Bolsheviks' liberation of the working class from the persecution of the reactionary and capitalistic states. But Bolshevism is not getting its roots into the Polish areas, for those lands are remaining faithful to Poland and are waiting for the moment and the call to struggle.

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COPY

C221131

Ottawa, April 5th, 1941

The visit of the Prime Minister of Poland to Canada has permitted a helpful interchange of views between the governments of Poland and Canada, and an examination of mutual problems arising out of the war. With profound pride we have reviewed the heroic resistance of the Polish nation against the enemy forces of occupation, and the contribution by land, sea and air of Polish and Canadian armed forces to the Allied cause.

Arrangements have been completed for constituting a Polish armed force in Canada for service overseas. The Canadian government will give its full co-operation in the establishment of this force, which, after a period of training in Canada, will join the armed forces of the Polish nation.

We avail ourselves of this occasion to record the determination of the peoples of our respective countries to continue to share to the utmost of their strength with Britain, other Nations of the Commonwealth and our Allies in the preservation and restoration of freedom. Already, we look beyond that horizon to the day when the joint efforts of all who love liberty may combine to bring into being a world order founded upon international co-operation, justice, toleration, and good-will.

(Signed) Wladyslaw Sikorski
PRIME MINISTER OF POLAND

(Signed) W. L. Mackenzie King
PRIME MINISTER OF CANADA

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C221132

Relations with Poland

(Drafts)

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April 5, 1941

C221133

JOINT DECLARATION TO BE SIGNED BY THE PRIME MINISTER OF POLAND AND THE PRIME MINISTER OF CANADA.

The visit of the Prime Minister of Poland to Canada has permitted a full and friendly interchange of views between the governments of Poland and Canada, and an examination of mutual problems arising out of the war. With profound pride we have reviewed the heroic resistance of the Polish nation against the enemy forces of occupation, and the contribution of Polish and Canadian armed forces to the Allied cause by land, sea, and air.

Arrangements have been completed for constituting a Polish armed force in Canada for service overseas. The Canadian government will give its full co-operation in the establishment of this force, which, after a period of training in Canada, will join the armed forces of the Polish nation.

We avail ourselves of this occasion to record the determination of the peoples of our respective countries to continue to share to the utmost of [redacted] strength with Britain and our allies in the [redacted] preserve and restore freedom. Already, we look beyond that horizon to the day when the joint efforts of all who love liberty may combine to bring into being a world order founded upon international

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co-operation, justice, toleration, and good-will.

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April 5th, 1941

C221135

JOINT DECLARATION TO BE SIGNED BY THE PRIME MINISTER OF POLAND AND THE PRIME MINISTER OF CANADA

The visit of the Prime Minister of Poland to Canada has permitted a free and friendly interchange of views between the Government of Canada and the Government of Poland (in exile) in London. With profound pride, we have reviewed the part thus far played by the peoples of our respective countries in the present struggle for the preservation of human liberty. With equal pride, we are pleased to record the determination of the peoples of our respective countries to continue to share with Britain and other allied countries until victory crowns their efforts to preserve and to restore freedom. Already we look beyond that horizon to the day when the joint efforts of all who love liberty may combine to bring into being a world order founded upon international co-operation, justice and good-will.

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April 5/1941 draft

C221136

The Prime Minister of Canada and the Prime Minister of Poland have examined the mutual problems arising out of the war, which their respective countries, and their Allies, are waging for the preservation and restoration of freedom, justice and toleration which are everywhere assailed by the aggressor powers. The struggle of the Polish nation against the enemy forces of occupation and the contribution of the Polish Armed Forces to the Allied cause by land, sea and air, was reviewed.

Arrangements have been completed for constituting a Polish armed force in Canada for service overseas. The Canadian Government will give its full cooperation in the establishment of this force which, after a period of training in Canada will join the armed forces overseas. of the Polish nation, which has already contributed so much to the great cause in which the free nations are together engaged.

Press Release of 1941 - Statement

Ottawa
April 5, 1941.

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April 5th, 1941

C221137

JOINT DECLARATION TO BE SIGNED BY THE PRIME MINISTER OF POLAND AND THE PRIME MINISTER OF CANADA

The visit of the Prime Minister of Poland to Canada has permitted a free and ~~friendly~~ helpful interchange of views between the Government of Canada and the Government of Poland ~~(in exile) in London~~. With profound pride, we have reviewed the ~~part thus far played by~~ the peoples of ~~our respective countries~~ in the present ~~struggle for~~ the preservation of human liberty. With equal pride, we ~~are pleased to~~ record the determination of ~~the~~ our peoples ~~of our respective countries~~ to continue to share with Britain and other allied countries until victory crowns their efforts to preserve and to restore freedom. Already we look beyond that horizon to the day when the joint efforts of all who love liberty may combine to bring into being a world order founded upon international co-operation, justice and good-will.

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MEMORANDUM FOR THE PRIME MINISTER: NAR/ET 23 April,1941 C221138

I am enclosing copy of an urgent appeal from Mr.Victor Podoski, the Polish Consul-General, on behalf of some three hundred Polish refugees now in Portugal whose internment has been ordered by the Portuguese authorities as of May 1st if they fail to find admission to some other country of refuge by that time. Mr.Podoski said that according to his information, the Gestapo was already active in Portugal,rounding up the anti-Nazi refugees as a step toward their return to enemy occupied territories for punishment and further persecution.

Mr.Podoski telephoned me this morning saying he had been in touch with the Immigration authorities and with the National Council on Refugees which is meeting in Ottawa tomorrow. He wished to bespeak their assistance in arranging temporary shelter and accommodation for Polish refugees from Portugal whose maintenance the Polish Government could not itself guarantee. I told him I would bring his representations forward for immediate consideration,but thought he had better not send a memorandum on the situation to the National Refugee Committee until he had heard from me.

I attach a copy of a telegram sent this morning to the High Commissioner in London,enquiring how matters stand with the United Kingdom plans for the organized evacuation of Allied nationals from territories and countries threatened by the enemy.

WLK

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C O P Y

CONSULATE GENERAL OF
THE REPULBIC OF POLAND
OTTAWA

C221139

URGENT

Ottawa, April 19th, 1941.

Sir,-

Acting upon instructions received from my Government, I have the honour to extend best appreciation on their behalf of the Canadian Government's understanding attitude towards our difficult problem of evacuating our refugees.

The Polish Government, however, has been unable to secure from the British authorities permission to effect a transfer of funds for the prospective evacuees who would be admitted to Canada for the duration of the war. For this reason the Polish Government is not in a position to guarantee the maintenance of this category of its nationals.

I have, therefore, been instructed to approach the Government of Canada with the request that they remove the condition attached to their permission to admit these persons to this Dominion, as was done by the Brazilian Government which has granted 2000 visas to Polish evacuees without guarantee of maintenance on the part of the Polish Government.

I would add that I have already approached - through our Consuls in Canada - the various Polish and Jewish organizations, and am in touch with refugee committees, in order to ascertain to what extent employment or maintenance could be secured for the prospective Polish evacuees. The Canadian Friends of Poland in Toronto are taking up the matter of material assistance with the National Council of the Canadian Red Cross.

The situation is serious and urgent, as Portugal, on April 1st, ordered the internment in camps of all refugees who up to May 1st fail to secure admission to other countries.

N.A. Robertson, Esq.,
Acting Under-Secretary of State
for External Affairs,
Ottawa.

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N.A. Robertson, Esq.,
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Ottawa.

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Under the circumstances the Government of Poland would like to direct to Canada about 300 persons from Portugal. If it could be arranged, their passage would be paid for by the Polish Government in pounds sterling.

I should be very much obliged if you were good enough to let me know the attitude of the Government of Canada in this connection at your earliest convenience.

I have the honour to be,
Sir,
Your obedient servant,

(sgd) VICTOR PODOSKI

Consul General of Poland

Copy to:
F.C.Blair, Esq.,
Director of Immigration,
Ottawa.

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C221141

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The Department of State
SEP 18
Canada

POLAND.

August 18, 1941.

CONFIDENTIAL.

SECTION 1.

[C 9279/3226/55]

Copy No. 069a

Mr. Eden to Sir C. Dormer.

(No. 71.)

Sir, *Foreign Office, August* 18, 1941.

THE Polish Ambassador called on me this afternoon, on General Sikorski's instructions, to speak of the difficulties which the Polish Government were encountering as a result of the conclusion of the Polish-Soviet Agreement and of other recent events.

2. He said that as it was likely that he would himself shortly be charged with the conduct of Poland's foreign relations, it might be useful if he were to describe to me the background as he saw it. Polish opinion, both here and in Poland, had undoubtedly been disturbed by the conclusion of the Polish-Soviet Agreement. The entry of Soviet Russia into the war was certainly regarded by Poles generally as a good thing, not only because it would mean a heavy drain upon German resources, but also because it would weaken the Soviet Union. But it was realised that the fact that the Soviet Union was now an active ally would be bound to throw Poland and Polish interests rather into the background. There was also a general feeling, to put it bluntly, that the conclusion of the Polish-Soviet Agreement had weakened rather than strengthened the Polish position *vis-à-vis* the Soviet Union as regards their Eastern frontiers. On top of this had come the Anglo-American 8-point declaration, which, by its insistence on the principle of self-determination, would disappoint Polish hopes as regards their Western frontier also. Danzig was undoubtedly a German town, but it was for economic reasons essential to Poland, and so long as the Germans were in East Prussia, Poland's Western frontier was, from a military point of view, almost indefensible. The morale of the Polish population was still firm and unbroken, but there were now, for the first time, signs that German propaganda was taking a dangerous turn and adopting a line which might perhaps have some appeal in Poland—namely, that under the allied dispensation Poland would be a miserable enclave at the mercy of the Russians.

3. The Ambassador therefore suggested, though he did not wish to press the point for the present, that His Majesty's Government might make some public statement, or at any rate some communication to the Polish Government, to the effect that it was not their intention to insist on a rigid application of the principle of self-determination, to the exclusion of other considerations such as economics and defence. In all honesty, however, he felt bound to say that the 8-point declaration had caused misgivings in Polish opinion.

4. I told Count Raczynski that I was always glad to hear anything he had to tell me about the views of the Polish Government. I thought it most unlikely that the Prime Minister and President Roosevelt had had the Polish frontiers in mind when they drafted the 8-point declaration. It would be very difficult for His Majesty's Government to put any gloss upon that declaration, in the sense desired by the Polish Government, except possibly in the most general terms; but I should be quite ready to explore the question further with the Ambassador.

5. Count Raczynski then turned to the Polish internal crisis, which General Sikorski hoped to solve very shortly. It would not, however, be possible to include any members of the National Democrat party in the Government. General Sikorski was still having difficulty with some of his colleagues as a result of *The Times* article of the 1st August, and it would help General Sikorski if I could issue a communiqué in the terms of the enclosed draft, which he gave me.

6. I said that, although I agreed with what was said in the draft, I could not very well take issue with *The Times* in an official public statement. What, however, I could do would be to write a letter to the Ambassador in the general sense of the draft. I would also try to persuade *The Times*, not, of course, to eat its own words but to publish an article which would give satisfaction to the Polish Government. I would also consider whether, in the speech which I was

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making in the country on the 30th August, I could say something to correct the impression made by *The Times* article. I thereupon dictated and gave to the Ambassador a letter, a copy of which is enclosed.

7. Finally, the Ambassador told me that it had now been arranged for an invitation to be sent from the United States to Cardinal Hlond, who was now in Lourdes, to pay a visit to the United States to do propaganda in the Allied cause. Cardinal Hlond would, he thought, be able to make his way from Lourdes to Lisbon, and there was some idea of his coming to London before going to the United States. I understood from the Ambassador that the Polish Government did not now ask us for any assistance in arranging the invitation or the visit.

I am, &c.
ANTHONY EDEN.

Enclosure 1.

MR. EDEN received on the 18th August the Polish Ambassador, with whom he had a long conversation.

Amongst matters discussed was an article published in *The Times* on the 1st August which had been tendentiously interpreted by the propaganda of the enemy Powers as representing the official views of the British Government.

Mr. Eden made it clear that *The Times* is no official organ. The article of the 1st August does not represent the views of His Majesty's Government, who are attaching due importance to the rôle which Poland, allied with Great Britain, should be called on to play in post-war Europe.

Enclosure 2.

(Confidential.) *August* 18, 1941.

YOU mentioned to me, on instructions from General Sikorski, at our interview this afternoon, an article which was published in *The Times* on the 1st August and represented to me that this article had been interpreted in a manner harmful to the common cause by enemy propaganda. You added that the article was held, in particular, to represent the views of His Majesty's Government.

I take this opportunity to assure you that *The Times* is an entirely independent newspaper and in no sense an official organ of His Majesty's Government. Its views do not either on this occasion or on any other commit His Majesty's Government. I would add that His Majesty's Government fully recognise the importance of the rôle which Poland, the Ally of Great Britain, will be called upon to play in post-war Europe.

ANTHONY EDEN.

His Excellency
The Polish Ambassador.

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OS/Poland

NAR/SR
18.10.41

MEMORANDUM FOR THE PRIME MINISTER C221143

The Polish Consul General called this morning to explain, orally, that the Polish Government did not wish, for the present, to proceed with their proposal for raising their Consulate General here to a Legation.

I gathered from Podoski that his Government inferred, from the conditions attached to our agreement to receive a Legation, viz., that it should be regarded as a wartime arrangement without obligation on Canada to accredit a diplomatic representative to the Polish Government, that the Canadian Government were not particularly anxious to receive a Polish Minister.

I told him I would make a note of the conversation and advise you of it. The Poles are notoriously proud and sensitive, and I am afraid they have taken our reluctance to increase our diplomatic representation abroad rather amiss. Podoski instanced the fact that Dupuy was already accredited to two Allied Governments in London as something that made it hard for the Poles to understand why we would not accredit him, or somebody else on the High Commissioner's staff, as Charge d'Affaires to the Polish Government.

Read above
19-10-41

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R

NAR/SR
5.11.41

MEMORANDUM FOR THE PRIME MINISTER

C221144

Attached hereto is a letter from the Polish Consul General conveying a very cordial acknowledgment from General Sikorski to the message of greeting on his departure for Russia which you sent him through the High Commissioner in London. I have acknowledged it, as under, giving Podoski a copy of your message to General Sikorski.

As the arrangements for Sikorski's departure for Russia have been postponed, no publicity can be given this exchange of greetings for the present.

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October 31st 41

C221145

CONFIDENTIAL

413-a/9.

