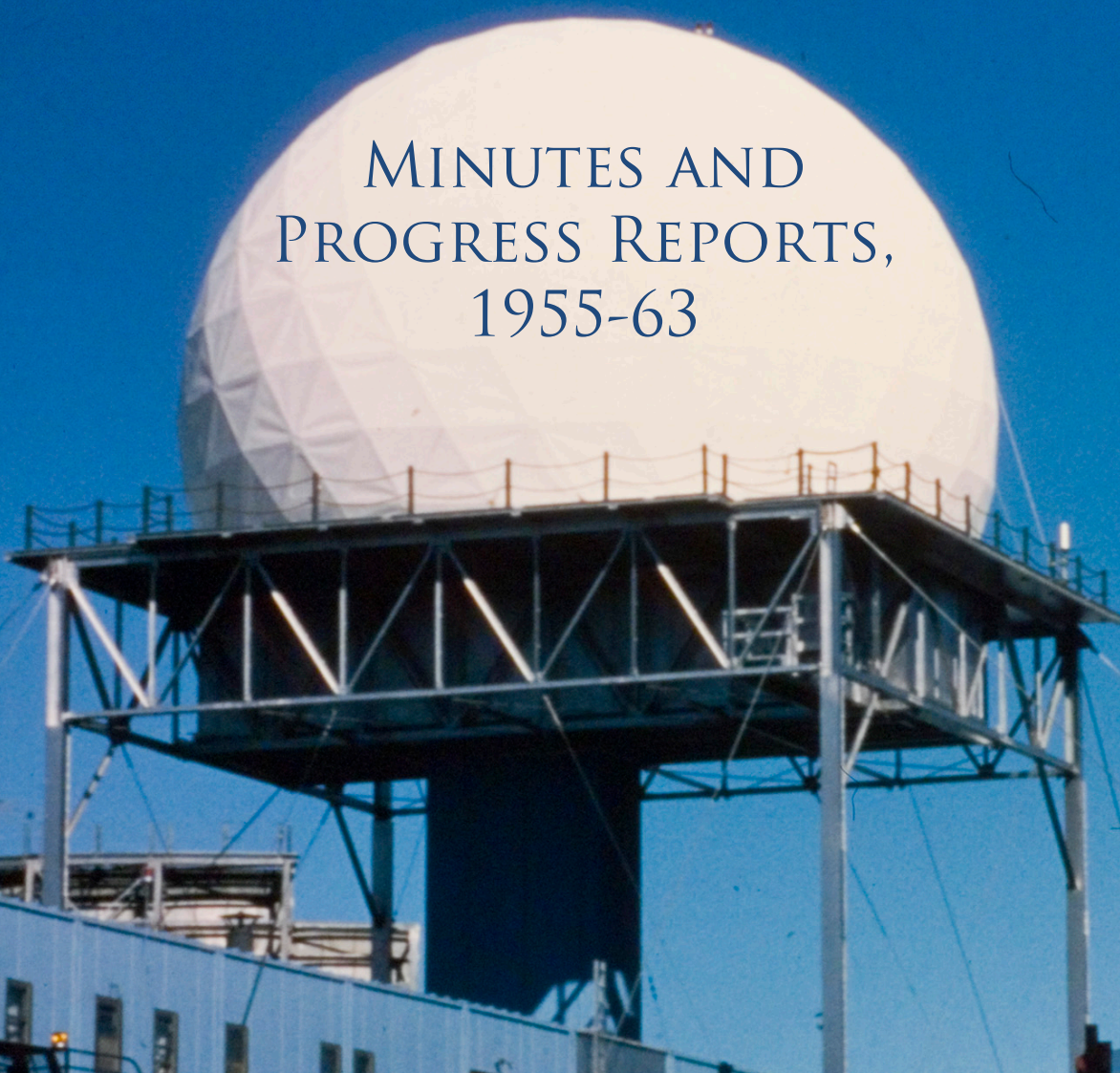


THE DISTANT EARLY WARNING (DEW) LINE COORDINATING COMMITTEE

MINUTES AND
PROGRESS REPORTS,
1955-63



P. WHITNEY LACKENBAUER
AND MATTHEW FARISH

The Distant Early Warning (DEW) Line Coordinating Committee

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The Distant Early Warning (DEW) Line Coordinating Committee

Minutes and Progress Reports, 1955-63

Compiled and introduced by

P. Whitney Lackenbauer, Ph.D.

and

Matthew Farish, Ph.D.

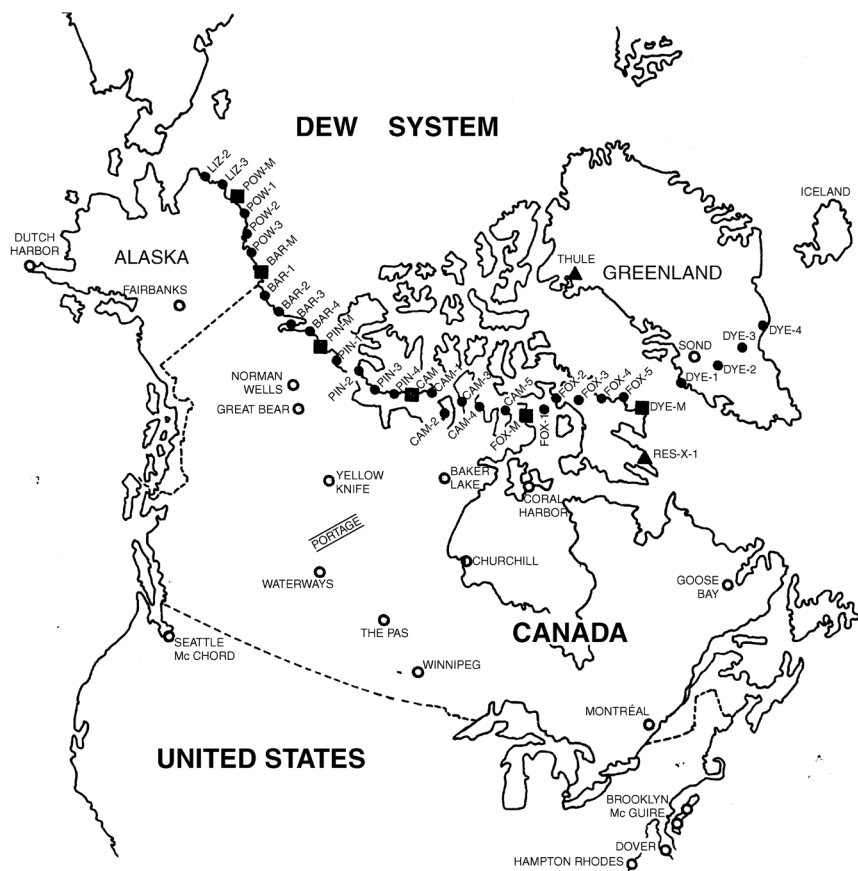


Figure 1

The DEW System: The DEW System [Paramus, NJ: Federal Electric Corporation, n.d. (1958–1959)], n.p.

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The DEW Line and Military Modernization in the Canadian Arctic

P. WHITNEY LACKENBAUER and MATTHEW FARISH

The emergence of Arctic Canada as a military ‘frontier’ during the early Cold War is well documented in the existing historiography. As relations between the Soviet Union and the United States deteriorated, North American defence analysts replaced Mercator projections with polar projection maps which made the United States’ proximity to the Soviet Union strikingly obvious. Strategists based in the United States (US), in particular, began to offer nightmarish scenarios of Soviet bombers flooding across northern approaches to wreak havoc on the continent’s urban and industrial heartlands. If there were “no boundaries upstairs,” geography dictated that Canada and the US—neighbours who had solidified their relationship as military allies during the Second World War—could no longer afford to depend upon “those two famous servants of the Czar, Generals January and February, [to] mount guard” for North Americans in the Arctic.¹

In response, defence planners contemplated ambitious projects to serve the broader interests of continental defence. In the immediate postwar period, when the US pushed for access to Canada’s Far North to build airfields, weather stations, and conduct naval exercises, Canadian officials were apprehensive and cautious. Were the Americans over-zealous in their threat assessments? Would a military build-up unnecessarily provoke the Soviets? What would be the implications of large-scale military projects, undertaken by US as an emerging superpower, for Arctic sovereignty—a perennial source of anxiety in official Canadian circles? These questions informed a central debate about the sovereignty-security equilibrium that has persisted ever since.

Through the 1940s and 1950s, Canadian officials vigorously debated whether the bilateral relationship was asymmetrical and perilous to Canadian sovereignty or cooperative and rooted in compatible interests. The historiography reflects similar dynamics, with one school of thought alleging that US strategic interests compelled Canada to sacrifice sovereignty in the interests of continental defence,² and another

¹ C. P. Stacey, *The Military Problems of Canada: A Survey of Defence Problems Past and Present* (Toronto: Canadian Institute for International Affairs, 1940), 5.

² See, for example, Grant, *Sovereignty or Security?*; Shelagh Grant, “Northern Nationalists: Visions of ‘A New North,’ 1940-1950, in *For The Purposes of Dominion: Essays in Honour of Morris Zaslow*, ed. K.S. Coates and W.R. Morrison, (Toronto: Captus Press, 1989):

school arguing that North American security imperatives did not undermine Canadian sovereignty and that bilateral negotiations and Arctic operations balanced (and even strengthened) our country's sovereignty and security interests.³ The negotiations leading to the creation, operation, and resupply of the Joint Arctic Weather Stations (JAWS) in Canada's High Arctic Islands during the late 1940s, for example, yielded best practices about how to put aside contentious debates about "sector lines" and work out practical solutions that affirmed Canadian sovereignty and addressed American needs.⁴ While jitters about disproportionate American military presence in the Arctic persisted in Ottawa corridors, often exposing differences of opinion either within or between federal departments, the

42-70; Lt. Colonel Bernd Horn, "Gateway to Invasion or the Curse of Geography? The Canadian Arctic and the Question of Security, 1939-1999," in *Forging a Nation: Perspectives on the Canadian Military Experience*, ed. Bernd Horn (St. Catharines: Vanwell Publishing Limited, 2002), 307-32; Adam and Lajeunesse, "The True North As Long As It's Free: The Canadian Policy Deficit 1945-1985" (MA thesis, University of Calgary, 2007), 42, 59-60; and Shelagh Grant, *Polar Imperative: A History of Arctic Sovereignty in North America* (Vancouver: Douglas & McIntyre, 2011).

³ Kenneth C. Eyre, "Forty Years of Military Activity in the Canadian North, 1947-87," *Arctic* 40/4 (December 1987): 292-99; Joseph Jockel, *No Boundaries Upstairs: Canada, the United States, and the Origins of North American Air Defence, 1945-1958* (Vancouver, UBC Press, 1987); Elizabeth Elliot-Meisel, *Arctic Diplomacy: Canada and the United States in the Northwest Passage* (New York: Peter Lang, 1998); David Bercuson, "Continental Defence and Arctic Sovereignty, 1945-1950: Solving the Canadian Dilemma," in *The Cold War and Defence*, ed. Keith Neilson and Ronald Haycock (New York: Praeger Press, 1990), 153-70; Lackenbauer, "Right and Honourable"; Ken Coates et al, *Arctic Front: Defending Canada in the Far North* (Toronto: Thomas Allen, 2008); Kikkert, "Pragmatism and Cooperation: Canadian-American Defence Activities in the Arctic, 1945-1951" (unpublished M.A. thesis, University of Waterloo, 2009); Lackenbauer and Kikkert, "Sovereignty and Security"; Kikkert and Lackenbauer, "The Dog in the Manger – and Letting Sleeping Dogs Lie: The United States, Canada and the Sector Principle, 1924-1955," in *The Arctic Ocean: Essays in Honour of Donat Pharand*, ed. Suzanne Lalonde and Ted McDorman (Leiden: Brill, 2014), 216-39; and Adam Lajeunesse, *Lock, Stock and Iceberg: A History of Canada's Arctic Maritime Sovereignty* (Vancouver: UBC Press, 2015).

