

CANADA

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TREATY SERIES, 1942

No. 22

EXCHANGE OF NOTES

(May 4 and 9, 1942)

BETWEEN

CANADA

AND THE

UNITED STATES OF AMERICA

RECORDING AN AGREEMENT

REGARDING THE SOUTHERN TERMINUS  
OF THE ALASKA HIGHWAY

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IN FORCE MAY 9, 1942



OTTAWA  
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CANADA

TREATY SERIES 1943

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EXCHANGE OF NOTES

**SUMMARY**

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OF THE ALASKA HIGHWAY

IN FORCE MAY 9, 1943



OFFICE OF THE SECRETARY OF STATE  
WASHINGTON, D. C.



EXCHANGE OF NOTES (MAY 4 AND 9, 1942) BETWEEN CANADA AND  
THE UNITED STATES OF AMERICA RECORDING AN AGREEMENT  
REGARDING THE SOUTHERN TERMINUS OF THE  
ALASKA HIGHWAY.

I

*The United States Minister to Canada  
to the Secretary of State for External Affairs of Canada*

LEGATION OF THE UNITED STATES OF AMERICA

OTTAWA, May 4, 1942.

No. 668

Sir:

During the course of a conversation on April 24, 1942, Mr. Keenleyside, Assistant Under Secretary of State for External Affairs, raised the question of the southern terminus of the Alaska Highway now under construction, and inquired in particular if my Government felt that the stretch of road between railhead at Dawson Creek and Fort St. John fell within the terms of the American offer as contained in my note of March 17, 1942.

The wording of the pertinent recommendation of the Permanent Joint Board on Defense, which was incorporated in my note of March 17th, dealt with "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."

As there seemed from Mr. Keenleyside's query to be some ambiguity as to whether the word "termini" limited the length of the road to be constructed, or merely described where existing roads, irrespective of their size or carrying capacity, ended, the appropriate minutes of the Permanent Joint Board on Defense were consulted. These contain the following sentence:

"The proposed highway would have its southern terminus on the Edmonton, Dunvegan, 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 sixty miles south of Fairbanks on the Richardson Highway, which connects Fairbanks with Valdes".

In view of the foregoing, which clarifies the intent of the Permanent Joint Board on Defense, my Government believes that its offer to undertake the building and wartime maintenance of the highway does in fact include the stretch of road from Dawson Creek to Fort St. John. As a matter of record, it would welcome a confirmation of its belief from the Canadian Government.

Accept, Sir, the renewed assurances of my highest consideration.

PIERREPONT MOFFAT.





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II

*The Secretary of State for External Affairs of Canada  
to the United States Minister to Canada*

DEPARTMENT OF EXTERNAL AFFAIRS

OTTAWA, May 9, 1942.

No. 66

Sir:

With reference to your note of May 4, 1942, No. 668, regarding the southern terminus of the Alaska Highway, and to our previous exchange of notes regarding the construction of a highway to Alaska, I have the honour to inform you that the Canadian Government is prepared to agree that the stretch of highway between Dawson Creek, British Columbia, and Fort St. John, British Columbia, be included in the proposed road, and that the railhead at Dawson Creek be accepted as the southern terminus of the highway.

Accept, Sir, the renewed assurances of my highest consideration.

W. L. MACKENZIE KING,

*Secretary of State  
for External Affairs.*