Sir,-

I have the honour to transmit to you hereunder the text of a cablegram received from the Prime Minister of Poland, General Wladyslaw Sikorski, and for the time being intended for the personal information of the Prime Minister of Canada:

"Deeply moved by your kind message,I would like to convey my thanks to the Government and the people of Canada for their good wishes on the occasion of my mission to the U.S.S.R., and express the profound appreciation of the Polish Government and people for the generous sympathy of your country towards the Polish Nation in time of its supreme struggle for freedom".

In transmitting this message to you, I should like to add words of deep appreciation on behalf of the Polish nationals in Canada and in my own name for the kind thought which had inspired the message of good wishes on an important mission of the Head of the Polish Government.

I have the honour to be,

Sir,

Your obedient servant,

Victor Podoski,
CONSUL GENERAL OF POLAND.

The Secretary of State
for External Affairs,
O t t a w a.

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Ottawa, November 5th, 1941.

CONFIDENTIAL

Dear Mr. Podoski,

The Prime Minister greatly appreciates the message of greeting from General Sikorski conveyed in your letter of October 31st. You may wish to have, for record, the text of the Prime Minister's message to General Sikorski, which was conveyed to the latter by our High Commissioner in London:-

> "On the eve of your departure for Russia to confer with the Soviet Government regarding further steps for the formation of a Polish Army in Russia in accordance with the Polish-Russian Agreement of July 30th, 1941, I would like to send to you the warm good wishes of the Government and people of Canada for the success of your mission.
>
> We in Canada are proud to have in our midst the group of Polish volunteers now training on Canadian soil for the day they will serve, together with their brothers-in-arms, in the common cause. My earnest wish is that your efforts to strengthen the organization of the Polish Army in Russia will meet with the success which the magnificent and continued resistance of the Polish peoples so fully deserves."

It is understood that, for the time being, the messages exchanged between the Prime Minister of Canada and the Prime Minister of Poland on this occasion should remain confidential.

Yours sincerely,

N.A. Robertson

Victor Podoski, Esq.,
Consul General of Poland,
Ottawa.

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Poland

Ottawa, November 5th, 1941

C221147

Also enclosed in this bag:

Memorandum for the Prime Minister enclosing letter from Polish Consul General conveying acknowledgment from Gen. Sikorski to your message to him, together with a copy of Mr. Robertson's reply to Mr. Podoski.

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C22114S

THIS DOCUMENT IS THE PROPERTY OF HIS BRITANNIC MAJESTY'S GOVERNMENT

The Department of External Affairs
Received
JAN 17 1942

POLAND. January 15, 1942.

CONFIDENTIAL. SECTION 1.

[AMENDED COPY.]

[C 496/19/55] Copy No. 068

Sir C. Dormer to Mr. Eden.—(Received January 15.)

(No. 5.) *British Embassy to Poland,*
Sir, *London, January 13, 1942.*

I HAVE the honour to transmit to you herewith an interesting memorandum by Mr. Savery in which he tries to analyse the attitude towards the Polish-Soviet Agreement of the Poles in the U.S.S.R., in German-occupied Poland and in this country.

2. In connexion with the closing paragraph of Mr. Savery's memorandum, I may say that I have myself been struck by the inefficiency of the Polish propaganda. This inefficiency seems to be generally admitted by the Poles themselves, and I have more than once heard rumours of Professor Stroński's removal from his present post of Minister of Information. The Polish military authorities have in the past been insistent in that direction, but it did not seem to me that General Modelski, their candidate for the succession, would be any improvement—for one reason, because he does not speak English, or even French. I understand that there is now talk of suppressing the Ministry of Information altogether and dividing its functions between the Ministries for Foreign Affairs and of the Interior. In that case the former Ministry would take over Polish propaganda to foreign countries, including the United Kingdom, while the Ministry of the Interior would carry on the propaganda among the Polish communities in all parts of the world. The first part of this arrangement would almost certainly give improved results, but it remains to be seen whether the Ministry of the Interior would show the requisite tact and broad-mindedness in its approach to the Polish communities here and elsewhere.

I have, &c.
CECIL DORMER.

Enclosure.

Memorandum by Mr. Savery.

IN order to form an opinion as to the reactions of Polish public opinion towards the Polish-Soviet Agreement of the 31st July, 1941, and subsequent developments in that field, we must, I think, consider separately (*a*) the Poles in the U.S.S.R., (*b*) the Poles in the German occupation, and especially in the General Government, and (*c*) the Poles in this country.

Somewhere between one and two million Poles were uprooted by the Soviet Government between September 1939 and June 1941 and transported, often in conditions of great hardship, to distant parts of the U.S.S.R. Many of these Poles have spent many months—sometimes even the best part of two years—in internment camps, prisons and forced labour camps. They have been subjected to treatment which may not be worse than that accorded by the Soviet authorities to other citizens of the U.S.S.R., but is certainly much worse than anything experienced by Polish citizens, no matter of what creed or race, in Poland between 1919 and 1939. In so far as the deported Poles have had intercourse with Soviet citizens and have been able to see their conditions of life, they have found the latter to be infinitely lower than those which prevailed in pre-war Poland. As regards the whole of the middle and upper classes, beginning with the small shopkeepers and artisans, the difference of standard is, of course, enormous, but even the poorer peasants in Poland, let alone the "kulaks," lived better than do the rural mass in Soviet Russia. All inhabitants of Poland enjoyed personal freedom—freedom of movement, freedom to practise whatever religion they liked—and complete freedom from the danger of violent transplantation to

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some distant region at the will of an irresponsible Government. In their intercourse with the peasant inhabitants of the U.S.S.R., at any rate so far as Russians and other Slavs are concerned, the Polish exiles have found among persons of the older generation kindness and sympathy, and also respect for and attachment to the symbols of their religion, the crosses, medals, sacred pictures and the like, which they had managed to bring with them from their homes. It must be remembered that in the old days before 1918 the great mass of the Poles who were subjects of the Tsar did not *hate* the mass of the Russian race: they felt some contempt for their passivity, but the hate they undoubtedly felt for the instruments of the Russian Government did not extend to the mass of the population, who, they rightly felt, suffered under that Government as much as they themselves did. The behaviour of the Soviet soldiers and officers in Eastern Poland in the autumn of 1939, the way in which they bought out the whole stocks of shops in, for instance, Lwów and thereby acquired thousands of packets of needles, hundreds of alarm clocks, all this only confirmed the simpler Poles in their conviction that the Russians are on a lower level than themselves. What they have since seen in Russia has strengthened that conviction, and I doubt whether the valiant resistance of the Russian army has greatly shaken it. The Poles who remember the days before 1914 know quite well that the Russian peasants make very good soldiers, that they are courageous and enduring.

What I am trying to show is that there has been nothing in their experiences in the U.S.S.R., in what they have seen there, to convince the mass of the Poles that the Bolshevik régime is a very desirable one from any point of view. Very little of what they have seen can have impressed them in such a way as to modify their ingrained feeling of superiority to the Russians. This explains, I think, how it comes about that the vast mass of the Poles in the U.S.S.R. have passed so easily and so immediately to the order of the day over all their sufferings at the hands of the Soviet authorities. It must be remembered that the Poles in the U.S.S.R. are in the position of a huge emigration. They are in a country which they know and feel to be a foreign one: the front is still a long way to the east of the old Polish-Soviet frontier. It really seems as if practically all the Poles in the U.S.S.R. were inspired by the one desire to return to Poland and re-create the independent Polish State. It is not merely a longing for their homes which animates them. That exists no doubt, but it seems to be quite subordinate to their feeling of patriotism towards their country as an independent State. Their main enemy is the alien Power which occupies and oppresses that country. At present the Russians do not hold an inch of Polish soil and there is therefore no need just now, the Poles in the U.S.S.R. feel, to think about their future relations to the Soviet Union. It might have been expected that, once released from prisons and labour camps, the Polish exiles in the U.S.S.R. would have been disposed to sit back and enjoy the absence of active persecution. Not so, apparently; even men who could hardly stand volunteered at once for service in the Polish army and were indignant when kindly officers and military doctors advised them to take up some relatively light office work. All the information which has come my way so far goes to show that the overwhelming mass of the Poles in the U.S.S.R. approve General Sikorski's action in signing an agreement with the Soviet Government, even if many important questions are left open in that instrument. The remarkable thing is that their approval is not prompted by self-interest. They do not say to the general: "By your action you have saved our lives," but "By your action you have enabled us to take part in the struggle to re-establish Polish independence." Polish romanticism, which has always been deliberately misrepresented abroad by the Germans, is a singularly virile thing. A friend of mine who was, I think, the first official Pole to visit Moscow after the signing of the agreement told me that he had been impressed by the absence of any Messianic passivism in the Poles who came to see him after their release from detention. None of them spoke of Poland as the "Christ among nations" or implied that their own sufferings were an offering for the redemption of mankind; their only desire was to fight the Germans and return to a free Poland.

It is extremely difficult to form a picture of Polish society or life in the General Government. To what extent do political parties still exist there? How far have the prestige of Pilsudski and the real achievements of the legionaries been overwhelmed by the discredit which attaches—undeservedly, I

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think, in many cases—to those Poles in whose hands lay the conduct of public affairs in the time immediately preceding the outbreak of the war? I have in my hands now a list, possibly not complete, of the "Polish underground press." It enumerates about sixty periodicals and attributes them to various parties, groups and currents of political thought. At one time or another I have been shown by members of the Polish Government selected passages from some of these periodicals in order that I may understand the attitude of the public in the General Government towards General Sikorski and his collaborators in this all-important question of Polish-Soviet relations. I do not for a moment believe that the passages shown to me have been faked or tendentiously edited, but the possibility that they may have been carefully chosen cannot be ruled out in advance. None the less, after many discussions with Polish friends I have come to the conclusion that the evidence available really does go to show that the overwhelming majority of Poles in the German occupation consider (*a*) that the conclusion of an agreement between Poland and the U.S.S.R. was absolutely necessary, and (*b*) that in the circumstances General Sikorski could not do otherwise than accept an agreement which the British Government regarded as acceptable. To the Poles in Poland—as to the Poles in the U.S.S.R.—the first war aim is the defeat of Germany. They realise perfectly well that the independence of their country—and they will not accept any future for Poland other than complete political independence—can only be attained if Germany is thoroughly beaten. With a good sense which does them credit (but does not, I may add, in the least surprise me), they appreciate the fact that all the countries engaged in the struggle against Nazi Germany must be mutually united; it is impossible, they feel, for Soviet Russia and Poland to fight the common enemy effectually if they are nominally in a state of war with one another. In the light of what I have seen of Polish press comments and of observations in reports from Poland since the conclusion of the Polish-Soviet Agreement, I am convinced that this is the decisive consideration in the minds of the Poles who are suffering under the German occupation. Of less importance, though it no doubt exists in varying nuances in many minds, is the feeling that, dependent as he is on the hospitality and support of the British Government, General Sikorski had no choice but to sign the particular agreement in question. Perhaps the approval of the general's action would not have been, as it has been, almost universal if the Germans had seized the psychological moment to launch a campaign of appeasement in the General Government, but they did not do so. The Germans are suffering the penalty of their own stupidity and brutality. The Nazi policy towards Poland boils down to the de-Polonisation of Western Poland and the reduction of the Poles, even in the General Government, to the level of a servile people receiving a modicum of elementary culture from Germany. Such a policy cannot possibly be made acceptable to the Poles, and, if it were not to be maintained with its concomitant of internment camps, the Poles would certainly seize the opportunity to press their claims beyond what the Germans could grant without risk to themselves.

I now come to the Poles in the United Kingdom. There is no doubt that most of them were, to start with, opposed to the agreement. Things were going badly for Russia at the time it was signed, and Poles here could not see how it was that Great Britain and the United States, to whom Russia had to look for the military supplies she urgently required, could not, or at any rate did not, put pressure on the Soviet Government explicitly to recognise the Polish-Soviet frontier as it was in September 1939. In the last six months a considerable change has, I think, taken place in the feelings of the Poles in this country towards the Polish-Soviet Agreement, but not, so far as I can judge, in their feelings towards Russia and the Russians. Most of them are now prepared to accept the agreement as inevitable in the circumstances and as having been beneficial to many Poles in the U.S.S.R., but they have very little confidence in any protestations of friendship for Poland which Stalin or other Soviet dignitaries may make, and they still regard the Russians *en masse* as inferior to themselves—inferior in culture and in the personal qualities which distinguish one man from another.

This being their attitude towards the Polish-Soviet Agreement, it was not to be anticipated that its signature and even the beneficial results which—after a very bad period of stagnation in the late autumn—are only now beginning to flow from it would arouse any great enthusiasm for the statesman or the Government responsible for the agreement. General Sikorski's popularity among

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the troops in Scotland and the Polish civilians here has not increased because he took the courageous step of signing the agreement. He is received by his army with the respect due to his position of commander-in-chief, but he has never been able to establish close contact with the rank and file. If only his henchmen would stop, or at least mitigate, their ridiculous boosting of him in the Polish press, his position would be better. As it is, he has to suffer, not altogether deservedly, for the sins of Professor Kot—when, as Minister of the Interior, he spent much too much of his time in petty enquiries into the past history of individual soldiers—and of Professor Stroński, who is so frightened of losing his job that he makes the general ridiculous by giving publicity to ill-advised panegyrics. The Poles in this country, and especially the soldiers in Scotland, who have now settled down to life there, are in healthy revolt against the big talk about Poland's greatness and her historic mission which was current in Poland before the war. They still believe that Poland is called on to play a great part in Eastern Europe, that Western Europe represents something higher than Muscovy, and that Poland belongs to Western Europe. The Poles have a taste for political literature—for pamphlets on the future of the world and the like. Under the Stroński régime they find themselves expected to read only an officially-controlled press, which contains far too much boosting of a commander-in-chief whom they accept loyally but without enthusiasm, and nothing at all in the way of articles inviting discussion. Hence the success of Mackiewicz's monthly pamphlets.

FRANK SAVERY.

January 11, 1942.

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HMr. Victor Podoski
Polish Consul General to Canada
arrived in Ottawa October 8, 1939.

Polish Legation established
March 27, 1942

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POLAND. March 27, 1942.

MOST SECRET. SECTION 1.

[C 2982/19/55] Copy No. 068a

Mr. Eden to Sir C. Dormer.

(No. 93.)

Sir, *Foreign Office, March 27, 1942.*

WITH reference to your despatch No. 23 of the 19th March, I have to inform you that on the 24th March the Polish Chargé d'Affaires called on Sir A. Cadogan, at the latter's request, for a discussion on Polish-Soviet relations. Sir A. Cadogan told M. Kulski that the Secretary of State had wished him to have a frank talk about certain recent incidents, which had caused him some misgivings.