⁴ Daniel Heidt, "Clenched in the JAWS of America? Canadian Sovereignty and the Joint Arctic Weather Stations, 1946-1972," in *Canadian Arctic Sovereignty and Security: Historical Perspectives*, ed. Lackenbauer (Calgary: Centre for Military and Strategic Studies, 2011), 145-169; Heidt and P. Whitney Lackenbauer, "Flexibility, Leadership, and the Establishment of Arctic Scientific Stations: Situating the Joint Arctic Weather Stations (JAWS)," in *Cold Science: Arctic Science in North America during the Cold War*, eds. Stephen Bocking and Daniel Heidt (New York: Routledge, 2019), 42-60; and Eyre, *Custos Borealis: The Military in the Canadian North*, ed. P. Whitney Lackenbauer (Peterborough: North American and Arctic Defence and Security Network, 2020).

two allies had already established some best practices in bilateral cooperation by the early 1950s. Nevertheless, and even though Canada's *de jure* (legal) sovereignty was not in question, concerns persisted about *de facto* sovereignty with the Americans.⁵

While the sovereignty issue has dominated Canadian scholarship, the American literature fixates almost entirely on the strategic dimensions. The Soviet detonation of an atomic device in 1949 and a demonstration of a strategic air force years ahead of US estimates invited a dramatic reconsideration of Northern American air defences. NSC-68, the American "blueprint for the Cold War" released in early 1950, insisted that the Soviet Union wanted "to impose its absolute authority over the rest of the world." Analysts worried that the Soviets were approaching technological parity, and that the most direct route to deliver atomic weapons was over the Arctic. Were improved continental defences needed to ensure that the U.S. could survive a Soviet air attack and respond in force?⁶ Although the US continued to focus on the Strategic Air Command's offensive capabilities to deter would-be aggressors, US Air Force (USAF) Chief of Staff General Hoyt Vandenberg outlined in November 1949 the potential benefits of "a concerted effort along the lines of the wartime Manhattan project to develop an effective air defence system and secured \$50 million for a Radar Fence or Permanent Radar System project."⁷

⁵ Although the JAWS agreement confirmed Canadian ownership of the Arctic islands, senior bureaucrat Gordon Robertson noted that "it was still embarrassing to have to rely on another country for the transportation, construction, and supply of stations in our own territory and for the communications with them." R. Gordon Robertson, *Memoirs of a Very Civil Servant: Mackenzie King to Pierre Trudeau* (Toronto: University of Toronto Press, 2000), 112.

⁶ See Samuel Wells Jr., "Sounding the Tocsin: NSC 68 and the Soviet Threat," *International security* 4/2 (1979): 116-158; Ernest R. May, ed. *American Cold War Strategy: Interpreting NSC 68* (New York: Macmillan, 1993); John Lewis Gaddis, *Strategies of Containment* (Oxford: Oxford University Press, 2005); and Jockel, *No Boundaries Upstairs*, 35. On the limited Soviet capability to deliver a nuclear attack against North America in the early 1950s, see Steve Zaloga, *The Kremlin's Nuclear Sword: The Rise and Fall of Russia's Strategic Nuclear Forces, 1945-2000*, (Washington, DC: Smithsonian Institution Press, 2002), 5-18, and Kenneth Schaffel, *The Emerging Shield: The Air Force and the Evolution of Continental Air Defense, 1945-1960* (Air Force History Support Office, 1991), 181.

⁷ Memorandum by Chief of Staff of the U.S. Air Force for Joint Chiefs of Staff on Radar Fence Program, November 23 1949, National Archives and Records Administration, RG 218 Records of the Joint Chiefs of Staff Central Decimal File, Box 213, File CCS 413-44 (7-1-8) Sec 2, quoted in Jeffrey Noakes and P. Whitney Lackenbauer, *Special Contract: A Story of Defence Communications in Canada* (Antigonish: Mulroney Institute on Government, Arctic Operational History Series, vol. 6, 2019), x.

After considerable conversations between Cambridge and Washington, in December 1950 academics and USAF scientists proposed a wide-ranging study group, to be based at the Massachusetts Institute of Technology, that would analyze continental defence problems and the capability of existing structures to meet future threats. The report of Project Charles, released in August 1951, highlighted the inadequacy of the existing network, the US's growing vulnerability to surprise attack, and the benefits of coupling extra warning time with improved weaponry. Five years earlier, Canadian and American authorities had considered the possibility of building a radar chain in the Arctic to give advanced warning of a transpolar Soviet bomber attack,⁸ but officials had decided against investing massive resources in an ineffective early-warning system until technological advances could guarantee more complete coverage and accurate tracking of aircraft. Nevertheless, air defence planners suggested that, in the earlier instance, a radar line "twisting across the arctic wastes, about 2,000 miles north of the U.S.-Canadian border, [could offer] from three to six extra hours advance notice of attack – valuable time that could be well spent in four ways: (1) dispersing SAC bombers to survive the initial onslaught; (2) positioning fighter aircraft where they could best intercept enemy bombers; (3) diverting civil air traffic from critical areas; and (4) implementing civil defense measures."⁹ By the final weeks of 1950, the combination of a Soviet atomic test and the Korean War had lent urgency to the premise of Project Charles, and made its subsequent support for updated early warning much more substantial.¹⁰

The case for continental air defence gained momentum in the wake of Project Charles. In 1952, a second, more specific 'Summer Study Group' at MIT's new Lincoln Laboratory (built to support air defence efforts) urged "the construction of a distant early warning line across northern Canada, an integrated and fully automatic communications system for air defense forces, and improved fighter planes and homing missile for interception."¹¹ This would expand upon *and* leap beyond existing investments: In the early 1950s, Canada and the US were building the Pinetree Line, with 33 stations running along the 50th parallel and then up the Labrador coast to Baffin Island, to provide "last minute" warning of targets approaching the main North American population belt. (The system was

⁸ On the ambitious Air Warning and Air Interceptor plan, see Jockel, *No Boundaries Upstairs*, 17-20; Schaffel, *Emerging Shield*, 130; and Zaloga, *Kremlin's Nuclear Sword*, 12-16.

⁹ Ray, "A History of the DEW Line Study 1946-1964" (ADC Historical Study no. 31, 1965), 2.

¹⁰ See, for example, R. Buder, *The Invention that Changed the World* (New York: Simon and Schuster, 1996), and Gregg Herken, *The Winning Weapon: The Atomic Bomb in the Cold War 1945-1950* (New York: Vintage Books, 1982).

¹¹ Samuel P. Huntington, *The Common Defence* (New York: Columbia University Press, 1961), 329-330.

operational by June 1954.)¹² “No defense, whether in depth or not, can come into effective operation until unequivocal information has been obtained that the enemy has begun his attack,” the Lincoln Study Group opined. “The time necessary to bring the various types of defense into action varies. The additional effectiveness produced by extra warning time, while difficult to evaluate, is very great.” An “outer DEW” line would be located as far from the fighter interceptor zone as possible. “Our geographical experts have examined northern Canada for sites that would be logistically accessible by means other than aircraft,” the report asserted. “These sites of the outer DEW Line would form a continuous line along which any aircraft flying at any feasible altitude above the terrain would be in the unimpeded line of sight of at least one station.” Air and naval radar pickets could extend the detection system seaward. Estimates suggested that this DEW Line system would cost about \$350 million to build, with annual maintenance of about \$100 million.¹³

Some senior USAF officials remained unconvinced that its resources were best allocated to air defence, reflecting the current state of the debate about how the US should best employ its devastating, expensive ‘air power’. If SAC provided effective deterrence, why direct appropriations to a warning project without proven technology? Was this just another “Maginot Line,” lulling the U.S. into a false sense of continental security? While the Secretary of Defense Robert A. Lovett followed USAF advice and decided that a DEW Line was unnecessary, the idea refused to disappear. The White House endorsed further study by the National Security Council, which in turn encouraged further examination. So did members of the influential Air Force-dependent think-tank, the RAND Corporation, which prioritized other air defence investments and “cautioned against any programming action whatsoever prior to a satisfactory demonstration of arctic-to-U.S. communications and resolution of other problems.”¹⁴

Faced with these competing ideas, the USAF commissioned engineering and systems studies to assess the feasibility of operating an early warning system in the North American Arctic. In December 1952, the Western Electric Corporation (the engineering arm of the Bell System) was contracted to build a trial section of the projected radar and communications system along the North Slope of Alaska near Barter Island, 70 miles (113 km) west of the Yukon border, within a year. As V.B. Bagnall, the manager of Western Electric’s Defense Projects Division, explained, “How the construction and installation jobs in particular could be accomplished in remote stretches of the Arctic in the short interval allowed by the defense

¹² Ray, “History of the DEW Line,” 4.

¹³ Ray, “History of the DEW Line,” 8.

¹⁴ Ray, “History of the DEW Line,” 10-11.

time table, was a \$64 question at the time the work got under way in mid-December 1952”:

An organization had to be built, operating personnel had to be recruited, processed, and trained.

Development work on systems and equipment had to be speeded so engineering work could be completed and the gear manufactured.

Construction designs for buildings and plant had to be worked out.

Vast quantities of equipment, building materials and supplies had to be obtained and delivery made to the Arctic job sites.

Building sites had to be selected and obtained for the experimental installations and, in addition, the job called for surveying a route across the vast stretches of the North Arctic.¹⁵

The next month, the US government appealed to its Canadian counterpart for permission to install two trial stations in the Yukon near Herschel Island. Ottawa quickly granted permission for what was named Project Corrode, with the caveat that the U.S. cover all costs and that the two countries immediately create a bilateral military study group to discuss air defence and early warning systems. The US agreed, and construction and testing of the trial installations continued in the first half of 1953.¹⁶

Although US strategists continued to debate the desirability of warning systems rather than simply bolstering ‘offensive’ capabilities, other developments, particularly within the news media (accusing the USAF and DOD of collusion against air defences that would safeguard the nation) propelled the agenda. In July 1953, a special committee appointed by the US Secretary of Defense confirmed the previous Summer Study Group findings and recommended an \$18-25 billion investment to improve air defences and build a DEW Line over the next five years.¹⁷ The following month, the Soviet Union detonated its first hydrogen bomb. As the historian Ken Eyre summarized the situation, “To North American defence planners, the USSR now unquestionably had the capability, and, it was suspected, the intention to attack, the United States and by association, Canada.... In the face of this crystallized threat, it became obvious that something more than ... northern research and development would be required to assure the security of North America.”¹⁸ On 6 October, the National Security Council in Washington approved

¹⁵ Bagnell, “Operation DEW Line,”

¹⁶ Matthew Farish and P. Whitney Lackenbauer, “Western Electric Turns North: Technicians and the Transformation of the Cold War Arctic” in *Ice Blink: Navigating Northern Environmental History*, ed. Stephen Bocking and Brad Martin (Calgary: University of Calgary Press, 2016), 259-90.

¹⁷ Bull Committee stuff.

¹⁸ Eyre, *Custos Borealis*, 109.

a plan incorporating most of the Summer Study's Group recommendations, including the Arctic DEW Line project. "The Lincoln Summer Students had at last prevailed," James Eayrs observed. "Their programme for continental defence had been adopted almost intact. It would cost roughly \$20 billion over a five-year period. Most of the expense would be for Arctic early warning."¹⁹

In November 1953, US president Dwight Eisenhower addressed a joint sitting of the Canadian House of Commons and Senate on North American security. "This continent, of course, is a single physical and geographical entity," Eisenhower observed, while trumpeting the "informed and intelligent co-operation" that exemplified Canada-US relations. "You of Canada and we of the United States can and will devise ways to protect our North America from any surprise attack by air." Continental defence was a common "challenge to both our peoples," and "defensively, as well as geographically, we are joined beyond any possibility of separation. This element in our security problem is an accepted guide of service leaders, government officials and legislatures on both sides of the border." Eisenhower emphasised the need for prompt, joint action between allies and neighbours with apparently shared interests and values: "Canada and the United States are equal partners and neither dares to waste time."²⁰ With this messaging, Eisenhower effectively justified the boldest continental defence initiative: the creation of a massive Distant Early Warning Line that would stretch across the North American Arctic, from Alaska to Greenland.

As the Canadian strategist R.J. Sutherland explained years later, "by extending the air defence system northwards ... bombers could be engaged before reaching their intended targets ... [and] the risk of saturation of the defences could be reduced."²¹ In short, defence planners sought to achieve what was called 'defence in depth'. In a 1953 speech, the US scientist and policy-maker Lloyd Berkner, a member of the 1952 Summer Study, argued that conscripting the vast northern approaches to the continent could turn the Cold War tables. "If we can economically exploit the thousands of miles between the distant warning line and our target system, we can acquire real advantage," Berkner touted. "We can track the enemy to assess his probable intentions and the composition of his forces. We can break up formations over the sea or uninhabited land wastes with atomic weapons."²² As with so many of

¹⁹ James Eayrs, *In Defence of Canada* (Toronto: UTP, 1972), 364.