2. Sir A. Cadogan referred to the resolution recently adopted by the Polish National Council, to a G. N. Stronski, Polish Minister of Information, broadcast on the 18th March, and to an article by M. Grabski, the President of the Polish National Council, published in a Polish paper in the earlier part of this month. The effect of all these was to raise controversial questions with the Soviet Government. Sir A. Cadogan had understood that it was General Sikorski's intention to leave aside for the moment these contentious questions for settlement later. It was particularly important at this moment, when an agreement had been reached with the Soviet Government about Polish troops in Russia, not to raise issues with the Soviet Government which might affect Soviet-Polish relations. The Soviet were at the moment heavily engaged in fighting our common enemy, and would shortly be called upon to resist a further powerful thrust. All our fortunes were bound up to a considerable extent with the success of the Soviet effort.

3. Moreover, the Secretary of State had spoken with complete frankness to General Sikorski, who knew exactly the situation in regard to the Soviet Government's aims and desires. In these circumstances it made an unpleasant impression to find that what could almost be described as a Polish anti-British propaganda was being conducted in various parts of the world.

4. Sir A. Cadogan then told M. Kulski what His Majesty's Ambassador at Angora had reported about a recent conversation between the Polish Ambassador and the Turkish Minister for Foreign Affairs, in which the Ambassador had endeavoured to enlist Turkish support in an attempt to prevent any Allied agreement with the Soviet Government regarding the post-war arrangements in certain parts of Eastern Europe. He said he could not believe that the Polish Ambassador had been acting on instructions from his Government, and he trusted that the Polish Government would immediately check these activities.

5. M. Kulski did not attempt to make any detailed defence. He stated at once that the Polish Ambassador in Angora was not acting on instructions. He further seemed to anticipate that there would be little difficulty in calling M. Stronski to order, but he hinted that M. Grabski would be rather more difficult to deal with. He promised to report to his Government all that Sir A. Cadogan had said to him, and he seemed to think that they would realise the error of their ways. He confirmed that General Sikorski himself had emphasised the importance of avoiding controversy at this moment with the Soviet Government.

6. In view of its source, the information regarding the Polish Ambassador at Angora should be regarded as most secret.

I am, &c.
ANTHONY EDEN.

[27—85]

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Mr Saumbull

W.H.M.
C221154 31.3.42.

D-120-J
1944

Reference memo. Mar. 30

Memorandum

General Sikorski's party - changes

General Sikorski will arrive at the Ottawa Union Station at 12.40 p.m. today, instead of at 12.45 p.m.

This change is due to the fact that General Sikorski changed trains in New York and is arriving here by the C.P.R. North Shore Train instead of the regular Montrealer connection.

Mr. Podoski stated definitely this morning that Lt.Colonel Protasewicz, Dr. Josef Retinger and Revd. Father Kaczynski are not coming with General Sikorski to Ottawa.

Mr. Podoski added that Colonel Mitkiewicz will stay at Government House and Mr. A. Balinski will stay at the Chateau Laurier.

The net result of these personnel changes is that the Government of Canada will have only one member of the party as guest at the Chateau Laurier, and that General Sikorski wishes to have Col. Mitkiewicz with him at G.H. instead of Mr. Balinski.

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FROM THE PRIME MINISTER

TO ~~Mr. Turnbull~~

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D-120-9
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Please acknowledge. Let
Mr. Robertson see.

George 7. Tufford apr. 1 42

D-120-9
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Copy for Mr Turnbull

W.H.M.
30.3.42.

Visit to Ottawa of General W. Sikorski, Prime Minister and Commander-in-Chief of Poland.

D-120-9
1942

Programme

C221156

Tues. Mar. 31. 1942.

12.45 p.m. Arrive at Ottawa Union Station by train from Washington
Met by the Prime Minister of Canada, representative of the Governor General and Canadian officials
Mr. Victor Podoski, Polish Minister at Ottawa will be present and probably act as interpreter (General Sikorski speaks very little English or French)

General Sikorski proceeds to Government House where he will be guest of Governor General
Luncheon at Government House

4.30 p.m. Interview with Mr. Mackenzie King; tea at Laurier House.

8.05 for 8.15 p.m. Dinner at Government House; Dress: Uniform or dinner jacket

Wed. Apr. 1

1.15 for 1.30 p.m. Luncheon by Mr. Victor Podoski, Polish Minister, Country Club; Dress: Uniform or business suit.

4.00 p.m. Leave Ottawa Union Station by train for Washington

General Sikorski will visit the exhibition of Polish art at the National Gallery, and will have discussions with Polish military and financial officers stationed in Canada. The times of these appointments will be settled later.

Personnel - General Sikorski's party.

Staying at Government House

General W. Sikorski, Prime Minister and Commander-in-Chief of Poland
Count Edward Raczynski, Minister of Foreign Affairs
Lt.Colonel Janusz Ilinski (is a liaison officer at Ottawa but is accompanying General Sikorski as A.D.C.)
Mr. Antoni Balinski, Secretary to the Foreign Minister

Staying at Chateau Laurier as guests of Canadian Government

Colonel Leon Mitkiewicz, Acting Chief of Staff
Lt.Colonel Protasewicz, Military Adviser (Tanks)
Dr. Josef Retinger, Counsellor, Prime Minister's Office and probably Revd. Father Kaczynski, Polish National Council

Others

Mr. A. Falter, representative in New York of Polish Finance Ministry (staying at 48 Blackburn Avenue, Ottawa)
Count Michael Potulicki, Legal Adviser, Polish Foreign Office (staying with his sister, Countess Potulicka, who lives in Ottawa)
General Duch, in charge of training of Polish military forces in Canada
Group Captain Sznuk, in charge of Polish air training at Windsor, Ont.
Mr. Zoltowski, Polish Financial Officer, staying at 48 Blackburn Ave.
Dr. J. Szygowski, Polish Consul at Winnipeg, staying at the Legation.

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The Polish Legation

Mr. Victor Podoski presented his Letter of Credence (which was brought to Canada by General Sikorski) to the Governor General as Minister of Poland on Friday, March 27th. He was accompanied by Mr. Stefan Michalski, Financial Counsellor, who was in charge of the Polish gold at Dakar. Mr. W. Kicki was a consular officer in Montreal and works at the Legation which has the voluntary services of several others including Countess Potulicka and Miss Crockett.

General Sikorski's previous visit

General Sikorski, accompanied by Colonel Mitkiewicz, Mr. Retinger, Major Victor Cazalet, M.P., and Count Zamoyski, arrived in Halifax on board H.M.S. "Revenge" on April 2, 1941 (Mr. Malcolm MacDonald arrived on the same ship). The Government provided a special railway car for the party for the journey from Halifax to Ottawa. Mr. W.H. Measures represented Mr. King in making these arrangements at Halifax. Mr. King gave a dinner in honour of General Sikorski and Mr. Malcolm MacDonald at the Country Club on April 4th, 1941.

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see also The Polish Review
I. 4z Nov 23/42

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Depesza z Londynu z 6go listopada

The Polish school of architecture was opened today at Liverpool University. The opening ceremony was performed by General Sikorski, Polish Prime Minister and Commander in Chief, on whom the Honorary Degree Doctor of Laws was conferred. Addressing the convocation, General Sikorski analysed the main factors of German superiority up to now, saying "The first is the time factor. Hitler began his armaments drive on a gigantic scale at least five years earlier than the great democracies. By doing that he thought to win a victory by "blitzkrieg" methods. After three years of war this factor has ceased to influence the course of events. The former superiority in armaments of the third Reich is dwindling. The German people are becoming more and more weary of war. The same is true of Germany's war economy, weakened by too prolonged, excessive and ruthless effort.

The second factor is space and Germany's central strategic position. This factor has not ceased to play advantageous to the Germans, who always have a conveninet geographical position. However, they have stretched out their tentacles like an octopus in every direction, and now reach to the Terek and Volga rivers in the East, to Murmansk and the North Cape in the North, to the Bay of Biscay in the West, to Egypt in the south. The German war machine is operating today over such vast territories that it is losing more and more of its former mobility and coherence The problem of communications, so important for every commander operatin g on interior lines, has become one of the weakest points in Hitler's XXXXX position. The increase in the vast areas, over which he is fighting, is engulfing ever greater numbers of German troops. Their effectives are melting

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away. Thus it is becoming more and more difficult to concentrate forces at any desired point, although this has always been the strength and chief trump of the plans gradually carried out by German strategists up to now.

The third factor consists of new methods of warfare introduced by Hitler, through the use of new equipment and of "moral" principles peculiar to the Nazis, of which "Might makes Right" is the guiding one. Warfare methods affecting all spheres, beginning with the so-called war of nerves, through brutal aggression, corrupt propaganda, and blitzkrieg carried out with a view to the ruthless destruction of attacked nations, these fighting methods undoubtedly took all of Hitler's opponents by surprise and gave him the superiority on which he relied today. These methods have ceased to be effective. The blitzkrieg, has been got under control thanks primarily to equality of air and panzer forces having been achieved. Hitler's propaganda is now defensive and acts, as President Roosevelt has said: like a boomerank. After experiencing the "New Order" collaboration has ceased to be attractive. By his past conquests, Hitler has only subdued the forces of resistance in the conquered nations, forces that will rebound against the Germans with greater force for vengeance the more these nations suffer as they do today.

The last and fourth factor is unity of command. Hitler has the sole guidance of the German war machine, the sole control of strategic ideas, while on the Allies side this is not so. His strategy needs neither to be coordinated nor agreed upon becaus it is centralized in the hands of one man. I should be rendering the Allied cause a great disservice if I were to state that in this field no room exists on our side for improvement,

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by the further coordination of command and strategy of the Allies. The Allies war must be a war of coalition, just as the Allied Governmen s are on the whole coalition governments, because the coalition of parties in wartime is in accordance with the essentially democratic character of the common effort of all classes in each nation. But I do not agree with the pessimists who claim it is not possible to make any further progress in directing the course of the war and in uniting our common efforts. It is no secret that in this war I have linked my name to the idea of greater strategic, economic and ideological unity on the part of the Allies.

I have defended and shall defend the idea of forming a supreme command which would deal with the Allies armed effort in all theatres of war as a whole. I have defended and shall defend the idea of maximum coordination of production. I have defended and shall defend the formation of a Supreme Coundil, which would continually coordinate the Allies political and ideological activities and establish the framework of future Europe that would have exceptionally far reaching importance in the approaching phase of the war. The road to victory is still hard and difficult. It demands enormous efforts, unlimited sacrifices, broadmindedness, great courage and continuity of action, but above all it demands daring conceptions to wrest the initiative from the enemy and resort to determined action, the beginning of which we may observe today in Africa. To exaggerate arguments that the Germans themselves have proved that the Maginot line was a false myth, would be a mistake. It would be equally erroneous to state that the German defence has not stood the test and that the fortress into which the Germans have transformed the European continent

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will fall easily. The technique of warfare has made great progress in recent times, restoring the lost value of defence. Thus new ideas and inventions as well as courageous planning are needed in order to restore its recent importance to offensive action. It is urgently necessary for us to do this now. The German European fortress can be attacked, not only from the Atlantic, from the Mediterranean, from the Black Sea, from the Volga, from the Don, from Lake Illmen, from the Baltic, from the Arctic Sea, but also - and this is equally and perhaps even more important - from within! There within that fortress live hundreds of millions of people, ardently desiring freedom and planning their future fight for independence. They eagerly await the moment when they will receive arms, to turn them against their torturess and oppressors! They will become an immeasurably important factor for victory!

.....

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POLAND.

December 7, 1942.

CONFIDENTIAL.

SECTION 1.

EXTERNAL AFFAIRS CANADA JAN 11 1943

[C 12169/464/55]

Copy No. 068a

Polish Ambassador to Mr. Eden.—(Received December 7.)

(Confidential.)

Polish Embassy, London,
December 1, 1942.

Sir,

I AM taking the liberty to send you enclosed, for His Majesty's Government's information, a memorandum regarding conditions the establishment of which are considered by the Polish Government best to answer the needs of security in Central Europe—comprising territorial changes on Poland's western and north-western frontiers.

I have, &c.
E. RACZYNSKI.

Enclosure.

Memorandum.

(Strictly Confidential.)

POLAND is interested both in the German problem as a whole, and in the particular conditions which will come into being in the Reich as a result of the victory of the United Nations. Moreover, as one of the largest and most directly threatened neighbours of Germany, Poland has her own immediate problems in relation to that country, without a favourable solution of which Poland's lasting independence cannot be assured.

The claims postulated in the present memorandum are not formulated with the view of furthering exclusively Polish interests. They are intimately related to the need for the creation of such political, economic and other conditions as to facilitate the realisation of a constructive plan for the federation of the countries of Central Europe after the war. This federation will rest on lasting foundations only if the security of the member States is fully assured and if the federation will be enabled—in close collaboration with the Anglo-Saxon democracies—to develop freely, both po itically and economically, without any dependence on Germany arising from an onerous conditioning of circumstances. Experience has shown that Germany is a past master in exploiting, for purposes of her predatory policy and by means of pressure or extortion, every opportunity open in the field of economics or communications, even if her own economic interests should thereby be adversely affected.

In the present stage of a war, which will cause far-reaching transformations in the moral and material systems of all nations, it is impossible to forecast accurately the post-war configuration of Europe, or the relative power of individual States. To anyone still habitually thinking in terms of pre-war realities, certain claims postulated in relation to Germany might appear difficult of achievement. However, after the defeat of Germany, which will shake to its very foundations the machinery of State and the entire economic, social and demographic system of the Reich, many problems will lend themselves to considerably easier solutions than in the past.

As part of the preparatory work for the reconstruction of Europe, the Polish Government deem it desirable at this juncture to submit to the United States Government a confidential survey of the range of direct Polish interests in relation to Germany, viewed in conjunction with the far-reaching changes anticipated in future.

Poland's line of national security in relation to Germany is that of the Oder. This line may be compared with that of the Rhine as a line of national security for Belgium and France. Like the Rhine in the west, so in the east the River Oder with its tributaries (flowing from the Czech frontier), and with the Gulf of Stettin, forms a vital strategic axis. The Prussian offensive bases

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directed against Poland, namely, East Prussia, the Silesian salient and Prussian Pomerania, were all situated to the east of this line.

In the interests of general security this state of affairs should be fully taken into account when the foundations of the future Federation in Central Europe will be laid, and, when, in fulfilment of the stipulations of the Atlantic Charter, concerning the total disarmament of Germany, the principles of the military occupation of the Reich, including the zone of Polish occupation, will become a subject of discussion.

The Treaty of Versailles failed to take into account the indispensable conditions of Poland's security. By a half-hearted settlement to the disadvantage of Poland of the questions of Danzig and Upper Silesia, by leaving East Prussia to Germany and by inadequately securing the Polish sea coast from the west, it produced an altogether abnormal situation on the western and north-western frontiers of Poland. The Powers were influenced in their decisions by considerations of international relations not directly connected with the vital interests of the Polish State.

The consequences of such a settlement weighed heavily on the whole complex of Polish-German relations. Germany gained a series of important political, economic and other advantages for her aggressive activities directed against Poland, and exploited these advantages to the full at each stage of her policy. The extremely unfavourable strategic position of Poland in relation to the Reich, tragically recoiled on the campaign of 1939.

The war provoked by the Reich for the second time within a generation inflicted on mankind the most grievous sufferings, and will demand a great common effort on the part of the United Nations if foundations of a lasting peace in Europe are to be laid. The total disarmament of Germany has been recognised as one of the principal war aims in the Atlantic Charter (article 8) and in numerous declarations by leading statesmen of the United Nations. It is not only the destruction of the material means for waging war, and the prohibition to Germany of the right to maintain armed forces that is involved in the notion of disarmament. The principle of total disarmament must also deprive the German State of its main offensive bases, the possession of which assures to Germany in time of war an absolute strategic ascendancy in that part of Europe—an ascendancy all the more marked, as these territories have always been centres of hostile propaganda directed against neighbouring States, thus creating a permanent obstacle to moral disarmament. Once in the possession of the peace-loving neighbours of the Reich, those areas would provide them with favourable conditions of defence. This, in turn, would contribute to the strengthening of the foundations of the future international system of security in Europe.

The Baltic and the Security of Europe.

The principle of the freedom of the seas, reaffirmed again in the Atlantic Charter (article 8), requires that the Baltic should become an open sea. It is the only waterway linking Poland, the countries which will form the federation and other countries of Central Europe with the West and with the major sea routes of the world.

During the second half of the 19th century the Baltic was being rapidly transformed into a German lake. Bismarck began the process by the invasion of Denmark in 1864 and by the annexation of Schlesvig-Holstein, after which the Kiel Canal was constructed, entirely within Prussian territory. From that moment the Germans gained full military control of Denmark and thereby of the Danish Straits. German naval forces were enabled to move from one sea to the other within a few hours.

The consequences of these events made themselves seriously felt during the First World War. In September 1939 the German control of the access to the Baltic prevented any British naval help being given to Poland, and in the spring of 1940 it enabled Germany to conquer Denmark and Norway with lightning speed. In 1941 the German navy played an important part in mastering Latvia and Estonia, thus enabling German land forces to menace Leningrad. From the naval and air bases in Norway the Germans attempted to cut off the northern route linking Russia with the West via the ports of Murmansk and Archangel. The same German bases in Norway may be regarded as a spring-board for an invasion of the Scottish coast.

All this shows clearly that the German domination of the Baltic would invariably, in the event of war, threaten Europe with disruption into two isolated

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parts—the western and the eastern—with all communications between them completely paralysed.

In order to safeguard effectively the freedom of the waterways between the Baltic and the North Sea and to exclude German control, it is essential to establish an adequate defence of these routes. This aim can be achieved only in full co-operation with Great Britain and with the support of the United States.

The settlement of these problems might be attempted along the following general lines:—

1. The Kiel Canal should be internationalised. The best solution would be for Britain to accept the responsibility for the administration and defence of the canal. All the Baltic countries would participate with Great Britain in the commercial exploitation of the canal. On both sides of the canal there should be sufficiently wide defence zones freed from German sovereignty.
2. The Sund should be deepened to admit the passage of the largest warships.
3. British or British-American fortified naval and air bases should be established on the islands of the North Sea situated in the proximity of the German coast, especially near the mouth of the Elbe, as well as on the Danish and German islands. Poland, desirous to participate in the international defence of the freedom of the seas, would like to possess bases in the Western Baltic (Bornholm, Fehmarn, Rügen). The North-Eastern Baltic would, in the nature of things, remain mainly under the control of the countries adjacent to its waters.

East Prussia and Danzig.

East Prussia is the most easterly German offensive base, which represents an artificially created enclave within ethnically alien territory.

For German mentality East Prussia constitutes an incentive for new conquests. Every project for the partition of Poland from Frederick the Great to the present day had been associated with the problem of East Prussia and of Danzig.

The unchanging German endeavours to achieve territorial connexion between East Prussia and the Silesian salient along the line Königsberg–Oppeln has manifested itself again recently in the incorporation into the Reich of the western provinces of Poland and of a great part of Central Poland in order to provide the narrow Prussian enclave with a hinterland. As a further manifestation of the same design the district of Bialystok has now been made part of the Eastern Prussian Province.

From the military point of view East Prussia, together with Danzig, forms a classical *place d'armes*, a starting-point of outflanking operations aiming at—

1. The severance of Poland from the Baltic and the disruption of her seaborne communications with the West.
2. A threat to Warsaw, the capital of Poland, situated only about 75 miles from the frontier of East Prussia.
3. The encirclement of Polish armies in Western and Central Poland by an attack in a south-easterly direction towards Brest-on-Bug and Vilno and the penetration into the eastern provinces of Poland.

East Prussia had already served the Hohenzollern Reich as the base for the main attack against Russia in 1914. It was from East Prussia, too, that the German Baltic Corps (Baltikum) operated against Soviet Russia after 1918. When as a result of the military clauses of the Treaty of Versailles the German army was dissolved, many secret German detachments (Freikorps, Schwarze Reichswehr) were billeted throughout that province on the large estates disguised as labour battalions, thus evading the Allied control commissions. Several years before Hitler came into power the existing fortifications of Eastern Prussia were considerably strengthened. Their centre was the so-called Heilsberg triangle.

When Hitler broke the disarmament clauses of the Treaty of Versailles, the strongest army corps in Germany was created in East Prussia (I Armee Korps), and the future Field-Marshal von Brauchitsch was appointed to the command. This army corps was kept permanently on a war footing, and intensive work on fortifications and preparations for war was continued.

In September 1939 the German attack against the flank and rear of the Polish armies, which faced westwards, was engineered from East Prussia. This

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attack, in conjunction with the German advance from Slovakia, acted as pincers which from the outset threatened the entire depth of Polish territory, and enabled the Germans to achieve a quick decision.

The first German air-army operating from East Prussia had its task facilitated to an exceptional degree. The proximity of the airfields enabled every German aircraft to make several sorties a day.

From a military point of view therefore East Prussia and Danzig, which, if left in German hands, constitute a permanent threat to Polish independence and to Europe as a whole, should be united with Poland.

The economic well-being and the transport needs of Poland and the entire group of adjoining countries suggest the same solution.

At the outbreak of the present war Poland had a territory of over 150,000 square miles and a population of more than 35 million. Thus she ranked among the largest nations in Europe. Nevertheless Poland possessed only about 40 miles of effective sea coast. By way of comparison it may be mentioned that the German sea coast was nearly 1,100 miles long. It will be seen, therefore, that the Polish sea coast was totally inadequate for the needs of the Polish State, both from the military and the economic point of view. The turnover of the two ports of Gdynia and Danzig was increasing at an unprecedented rate. The turnover in Gdynia, which amounted to 1,958,000 tons in 1928, reached 9,174,000 tons in 1938. That of Danzig, extended and modernised with considerable assistance from Poland, increased from 2,112,000 tons in 1913 to 7,127,000 tons in 1938. By 1938 over 75 per cent. of Poland's total foreign trade passed through these two ports.

Looking forward to the post-war years it is clear that much of the trade, not only from Poland but from the whole future Central European Federation, will pass through both Polish ports.

Gdynia and Danzig will not be capable of handling this traffic. If the countries situated between Russia and Germany are to maintain the essentials of their economic independence they must be safeguarded a much wider access to the Baltic Sea than hitherto, and, moreover, one completely free from German control.

Owing to the separation of East Prussia from its natural hinterland, the province represents an economically passive and deficient area with no prospects of development whatsoever. The efforts of the German Government in the form of lavish subsidies and attempts at the industrialisation of the province, especially during the period of the manipulated boom after 1933, failed to alter this state of affairs, or to improve the conditions prevailing in East Prussia. The efforts of the Hitler Government, such as the much advertised Annual Königsberg Fair—which, apart from its propaganda value, failed to produce any economic advantage in the form of an increase in the foreign trade—were to a large extent calculated to bolster up the spirit of this province against the time when the predatory designs of the Third Reich could be executed.

The economic stagnation of East Prussia led to a steady drift of population to Central and Western Germany. In spite of all the preventive measures applied, over 1 million people left East Prussia between the years 1840–1939. Out of a total of thirty-one districts the emigration from eighteen was so marked that even the absolute number of inhabitants declined.

By the union of East Prussia with Poland the economy of the province would be placed on a sound basis, as Poland will be able to turn to the best advantage the maritime position of the province. East Prussia would also benefit through the influx of agriculturists from the overpopulated areas of Poland.

Historically speaking, East Prussia became something in the nature of a colony exploited by the Teutonic Order, invited and endowed by Duke Conrad of Mazovia in the 13th century for the propagation of Christianity. The German soldier-monks displayed all their native aggressiveness, exterminating mercilessly the local population and threatening both Poland and Lithuania. It was in conformity with this tradition of the order that the Brandenburg princes of the House of Hohenzollern succeeded by intrigue and guile in depriving Poland of her rights over East Prussia. After the partitions of Poland the province became the very core of the Prussian spirit.

Both the Teutonic Order and the German dukes and subsequently Kings of Prussia carried out a systematic Germanisation of the indigenous population. They succeeded to a greater degree in the parts inhabited by the Lithuanian tribe of the Prussians or Borussians, but in the southern part of the province the homogeneous bulk of the Polish population, representing a majority, preserved its language and customs up to the present day.

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The influence of Polish civilisation was very considerable throughout all East Prussia. There existed numerous Polish schools, and Polish books and periodicals were being published. From the 19th century onwards an ever more ruthless extermination of the economic and cultural life of the Poles set in. All the Polish schools were closed down, the teaching of the Polish language was prohibited, Polish economic enterprises and intellectual centres were systematically destroyed. Nevertheless, the official census of population taken by the Prussian authorities in the year 1910 showed that the whole southern part of East Prussia is inhabited by a predominantly Polish population. The union of the province with Poland will unfailingly reveal the non-German character of considerable parts of East Prussia.

It may be added that in the north-eastern part of East Prussia considerable ethnic groups of Lithuanians still survive. It is obvious that after centuries of oppression no plebiscite could possibly show the true ethnic character of East Prussia. The plebiscite in the southern part of the province, held in 1920, could not be regarded as an expression of the real will of the people. Furthermore, it took place at a time when the Soviet armies were approaching Warsaw. Moreover, all the administrative officials in direct contact with the people were German, and the population in the plebiscite area were terrorised by gangs of such secret German organisation as the Schwarze Reichswehr, while at the same time subjected to a ruthless economic pressure on the part of German junkers and employers generally.

After the profound convulsions and transfers of populations caused by Hitler's New Order, after the deportations and massacres, all moral and political foundations for holding any plebiscites in that area of Europe will be completely lacking.

The union of Danzig with Poland should be effected at the same time as that of East Prussia. As a free city, Danzig failed to live up to its obligations, lending itself as a lever for the disturbance of Polish-German relations and the subversion of international institutions. The Free City became a hot-bed of German Fifth Column malpractices and espionage. The present Gauleiters of occupied Poland, Greiser and Forster, gained in Danzig the training for their future tasks. The militarisation of Danzig, completed in violation of international treaties, was carried out from the East Prussian base.

In spite of the enormous benefits which accrued to Danzig from Poland's overseas trade, and which restored the Free City to its pristine prosperity, Danzig, under orders from Berlin, sabotaged all economic agreements with Poland, violating the rights of Poland as established by the peace treaty and by a series of conventions, and preventing Polish industrialists, merchants and artisans from settling in Danzig.

The indigenous Polish population was subjected to continual chicaneries. Poles were prevented from following their professions, Polish artisans were refused employment and the establishment of new commercial firms was being made impossible. Polish cultural activities were systematically suppressed.

In short, Danzig rather hindered than facilitated Poland's access to the sea, obstructing the mouth of her main waterway, the Vistula.

As far as international affairs are concerned, the question of Danzig intruded its importance only in conjunction with the problem of East Prussia. After the incorporation of that province with Poland the problem of Danzig will vanish automatically.

The Silesia of Oppeln.

Silesia is second only to the Ruhr as a principal German centre of war industries. The part played by Silesian industry, "one of the largest arsenals of the Greater German Reich" as it was described by Gauleiter Bracht in a speech on the 20th April, 1941, is all the more important in the present conflict as, owing to its geographical position, it remains outside the operational range of the Allied air forces.

This state of affairs was not anticipated at Versailles, when the original project before the peace conference for the transfer to Poland of the entire Silesian industrial region was abandoned.

Moreover, it ought not to be forgotten that within less than eighty years (1864–1942) Germany carried out—including the seizures of Austria and of Czechoslovakia—seven military aggressions, two of which developed into world wars.

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[C 12841/464/55] Copy No. 068(a)

The Polish Ambassador to Mr. Eden.—(Received December 22.)

(Confidential.)

Sir, *London, December 17, 1942.*

I HAVE the honour to enclose herewith a memorandum on the problem of Central and South-Eastern Europe outlining the views of the Polish Government, a copy of which has also been presented to President Roosevelt and to the Department of State at Washington by the Polish Prime Minister.

This memorandum is no more than a general outline of the views held by the Polish Government on the subject in question. In the light of the interest shown in the problem under review by His Majesty's Government and also by public opinion in this country, as is evidenced by your speech at Leamington on the 26th September, and by the question put forward by Mr. Mander in the House of Commons yesterday, His Majesty's Government might desire to have a more detailed and precise exposition of the views held by the Polish Government on this important problem. Should this be the case, the Polish Government would be glad to furnish any further information required.

I am, &c.
E. RACZYNSKI.

Enclosure.

The Problem of Central and South-Eastern Europe.