²⁰ Address by President Dwight D. Eisenhower, House of Commons *Debates*, 13 November 1953, 26, 27.

²¹ R.J. Sutherland, "The Strategic Significance of the Canadian Arctic," in *The Arctic Frontier*, ed. R. St.J. Macdonald (Toronto: University of Toronto Press, 1966), 267.

²² "Science and Military Power," October 17, 1953, 13, quoted in Matthew Farish, *The Contours of America's Cold War* (Minneapolis: University of Minnesota Press, 2010). On

these interventions, the implications for Northern residents did not factor into Berkner's equation.

Following Western Electric's successful experiments in the Western Arctic, the Canada-US Military Studies Group formally recommended in June 1954 that an 8000-kilometre-long radar network be built. In Canada, the St. Laurent administration consented to these plans, with the Americans paying for and building the entire DEW Line system—three-quarters of which was in Canada. Although sovereignty concerns persisted, financial considerations worried Ottawa even more. To allay fears that Canada was "free-riding" on its American ally, and to reinforce that continental defence was a shared responsibility, the Joint Military Study Group also recommended a "Mid-Canada Line" (MCL) across the provincial north between the Pinetree and DEW Line systems. Canada would design and build the comparatively inexpensive MCL, using Canadian technology and industry.²³

Before the year was out, the US Air Force instructed Western Electric to proceed with DEW Line construction as quickly as possible, setting the ambitious target date of 31 July 1957 to deliver a fully operational system. Selecting sites upon which to erect the radar stations was a first step: "Routes were determined by a dizzying combination of reconnaissance, study of aerial photographs and geographic reports, discussions with 'experts', participation in sea re-supply missions through the north, and, not surprisingly, extensive mathematical exercises."²⁴ It was a predominantly American show. "It appears that the continuing aspects of the project are more important to Canada than the transient operations of a crash nature and that it would be desirable to have the RCAF [Royal Canadian Air Force] take as substantial a share as practicable in the operation and manning of the line," Ralph Campney, the Minister of National Defence, explained to the Cabinet Defence Committee in January 1955. "It also appeared desirable to have as much as possible of the continuing logistic support performed by Canadian agencies so that traffic in the arctic should be, as much as possible, Canadian. This would be an effective way of exercising our sovereignty in a continuing manner." In short, Canada did not need to participate in construction and installation as long as its interests were

Berkner, see Allan A. Needell, *Science, Cold War and the American State: Lloyd V. Berkner and the Balance of Professional Ideals* (Amsterdam: Harwood Academic, 2000).

²³ For the most thorough ---, see Lester, *Special Contract*, ed. Noakes and Lackenbauer. "The Mid-Canada Line ... would conveniently serve as a back-up surveillance line to detect whatever attacking aircraft happened to leapfrog the DEW Line unnoticed due to radar outages or other causes," an ADC history noted. Ray, "History of the DEW Line," 6.

²⁴ Farish, *Contours*.

protected by bilateral agreement, but there were clear plans for substantial Canadian contributions once the system was actually completed.²⁵

St. Laurent's Cabinet endorsed the Minister's recommendation on 26 January 1955, and sought a formal agreement with the United States. For its part, the US knew that "Canadian agreement and partnership on an adequate scale is essential to any effective continental defense system," otherwise the project would be "dead in the water."²⁶ Ottawa's primary concern during the DEW Line negotiations related to sovereignty. All told, Canadian negotiators reached an agreement with the Americans, signed on 5 May 1955 (see appendix A following this introduction). All sites were jointly selected and Canada retained formal title to all lands affected. The US bore the full cost of construction but subcontracted to Canadian companies and hired Canadian civilian technicians and support staff. Moreover, Canada insisted upon the right of inspection, to approve any change of plans, and reserved the right to take over the operation of any (or all) of the Canadian based stations at any time. Wildlife was also to be respected, and Canadian airspace protected. The U.S. committed to share geological, hydrographical and other scientific data obtained during the construction and operation phases, and agreed that Canadian government ships and aircraft could use landing facilities at beaches and airstrips. All told, historian Alexander Herd notes, "the list of conditions read like a litany of Canadian sovereignty sensitivities and desire for control."²⁷

The actual construction of the DEW Line, completed over the next two years, represented "an extraordinary feat of geographical engineering, planned and sequenced in minute detail."²⁸ One Canadian journalist quipped that the finished product was "a monument to the ingenuity and hardihood of the North America human being."²⁹ The first popular book-length study of the DEW Line described the request received by Western Electric to survey a route and assess and solve logistical problems as "probably

²⁵ Memorandum from Minister of National Defence to Cabinet Defence Committee, 20 January 1955, *Documents on Canadian External Relations*, vol. 21: 1955, ed. Greg Donaghy (Ottawa: Department of Foreign Affairs and International Trade, 1999), doc. 324.

²⁶ NSC 159/4, quoted in Michael Evans, "The Establishment of the Distant Early Warning Line, 1952-57" (M.A. thesis, Bowling Green University, 1995), 61.

²⁷ Alexander W.G. Herd, "As Practicable: Canada-United States Continental Air Defense Cooperation 1953-1954" (M.A. thesis, Kansas State University, 2005), 86.

²⁸ Farish, *Contours*. 'Geographical engineering' was a term coined by the physicist Edward Teller, in the context of his Project Plowshare (launched in 1957), to describe the physical shaping of the earth to reflect human needs.

²⁹ Ralph Allen, "Will Dewline Cost Canada its Northland?" *Maclean's* 69.11 (26 May 1956), 17.

the greatest single construction order ever issued.”³⁰ To implement the mega-project required a network of military and civilian organizations woven together. In the Canadian case, this led the federal government to establish the DEW Line Co-ordinating Committee in February 1955 to “provide a means of consultation and co-ordination of activities between the officers of departments and agencies where appropriate, on matters concerning the D.E.W. Project which involves more than one department”³¹ (doc.1).

The Committee in Action

DEW Line Co-ordinating Committee members did not provide generic briefings to their counterparts at the start of each meeting. Instead, representatives brought up subjects of interest to their federal department “for information or guidance from other representatives” (doc. 1). Accordingly, the minutes of these meetings offer valuable insights into what Canadian journalist Leslie Roberts described as the “great assault” on the Canadian Arctic³² in the second half of the 1950s (and what James Woodford described as “the radar rush”).³³

“The story of the DEW Line is fantastic,” Western Electric engineers M.S. Cheever, J.D. Brannian, and C.W. Walker wrote in *The Engineering Journal* in 1957. “This full-scale attack on the Arctic is unparalleled in military construction history, and its building is an unending tale of adventure and pioneering in engineering, electronics, transportation, construction, and operation.”³⁴ The DEW Line Co-ordinating Committee records contain none of the drama and excitement that one might expect given quotes such as this (which were commonplace at the time). Instead, it is a useful source for mundane details: contracts and purchase orders, project timelines, statistics on employment, and technical information related to siting, building, operating, and “manning” the DEW Line stations in Canada as well as rearward communications and support infrastructure. “In transportation and construction effort,” a triumphalist WEC history illustrated,

³⁰ Richard Morenus, *DEW Line: Distant Early Warning: The Miracle of America's First Line of Defense* (New York: Rand McNally, 1957), 31.

³¹ Key representation on the committee included the Departments of National Defence (RCN, RCAF, and Deputy Minister's Office), Defence Production, External Affairs, Finance, Labour, Northern Affairs and National Resources, National Revenue, Transport and the Clerk of the Privy Council office. Appendix “A” to Minutes of Meeting of DEW Co-ordinating Committee held 23 Feb 55, p.9.

³² Leslie Roberts, “The Great Assault on the Arctic,” *Harpers Magazine* 221, no. 1263 (July 1955): 41.

³³ James Woodford, *The Violated Vision* (Toronto: McClelland and Stewart, 1972), 2.

³⁴ M.S. Cheever, J.D. Brannian, and C.W. Walker, “A Review of the DEW Line,” *The Engineering Journal* (November 1957): 1665.

“building the DEW Line was roughly equivalent to the job of taking 2000 Statues of Liberty dismantled into reasonable sized units, moving them from New York Harbor to dozens of spots inside the Arctic Circle, and putting them together again in darkness, blizzards and sub-zero cold.”³⁵ As this volume reveals, this is a story of project management, exhaustive surveys, and mountains of contracts and purchase orders as much as one of adventurous efforts to overcome “hostile” Arctic physical environments to build and operate the system.

Committee proceedings and progress reports provide insights into the herculean task of coordinating supply and logistics – “the sinews of war”³⁶ which, in this case, were obviously essential to build and sustain military outposts in areas without sufficient local resources to do so. The records describe massive sealifts during the short navigable summer season when convoys pushed their way into the Canadian Arctic: from the east to Baffin Island and into Foxe Basin; from the west via the Bering Straits and into the Central Arctic by way of the Beaufort Sea and the Arctic Archipelago as far as Simpson Peninsula; and from the south using barges operating along the Mackenzie River. Reports also provide insight into the roles of the US Navy Maritime Sea Transport Service (MSTS), Royal Canadian Navy, USAF, RCAF, and civilian contractors in the DEW Line airlift,³⁷ as well as cat trains operating on the frozen tundra and waters. Scholars assessing the history of Arctic transportation will find value in the copious statistics about resupply, which complement recent compilations by authors such as Christopher Wright tracking material flows in and through the region.³⁸

While the existing Canadian historiography might suggest that officials in Ottawa were singularly obsessed with sovereignty, the coordinating committee minutes highlight more mundane administrative matters: waving customs and excise duties for the construction, maintenance, and operation of the line; procurement processes; security clearance procedures; and press visits. Furthermore, while most studies tend to focus on the construction phase of Arctic projects, these documents point to ongoing requirements and challenges associated with maintenance, modification, improvement, and management of a major system. They also show the connection of the DEW Line to subsequent military

³⁵ Western Electric Corporation, “The DEW Line Story in Brief” (c.1960).

³⁶ James Alvin Huston, *The Sinews of War: Army Logistics, 1775-1953* (Washington: Office of the Chief of Military History, United States Army, 1966).

³⁷ See also Daniel Heidt and P. Whitney Lackenbauer, “Sovereignty for Hire: Civilian Contractors and the Distant Early Warning (DEW) Line” in *De-Icing Required: The Canadian Air Force’s Experience in the Arctic* ed. P.W. Lackenbauer and W.A. March (Trenton: Canadian Forces Air Warfare Centre, 2012), 95-112.

³⁸ Christopher Wright, *Arctic Cargo: A History of Marine Transportation in Canada’s North* (self-published, 2016).

programs, such as the Ballistic Missile Early Warning System (BMEWS), as well as the expansion of civilian air services.

We have argued previously that the historical geography of the Cold War North is best understood through the lens of *military modernization*, a particular version of a familiar narrative: that of a state (or, in this case, two) working to make a landscape *legible* so as to enroll it more effectively into governmental responsibilities, to use the language of Michel Foucault, but also of James C. Scott. Put into practice, militarism in the north was similar to the non-military projects Scott documents in his now-classic 1998 book *Seeing Like a State*, projects backed by the authority of reason and the latest technologies, designed at a distance and implemented without sufficient attention to local nuance. The construction and operation of the DEW Line was not only advertised as a way to *link* the Arctic, and pitched as a response to *risk* – the ultimate human risk of nuclear war – but more subtly, and more importantly, it led to profound changes in the conduct of Northern life.³⁹ R.A.J. Phillips noted in 1956:

It would be both unrealistic to think of the place of Canada's growing north in the growing world merely in terms of the material wealth which it is about to yield. The north has importance to Canadians in other ways. It is a defensive zone used to warn of the approach of hostile aircraft, a zone used to protect the settled areas of the south from their onset. Colourful and dramatic as the building of radar lines across the Arctic and sub-Arctic are, their importance to the future of the north is largely confined to the transportation routes which they encourage as well as for the knowledge of northern conditions to which their construction and operation will undoubtedly contribute. The north of Canada is not being developed for defence, nor does the development of the north depend upon defence. It is, however, an activity which might, if worst ever came to worst, make the free world even more grateful for the existence of the Canadian Arctic.⁴⁰

The internal coordination between federal departments and the private sector also offers a Canadian example of a military-industrial complex. The DEW Line Co-ordinating Committee meeting minutes and progress reports reveal the central role of WEC and then the Federal Electric Corporation as the prime contractor. More than “7,000 bulldozer operators, carpenters, masons, plumbers,

³⁹ On military modernization in the Canadian Arctic, see Matthew Farish and P. Whitney Lackenbauer, “High Modernism in the Arctic: Planning Frobisher Bay and Inuvik,” *Journal of Historical Geography* 35, no. 3 (2009): 521-27.