THE future international order which the United Nations will build up after the defeat of the "Axis" Powers can be lasting and permanent only if the problems of Central and South-Eastern Europe receive an adequate solution. Central and South-Eastern Europe comprises the territory between Germany and Russia, bordered by the Baltic in the North and by the Black Sea, the Ægean and the Adriatic in the South. It includes nine countries: Lithuania, Poland, Czechoslovakia, Hungary, Roumania, Yugoslavia, Albania, Bulgaria and Greece (possibly also Turkey). The combined area of these countries (without Turkey) is over 570,000 square miles and their total population about 110 millions.

2. This territory is bordered in the North by three Scandinavian countries: Denmark, Sweden and Norway; and by three Baltic countries: Latvia, Estonia and Finland. Although these countries have always maintained close relations with Central and South-Eastern Europe, and will certainly continue them in the future, their political and economic gravitation places them in many respects into a separate group.

3. Central and South-Eastern Europe has long been an area for German expansion. The imperialist plans of German politicians regard the domination of this territory as a necessary preliminary to the establishment of a Colonial Empire in Europe and world hegemony. The possibility of conquering that territory is bound to inspire the German mind with aggressive ambitions reaching far beyond the boundaries of Central and South-Eastern Europe. That is why the attempts at appeasing the German spirit of expansion by giving it a free hand in that part of the continent were one of the major political and psychological errors committed after the first World War. The aggressive spirit of Germany and its military power can be broken only by definitely depriving the Germans of the possibility of conquering Central and South-Eastern Europe.

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4. It does not follow at all that the "leadership" in that part of Europe should be left to Russia. Such a solution would be as harmful as acquiescence to German ambitions. It would be dangerous for all the countries concerned, including Russia herself. The nations of Central and South-Eastern Europe have their national and cultural individualities as fully developed as those of the nations of Western Europe. The ideals for which the Allies are fighting the present war would be violated if these nations did not recover full independence. There can be no independence under the "leadership" of Russia—a great Power which pursues a policy aiming at the introduction of the Communist system in the neighbouring countries, with the purpose of incorporating them into the Soviet Union. Moreover, the inclusion of Central and South-Eastern Europe in the economic system of the U.S.S.R. would in the nature of things impose on the countries concerned a lower standard of living and isolate them from international trade.

The justified desire of the nations of Central and South-Eastern Europe to set themselves free from Soviet rule would provide Germany with opportunities for intrigue and scheming in favour of eccentric and irredentist tendencies within that region. Consequently, the Russian "leadership" in Central and South-Eastern Europe would be a source of weakness for Russia and an encouragement to aggression for Germany.

5. The independence of the countries of that part of Europe from their powerful neighbours can be achieved mainly through their own endeavours. They will have not only to settle the controversies which had hitherto separated them, but to unite their economic, political and military resources. This is in the interest of all the United Nations, who will no doubt help to achieve as quickly as possible the consolidation of Central and South-Eastern Europe.

6. The countries of Central and South-Eastern Europe may be organised, either in one federal union or in two unions collaborating with each other. The second alternative might be desirable if the inclusion of a large number of countries of different structure within one federation or confederation should make it weak and easily disrupted. In that case, the first, strictly Central European union would comprise Lithuania, Poland, Czechoslovakia, Hungary and Roumania; while the second would include the Balkan countries: Yugoslavia, Albania, Bulgaria and Greece (possibly also Turkey).

7. This *bloc* would collaborate with the Scandinavian and Baltic countries and would form—in co-operation with the English-speaking nations and with France—one of the main pillars of European peace. Being by its very nature a constructive and peaceful organisation, the central *bloc* would not have any aggressive designs against Russia. On the contrary, it would serve as a natural shield against any possible recurrence of German aggression. The central *bloc* would also maintain correct neighbourly relations with disarmed Germany. It would be one of the important elements in the world organisation which is expected to be established after the war.

8. Lithuania—a country closely associated by its history, traditions and culture with Poland and Central Europe—should belong to the central *bloc*. Only close co-operation with Poland can guarantee Lithuania her national independence. The other countries of Central and South-Eastern Europe are in a similar position. The events of 1939–40 have proved that a downfall of Poland causes the inevitable loss of their independence to all the other nations of this region. Poland holds a key position in this part of Europe.

9. The participation of Austria in the *bloc* of Central and South-Eastern Europe is politically undesirable, because Austria would certainly become—later, if not immediately—an outpost of German influence. For the same reason the idea of a Danubian Union, embracing the lands of the former Austro-Hungarian Monarchy, but excluding Poland and most of the Baltic countries, should not be adopted. It is a plan supported by Germany. Such a union would provide Austria with opportunities for sponsoring Hungarian revisionism, and it might easily become the instrument of a revived German imperialism.

10. Central and South-Eastern Europe would become one economic area, which would have world importance owing to its size and geographical position, linking the west and east of Europe, as well as forming a bridge to the Middle East. The population of this area, which totals over 100 millions, and its natural wealth warrant the prosperity of such an economic unit.

11. The economic consolidation of the countries of Central and South-Eastern Europe would be achieved by establishing uniform economic legislation,

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a uniform system of transport, financial and credit agreements, freedom of movement of labour, capital and goods. If the immediate realisation of such a programme should prove impossible, in view of the historical difference between the countries involved, economic unity will have to be achieved in stages.

12. In the countries of Central and South-Eastern Europe there is a particularly striking contrast between the actually low economic development, mostly due to foreign oppression before the last war, and the great natural possibilities for an increased development. The present low development is expressed chiefly by the fact that the great majority of the population is still engaged in agriculture, although the soil and the climate do not particularly favour that occupation, and the competition of the great overseas agricultural countries has materially reduced the profits of agriculture in this part of Europe. Owing to the insufficient development of industry there was no migration of agricultural labour to the towns. This has resulted in an overcrowding of rural areas.

13. The mineral wealth of this region has only been partly exploited, the geological structure of the subsoil not being fully known. Nevertheless, the second largest coalfield in Europe is situated in that region, which produced before the present war 91 per cent. of Europe's oil, 66 per cent. of antimony, 50 per cent. of bauxite, 33 per cent. of chrome ore, 31 per cent. of lead ore, 26 per cent. of copper ore and 24 per cent. of zinc ore. A considerable proportion of the coal and ores are not transformed on the spot, but exported as raw material.

14. The one-sided, abnormal economic structure of the Central and South-Eastern European countries was responsible for the fact that their share in international trade was insignificant: the total foreign trade of the nine countries under review amounted to half of the foreign trade of Germany alone.

15. All the countries in this region, with the exception of Poland and to some extent Czechoslovakia, were economically dominated by Germany. The Reich purchased the agricultural products and raw materials produced by these countries, supplying them in exchange with manufactured goods and acting as an intermediary in the purchase of raw materials and goods of overseas origin. Germany also acted as intermediary in obtaining credits for the countries concerned—which were, however, very small. Germany exploited ruthlessly her position, forcing her clients to become purely agricultural countries, complementary to the economy of the Reich. The Western Powers looked with indifference on this situation, and did very little to develop the central region or to improve its standard of living, by increasing its purchasing power and building a new market for their export of manufactured goods.

16. The economic development of Central and South-Eastern Europe requires a basic reconstruction, comprising the liquidation of the concealed rural unemployment, by directing the surplus labour into new industries. Such a move will, on the one hand, place agriculture on a sound basis and, on the other hand, increase the national income, as the value of industrial production per person employed is considerably higher than the value of agricultural production. The result will be a general improvement of the standard of living, which will be brought nearer to the Western European level, thus reducing social shortcomings which might otherwise cause future conflicts.

17. The systematically planned economic development of Central and South-Eastern Europe should begin with the provision of basic capital equipment, in the form of roads, railways, waterways, electric power distribution, grain elevators, refrigerated warehouses, silos, oil tanks, &c. The supplying of this equipment will require an extension of various branches of industry, notably of steel production. The first stage of industrial development should provide factories using as raw material the products of agriculture (*e.g.*, canning factories) and factories producing goods for which there is a large home demand (*e.g.*, textiles, agricultural machinery, means of transport and certain tools).

18. The provision of basic equipment and the changes in the methods of farming will require the supply from abroad of many raw materials, machines and production goods, as well as of some consumption goods, in quantities greatly in excess of the initial export capacity of the region. For that reason a part of the imports necessary in the post-war period will have to be supplied on credit terms. American and British investment in the economic prosperity of that region will be actually beneficial to the United States and Great Britain, for the development of industry and agriculture in Central Europe will increase its standard of living and create new markets for export from the English-speaking countries.

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19. Of the countries of this region, only Czechoslovakia and Poland possess industries of some importance, with possibilities of development. The production of Poland and Czechoslovakia will not, however, be capable of replacing in the immediate post-war period the former imports of the region concerned from Germany. There are certain goods, which it will be impossible to import from Germany for security reasons (machines and vehicles). These goods formerly imported from Germany will be replaced by imports from Great Britain and the United States. There are also possibilities of export to Great Britain and America from the countries of Central and South-Eastern Europe.

20. The economic development of the countries of Central and South-Eastern Europe, based on the potential outlined above, will give to that region, together with its great resources of man-power, a considerable military strength. The very existence of that military strength, combined with the human, economic and military potential of the Western Powers, will keep in check the German nation and nip in the bud any new German aggression.

London, December 1942.

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POLAND.

February 25, 1943.

CONFIDENTIAL

SECTION 1.

[C 2098/231/55]

Copy No. 068a

Viscount Halifax to Mr. Eden.—(*Received February* 25.)

(No. 88.)

Sir, *Washington, February* 15, 1943.

I HAVE the honour to inform you that Sir Ronald Campbell recently enquired of Mr. Dunn, Adviser on Political Relations in the State Department, whether he could inform him of the views of the United States Government on the questions raised in the Polish Government's memorandum of the 1st December on the future western and north-western frontiers of Poland, and of their reaction to the Polish Government's memorandum on the problem of Central and South-Eastern Europe, a copy of which was communicated to you by the Polish Ambassador on the 17th December last. Copies of these documents were enclosed in your despatches No. 1080 of the 19th December and No. 1112 of the 28th December, 1942. Mr. Dunn said that he would inform himself and give a reply later.

2. Mr. Dunn sent for Sir Ronald Campbell on the 2nd February and, by way of reply to his enquiry, read to him a record of a conversation between the Under-Secretary of State and General Sikorski during his recent visit to Washington. General Sikorski having apologised for flooding the State Department with documents, Mr. Welles replied by thanking him for the information imparted, and stating that the Department of State had read the detailed views set forth by the Polish Prime Minister with much interest. It was not, however, possible for the United States Government to express any definite views or enter into any commitments on territorial adjustments during the war. Moreover, the questions discussed were of great interest to other members of the United Nations, and this alone excluded any commitment on the part of the United States Government in advance of discussion with the Governments of those countries. Mr. Welles went on to say that the United States Government were inclined to sympathise with the view of the Polish Government that the Polish Corridor and the arrangements for supplying Poland with access to the sea after the last war were not satisfactory. Further than this it was not possible to go. Agencies of the United States Government were at present examining the possibility of some form of federation of the nations of Eastern Europe, of which Poland might form a part, but the matter was still in the stage of study, and again the United States Government were not ready to make any commitment or express any views.

3. Mr. Dunn suggested to His Majesty's Minister that this supplied him with the answer to his enquiry. In reply it was pointed out that Mr. Welles's conversation with General Sikorski made clear that the United States Government were not ready to make any commitments to the Government of Poland, but that it did not give any indication of how the contents of the Polish memoranda were viewed in Washington Sir Ronald Campbell enquired whether it would be possible for Mr. Dunn to give him any indications on this point. Mr. Dunn answered, however, that all these matters were being examined by groups charged with the study of such matters, but that the work had not reached the stage where it was possible for any opinions to be expressed.

4. Mr. Dunn then read through to Sir Ronald Campbell the text of a letter sent by the President to General Sikorski, "about the 5th January," in reply to a request from the general that some such letter should be furnished to him. In this document the President expressed sympathy with Poland and admiration for her struggle, as well as the determination of the United Nations, in accordance with the Atlantic Charter and the United Nations Declaration, to restore the independence of Poland. He also stated that if the nations of Eastern Europe should, between themselves, study their mutual problems and produce agreed proposals for their solution, in the light of the political, ethnic and economic elements involved, he would be ready to consider them within the framework of a general settlement. Mr. Dunn said that he thought it was as well

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that His Majesty's Embassy should be aware of the tenor of this letter in case they heard from the Polish side of its existence. (The inference was that the Poles might make play with the fact that such a letter had been addressed to General Sikorski and imply that it went further than it did. There is, in fact, some reason to think that use of this kind has already been made of the letter. It was no doubt on the basis of the letter that the Polish Ambassador recently told Sir Ronald Campbell that he thought the United States Government were favourable to his Government's ideas on the future organisation of Central and Eastern European States.)

5. Sir Ronald Campbell observed that, as Mr. Dunn doubtless knew, the attitude of the United States Government with regard to commitments on territorial adjustments during the war, as stated to General Sikorski by Mr. Welles, corresponded with that adopted from the beginning of the conflict by His Majesty's Government, and that with regard to the question of the organisation of Central and South-Eastern Europe, His Majesty's Government had viewed with sympathy the action taken by Poland and Czechoslovakia, Yugoslavia and Greece, to promote close mutual relationships.

I have, &c.
HALIFAX.

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POLAND. February 26, 1943.

CONFIDENTIAL. SECTION 1.

[C 2148 258/55] Copy No. 068a

Viscount Halifax to Mr. Eden.—(*Received February 26.*)

(No. 96.)

Sir, *Washington, February 13, 1943.*

I HAVE the honour to report on the events surrounding the recent visit of General Sikorski and their relation to the political activities of Poles and Polish Americans in the United States.

2. It is understood that General Sikorski regards his visit as a success. Whether he really does so and what is the nature of that success is a matter of some interest. The avowed purpose of the visit was to accomplish unity, and there has since been in the Polish American press a good deal of emphasis on the success in this direction which General Sikorski achieved. It is as well, therefore, to examine what is the nature of this unity.

3. It was clear from the first that what General Sikorski wanted most was the support of the American Administration for Polish aspirations in the post-war settlement. That the Russians were well aware of this was shown by the cordial telegram sent to the General by M. Stalin wishing him every success on his visit and recalling the agreement that had been reached between them. As reported in my telegram No. 6248 of the 26th December, the General received no such assurances from the President as in his conversations with me he had said the President had given, and even the letter which at his request the President gave him was couched in only the most general terms. The latter I referred to in my despatch No. 88 of the 11th February.

4. An occurrence which affected the whole course of the visit was the coincidence with the Prime Minister's arrival of the resolution by the Polish National Council in London on the 2nd December expressing Poland's territorial aspirations. As a result of this, General Sikorski found himself in the position of having to defend both the Polish National Council's resolution and the Polish-Russian Treaty of 1941. In his endeavour to please the supporters of both, he failed to be convincing to either. Most of the Polish language press assumed, however, either through wishful thinking or for the purpose of propaganda, that he stood for the frontiers of September 1939.

5. From the moment of his arrival General Sikorski was consistently attacked by M. Matuszewski, the leading Pilsudskist and a brilliant writer, in the Opposition newspaper, *Nowy Swiat*, and through various media employed by Knapp (National Committee of Americans of Polish Descent). The latter organisation, which was formed some while ago, largely at the instigation of M. Matuszewski for the purpose of drawing together the Opposition elements, has increased in strength and has branches in Chicago and Detroit. In Detroit its mouthpiece is the *Dziennik Polski*, a daily newspaper of long standing and large circulation. The admitted purpose of Knapp was described in *Nowy Swiat* on the 4th January in the following terms: "As a part of the American public we can influence the formulation of public opinion in the United States . . . . to protect our country, the United States, from a repetition of errors made at Versailles. From our conception of this duty . . . . emerges the necessity . . . . for American Polonia to defend the programme of the reconstruction of Poland with its eastern frontiers intact and increased at the expense of the Germans in the north and in the west." That Knapp does not, in fact, represent American Polonia at the moment is clear from the opposition to it of the majority of the Polish American press and of the long-founded Polish American Council. It is, indeed, being used by the Polish refugee Opposition, which is very strong, and this Opposition, containing a number of experienced politicians, is making great headway. Given the feelings existing between Poles and Russians, even if they be American citizens, this is not unnatural, since the chief platform of Knapp is resistance to Russian demands. A letter(1) written by M. Matuszewski to the *New York Times* on the 3rd January, a copy of which I enclose, sums up the attitude of the Opposition.

(1) Not printed.

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6. General Sikorski, under constant fire from the Opposition and having at the same time to consider his relations with the U.S.S.R., alternated his declarations—" A great deed is being said about Eastern Poland . . . . I did not, and shall not, barter Polish soil! I defend and shall defend Polish soil!" then, " I am a realist, and that is why I believe that we should come to an understanding with our eastern neighbour." It is little wonder that the public was confused as to what he really did mean. But behind all this, in reports of his private conversations and the discussions he had with leaders of American Lithuanians, Ukrainians and Jews, there emerges the conclusion that he was not displeased by the very vocal Opposition—that, in fact, that Opposition was saying what he himself wished to say, but which was clearly impossible for him. It cannot be imagined that the Opposition was long unaware of the anti-Russian views the General expressed in private, since news, and in particular supposedly secret news, travels fast in this country. It is reasonable to suppose, therefore, that out of the apparent disunity there came that unity which he desired, but to which he could not give public expression. The Russians were, of course, fully informed of the whole matter.

7. In his discussions with Lithuanian leaders in Chicago, General Sikorski is reported to have put forward two alternative views :—

(*a*) If Russia should insist on a frontier based on the " Curzon Line," then Poland would favour a Baltic federation of Estonia, Latvia and Lithuania.

(*b*) If Poland regained her 1939 frontier, she would not object to Latvia and Estonia being incorporated with Russia. On the basis of the confidence which the General reportedly expressed to the Lithuanians that Poland would be able to return to her 1939 eastern frontier, he advised the Lithuanians to pursue a line of action independently of that of the Latvians and the Estonians.

With regard to the west, he proposed that Lithuania should claim Memel, Tilsit and Insterburg up to the frontiers of Eastern Prussia, since Poland would receive East Prussia, including Königsberg.

8. Since General Sikorski's departure there has been considerable speculation in Polish circles on the possibility of his visiting Moscow soon. It is said that if agreement can be brought about regarding the transfer of 90,000 Polish soldiers from Russia to the Near East and Russian recognition of the Polish citizenship of some half a million Poles from White Russia and the Ukraine, this will create a favourable atmosphere for discussion of the Polish-Russian frontier. It is said that General Sikorski will propose the incorporation of Lithuania into Poland, in which case Poland would support the Russian claim to Latvia and Estonia. A modified Curzon Line would be agreed, giving all Polish territory east of it to Russia and giving Lwow to Poland. There will be an exchange of populations, so that no Poles will be left in the U.S.S.R. and no Ukrainians or White Russians in Polish territory. Russia would then support the Polish claims to East Prussia, including Königsberg. I understand that M. Bilmanis, the Latvian Minister in Washington, was most indignant over General Sikorski's intrigues with the Lithuanians, and considers that Latvia and Estonia are only pawns which Poland is prepared to sacrifice to Russia provided she gets Lithuania. M. Bilmanis is said to have been so irritated that his usual hostility towards the U.S.S.R. was by contrast abated, and he went so far as to say that at least under Russian rule the native language and culture would be preserved and not exterminated as it would be if Latvia were to be under Polish rule.

9. It is reported that in the General's talks with the Yugoslav Ambassador M. Fotic was opposed to the idea of a Central European federation. His anxiety was not only on account of the antagonism which the plan would arouse in the U.S.S.R., but because it would mean an independent Croatia. With regard to the Russians' attitude towards it, there is a good deal of wishful thinking in Polish circles to the effect that Russia will be so exhausted after the war that she will accept the conditions put to her by the United States and Great Britain.

10. It has been hard to discover what course was taken in the conversations between General Sikorski and the Ukrainians, but it is of interest that he talked with the editor of the Ukrainian Nationalist paper, *Svoboda*, M. Myousha, who is, and always has been, anti-Russian. Up to the time of America's entry into the war he was in close touch with Fascist Ukrainian organisations.

11. With regard to the conversations which General Sikorski had with leading Jews, I understand that the report on this prepared by Security

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Co-ordination has already been passed to you. One of the most interesting points arising from this is the obvious awareness on the part of the Jews that the great interest being shown in their fate by Poland and the U.S.S.R. is due to territorial considerations. Each desires the Jews for the purpose of any plebiscite which may be held over the territories in dispute.

12. It may be said that, generally speaking, the effect of General Sikorski's visit was to stimulate discussion of the questions at issue between Poland and the U.S.S.R. In achieving this, it is certain that no good was done to the relations between the two countries. M. Retinger, who it seems was consistent in his friendly attitude towards Russia during the visit, did his best to counteract the anti-Russian impression given by his leader. Whether he was sincere in his attitude, I am not competent to judge, but it would seem that his behaviour was as acceptable to General Sikorski as was that of the Opposition, since both were able to put forward views which he, in his endeavour to please all parties, was unable to state.

13. While, as a man, General Sikorski, owing to his attractive personality, inspired much warm feeling, politically he achieved little except with the Opposition, among whom he may well have left the impression that he was not so far from their way of thinking in spite of the front which he had to present to Russia.

I have, &c.
HALIFAX.

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POLAND. March 2, 1943.

CONFIDENTIAL. SECTION 1.

[C 2281/258/55] Copy No. 068a

Mr. O'Malley to Mr. Eden.—(Received March 2.)

(No. 20.) *British Embassy to Poland,*
London, February 27, 1943.

Sir,

I HAVE the honour to report that to-day's issue of the *Dziennik Polski*—the Government-controlled daily paper produced in London—contains the text of a resolution passed at a meeting held on the 25th February and presided over by General Sikorski. A correct translation of this appears in *The Times* of the 26th February, and a copy of this is enclosed herein.

2. The second paragraph of this resolution says that "the Polish Government repudiates most definitely the malicious propaganda which accuses Poland of indirect or direct inimical tendencies towards Soviet Russia. It is absolutely absurd to suspect Poland of intentions to base the eastern boundaries of the Polish Republic on the Dnieper and the Black Sea or to impute to Poland any tendencies to move her frontier farther to the east." The words "malicious propaganda" obviously refer to an article which originally appeared in the *Radyanska Ukrainia* of the 20th February and was reproduced prominently in the Moscow *Pravda* of the following day. This article was subsequently broadcast abroad by the Tass Agency, and a copy of Tass's version of it forms the second enclosure to this despatch.

3. These recriminations are the outward and visible sign of a growing tension in Russo-Polish relations arising principally, and according to Polish accounts, from the decision of the Russian Government communicated to the Polish Embassy at Kuibyshev on the 16th January of this year, to treat as citizens of the Soviet Union all Poles who were at the time in that part of Poland which fell to Russia under the Ribbentrop–Molotov Agreement, and to close down all those Polish agencies which were up till that date ministering to the relief of Polish refugees and deportees in Soviet territory. As this tension may very well grow more rather than less acute during the next few months, it might perhaps be worth while to record the observations made on it by the numerous Polish officials with whom I have come in contact since I assumed charge of this embassy: such, for instance, as General Sikorski, Count Raczynski, M. Mikolajczyk, the Deputy Prime Minister, M. Grabski, President of the National Council, M. Lipski, one of the Prime Minister's personal assistants, not to mention others occupying less important positions.

4. The main lines of the Polish thesis, as set forth to me in the freedom of informal and friendly conversation, are as follows: The Poles begin by saying that there can be no question about their genuine desire to co-operate as fully as possible with the Russians in the prosecution of the war, since a rapid and overwhelming defeat of Germany is manifestly a prerequisite condition of a secure and independent Poland. On the other hand, they say that complete silence and passivity is impossible in the face of Russian provocation (of which the *Pravda* article is cited as an example), and of the intention which the Soviet Government seem in Polish eyes now gradually to be revealing eventually to refuse to recognise as part of an independent Poland any territory lying to the east of the Ribbentrop–Molotov line. Silence and passivity would fatally undermine the position of General Sikorski and of his Government in Poland itself. They assert that if, when a victorious Russian army reached Warsaw, the Russian Government still attempted to give effect to decisions of the 16th January last, it would be quite useless for the Polish Government in London to order the Poles in Poland to submit even for the time being. The Poles at home would rise against the Russians as they rose in 1863, however hopeless the prospects of such a rising might be, and however savage the reprisals to which it might lead.

5. Poles in London draw attention to the changing nature of the Russian attitude towards them. This was relatively accommodating when General Sikorski visited Moscow at the end of 1941 and the Russian army was in grave danger, but it has become much less friendly in proportion as the Russian armies have been successful in the field. M. Grabski gave as an instance of this change

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the fact that when General Sikorski was in Moscow M. Stalin had referred to the Ukrainians with contempt and hostility. The Ukrainians, M. Stalin is alleged to have said, have always been a nuisance to their neighbours and would later have to be dealt with drastically. The Russian Government had every intention of eradicating Ukrainian ideas of autonomy, and he had no doubt that the Polish Government would see an advantage in taking the same sort of line. But now, said M. Grabski, the tune had changed and in the *Radyanska Ukrainia–Pravda* article the period of Soviet rule in the Western Ukraine (*i.e.*, Eastern Galicia and Polish Volhynia) was depicted as a golden age for Ukrainian culture.

6. Polish officials seem to have little doubt that the future foreign policy of the Soviet Government will be revolutionary in the same sense that its policy and the policy of the Comintern has been revolutionary during the last twenty-five years. One condition for the successful prosecution of a revolutionary foreign policy is, they hold, that the inhabitants of the Soviet Union must be kept in ignorance of social conditions outside the Soviet Union; and a special reason for the liquidation of the Polish relief organisations in Russia is, it is thought, to be found in the fact that the tinned food sent to Russia for relief purposes was superior to anything which the inhabitants of the Union can normally get. The activities of the Polish relief centres, therefore, suggested to the native population that perhaps it was not after all true, as they had always been told, that economic conditions in the Soviet Union were much better than those in the Western European countries. I think there must be something in this point, for I remember stories which reached us in Budapest during the winter of 1939–40 of the surprise with which Russian troops entering Poland found shops much better stocked with all ordinary articles of commerce than they had ever been in Russia, and the dismay with which Russian officials had observed the effect which this revelation was having upon the political ideas of the Soviet troops.

7. The Poles tell me, not unreasonably, that they know a great deal more about Russia than we do, and that we are wrong in expecting any response in action to efforts on our part to conciliate the Soviet Government and get its confidence. I do not, of course, myself know as to how far in this they are right or wrong, but, although the last thing I should wish to do is to poach on Sir Archibald Clark Kerr's side of the Riga frontier, I may perhaps be allowed to quote a private letter which I happened to get to-day from a friend who had been on a temporary mission to Moscow. "The Russians," my correspondent says, "know what they want and why; and if you do, too, it is usually possible to come to an understanding. It takes a great deal of force and persistence and good manners are not necessary. I have had two flaming rows with a Russian Government Department lately, in the first of which I came off worst through trying methods of ordinary courtesy and Western guile. In the second, and several subsequent minor ones, I got what I wanted by refusing to budge, by bad manners, and by threats of retaliation. The one thing these people respect is strength: not because they are oriental or weak, but because they are strong and have no use for anyone who is not. Good manners, religion, compassion and so on, they dismiss as 'Sklavenmoral.' Politeness, conciliation propaganda, &c., is often misunderstood and harmful in the sense that these things make them think us rather ineffectually byzantine." My Polish friends take rather the same sort of line, but they add that, though the Russians are strong, the Soviet Government has its own difficulties which are probably more numerous than we always realise. It is therefore to be anticipated, they say, that if with reference to the recent anti-Polish measures and pronouncements of the Soviet Government we were to show them a red light, they would desist from courses which might eventually, to our great embarrassment, oblige us to come more into the open in opposition to Russian ambitions and in supporting what used to be called "self-determination" than would be at all favourable to Anglo-Russian co-operation in the prosecution of the war.

8. So much for initial conversations with Poles in respect of which I would wish to make it quite plain that I am not using a description of Polish views and feelings as cover for opinions of my own, which at this early stage it would be most inappropriate for me to form.

9. On the 27th February the newspapers published the text of a second Polish resolution passed in this case by the National Council instead of by the Council of Ministers. It ran as follows:—

> "The National Council, maintaining, in unanimous agreement with the Government, its attitude that the difficulties which exist in creating mutual trust in the collaboration between the United Nations must be removed,

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declares that the integrity of the territory of the Polish Republic within its frontiers of the 1st September, 1939, and its sovereignty, are inviolable and indivisible.

"No unilateral acts or illegal activities, from any quarter whatever, directed against either the territory and sovereignty of the Polish Republic or the rights of its citizens residing in Poland or outside her territorial boundaries, can in any way alter this state of affairs."