⁴⁰ R.A.J. Phillips, “The Northern Defensive Zone,” *Monthly Bulletin of the Department of External Affairs*, reprinted in *Canadian Army Journal* 10/2 (April 1956).

welders, riggers, electricians and other tradesmen from the U.S. and Canada” worked on the project during the construction phase alone.⁴¹ The two main subcontractors for the Canadian sectors were Canadian firms, and the archival record shows their success in securing contracts to build the housing, air strips, hangars, antennas and towers.

The effects of military modernization went beyond the DEW Line system itself. Defence investments served as a conduit to “opening” the Canadian Arctic and stimulating new forms of regional economic activity. The reports in this volume show how DEW Line logistic flows opened up new north-south to and lateral east-west access routes across the Canadian Arctic. In 1967, aviation historian J.R.K. Main summarized that:

Prior to the advent of the DEWline, a flight beyond the Arctic Circle was something of an adventure: hazardous, and undertaken with some trepidation even in summer. After the baptism of complete immersion in the worst the Arctic had to offer, endured during the winters of 1955-1956 and '56-'57, catching a plane to the Arctic meant to more than catching a street car. The psychological barrier was down; the snow curtain was dissipated and the Arctic, as far as the rim of the continent, now lies open to such development as the discovery of mineral wealth, favourable world markets, and improved methods of transportation may dictate.⁴²

A string of permanently inhabited stations running at predictably spaced intervals from the Alaskan border to the southeastern tip of Baffin Island facilitated safer air travel, introduced new wide-band communications, enhanced meteorological and hydrographic knowledge, and created new employment opportunities.

In negotiating the 1955 agreement with the US, the Canadian federal government had insisted that Canadian labour be given preference at the DEW Line sites in Canada. The progress reports show that this commitment was honoured. In December 1956, for example, William Huck from the Department of Defence Production noted how discussions with the Department of Labour and the National Employment Service “revealed that a very high percentage of Canadian personnel are being employed” in Canadian sectors (doc. 16), and regular employment reports produced thereafter indicate stability. Assessing these statistics, and those on wage rates, will yield insight into --- and test the suggestion that, in due course, the Canadian Electrical Workers union represented all DEW Line

⁴¹ WEC, “DEW Line Story.”

⁴² J.R.K. Main, *Voyageurs of the Air* (Ottawa: Queen’s Printer, 1967), 231.

employees in collective bargaining and negotiated “generous wage contracts with the FEC.”⁴³

Employment of Inuit (then referred to as “Eskimos”) was a regular Committee agenda item during the operational phase. Northern Indigenous peoples located along the routes of the DEW Line inevitably bore direct impacts of military modernization,⁴⁴ despite initial government intent to try to insulate them from its effects. The 1955 DEW Line agreement with the American assessed, in the typical paternalist language of the day, that “the Eskimos of Canada are in a primitive state of social development. It is important that these people be not subjected unduly to disruption of their hunting economy, exposure to diseases against which their immunity is often low, or other effects of the presence of white men which might be injurious to them.”⁴⁵ In retrospect, the thought that the state could protect Inuit from military projects of this magnitude seems both absurd and naïve. This statement affirmed that Ottawa did not intend to use the DEW Line as an assimilation tool, but defence activities created or exacerbated dependencies on wage employment and Western goods, encouraged the concentration of Inuit in permanent settlements, and set up unsustainable expectations given the “boom and bust” cycles associated with construction work.

At the first Committee meeting in February 1955, Graham Rowley from Northern Affairs “reported that his Department was concerned at the present time as to the number of Eskimos that might be employed during the construction of the DEW Line. It was his opinion that the numbers should be limited to those that could be employed in the subsequent maintenance phase so as not to create a long term problem of re-adjustment” (doc. 1). This reflecting prevailing bureaucratic discussions about the possibilities (and limitations) of a sustainable, mixed Inuit

⁴³ E.B. Wang, “The Dew Line and Canadian Sovereignty,” 26 May 1969, LAC, RG 25, f.27-10-2-2 pt.1.

⁴⁴ See, for example, Ronald Quinn Duffy, *The Road to Nunavut: The Progress of the Eastern Arctic Inuit since the Second World War* (Montreal & Kingston: McGill-Queen’s University Press, 1988); P. Whitney Lackenbauer and Ryan Shackleton, “Inuit-Air Force Relations in the Qikiqtani Region during the Early Cold War” in *De-Icing Required: The Canadian Air Force’s Experience in the Arctic*, ed. P.W. Lackenbauer and W.A. March (Trenton: Canadian Forces Air Warfare Centre, 2012), 73-94; and Lackenbauer, “At the Crossroads of Militarism and Modernization: Inuit-Military Relations in the Cold War Arctic” in *Roots of Entanglement: Essays in Native-Newcomer Relations*, ed. Kerry Abel, Myra Rutherdale, and Lackenbauer (Toronto: University of Toronto Press, 2017), 116-58.

⁴⁵ See appendix A, Annex to Exchange of Notes (May 5, 1955) between Canada and the US Governing the Establishment of a Distant Early Warning System in Canadian Territory, Canada, Treaty Series 1955, No. 8.

economy.⁴⁶ On average, nearly one hundred Inuit workers were employed on the DEW Line during its operational phase, eventually forming their own “category” of employee (as the status reports reveal). The committee discussed wage scales and work conditions for Inuit, as well as issues like housing for Inuit employees and their families and the use of contract aircraft to carry Inuit to health care service providers in cases of emergency. Given the profound changes to Inuit life (and government policy towards them) during this period,⁴⁷ these documents should be read alongside the minutes of the Advisory Committee on Northern Development (ACND) and Eskimo Affairs Committee which cover developments from broader Whole of Government and specific Inuit policy contexts.⁴⁸

The DEW Line Co-ordinating Committee also reinforces recent scholarship suggesting that the US accommodated Canadian interests and sought harmony rather than relying on coercion to get its way. Historian Michael Evans tidily summarized that the DEW Line agreement “allowed the United States to build and operate the DEW line, protected the sovereignty of the Canadian government while offering financial subsidies to the Canadian economy and contributing to the development of the Canadian frontier.” Canadian diplomats and defence officials secured national interests through quiet diplomacy, a functional approach, and a process that was generally “cordial, respectful, and mutually beneficial.”⁴⁹ Erik Wang, a senior legal advisor at External Affairs, noted in 1969 that: “American policy towards the DEW Line appears to be based on a desire to accommodate themselves as harmoniously and as constructively as possible into the Canadian setting which they have to operate.... [We] might be tempted to congratulate

⁴⁶ P. Whitney Lackenbauer, “Defence, Development, and Inuit: St-Laurent’s Modern Approach to the North,” in *St. Laurent’s Canada*, ed. Patrice Dutil (Vancouver: UBC Press, forthcoming 2020).

⁴⁷ See, for example, Diamond Jenness, *Eskimo Administration II: Canada* (Montreal: Arctic Institute of North America, 1964); Frank Tester and Peter Kulchyski, *Tammarniit (Mistakes): Inuit and Relocation in the Eastern Arctic, 1939–63* (Vancouver: UBC Press, 1994); Duffy, *Road to Nunavut*; and David Damas, *Arctic Migrants/Arctic Villagers: The Transformation of Inuit Settlement in the Central Arctic* (Montreal and Kingston: McGill-Queen’s University Press, 2002).

⁴⁸ P. Whitney Lackenbauer and Daniel Heidt, eds., *The Advisory Committee on Northern Development: Context and Meeting Minutes, 1948–67*, Documents on Canadian Arctic Sovereignty and Security (DCASS) No. 4 (Calgary and Waterloo: Centre for Military and Strategic Studies/Centre on Foreign Policy and Federalism, 2015); and Peter Clancy and P. Whitney Lackenbauer, eds., *Shaping Arctic Policy: The Minutes of the Eskimo Affairs Committee, 1952–62*, DCASS No. 14 (Calgary: Arctic Institute of North America, 2019).

⁴⁹ Michael William Evans, “The Establishment of the Distant Early Warning Line, 1952–1957: A Study of Continental Defense Policymaking” (unpublished M.A. thesis, Bowling Green University, 1995), 72, 76.

ourselves for enjoying a ‘free ride’ at least in this area of our defense activities on our own soil, without any unpleasant side effects.”⁵⁰

This assessment overlooks long-term socio-cultural and environmental impacts of the DEW Line that do not yield such an unambiguously favourable verdict. By drawing Inuit and other Northern peoples into the web of modern life, the military’s expanding postwar footprint changed socio-economic and cultural geographies, as well as leaving a toxic environment legacy that would fall to later governments to address.⁵¹ New technologies, particularly intercontinental ballistic missiles, redirected strategic attention away from the Arctic in the late 1950s and 1960s, and military activities in the region declined sharply. After the intermediate sites were deactivated in 1963 (see doc. 48), the remaining DEW Line stations continued their vigil along the coast. Some stations were modernized into the North Warning System (NWS) in the 1980s, but much of the Canadian military’s Arctic activity in the 1990s was devoted remediating decommissioned DEW Line sites – an expensive and onerous undertaking that falls well beyond the scope of this particular volume.

About this Volume

As the boldest mega-project in Arctic history to that time, the DEW Line dramatically altered the military, logistical, and demographic characteristics of the region. “Stretching for 2500 miles across the Arctic, it required the biggest task-force of ships since the invasion of Europe and the largest air operation since the Berlin airlift to take in the supplies,” Department of Northern Affairs and National Resources official C.J. Marshall trumpeted in a 1957 magazine article. “More than 7000 men laboured through two short Arctic construction seasons to complete the work on schedule. Small wonder that many consider the project one of the most dramatic engineering achievements of our time and a milestone in the development of the Arctic.”⁵²

This document collection gathers together the minutes and progress reports of the DEW Line Coordinating Committee to facilitate easier access to key

⁵⁰ E.B. Wang, “The Dew Line and Canadian Sovereignty,” 26 May 1969, LAC, RG 25, f.27-10-2-2 pt.1.

⁵¹ Environmental Sciences Group and UMA Engineering Ltd., *DEW Line Cleanup: Scientific and Engineering Summary Report* (Canada: Minister of National Defence, 1995); P. Whitney Lackenbauer and Matthew Farish, “The Cold War on Canadian Soil: Militarizing a Northern Environment,” *Environmental History* 12/3 (October 2007): 920-50; and Myra Hird, “The DEW Line and Canada’s Arctic Waste: Legacy and Futurity,” *Northern Review* 42 (2016): 23-45.

⁵² C.J. Marshall, “North America’s Distant Early Warning Line,” *Geographical Magazine* 29/12 (1957), 616.

documents that provide insight into issues, problems, and relationships associated with managing this project during its construction and early operational phases. We hope that scholars will use this material to continue to critically analyze the development of the DEW Line and to situate it within Arctic policy during a formative period. We also anticipate that technical details, such as lists of station names, codes, and numbers, will be useful to scholars who encounter references to these designators in the wider archival record.

Please note that we have left the language in the minutes as originally written, apart from corrections of obvious typographical errors (most of which appear in square brackets). Names of many of the communities mentioned in the text have since been replaced by Indigenous names. Readers should note that the term “Eskimo” is no longer considered appropriate and has been replaced by “Inuit” (“the people” in Inuktitut).

Acknowledgements

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Appendix

EXCHANGE OF NOTES (May 5, 1955) BETWEEN CANADA AND THE UNITED STATES OF AMERICA GOVERNING THE ESTABLISHMENT OF A DISTANT EARLY WARNING SYSTEM IN CANADIAN TERRITORY.⁵³

I

The Canadian Ambassador to the United States of America to the Secretary of State of the United States of America.

CANADIAN EMBASSY

Washington, D.C.,
May 5, 1955.
No. 306

Sir,

I have the honour to refer to my Note No. 791 of November 16, 1954, regarding the joint establishment by Canada and the United States of America of a comprehensive warning and control system against air attack. My Note read in part as follows:

"The Canadian Government has now considered a proposal put forward through the Permanent Joint Board on Defence that the construction of the Distant Early Warning element of the over-all joint Canada-United States warning system should be the responsibility of the United States Government. The Canadian Government concurs in this proposal subject to the conclusion at an early date of an agreement as to the terms which shall govern the work. At the same time, however, the Canadian Government wishes to state its intention to participate in the project, the nature and extent of such participation to be determined in the near future."