10. On reading this I went at once to see Count Raczynski. I told him that I came without any instructions from you, Sir; and only in order to let him know what impression this announcement had made on me, as a friendly but inexperienced observer with no more, so far, than a general idea of Polish affairs. I could not prejudge how you would read the resolution of the National Council, but to me it seemed in the highest degree injudicious from the international point of view to peg out such an uncompromising claim to the Riga frontiers with Russia. The implications of the fact that this was a resolution of the National Council, whereas yesterday's announcement was of a resolution of the Council of Ministers, would not be fully grasped by British public opinion; the two would be read together by the ordinary reader, and the more far-reaching of the two declaring the 1939 frontiers of Poland to be "inviolable and indivisible" would very likely be interpreted as an authoritative description of Polish national feeling. I explained on lines which you can easily imagine how such a categorical claim might seem at once provocative to the Russians and unreasonable to important sections of British opinion; and said that it came as a shock to those like myself who were predisposed to warm friendship and sympathy with his country.

11. The Minister for Foreign Affairs told me in reply that the resolution of the National Council had been passed as long ago as the 17th February, and that the Polish Government had dissuaded the National Council from publishing it at once both on more general grounds and particularly because they did not wish to prejudice the conversations which the Polish Ambassador in Moscow was due to have with M. Stalin immediately on his return to that capital. The Tass broadcast had, however, inflamed Polish sentiments and made members of the National Council feel that only publication would preserve their influence with Poles in Poland.

12. Count Raczynski went on to defend the words "inviolable and indivisible" with a number of, as it seemed to me, unconvincing arguments, but I told him that these did not alter my view. Nor did they. When I took leave of him, however, he thanked me warmly for my remonstrances; and the conclusion may fairly be drawn that he was not sorry to receive in this way some ammunition for use against the more impetuous members of the Polish National Council. At any rate, he said he would be glad if I would come to a small party at the embassy next week, where I could meet the rest of the Polish Government and others concerned and give them directly my own views of what would and what would not prove consistent with the main trend of British opinion about Polish affairs. This is not an invitation which I could easily refuse, but I should be grateful for some general guidance from you before any such meeting took place.

13. In paying my official call on the United States Ambassador to Poland the topics covered by this despatch inevitably came into the conversation. Though Mr. Biddle did not say what advice, if any, he was giving to his own Government, he recommended me to remember that a presidential election was impending in the United States, where there were some 5 million electors of Polish origin and sympathies and many more originating in other Central and South-East European countries who would sooner or later share Polish apprehensions.

I have, &c.

OWEN O'MALLEY.

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Enclosure 1.

Extract from The Times *of February* 26, 1943.

Polish Relations with Russia. Official Statement.

The Polish Government, at a meeting in London yesterday presided over by General Sikorski, discussed Polish-Soviet relations and adopted the following resolution :—

"The Polish Government affirms that neither before the outbreak of this war nor during it has the Polish nation ever agreed to any co-operation with the Germans against the Soviet Union. In her relations with the U.S.S.R. Poland has not ceased to be ready to co-operate with the Soviet Union in the prosecution of the war and in maintaining friendly, neighbourly relations after the victory.

"The Polish Government repudiates most definitely the malicious propaganda which accuses Poland of indirect or direct inimical tendencies towards Soviet Russia. It is absolutely absurd to suspect Poland of intentions to base the eastern boundaries of the Polish Republic on the Dnieper and the Black Sea or to impute to Poland any tendencies to move her frontier farther to the east.

"The Polish Government, which represents Poland in the boundaries in which Poland, first among the Allied nations, took up the fight imposed on her, has, from the moment of the conclusion of the Polish-Soviet Treaty of the 30th July, 1941, maintained the unchangeable attitude that so far as the question of frontiers between Poland and Soviet Russia is concerned, the *status quo* previous to the 1st September, 1939, is in force : and considers the undermining of this attitude, which is in conformity with the Atlantic Charter, as detrimental to the unity of the Allied nations.

"The Polish Government considers the close co-operation and confidence between all the Allies as an indispensable factor for victory and a permanent peace, and condemns all acts and suggestions tending to wreck or weaken the common front of the United Nations."

Enclosure 2.

Tass Broadcast in English for Europe and North America, February 20, 1943.

Pravda *publicises Article attacking Polish Groups in London and America.*

Moscow : *Pravda* reprints an article, entitled "Reunion of the Ukrainian People within the framework of its own State," by Alexander Korneichuk, published in the Ukrainian newspaper *Radianska Ukrana* of the 19th February : All freedom-loving nations are aware of the grave sufferings of Poland, enslaved by the Fascist hordes. The Polish people has not bowed its head to the occupationists, it fights heroically for its freedom and the honour of the motherland. It would seem that at this time, most grave for the Polish people, all sections of Polish society are united in one national feeling—to oust the German occupationists, to liberate their profusely bleeding, much suffering country. It transpires, however, that there exist at present numerous groups of Polish emigrants in England and America who, far from being concerned with the suffering and unbearable pain of the Polish people, on the contrary do their utmost to weaken the united front of the struggle of freedom-loving peoples against fascism.

Polish press in Britain does not want a Second Front.

* * *

In the gravest days of the battle of Stalingrad all freedom-loving nations followed with the greatest admiration the titanic struggle of the heroic Red Army against the German hordes, while the Polish newspaper *Polska Walcaca*,

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published in London, wrote thus: "But recently loud voices could be heard in England demanding the opening of a second front. The demand for a second front should be regarded as cheap demagogy." Still more cynical was the utterance of *Myśl Polska*, in September 1942: "The hurrying up of an offensive on the European continent this year hardly corresponds to our national interests." *Myśl Polska* and its writers, uppish Polish gentry, don't care a damn about the fact that every day of German occupation takes toll of thousands of lives of innocent victims and leads the Polish people to extinction.

Polish Imperialist aims.

* * *

In a programme article by Tadeusz Bielecki, *Myśl Polska* says: "The entry of U.S.S.R. in Europe will create ground for eternal conflicts. Russia is a Eurasian and not a European Empire. Pan Nowakowski speaks of Poland's rights to the Dnieper and the Black Sea. He is seconded by Pan Mackiewicz. Writing in *Wiadomosci Polskie* Professor Wladyslaw Wielhorski asserts: "All Poles understand similarly the necessity of retaining what we possess in the East. The right to struggle for the inviolability of our eastern boundaries has become a sacred duty for every one of us." Whom does Pan Wielhorski wish to fight in the East? Is it the Germans, ravishing the Polish people? No! He waits in London for the Red Army to defeat the Germans, and then he will come from London with "a sacred right to struggle" against the Soviet Ukraine, against the Soviet Ukrainian people. This very idea, but still more openly, is enunciated by Stanislaw Grabski, chairman of the Polish National Council in London, in the magazine *Jutro Polski*, where he says that "Poland is between two annexationist States."

Polish gentry do not recognise the U.S.S.R.

* * *

For centuries the Polish gentry have not learnt anything. They trumpet every day about eastern boundaries, about their rights to the ancient Ukrainian lands. They never recognised the Ukrainian people, its high national culture, art, science, language and literature. They will fail to notice the existence of the powerful Ukrainian people of 40 million, which has created during the years of the Soviet system a magnificent State. They fulminate against Soviet Russia. They wish to create the impression that there does not exist a Free Union of Soviet Socialist Republics in which the Ukrainian Republic is equal among fraternal republics. Pans, safe in comfortable private offices in London, look at the bloodstained Ukrainian soil and scheme again of wresting away the . . . . Edmund Dąbski, in which he wrote: "British public opinion should be informed that the population of Lwów is far from awaiting impatiently the return of the Soviet troops. They have quite enough of memories of 1939–40. They await only the return of the Polish army."

We can help Pan Dabski to recall both 1939 and 1940. How did the Polish gentry lord it in Western Ukraine prior to September 1939? Eighty-eight per cent. of the Ukrainian land was in the hands of Ukrainian landowners. Fifty per cent. of the peasants had no houses. In the whole of the Western Ukraine there were but 139 elementary Ukrainian schools . . . . during one year after the reunion of the Ukrainian lands in a single Ukrainian Soviet State, the peasants received 1 million hectares of land. In six months . . . . 106 new hospitals were opened, 20 maternity homes, 331 out-patients' clinics and polyclinics, 108 crèches. In one year only we taught 440,000 illiterate adults to read and write in their native language. In Lwów University lectures were read in the Ukrainian and Polish languages. Polish gymnasiums and a Polish theatre were functioning; Ukrainian and Polish newspapers, magazines, books and text-books were published.

. . . . Pan Dąbski, that Lwów and the population of the western regions of the Ukraine is waiting for you and your heavily indebted friends from London, that the Ukrainians of the western regions would want again to return to illiteracy, unemployment, lack of land, national and social oppression, bloody "pacifications" and most brutal tortures in prisons . . . . Polish gentry think that the Ukrainian people should not have its own State, that only the Polish people has the right to be united in its own State, that the Ukrainian people has only one "right"—to be divided between various States. Why? On what ground? In what respect is the Ukrainian people inferior to any other people united within the framework of its own State?

February 20, 1943.

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POLAND. April 2, 1943.

CONFIDENTIAL. SECTION 1.

[C 3641/258/55] Copy No. 068a

Mr. O'Malley to Mr. Eden.—(*Received April* 2.)

(No. 34.)

Sir, *British Embassy to Poland, London, April* 1, 1943.

NEVER since June 1941 have Polish-Soviet relations been worse than they are at present. At any moment the decorous official drapery which conceals the real state of things may be torn away. Neither the Polish Government as a whole nor General Sikorski personally desire or desires a rupture of diplomatic relations with the Soviet Union if it can be avoided, but their freedom of action is limited both by their own feeling of duty towards their country and also by the feelings of the Poles at home and abroad, whose mandataries they are. In these circumstances it seems desirable to attempt an analysis of Polish public opinion on the question of Polish-Russian frontiers, in spite of the difficulty arising out of the geographical division of the Polish nation into the following four groups: first, Poles in Poland or in countries under German rule; secondly, Polish soldiers and civilian refugees in the Middle East, being in the main persons who have passed through Russian hands; thirdly, Poles now in this country, civilians and non-civilians, most of whom left Poland in the early months of the war; and, fourthly, Polish refugees in the United States. In each of the four groups are to be found adherents of the main political parties.

2. The Polish Socialist party (usually known as the "P.P.S.") together with the Jewish Socialist party (known as the "Bund") represents the great mass of the urban working class, together with a good deal of the middle class *intelligentsia*. The Polish Socialist party has always been conspicuously patriotic, and the latest news from Poland shows an intensification of the anti-Soviet and anti-Communist feelings which were always strong in its members, whether they belonged to the working class or to the *intelligentsia*. In their communications to members of the party in the United Kingdom the Socialists in Poland have for at least twelve months past been protesting steadily, and with increasing vehemence, against the activities of Russian Communist and other agents in the Eastern Marches, and also in the General Government. Evidence of this will be found in the enclosed translation of a communiqué recently issued by the Foreign Committee of the party here. The Polish Socialist party and, so far as it can still exist and work, its Jewish counterpart the "Bund," can now count on the support of many persons in Eastern Poland whose former leanings towards communism disappeared with their experience of life under the Soviet régime. One of the few prominent Communists of Polish race in pre-war Poland emerged from the prison to which the Soviet authorities had hastened to consign him with his Communist convictions unimpaired, but with the determination one day to lead an international Communist army to the annihilation of Moscow..

3. The Populist (or Peasant) party exercises everywhere a strong influence on the rural working class of Polish race, both peasant proprietors and agricultural labourers. It is best organised, and can make its weight most felt in the—for an agricultural country—densely populated districts of South-Western, South-Central and Western Poland. In the thirties it grew in influence at the expense of the more radical peasant groups, which have practically faded out as political organisations. Under the present repressive German régime a good many Polish peasants may not care to show themselves active members of the Populist party, but there can be no doubt that its leaders could, and would, mobilise for a struggle against Russia a very considerable part of the Polish peasant mass. In this connexion it should be remembered that the more radical Polish peasants, who did not twenty years ago feel particularly drawn to the Populist party with its "kulak" tendencies, have never, either then or later, shown any marked solidarity with the Ukrainian and White Russian peasants in Eastern Poland. So far as is known, there does not exist in Poland any organised peasant group which would come into the open with the doctrine that it is not worth while fighting Russia for the sake of the Eastern Marches.

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4. The group of parties known collectively as the National Democrat party is very influential among the landowners, the lower middle class in the towns, the Roman Catholic clergy, and the youth in general. This applies to the whole of Poland and is especially true of the former Prussian provinces. In the past the National Democrats were more anti-German than anti-Russian and tended to favour an understanding with Russia. What had been to Dmowski a reasoned political doctrine was to his followers more of a tradition or a slogan. But during it whole history of over forty years the National Democrat party has never dreamed of sacrificing to Russia Eastern Galicia, which was one of its main strongholds. For many leading members of the party, the main common interest uniting Poland and Russia was the necessity of preventing the development of an Ukrainian national consciousness. The action of the Soviet Government in invading and occupying Eastern Poland proved an acid test under which the traditional belief that the Russians were much less dangerous neighbours than the Germans evaporated at once. So far as the Polish emigration in the United Kingdom is concerned, some of the most vigorous opposition to General Sikorski's Russian policy has proceeded from National Democrats such as M. Bielecki. Even the National Democrat representatives in the Cabinet (MM. Seyda and Komarnicki) do not disguise their conviction that the Soviet territorial claims are quite inacceptable. To judge by the reports from Poland, the attitude of the National Democrats there is just as uncompromising. There may be a few National Democrats who do not feel very strongly about Wilno; there are none who would renounce Lwów.

5. There is not at present either in Poland or abroad any organised political party claiming to derive from Marshal Pilsudski, but none the less the tradition of the marshal is an element which should not be left entirely out of account. It is very strong among the Poles from North-Eastern Poland and also among the men and women who thirty years ago were young Radical intellectuals, mostly with a Socialist colouring, and both of these classes have their own reasons for distrusting and disliking communism and the Soviet Union. The Pilsudski-ite opposition to General Sikorski's Government has hitherto had its main centre in New York in the group of the "Nowy Swiat," which includes in the person of M. Matuszewski at least one brilliant writer and acute political thinker. What some of the most intelligent and honest former followers of the marshal now in this country thought about Polish-Soviet relations in 1941 was shown by the action of M. Zaleski and General Sosnkowski in resigning from the Cabinet rather than accept the agreement with Russia in the form in which it was put up to the Polish Government.