I am instructed by my Government to inform you that its participation during the construction phase of the project will consist of giving assistance to the United States authorities in organizing and using Canadian resources, and to helping by making available the facilities of the armed forces and other agencies of the Canadian Government when appropriate. I am also instructed to state that the Canadian Government intends to participate effectively in the operation and maintenance phase

⁵³ Canada, Treaty Series 1955, No. 8.

of the project, the character of such participation to be determined on the basis of studies to be carried out during the construction phase.

My Government now proposes that the annexed conditions should govern the establishment by the United States of a distant early warning system in Canadian territory. If these conditions are acceptable to your Government, I suggest that this Note and your reply should constitute an agreement effective from the date of your reply.

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

[FROM:] A. D. P. HEENEY,
Ambassador.

[TO:] The Honourable John Foster Dulles,
Secretary of State of the United States,
Washington, D.C.

ANNEX

STATEMENT OF CONDITIONS TO GOVERN THE ESTABLISHMENT OF A DISTANT EARLY WARNING SYSTEM IN CANADIAN TERRITORY

(In this Statement of Conditions, unless the context otherwise requires, "Canada" means the Government of Canada; "United States" means the Government of the United States of America; "Distant Early Warning (DEW) System" means all the detection stations, communications installations (including relay stations), and ancillary facilities, making up that part of the System in Canada; "RCAF" means the Royal Canadian Air Force, and "USAF" means the United States Air Force.)

1. Sites

The location and size of all airstrips and the location of all sites, roads, wharves and jetties, required for the DEW System in Canada shall be a matter of mutual agreement by the appropriate agencies of the two Governments. Canada will acquire and retain title to all lands required for the system. Canada grants and assures the United States, without charge, such rights as access, use, and occupancy as may be required for the construction, equipment and operation of the system.

2. Liaison Arrangements

It is anticipated that the United States will carry out the construction of the DEW System through a management contractor appointed by the United States. It is understood that the United States and the management contractor will establish a DEW Project Office, and that the participation of interested Canadian Government agencies in the Project Office is desired to the extent necessary for consultation on

matters covered in this statement of conditions. In addition, the Canadian Government may decide to appoint a Special Commissioner for the Project, and to assign liaison officers to the construction operations in Northern Canada.

3. Plans

Plans of the buildings, airstrips, roads (including access roads) and similar facilities, information concerning use of local materials, such as rock fill, sand and gravel, and information concerning other arrangements related to construction and major items of equipment, shall, if requested, be supplied to the appropriate Canadian authorities in sufficient detail to give an adequate idea of the scope of the proposed construction. Canadian officials shall have the right of inspection during construction. Proposals for subsequent construction, or major alterations, shall be discussed with the appropriate Canadian authorities.

4. Provision of Electronic Equipment

The Canadian Government reaffirms the principle that electronic equipment at installations on Canadian territory should, as far as practicable, be manufactured in Canada. The question of practicability must, in each case, be a matter for consultation between the appropriate Canadian and United States agencies to determine the application of the principle. The factors to be taken into account shall include availability at the time period required, cost and performance. For the purpose of applying these principles to the DEW line, the DEW Project Office shall be used as far as possible as the instrument for effective consultation between the Canadian and United States agencies concerned.

5. Construction and Procurement (other than Electronic Equipment)

- (a) Canadian contractors will be extended equal consideration with United States contractors in the awarding of construction contracts, and Canadian and United States contractors shall have equal consideration in the procurement of materials, equipment and supplies in either Canada or the United States;
- (b) Contractors awarded a contract for construction in Canada will be required to give preference to qualified Canadian labour for such construction. The rates of pay and working conditions for this labour will be set after consultation with the Canadian Department of Labour in accordance with the Canadian Fair Wages and Hours of Labour Act.

6. Canadian Law

Nothing in this Agreement shall derogate from the application of Canadian law in Canada, provided that, if in unusual circumstances its application may lead to unreasonable delay or difficulty in construction or operation, the United States authorities concerned may request the assistance of Canadian authorities in seeking

appropriate alleviation. In order to facilitate the rapid and efficient construction of the DEW System, Canadian authorities will give sympathetic consideration to any such request submitted by United States Government authorities.

Particular attention is directed to the ordinances of the Northwest Territories and Yukon Territory, including those relating to the following:

- (a) No game or wildlife shall be taken or molested in the Northwest Territories. Licences to hunt in Yukon Territory may be purchased from representatives of the Yukon Territorial Government.
- (b) No objects of archaeological interest or historic significance in the Northwest Territories or Yukon Territory will be disturbed or removed therefrom without first obtaining the approval of the Canadian Department of Northern Affairs and National Resources.

7. Operation and Manning

- (a) The extent of Canadian participation in the initial operation and manning of the DEW System shall be a matter for later decision by Canada after full consultation with the United States. It is understood that, in any event, Canada reserves the right, on reasonable notice, to take over the operation and manning of any or all of the installations. Canada will ensure the effective operation, in association with the United States, of any installations it takes over.
- (b) Subject to the foregoing, the United States is authorized to station personnel at the sites, and to operate the DEW System, in accordance with the principles of command in effect from time to time between the military authorities of the two countries. The overall manning policy as between the employment of military and civilian personnel shall be the subject of consultation and agreement between the two Governments.

8. Financing

Unless otherwise provided by Canada, the costs of construction and operation of the DEW System shall be the responsibility of the United States, with the exception of Canadian military personnel costs if Canada should man any of the installations.

9. Period of Operation of the System

Canada and the United States agree that, subject to the availability of funds, the DEW System shall be maintained in operation for a period of ten years or such shorter period as shall be agreed by both countries in the light of their mutual defence interests. Thereafter, in the event that either Government concludes that any or all of the installations are no longer required, and the other Government does not agree, the question of continuing need will be referred to the Permanent Joint Board on Defence. In considering the question of need, the Permanent Joint Board on Defence will take into account the relationship of the DEW System to other radar installations established

in the mutual defence interest of the two countries. Following consideration by the Permanent Joint Board on Defence, as provided above, either Government may decide that the installations in question shall be closed, in which case the arrangements shown in paragraph 10 below regarding ownership and disposition of the installations will apply.

10. Ownership of Removable Property

Ownership of all removable property brought into Canada or purchased in Canada and placed on the sites, including readily demountable structures, shall remain in the United States. The United States shall have the unrestricted right of removing or disposing of all such property, PROVIDED that the removal or disposition shall not impair the operation of any installation whose discontinuance had not been determined in accordance with the provisions of paragraph 9 above, and PROVIDED further that removal or disposition takes place within a reasonable time after the date on which the operation of the installation has been discontinued. The disposal of United States excess property in Canada shall be carried out in accordance with the provisions of the Exchange of Notes of April 11 and 18, 1951, between the Secretary of State for External Affairs and the United States Ambassador in Ottawa, concerning the disposal of excess property.

11. Telecommunications

The United States military authorities shall obtain the approval of the Canadian Department of Transport, through the Royal Canadian Air Force, for the establishment and operation (including the assignment of frequencies) of radio stations in Canadian territory. The provision of telecommunications circuits (both radio and land-line) required during the construction period and thereafter will be the subject of consultation between the appropriate authorities of the two governments, having regard to the desirability of using existing military circuits and existing Canadian public carriers where this may be feasible.

12. Scientific Information

Any geological, topographical, hydrographical, geophysical, or other scientific data obtained in the course of the construction or operation of the DEW System shall be transmitted to the Canadian Government.

13. Matters Affecting Canadian Eskimos

The Eskimos of Canada are in a primitive state of social development. It is important that these people be not subjected unduly to disruption of their hunting economy, exposure to diseases against which their immunity is often low, or other effects of the presence of white men which might be injurious to them. It is therefore necessary to have certain regulations to govern contact with and matters affecting Canadian Eskimos. The following conditions are set forth for this purpose:

- (a) Any matters affecting the Eskimos, including the possibility of their employment in any area and the terms and arrangements for their employment, if approved, will be subject to the concurrence of the Department of Northern Affairs and National Resources.
- (b) All contact with Eskimos, other than those whose employment on any aspect of the project is approved, is to be avoided except in cases of emergency. If, in the opinion of the Department of Northern Affairs and National Resources, more specific provision in this connection is necessary in any particular area, the Department may, after consultation with the United States, prescribe geographical limits surrounding a station beyond which personnel associated with the project other than those locally engaged, may not go or may prohibit the entry of such personnel into any defined area.
- (c) Persons other than those locally engaged shall not be given leave or facilities for travel in the Canadian Arctic (other than in the course of their duties in operation of the project) without the approval of the Department of Northern Affairs and National Resources, or the Royal Canadian Mounted Police acting on its behalf.
- (d) There shall be no local disposal in the north of supplies or materials of any kind except with the concurrence of the Department of Northern Affairs and National Resources, or the Royal Canadian Mounted Police acting on its behalf.
- (e) Local disposal of waste shall be carried out in a manner acceptable to the Department of Northern Affairs and National Resources, or the Royal Canadian Mounted Police acting on its behalf.
- (f) In the event that any facilities required for the system have to encroach on or disturb past or present Eskimo settlements, burial places, hunting grounds, etc., the United States shall be responsible for the removal of the settlement, burial ground, etc., to a location acceptable to the Department of Northern Affairs and National Resources.

14. Canadian Immigration and Customs Regulations

- (a) Except as otherwise agreed, the direct entry of, United States personnel into the Northwest Territories or Yukon Territory from outside Canada shall be in accordance with Canadian customs and immigration procedures which will be administered by local Canadian officials designated by Canada.
- (b) Canada will take the necessary steps to facilitate the admission into the territory of Canada of such United States citizens as may be employed on the construction of the DEW System, it being understood that the United States will undertake to repatriate at its expense any such persons if the contractors fail to do so.

15. Use of Airstrips

Airstrips at installations in the DEW System shall be used by the United States solely for the support of the System. If it should be desired at any time by the United States to use an airstrip for other purposes, requests should be forwarded through appropriate channels. The airstrip shall be available for use by the RCAF as required. The airstrip shall also be available for use by Canadian civil air carriers operating into or through the area, whenever such use would not conflict with military requirements, and SUBJECT to the understanding that the United States Air Force will not be responsible for the provision of accommodation, fuel, or servicing facilities of any kind. Proposals and arrangements for such use of USAF-operated airstrips by Canadian air carriers shall be submitted to the RCAF, which shall consult the USAF before granting any such permission.

16. Landing Facilities

Landing facilities at any of the stations on tidewater will be available for use by Canadian Government ships and ships employed on Canadian Government business.

17. Transportation

Canadian commercial carriers will to the fullest extent practicable be afforded the opportunity to participate in movements of project materials, equipment and personnel within Canada. The United States will select the means of transportation and specific carriers for the movement of material, equipment, and personnel from points of Canada to DEW System sites, provided that in the case of air carriers applicable civil air transport agreements and procedures shall be observed.

18. Re-supply Arrangements

Because of the special conditions in the Canadian Arctic, the Canadian Government has a particular interest in the arrangements for the re-supply of the DEW System. These arrangements shall therefore be a matter for later consultation and agreement between the two governments.

19. Taxes

The Canadian Government will grant remission of customs duties and excise taxes on goods imported and of federal sales and excise taxes on goods purchased in Canada which are or are to become the property of the United States Government and are to be used in the construction and/or operation of the DEW System, as well as refunds by way of drawback of the customs duty paid on goods imported by Canadian manufacturers and used in the manufacture or production of goods purchased by or on behalf of the United States Government and to become the property of the United States Government for the construction of the system.

20. Status of Forces

The "Agreement between the Parties to the North Atlantic Treaty regarding the Status of their Forces", signed in London on June 19, 1951⁵⁴, shall apply.

21. Supplementary Arrangements and Administrative Agreements

Supplementary arrangements or administrative agreements between authorized agencies of the two Governments may be made from time to time for the purpose of carrying out the intent of this agreement.

II

*The Secretary of State of the United States of America to the Canadian
Ambassador to the United States of America*

Department of State
Washington
May 5, 1955

EXCELLENCY:

I have the honour to acknowledge your Note No. 306 of May 5, 1955. You refer to the construction by the United States of the distant early warning element of a comprehensive warning and control system, being established jointly by the United States and Canada, and annex a statement of conditions to govern the establishment of this line in Canadian territory which were developed in discussion between representatives of the two governments.

The United States Government notes the intentions of your government with regard to participation in the construction, operation and maintenance of the project and both concurs in the conditions annexed to your Note and confirms that your Note and this reply shall constitute an agreement of our two governments effective today.

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

[FROM:] ROBERT MURPHY,
(for) The Secretary of State.

[TO:] His Excellency,
A. D. P. HEENEY,
Ambassador of Canada.

⁵⁴ Canada, Treaty Series 1953, No. 13.

1. DEW Line Coordinating Committee Minutes, 23 February 1955

28 February, 1955.

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

MINUTES

DISTRIBUTION

- | | |
|--|----------------------------|
| 1. ADM(F) | (Attn: Mr. G.Y. Loughhead) |
| 2. - 5. VCAS/DAPS | (Attn: W/C G.R.M. Hunt) |
| 6. Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 7. Dept. of External Affairs | (Attn: Mr. W.H. Barton) |
| 8. Dept. of Finance | (Attn: Mr. R.G. MacNeill) |
| 9. Director Employment Service | (Attn: Mr. J.W. Temple) |
| 10. Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 11. Dept. of Citizenship & Immigration | (Attn: Deputy Minister) |
| 12. Dept. of Defence Production | (Attn: Miss R.E. Addison) |
| 13. Dept. of Transport | (Attn: Mr. C.S. Booth) |
| 14. Joint Staff | |
| 15. HQTS 2-70-99-1 | |
| 16. HQ Subject Files | |
| 17. DM Sec't 256-3 | |
| 18. DN Sec't Subject Files | |
| 19. - 45. Spares | |

28 February 1955

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

Minutes of the 1st Meeting, held in the CAS
Conference Room 2717 "A" Bldg., on Wednesday,
23 February, 1955, at 0930 hours.

PRESENT

Chairman	Mr. G.Y. Loughhead	ADM(F)
Members	W/C G.R.M. Hunt	VCAS/C Plans I
	Mr. G.W. Rowley	Northern Affairs
	Mr. W.H. Barton	External Affairs
	Mr. R.G. MacNeill	Finance

	Mr. J.W. Temple	Nat. Employment Service
	Mr. H.S. Johnstone	Labour
	Mr. J. Boucher	Citizenship & Immigration
	Miss R.E. Addison	Defence Production
	Mr. C.S. Booth	Transport
Secretary	Mr. C.B. Smith	DM Secretariat

<u>ALSO PRESENT</u>	Col. R.L. Raymont	Office of CCOS
	S/L J.A. Arnott	VCAS/C Plans I
	Mr. D. Wilkinson	Northern Affairs
	Mr. A.S. Duncan	DM Secretariat

CONTENTS

- I. Draft Terms of Reference and Committee Organization
- II. Draft Statement of Conditions
- III. Protection of Canadian Mineral Rights
- IV. Use by USAF of RCAF Station – Frobisher Bay
- V. Availability of Site at Cambridge Bay
- VI. Northern Affairs Interest in Question of “Re-Supply Arrangements” with DOT and DND
- VII. Channelling of Correspondence
- VIII. Participation by Eskimos – Construction & Operation
- IX. Meeting of Engineers in N.Y. – Co-ordination of Work
- X. Fire Arms – Use in Northern Country
- XI. Operation and Training – DEW Line

DRAFT TERMS OF REFERENCE AND COMMITTEE ORGANIZATION

1. The Chairman advised the members that, as previously agreed upon in principle at a meeting of senior officers of various Departments, the draft Terms of Reference had been prepared by DND and distributed to various Departments. Changes in the draft Terms of Reference were in order and he asked for comments.
2. Mr. Rowley asked if the Terms of Reference should contain a statement as to just how often meetings would be held. The Chairman was of the opinion that when the fortnightly reports were received from the DEW Project Office they would be reviewed by the Committee as a whole. For a time at least, it was his desire to hold a meeting every two weeks, and to call special meetings of smaller groups within the Committee as required.
3. Mr. Booth, Department of Transport, asked if it were the intention of the Committee to discuss only those matters where more than two

Departments are concerned. In other words, if only two Departments were involved, would these Departments settle the particular problem between themselves in consultation with the Committee Chairmen as appropriate. It was the [consensus] that this was an appropriate course of action.

4. Mr. Rowley suggested that a short briefing on matters afoot in the various Departments be held at the beginning of each meeting. The Chairman was of the opinion that the review of the fortnightly reports should bring out most of the important actions being taken in Departments and doubted the necessity of a briefing session. Where this failed to be the case, there should be no objection to a member of the Committee drawing the attention of the Committee to a matter being dealt with by his Department.

5. Miss Addison, DDP, enquired as to publicity releases and asked if the press releases should be cleared through the Chairman. The Chairman was of the opinion that each Department preparing a press release should be responsible for any necessary clearances, and compliance with agreed security requirements. If, however, any doubts or problem arose he was prepared to give any assistance he could in resolving them.

6. Col. Raymont, speaking for the Chairman, Chiefs of Staff, stated that, with the establishment of the DEW Co-ordinating Committee, the Chairman, Chiefs of Staff would be less concerned with details of the DEW Project. However, if any inter-country policy considerations involving the Services developed, the Chairman wished to be informed as quickly as possible so that appropriate action could be taken.

7. Decision - As a result of the discussion on draft Terms of Reference and points on Committee Organization, it was decided:

- (a) That the Terms of Reference, as draft, be accepted (Copy attached as Appendix "A")
- (b) That, unless the subject was one of general interest, matters in connection with the construction of the DEW Line of concern to only two Departments should be resolved by the Departments concerned, in consultation with the Chairman, with a subsequent report to the Committee on action taken, and that matters of concern to more than two Departments should be cleared through the Committee.
- (c) That, for the time being, no provision will be made for general briefing sessions at the beginning of meetings, but any representative is free to bring up any subject of concern to his Department for information of or guidance from other representatives.

- (d) That the Departments concerned will be responsible for clearing press releases.
 - (e) That Chairman, Chiefs of Staff, should be informed of any inter-country policy problems affecting the Armed Services.
8. Action – To be noted by all representatives; subject closed.

DRAFT STATEMENT OF CONDITIONS

US Suggested Changes – Draft Telegram to Washington

9. The Chairman stated that Canadian comments on the Jan 19/55 revision of the “Draft of Statements of Conditions to Govern the Establishment of a Distant Early Warning System in Canadian Territory”, as forwarded to Washington on 15 Feb 55 had been replied to by the US State Department, in Message WA-280 dated 17 Feb 1955.
10. Mr. Barton, External Affairs, reviewed the various points and distributed a draft reply to the State Department in reply to WA-280. The Draft telegram to Washington had been approved by all Departments, except Citizenship and Immigration and National Revenue. He stated, however, that he would first obtain approval from these two Departments before despatching the telegram to Washington. (Copy attached as Appendix “B”).
11. Decision - The members agreed that Mr. Barton, External Affairs, having obtained approval of all Departments, would forward the message to Washington, as drafted.
12. Action - Mr. Barton, External Affairs.

PROTECTION OF CANADIAN MINERAL RIGHTS

13. The Chairman tabled a memorandum from A/C Hendrick, RCAF, regarding Canadian Mineral Rights. (Copy attached as Appendix “C”).
14. Mr. Rowley advised that he considered existing Canadian legislation and regulations and the terms of the Statement of Conditions for the establishing of the DEW Line adequately protected Canadian rights and that no further action was necessary.
15. Decision - The Committee noted that no specific provision was required to protect Canadian mineral rights.
16. Action - Subject closed.
17. Information - VCAS/CTel (Attn: A/C Hendrick).

USE BY USAF OF RCAF STATION – FROBISHER BAY

18. The Chairman advised the Committee that there are indications that the USAF will be requesting the use of the RCAF Station at Frobisher Bay as a Staging Base in support of the construction phase and to erect hangars, mess halls, etc., for use during the construction of the DEW Line. He stated that it is the feeling of DND that the existing exchange of Notes and the draft Statement of Conditions provide adequate authority for this and for the protection of Canadian rights at the site.

19. The question of the disposition of buildings on completion of the DEW Line was discussed. Transport and Northern Affairs and National Resources representatives stated their Departments were interested in the possible retention of the buildings for future use in the area and for “Re-supply” during the operational period.

20. W/C Hunt stated that most of the buildings in the area are of a temporary construction and assumed the ones which will be constructed for use on DEW Line will also be of a temporary nature. He further stated that the USAF, in addition to the expected request for facilities to assist in the construction of the DEW Line, may indicate additional requirements for permanent buildings, such as a control tower, because of the increase in use of the base.

21. Mr. Loughhead pointed out that the Committee’s present concern with buildings is the need for them in connection with the construction of the DEW Line. Any future use of these buildings would be decided upon at a later date, when the operational and maintenance phases were being considered. He was of the opinion that no building would be disposed of until consideration had been given to continued use and all interested Departments consulted.

22. Decision - The Committee noted the possibility that a request will be received from the USAF at an early date for permission to use the RCAF Station at Frobisher Bay and construct certain temporary facilities to facilitate construction work on the DEW Line, and requested that RCAF keep the Committee informed of developments.

23. Action - VCAS/DAPS (W/C Hunt)

AVAILABILITY OF SITE AT CAMBRIDGE BAY

24. The Chairman stated that Northern Affairs had drawn attention to the fact that the certain land had been reserved for the Department of National Defence at Cambridge Bay in the past. He further stated that the reservation had been examined by DND. The Department of National Defence has no objection to the reserved area being used for a site on the DEW Line.

25. W/C Hunt advised that Transport has shown interest regarding the site at Cambridge Bay.
26. Decision - The members noted that DND has no objection to its reservation at Cambridge Bay being used, if required, during the construction of the DEW Line.
27. Action - Subject closed.

NORTHERN AFFAIRS INTEREST IN QUESTION OF “RE-SUPPLY ARRANGEMENTS”, WITH DOT AND DND

28. The Chairman tabled an excerpt from a letter, dated 10 Feb 55, from Northern Affairs and National Resources to DND regarding the provision for “Re-Supply Arrangement” in the Statement of Conditions for the DEW Line. (Copy attached as Appendix “D”). He suggested that, if the Committee agreed the necessary action could be taken to include Northern Affairs and National Resources as a third party with primary responsibility in this connection.
29. Decision - The Committee agreed that Northern Affairs and National Resources should be included as a third Canadian participant in “Re-Supply Arrangements” in the Statement of Conditions for the DEW Line.
30. Action - Chairman - letter to Northern Affairs.

CHANNELLING OF CORRESPONDENCE

31. Mr. Loughhead requested that all correspondence with Western Electric, the primary contractor for the DEW Line, be addressed as follows:

UNCLASSIFIED CORRESPONDENCE:

Mr. V.W. Farley
Western Electric
195 Broadway Ave.,
New York City, 7,
New York, U.S.A.

Copy to:

RCAF Projects Officer,
c/o Western Electric Co.,
220 Church Street,
New York 13,
New York, U.S.A.

CLASSIFIED CORRESPONDENCE:

To be forwarded by External Affairs Diplomatic Bag to:

The Canadian [Consul] General
for the RCAF Project Officer,
220 Church Street,
New York 13,
New York, U.S.A.

32. Decision - The Committee noted the above addresses to be used on all correspondence with Western Electric.
33. Action - All Departments; subject closed.

PARTICIPATION BY ESKIMOS – CONSTRUCTION AND OPERATION

34. Mr. Rowley, Northern Affairs, reported that his Department was concerned at the present time as to the number of Eskimos that might be employed during the construction of the DEW Line. It was his opinion that the numbers should be limited to those that could be employed in the subsequent maintenance phase so as not to create a long term problem of re-adjustment.
35. W/C Hunt advised that it would be impossible to answer this question at the moment as it has not been determined whether the Line would be operated by military or civil personnel or a combination of both.
36. Decision - The members noted the remarks of Northern Affairs representative as to his Department's concern with the employment of Eskimos on the Line.
37. Action - Subject to be reviewed at a later date.

MEETING OF ENGINEERS IN N.Y. – CO/ORDINATION OF WORK

38. The Chairman advised the members that he had been informed by W/C J.A. Wiseman, RCAF Project Officer at Western Electric Co., that a meeting of Engineers was to be held in New York on 23 Feb 55 to determine more precisely the location of DEW sites. This should clarify certain details of interest to the Committee.
39. Decision - The members noted that a meeting of the Engineers had been called for 23 Feb 55 to fix more precisely the on-site locations for the DEW Line.
40. Action - All Departments to take appropriate action on reports when received as applicable to their respective Departments.