6. Reverting for a moment to the geographical divisions of the Polish nation mentioned above, we must note that among the Poles in the Middle East, many of whom have not only passed through Russian prisons and penal camps, but have had to leave their families in the U.S.S.R., indignation with the Soviet Government has of late grown so much stronger that General Sikorski may soon have difficulty in keeping it within bounds The dislike and distrust of Russia which exist among the Polish emigration in the United States are encouraged by the general unpopularity of the Soviet Union in that country. Far the largest and most important geographical section of the nation is that constituted by the Poles who are still in Polish territory or have been deported to the Reich for forced labour. What the Poles in Poland, and especially those in the General Government, feel and think is known in considerable detail from the reports of their emissaries who from time to time arrive in this country. One of these emissaries, who is clearly a very intelligent man, was recently asked by an English friend what would be the attitude of the Poles in Poland towards the Russian armies when and if their westward drive were to bring them into territory which was politically Polish up to September 1939. His reply was that the Poles were much too sensible to demand that any Allied army which was operating successfully against the Germans should suspend its advance when it reached Polish territory. When, however, he was asked what would be the attitude of the Poles towards any territorial concessions to the U.S.S.R., he said that all Poles in Poland, without distinction of party, would resist any attempt to set up a Soviet régime to the west of the Riga frontier and would immediately disown any Government, which, even tacitly, accepted any such attempt. He expanded this statement by saying that, even if they were convinced that Great Britain and America would not help them in the unequal and hopeless struggle against the vast Soviet Union, the Poles would none the less take it up and fight until they were crushed. In doing so they would be moved by a mystical feeling against which considerations of prudence and expediency could not possibly prevail.

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This may sound like an empty protestation, but none the less I am disposed to accept it as a very probable forecast of what would happen were the premises realised. The Poles have fought for their complete independence of alien control repeatedly over a period of nearly 200 years, in fact, ever since the Confederation of Bar in the 1760s: they believe that Poland and the Polish nation are indestructible, and most of them are ready at any time to face persecution and death in order to pass on the torch of that belief to coming generations. In 1939 they would have fought Germany rather than yield on the question of Danzig and the Corridor, even if we and the French had failed to fulfil our treaty obligations.

7. So far not one of the groups, geographical or political, the composition and views of which I have tried to analyse above, has shown a disposition to advocate territorial concessions to Russia. In his confidential conversations with British statesmen, General Sikorski has, I think, said that personally he would be prepared to consider frontier rectifications in the east, but to the best of my knowledge he has always safeguarded the right of the Polish nation to decide what, if any, territorial concessions are to be made either to the Soviet Union or to any other of Poland's neighbours. I am told, too, that in the early months of of the war there was a tendency among some Poles, for instance, among officials of the Ministry for Foreign Affairs, to consider the possibility of territorial concessions (excluding concessions which would touch Wilno or Lwów) provided East Prussia and the remainder of the Upper Silesian industrial district could be secured for Poland. But up to now we have never given the Poles much encouragement to look for compensation in those quarters. All Poles are convinced that after the war East Prussia will be incorporated in Poland but I am not sure how many of them still look on such incorporation as a possible *quid pro quo* to make good territorial losses in the east.

8. But it is quite impossible for two Governments to discuss frontier rectifications or territorial concessions unless they are, to start with, agreed over the frontier line which is to be modified for the eventual benefit and to the eventual satisfaction of both parties. That is not the case with the Poles and the Russians who are most emphatically not agreed as to what is the present frontier between their respective countries. The Poles say that it is the line laid down by the Treaty of Riga. They add that that line was itself in the nature of a negotiated compromise between the claims of the two States; that it left to the Soviet Union about 1 million racial Poles and vast stretches of territory which had belonged to the Polish State until the partitions; and that their delegates at Riga did not even accept all the territory which the Soviet negotiators offered them. That is the frontier line of which, at any rate until recently, General Sikorski, and probably other Poles too, were prepared to consider possible "rectifications." For the Soviet statesmen, however, the present frontier is the Ribbentrop–Molotov line which they consider to have been consecrated by the two plebiscites of October 1939. M. Stalin is reported to have once spoken of Lwów as a Polish town: on that or another occasion he appears to have hinted at a frontier rectification on the sector of that line just south of East Prussia—a rectification which might perhaps give Bialystok to Poland and substitute in that sector the Curzon for the Ribbentrop–Molotov line. In conversation with me M. Bogomolov said emphatically that the Soviet Government did not want any citizens of Polish race but that they would insist at least on the Curzon line as their frontier with Poland.

9. On their side the Poles maintain that in taking as the Polish-Russian frontier the Curzon line with its prolongation to the south along the River San, that is to say far to the west of Lwów, the Soviet Government are laying claim to practically all parts of Polish territory on which are settled any Slavs not of Polish race, or for that matter Lithuanians, who are not Slavs; that they pay no heed to the fact that literally millions of Poles are and have for centuries also been living on those territories. Continuing the argument the Poles say that, if the Russian Government were really only anxious to help the Ukrainians and White Russians by incorporating them in the Soviet Union and were sincere in their expressed desire for a "strong Poland," they would have proposed a more nearly equal division of the territory between the Ribbentrop–Molotov line and the Riga frontier, coupled with a transfer of population. In this connexion the Poles also call attention to the activities of the Soviet parachutists and guerrilla bands in German-occupied Poland and to the organisation of the new Communist outpost known as the "Polish Workmen's party. They may admit that the guerrilla bands, though not the new political party, are more widely organised in the eastern marches than in the general Government, but they will point out—

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rightly so far as I can judge—that the guerrilla bands, into the doubtful nature of whose activities I need not enter here, are operating, apparently in considerable numbers, to the west of the Bug over a considerable part of the Lublin voivodeship including the notorious Chelm district.

10. On such occasions as have presented themselves up to now, Mr. Savery and I have generally replied to Polish arguments of this sort by appealing to political expediency. We have taken up the line that, if, as the Poles themselves believe, there is practically no hope of their ever having friendly relations with Germany, they must try to be on good terms with their other powerful neighbour. To this they reply in their turn that they are quite ready to be on friendly terms with the Soviet Union, provided that the Riga frontier is respected and that the Soviet Government do not interfere in the internal affairs of Poland. It is, however, quite clear that in the light of past experience, especially that of the last four years, they regard the Soviet Government as both unscrupulous and incalculable. They see that that Government is at present claiming everything up to the Ribbentrop–Molotov line and is even taking action, which seems to them suspect, to the west of that line in the heart of ethnographic Poland. They feel no confidence that even this claim which they regard as quite inacceptable represents the maximum of Soviet territorial aspirations in respect of their country.

11. The consistently depressing news which has come through from Moscow and Kuibyshev during the last three months—and even earlier—as to the treatment of the Poles in the Soviet Union, unfortunately contributes to confirm the Poles in their belief that the Soviet Government cannot be regarded as a normal civilised Government. Poles—even those who have themselves had very unpleasant experiences in Russia—are, it is true, often willing to recognise that their countrymen in the Soviet Union are not necessarily being treated worse than Soviet citizens, but unfortunately the recognition of this fact—and it is very creditable to them that they can in many cases recognise it without bitterness—only strengthens their conviction that the Soviet Government is essentially un-European not only in its attitude towards the individual but also in its relations to other Powers.

12. My personal intercourse with the Poles here only dates from the middle of February and in comparing their present attitude with their attitude at various periods of the last four years I rely on Mr. Savery's great knowledge of the subject. For the first twelve months after the signature of the Polish Soviet Agreement in July 1941 General Sikorski's policy towards Russia found increasing support among the Poles in this country. The reports from Poland showed that it was approved by the mass of the Poles there, who were prepared to subordinate all other considerations to the necessity of crushing Germany. Latterly, however, there has been a change, at any rate in the Polish emigration. There is not as yet any widespread tendency to make a scapegoat of General Sikorski but there is a general feeling that the moment is at hand when, as a good Polish patriot, and very few Poles question his right to be so described, he will have publicly to ask the British and American Governments whether they are prepared to live up to their promises and to see that the smaller nations are not sacrificed to the bigger. If he does so, he will know that he has behind him the whole Polish nation—our first ally, than whom no other has been more hardly tried or more unswervingly loyal.

I have, &c.
OWEN O'MALLEY.

Enclosure.

Communiqué of the Foreign Committee of the Polish Socialist Party.

The Polish Socialist Party and Soviet Pretensions.

(Translation.)

At a meeting of the Foreign Committee of the Polish Socialist party held on the 5th March the following resolution was taken :—

In view of the repeatedly proclaimed aggressive intentions of Soviet Russia in respect of the eastern half of Poland the Foreign Committee of the Polish Socialist party affirms that in the war which had been imposed on it the Polish nation is defending its freedom, independence and territorial integrity.

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We desire to live in peaceful and friendly relations with our neighbour, Soviet Russia, and we consider it essential that both of us should make a common effort to defeat the common foe and to prepare for the future a road leading to good neighbourly relations.

We affirm that from 1921, when there was concluded at Riga a peace recognised by the Soviet representatives as an everlasting understanding, down to the time of the present war Soviet Russia never raised claims to any parts whatsoever of the territory of the Polish State.

Soviet Russia has no right to the Polish territories lying to the east of the Ribbentrop–Molotov line. These territories either never belonged to Russia at all, as is the case with Eastern Galicia, or were only annexed by Czarist Russia as a result of acts of violence never recognised by the civilised world and subsequently invalidated by a spontaneous resolution of the Council of People's Commissars of the U.S.S.R.

The inhabitants of those territories, the Ukrainians and White Russians as well as the Poles and the Jews, have never in any way manifested the desire to belong either to the Soviet Union or to its members the Soviet Socialist Republics of the Ukraine or of White Russia.

The votings for the so-called national assemblies carried out by the Soviet authorities of occupation on the eastern territories of the Polish Republic in October 1939 were acts of violence which violated international law and were never recognised either by the Polish Government or by the local population.

We have always recognised and we still recognise the national rights of the Ukrainians and White Russians and we are convinced that in the new Europe, based on the freedom of nations and social justice, the Polish people will find a common tongue and the forms of a fraternal life in common with those nations.

The working masses of Poland desire that after the war Poland may be an element of peace in east-central Europe and of collaboration with neighbouring nations on the principles of liberty, equality and fraternity.

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Public Department of External Affairs
Mar 16 43

POLAND. April 15, 1943.

CONFIDENTIAL. SECTION 1.

[C 4130/258/55] Copy No. 068a

Mr. Baggallay to Mr. Eden.—(*Received April* 15.)

(No. 175.)

Sir, *Kuibyshev, March* 13, 1943.

WITH reference to my telegram No. 239 of the 10th March about the new newspaper in Polish, *Wolna Polska* ("Free Poland") or "Organ of the Union of Polish Patriots," I have the honour to transmit to you herewith a copy(1) of the first number of this newspaper, which appeared in Moscow on the 1st March, and a cutting(1) from the *Moscow News* of the 10th March describing the contents of the first number on much the same lines as the *Pravda* article of the 8th March, to which I have already drawn attention.

2. A great deal of the *Moscow News* article deals with the question of guerrilla warfare in Poland. This, as is already generally known, is one of the many questions about which the Polish and Soviet Governments do not see eye to eye. The Polish Government are anxious in principle to do all that is possible to harry the German forces and German administration in Polish territory, and are in favour of many of the partisan movements which are now active on the German lines of communication. Some of these have been started by Soviet agents, but others, according to the Polish Embassy, through Polish efforts, though Soviet propaganda likes to ascribe the credit to Soviet inspiration. But the Polish Government at the same time believes that premature action on the part of the population at large on the scale for which Soviet propaganda presses will merely lead to useless massacres. The Soviet Government, on the other hand, are concerned to find immediate relief for the eastern front, and they may genuinely think that mass action could have a decisive effect on the fighting on that front.

3. There is, however, a further question which is probably more serious from the Soviet point of view than that of guerrilla warfare and sabotage in Poland itself. They cling to the belief that there are malign influences in London, Washington and elsewhere which are intent upon delaying the opening of a second front on the continent of Europe and generally holding up the war efforts of the western Allies until such time as the Soviet Union is sufficiently weakened; and they are convinced, I am told, that various Polish refugees, including some of General Sikorski's mixed team, though not necessarily General Sikorski himself, are among the most active of these influences. It is possible that the policy represented by "Free Poland" has as one of its principal objects the forcing of the Polish Government, or of the Governments of the countries in which Polish refugees work and write, to make more strenuous efforts than hitherto to suppress the expression of views which, read in isolation or through coloured spectacles, might seem to favour the policy which Soviet suspicion has ascribed to these refugees. A reflection of this aspect of the question is to be found in the references to MM. Matuszewski, Wysocki and Kozlowski, whose real histories are doubtless familiar to you and of whom the first two can, I am assured by the Polish Embassy, be regarded as entirely above suspicion, while the third has lost whatever credit he may once have had with the German Government.

4. The frontier question also receives attention. Among other references "W.W." (who may be Wanda Wasilewska, although she also writes under her full name) stresses the fact that the Ukrainians and White Russians will always look to Kiev and Minsk and have no desire to be incorporated afresh in Poland.

5. Recent developments in Soviet-Polish relations have led some people to think that the Soviet Government, having despaired of inducing General Sikorski to accept their territorial claims, have decided to set up a rival Polish Government in this country, or at any rate to set one up in Poland when the Soviet forces have chased the German forces away.

6. The immediate setting up of a rival Government would, apart from anything else, greatly complicate Soviet relations with Great Britain and the

(1) Not printed.

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United States, and it is most unlikely that anything of the kind is contemplated. But the second suggestion is within the bounds of possibility.

7. This suggestion receives some support from statements which have been made by Soviet officials (though not so far as I know by any official in a position to know the inner councils of the Soviet Government) to the effect that the Soviet Government will never let General Sikorski go back to Poland. It is, indeed, evident that a Government under General Sikorski or someone of approximately the same general outlook could never suit the Soviet Government so well as one set up under their own auspices. With their forces in occupation of Poland generally (and not merely of those parts to which they themselves lay claim) it would probably be necessary for them, in any case, to set up provisional Polish local administrations to cope with the feeding and so forth of the population until a regular Government could be formed; and it is easy to imagine how, in favourable circumstances, these local administrations might, through elections, &c., be transformed into a Soviet-controlled Government, without the Polish Government now in London having any chance to establish itself or the Governments of Great Britain and the United States being given any formal ground for complaining that the provisions of the Atlantic Charter or the Anglo-Soviet Treaty were being ignored.

8. But while the actions of the Soviet Government when once their troops are in occupation of Polish soil may assume many unexpected forms, the opinion of some of the best informed of those with whom I have discussed the question is that it is improbable that they have taken any definite or final decision about matters which are still, after all, a long way off.

I have, &c.
(In the absence of the Ambassador),
LACY BAGGALLAY.

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