FIRE ARMS – USE IN NORTHERN COUNTRY

41. Mr. Rowley, Northern Affairs and National Resources, advised the Committee that his Department was concerned with the protection of wild life in the north country against wanton destruction by persons employed on the DEW Line. To this end, his Department had written to the principal contractor, with copies to all sub-contractors, advising of the regulations regarding the use of fire arms and the conditions of employment contractors must insist on so that an effective control can be exercised to protect wild life [*sic*].

42. Decision - The members noted the remarks of the Northern Affairs and National Resources representative regarding action being taken to protect wild life in the north country during the construction of the DEW Line.

43. Action - Subject closed.

OPERATION AND MANNING – DEW LINE

44. Mr. Barton, External Affairs, stated that the Committee should be aware of any proposals afoot that were collateral to its work and contribute in any way to see that they were [expeditiously] dealt with, so that Canadian rights would be protected. By way of example, he pointed out that training of maintenance personnel would soon be a problem. The USAF, having built the DEW Line, might be anxious to get out from under the operation of the Line. If Canada did not anticipate and develop a policy on this subject, it could be at a disadvantage if the USAF obtained the initiative.

45. W/C Hunt reported that a study of this problem is being made by the RCAF.

46. Decision - The members noted that the RCAF were engaged in the preparation of a study of the operational and maintenance phase of the DEW Line.

47. Action - RCAF - to report at a later date.

<C.B. Smith>

(C.B. Smith)

Secretary,

Distant Early Warning Co-ordinating Committee

**Appendix "A" to Minutes of Meeting of DEW Co-ordinating
Committee held 23 Feb 55**

DRAFT

Distant Early Warning Project Co-ordinating Committee

1. The Draft Statement of Conditions to Govern the Establishment of a Distant Early Warning System in Canadian Territory provides for discussions with and participation of interested Canadian Government agencies in various aspects of the project and matters covered in the statement of conditions. While it is agreed that the primary responsibility for certain activities rests on specific departments or agencies, there are other activities which require the attention of and consideration by more than one department.
2. The establishment of a Co-ordinating Committee has been considered necessary to provide a means of consultation and co-ordination of activities between the officers of departments and agencies where appropriate, on matters concerning the D.E.W. Project which involves more than one department. The Co-ordinating Committee will not be responsible for or exercise executive authority on subjects recognized as the responsibility of specified departments.
3. Within the area of its responsibility, the principal objectives of the Committee will be to:
 - (a) facilitate and expedite inter-departmental consultation on the D.E.W. Project as required;
 - (b) ensure that reports received from the D.E.W. Project Office and departmental reports of general interest are circulated to responsible departments;
 - (c) consider points of interest arising from the fortnightly reports prepared by the Project Office and current reports which may be prepared by departments.
4. The Committee will be composed of:
 - (a) Representatives of the Department of National Defence, and drawn, as appropriate from the RCN, RCAF, and Deputy Minister's Office;
 - (b) Representatives named by the Deputy Ministers of the Departments of Defence Production, External Affairs, Finance, Labour, Northern Affairs and

National Resources, National Revenue, Transport and the Clerk of the Privy Council;

- (c) Representatives of other Departments or agencies which may be involved or interested in various aspects of the Project.

5. The Chairman of the Committee will be designated by the Department of National Defence

Ottawa, February 18, 1955.

Appendix "B" to Minutes of Meeting of DEW Co-ordinating Committee held 23 Feb 55

S E C R E T

February 22, 1955.

DRAFT TELEGRAM TO WASHINGTON

Reference: Your WA-280 of February 17, 1955.

Subject: DEW Line draft conditions

Our comments on Horsey's proposals for changes in the draft condition are as follows:

Paragraph 6. Canadian Law

Officials in External cannot agree to Horsey's proposal but we are prepared to recommend to Ministers either of the two following changes, depending on his preference. The first alternative would be to delete "Canadian law will apply to all phases of the project in Canada" and [substitute] "Nothing in this Agreement shall derogate from the application of Canadian law in Canada". The second alternative is simply to delete the phrase "to all phases of the project in Canada".

Paragraph 13(g). Local disposal in the North

Officials concerned will recommend to Ministers the acceptance of the amendment proposed by Horsey. We will also wish to have an additional sentence added to read as follows: "If any requirement by the Department of Northern Affairs and National Resources under this provision is considered by the U.S. authorities to be unreasonable or unnecessary, the Department will consult with the appropriate U.S. authorities to determine whether, in the opinion of the Department, the requirement could be modified or withdrawn."

Paragraph 14. Canadian Customs and Immigration

We agree to the change proposed by Horsey.

Paragraph 15. Use of air strips

There is complete unanimity of official opinion here that Horsey's proposed amendment is unacceptable. So far as we are concerned the RCAF must be the responsible authority for determining whether or not the use of an airstrip by a civil air carrier would conflict with military requirements. The RCAF will, of course, consult the USAF as provided in the final sentence in the paragraph. The USAF will have to rely on the good sense and judgment of the RCAF thereafter.

Paragraph 19. Taxes

We are not sure just what Horsey wants. We assume he is referring to the statement in the Journal of the January, 1954, meeting of the PJBD, which reads as follows: "The Canadian Chairman stated his belief that the Canadian Government, in consideration of this problem, would be guided by the principle that it was undesirable that any Canadian taxing authority should make a profit on United States defence activities undertaken in Canada in the mutual defence interest of both countries." This statement should, however, be related to that made in the Journal of the January, 1955, meeting of the Board, which reads as follows:

"The External Affairs Member said that his department would do what it could to assist the United States Government in this matter. He pointed out, however, that the legal basis for the exemption of contractors' equipment and supplies from provincial taxation was far from clear and that in any case questions of this type tended to raise difficulties in Federal-Provincial relations. He was, therefore, unable to say how far the Canadian Government would be prepared to press the issue against provincial and municipal authorities."

It is for these reasons, and because experience has shown that representations we have made to provincial authorities on this question have met with indifferent success, that we are not prepared to give any formal undertaking or any new informal undertaking with respect to provincial and municipal taxation.

2. We assume that sooner or later this Exchange of Notes will probably be declassified. Since, for domestic reasons, we do not wish to draw attention to the existence of the Joint U.S.-Canadian understanding entitled "Procedures Governing Operations of U. S. Military Aircraft in Canadian Territory on Point-to-Point Transport Tasks", we propose that the final sentence of paragraph 17 be deleted from the agreement itself and be covered by a collateral exchange of letters.

3. Please impress on Horsey that each time the U.S. authorities propose further changes it makes it more difficult for us to resist further suggestions for changes by Canadian departments. Finally, you might tell him that as soon as the U.S. authorities are prepared to accept the text we will obtain the final approval of Ministers with a view to completing the exchange at an early date.

SECRETARY OF STATE FOR EXTERNAL AFFAIRS.

**Appendix "C" to Minutes of Meeting of DEW Co-ordinating
Committee held 23 Feb 55**

S096-112 (CTel)

C O P Y

M E M O R A N D U M

17 Feb 55

CPlansI

DEW Line - Canada-U.S. Agreement

1 So far as I am able to recall the proposed Canada-US Agreement in the DEW line project makes no specific provision for the protection of Canadian mineral rights.

2 The question arises whether a US national would be permitted to stake claims and file these in the name of local Canadian inhabitants having paid a fee for this service with no strings attached. If Canadian law allows this practice there seems to be the possibility that a bonanza fall into US hands gratuitously.

3 We must accept the fact that US nationals employed on the DEW line will take advantage of any opportunities afforded while in the land of milk and honey.

(sgd) (M.M. Hendrick) A/C,
CTel
(6627)

...

**Appendix "D" to Minutes of Meeting of DEW Co-ordinating
Committee held 23 Feb 55**

Since dictating the above, I have been checking through the various items in the Statement of Conditions for the DEW Line, and there is one further comment I would wish to make with regard to the allocation of subjects. "Re-supply Arrangements" are allocated to D.N.D. and D.O.T. I would like to have the Department of Northern Affairs added as a third party here. You will recall that at our various meetings I emphasized most strongly the importance of participation in the re-supply arrangements in view of the implications that they could have for the general transportation and communications facilities, and for administrative and other civil purposes in the North. This Department has a very great interest in this subject and I would ask that it be added as a third party with primary responsibility in this connection.

Signed: R.G. Robertson

2. DEW Line Coordinating Committee Progress Report No. 1, 21 March 1955

March 21, 1955.

DEW LINE CO-ORDINATING COMMITTEE PROGRESS REPORT – NO. 1

Draft Agreement

The latest Canadian comments as conveyed to the U.S. are generally acceptable to the U.S. However, further discussions are in progress regarding paragraph 13(g) which deals with the restoration of sites, disposition of equipment, etc. when no longer used for the Project.

Consideration is being given at Ottawa to suggesting the declassifying of the draft Statement of Conditions governing the construction of the Line.

Siting

Following an examination of approximate locations as indicated on recently received maps, the Department of Northern Affairs and National Resources have given clearance of the majority of the approximate locations and this information was passed on March 16th, to the U.S.A.F. and the Western Electric Co. through the Joint Project Office. Questions raised by Northern Affairs regarding the sites at Hall Lake (Igloodik), Fox 2 and Fox E have been referred to the U.S.A.F. and Western Electric Co. for consideration and clarification.

The detail siting approvals will follow on from consideration of the ground surveys.

Western Electric Co. have six siting parties at work and the Department of Northern Affairs and National Resources have one man with each of the two main contractors and another temporarily located at Churchill to work with Mr. Branion of Western Electric Co. who is also at Churchill. An R.C.M.P. Constable is participating in one of the U.S.A.F./R.C.A.F. ice survey teams, acting on behalf of the Department of Northern Affairs. Mr. Ashoff of Western Electric Co. will meet in Ottawa with representatives on the siting situation, on March 22, 1955.

Construction

A number of meetings have been held at the Project Office in which Canadian representatives participated. Building and material specifications, standardization of electrical and plumbing items have all been discussed. Sub-

contracts for building panels have gone to Canadian companies. Fire panels are now to be a plastic impregnated plywood panel (Harborite) which will have a two-coat fire [preventative] paint on each side. Several Canadian companies are submitting proposals for hangars and garages. The size of the hangars has been increased, to provide handling space for aircraft of the C123 type.

Plans for the proposed buildings have been provided to the R.C.A.F. They are, generally, of types not used by the Canadian Services but are considered to be suitable for the area.

Canadian representatives at the Project Office have been requested to indicate that account should be taken of the Canadian accommodation requirement during the construction phase of the Line as follows:

R.C.M.P. - Accommodation at each main station for 1 man, plus a small working area. Plans for additional requirements will be formulated at a later date.

D.O.T. - Accommodation for the occasional transient official at the main stations. D.O.T. are taking up directly with the contractor, additional departmental requirements at Padloping and Igloolik (Hall Lake) for radio and meteorological and rawinsonde stations respectively.

Northern

Affairs - Likely requirement is for one official at each main station and for the occasional transient officials. Additional requirements will be developed at a later date.

D.N.D. - Accommodation at each main station for one R.C.A.F. officer. Any additional requirement will be advised at a later date.

At a recent meeting common points of interest on the DEW and Mid-Canada Lines were discussed. R.C.A.F. and Bell Telephone Co. representatives concerned with the Mid-Canada Line were present at the meeting which indicated increasing evidence of the necessity of continuing consultation between the DEW and Mid-Canada management contractors. It is understood that the main erection work on buildings is planned by the contractors for 1955, following which the finishing will be undertaken.

Transportation

Sea – Atlantic

The U.S.N. - Military Sea Transport Service, have supplied an Operation Plan which has been referred to the Canadian Maritime Commission for consideration in [consultation] with the Department of

Transport and other interested departments. Advice had been received informally that the U.S.N. - M.S.T.S. have now decided not to employ commercial freighters in the Atlantic Convoy and that all vessels will be U.S. government-owned. A letter requesting approval is expected shortly. Due to delays in air transport, the sea convoys may have to be larger than those originally planned.

Air Transportation

It is reported that the air lift plans are running into difficulties which are jeopardizing the time schedule on the Project. These include slow progress on ice reconnaissance preparatory to the U.S.A.F. flying in C124's, transporting tractors to clear landing strips, the supply of ski-equipped DC3's, etc. It appears that the U.S.A.F. may have to carry a greater load of the air lift in the next three months than originally planned, due to Maritime Central Airways and their associates not having sufficient equipment for the initial phase of the construction programme, particularly in the eastern sector. Various matters concerning the air lift are under current review by the carriers, D.O.T. and the Air Transport Board.

Security

An ad hoc working group including representatives from the Departments of National Defence, External Affairs, Defence Production and the U.S.A.F. are preparing a draft security guide for consideration.

Procurement

Commitments by Western Electric Co. to March 4, 1955 were \$32,468,820.

UHF lateral equipment - proposals are being considered including those from Canadian Marconi and Northern Electric.

Considering the urgency of the initial construction phase which results in need for early availability of material, possible Canadian suppliers are being given reasonable consideration in the opportunity to quote. Discussions are proceeding on the standardizations of certain items, such as plumbing.

Contractors Communications Lines

Foundation Co. have arranged for a teletype circuit with Bell Telephone Co. to serve Halifax, Mont-Joli, Montreal, Ottawa, Winnipeg and Churchill and with Canadian Marconi for a service from Mont-Joli to Knob Lake and Frobisher. Northern Construction Co. have awarded a contract to Canadian Marconi (approximately \$1,000,000) for installation and operation of electronic equipment during the construction phase.

Radio, Meteorological Services

These are being arranged by the Department of Transport and the R.C.A.F. to the greatest extent possible. At certain points where the D.O.T. and/or R.C.A.F. have been unable to supply meteorological services, the U.S.A.F. have been requested to arrange for the needed services.

Rearward Communications (Relay Stations)

The management contractors for the DEW and Mid-Canada Lines (Western Electric Co. and Bell Telephone Co. of Canada respectively) are currently considering the selection of sites for DEW Line relay stations. The feasibility and degree of integration of these facilities for the DEW system with those of the Mid-Canada Line are being investigated.

Transfer of U.S.A.F. Responsibility

U.S.A.F. executive management responsibility for the Project has been transferred from Air Research and Development Command to Air Materiel Command, with effect from March 15, 1955.

Service Participation

The Services are co-operating with and giving all possible assistance to those agencies responsible for various aspects of the Project provided that such assistance does not impair service activities or commitments.

It has been arranged that requests for R.C.A.F. assistance with respect to air support and major equipment should be made through the Joint Project Office. Normal accounting procedures are being followed for items and services supplied to outside agencies during construction operations and the Services are not normally supplying items or services which are readily obtainable on the civilian market.

The R.C.A.F. is providing assistance by way of accommodation, hangarage, P.O.L. etc., both to the civilian air carriers and the U.S.A.F. at a number of points. The Army are providing assistance, to date mainly consisting of accommodation, etc. at Churchill.

Expenditure by Canada

The Departments carrying out responsibilities arising from the construction of the DEW Line are assuming any expenditures in connection with their activities from their appropriations.

In order that some indication of the extent of the financial impact of Canadian participation may be available, the Department of National Defence

has arranged for the Services to maintain “memorandum accounts” of readily identifiable costs, in a form which will not require the introduction of new and elaborate accounting procedures. Recoverable expenditures are being handled in the usual manner for such charges. Other departments may consider it desirable to adopt a similar procedure.

Customs and Excise

Order in Council P.C.1955-1/350 of March 12, 1955, provides for the remission of duties and taxes on Project 572 (The DEW Line) consisting of:

1. Remission of Customs duties, sales and excise taxes on goods imported into Canada solely and exclusively for the construction, maintenance and operation of Project No. 572.
2. Remission of sales and excise taxes on goods purchased in Canada solely and exclusively for the construction, maintenance and operation of Project No. 572.
3. Refund by way of drawback of Customs duty paid on imported goods used or directly consumed in, wrought into or attached to any articles or goods manufactured in Canada and delivered solely and exclusively for the construction, maintenance and operation of Project No. 572.

Provided that the above importations and purchases to qualify for remission must be authorized by and certified to by one of the following as being or becoming and remaining the property of the U.S. Government and solely and exclusively for the construction, maintenance and operation of Project No. 572:-

- (a) an authorized representative of the U.S. Government, or
- (b) the authorized agent of the U.S. Government, that is to say, the Western Electric Company Incorporated, or
- (c) an authorized representative of a Canadian Government department or Crown Agency acting on behalf of the U.S. Government.

Provided further that the importations and purchase to which this remission applies be in accordance with regulations prescribed by the Minister of National Revenue and that disposal or transfer of these goods to other use or for other purposes in Canada be in accordance with the U.S.--Canada

Agreement for disposal of U.S. excess property in Canada and subject to the approval of the Minister of National Revenue.

The Department of National Revenue (Customs and Excise) have issued instructions, giving effect to the above, to their customs officials at border points.

Cost Audit

The Canadian Treasury cost Inspection and Audit Section, Ottawa, will be undertaking the audit function for all DEW project contracts placed with Canadian companies.

Northern Affairs and National Resources

In addition to the work on siting, as mentioned above, the Department of Northern Affairs and National Resources have passed to Western Electric Co. and the main Canadian contractors, copies of various ordinances affecting the area and other supplementary material. The Department have also established effective liaison with Foundation Co. of Canada and Northern Construction and W.J. Stewart Co.

<G.Y. Loughhead>

Chairman,

DEW Line Co-ordinating Committee.

3. DEW Line Coordinating Committee Minutes of the 2nd Meeting, 13 April 1955

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

Minutes of the 2nd Meeting
held in the Minister's Board Room, 2200 "A" Bldg.,
on Wednesday, 13 April, 1955, at 0915 hours.
and incorporating Progress Report No. 2

PRESENT

Chairman	Mr. G.Y. Loughhead	National Defence - ADM(F)
Members	W/C G.R.M. Hunt	RCAF - VCAS/C Plans I
	Mr. G.W. Rowley	Northern Affairs
	Mr. W.H. Barton	External Affairs
	Mr. R.G. MacNeill	Finance
	Mr. H.S. Johnstone	Labour
	Miss R.E. Addison	Defence Production
	Capt. F.W.T. Lucas	RCN – Asst. VCNS
	Col. G.A. Turcotte	Army – DMO&P
	Mr. J.E. Devine	Transport
Recording Secretary	Mr. C.B. Smith	National Defence - DM Secretariat

<u>ALSO PRESENT</u>	S/L J.A. Arnott	RCAF - VCAS/C Plan I
	Mr. H.E. Walsh	Transport
	Mr. R.L. Bolduc	Transport

CONTENTS

- I. Approval of Minutes of the 1st Meeting
- II. Administration – Membership
- III. Operation and Manning – DEW Line
- IV. Progress Report No. 2
- V. Date of Next Meeting

DEW Co-ord. Committee - Minute of the 2nd Meeting held on 13 Apr 55

APPROVAL OF MINUTES OF THE 1ST MEETING

1. Decision - The members approved the Minutes of the 1st Meeting, dated 23 February, as circulated, and noted Progress report No. 1

dated 21 March, which was distributed to all interested departments, and that the Department of Northern Affairs and National Resources had requested that reference be made to a letter which that Department had sent to Western Electric Co. on measures to protect the health and welfare of the Eskimoes.

ADMINISTRATION – MEMBERSHIP

2. Decision - The members noted memoranda from the Navy and Army respectively, advising that Captain F.W.T. Lucas, Assistant Vice-Chief of the Naval Staff will be the Navy representative on the DEW Co-ord. Committee, the alternative representative to be Captain W.M. Landymore. Col. G.A. Turcot, Director of Military Operations and Plans to be the Army representative. The Chairman reported that he had been speaking with the RCMP who have advised that while they are desirous of receiving copies of the agenda, minutes and reports on the DEW Co-ord. Committee they would advise if and when they will be sending a representative to the meetings.
3. Action - Subject closed.

OPERATION AND MANNING – DEW LINE

(Previous reference – Item XI of the 1st Meeting)

4. Decision - The members noted that the RCAF study on possible participation of the operation and manning of the Distant Early Warning Line has been completed and is now with the Chiefs of Staff for consideration.
5. Action - W/C Hunt to report decision of Chiefs of Staff.

PROGRESS REPORT NO. 2

6. Information concerning and progress with respect to the Distant Early Warning Line was provided and certain points have been summarized as follows:

U.S. - Canada Draft Agreement

The draft Statement of Conditions to govern the establishment of the DEW System is still under discussion with the United States Authorities. There is general agreement on the text of the proposed statement with the exception of para. 13 (g) in the present draft. Revised wording has been suggested by Canada and forwarded to Washington. It is proposed that this section, which covers building equipment and their removal and site restoration be dropped from the Statement of Conditions and included in a

separate supplementary note. Also to be included in the supplementary note is the question of the use of military aircraft which shall be in accordance with the provisions of the Joint United States - Canadian understanding entitled "Procedures Governing Operations of U.S. Military Aircraft in Canadian Territory on Point-to-Point Transport Tasks", attached as Appendix "A" to the Journal of the January 1954 meeting of the Permanent Joint Board on Defence.

Customs and Excise

The remission of duties and taxes for material imported into Canada and of material purchased in Canada for the construction, maintenance and operation of the System, has been authorized by Order in Council P.C. 1955-1/350 dated March 12, 1955.

Sea Lift

The proposed U.S.N. M.S.T.S. Sea Lift during the coming summer was discussed at a recent meeting in Ottawa arranged by the Chairman of the Canadian Maritime Commission and attended by representatives of various departments and the U.S. Navy. The U.S.N. have requested waiver of normal restrictions on the use of foreign ships in Canadian Coastal training to permit the use of U.S. owned and manned vessels in the Atlantic Sea Lift which will move to Halifax to pick up cargo and be ready to depart from Halifax on July 25th. The ships which the U.S. propose to use are being recalled from M.S.T.S. services elsewhere and will be replaced in M.S.T.S. operations by other U.S. Government-owned ships. M.S.T.S. will use six U.S. Government-owned and Civil Service manned victory ships, one U.S. Government-owned and civilian manned victory ship in the Pacific Sea Lift from Seattle and ten victory ships in the Atlantic Sea Lift.

The ships in the Atlantic Lift will pick up some cargo from U.S. ports including Philadelphia and move to Halifax. The cargo picked up at U.S. ports will be redistributed between ships and cargo being assembled at Halifax will be loaded, on the basis of specific ship assignments, so that to the greatest extent the requirements for single stations or stations in one area will be carried on one or at least on a minimum number of vessels.

It has been indicated that the Canadian authorities are likely to consider favourably, the U.S. request but that it be granted initially for a one year period.

Sites

Procedures have been worked out between the Department of Northern Affairs and National Resources and the contractors for the clearing and approving of sites. Based on an examination of maps, the Department have

given clearance for the majority of the approximate locations and are proceeding with the contractors in the selection of detail and precise locations following detailed site surveys. The Department have drawn to the attention of the USAF and the contractors, certain points regarding the sites at Hall Lake (Igloodik) Fox 2 (Anderson Bluff - Longstaff Bluff) and Fox E.

Site Names and Designations

The Department of Northern Affairs have under discussion with the Board of Geographical Names, the names which have been used to date on several maps and also the spelling of several other names so that the uniform agreed procedure between Canada and the United States may be followed.

Road in Yukon Territory

The Department of Northern Affairs have drawn attention to the fact that approximately 100 miles of road in the Yukon Territory was constructed without the knowledge of that Department. This fact has been drawn to the attention of the contractor through the Project Office with a request for an explanation and the planning for the future use of the road.

Security

A draft of a security instruction has been prepared and is under discussion in the Department of National Defence.

Transportation

Approval has been given to Alaska Freight Lines for the carriage of freight by snow train from Alaska into Canada for stations as far east as Station No. 6. The approval was given based upon two factors - (a) that the movement of freight in this manner by Alaska Freight Lines would in no way affect the movement of freight by the Northern Transportation Company and associates via the Mackenzie River and the movement of freight by air by Canadian Commercial Air Carriers. (b) that representatives of the Alaska Freight Lines would meet with the Department of Northern Affairs at Ottawa for guidance from that Department on matters affecting an operation of this nature in Northern Canada.

Air Lift

The USAF, in view of the urgency of the Air Lift situation, are taking an active part in arranging the Air Lift effort, integrating their own activities into the overall operations, the capacity represented by Canadian Commercial Carriers. This is being done by the establishment of the USAF Office in Montreal.

The Air Transport Board have authorized Maritime Central Airways to enter a contract with Flying Tiger Lines Inc. for the use of three DC4

aircraft and five C46 aircraft to participate in the DEW Line Project. The Board's authority for participation after May 1, 1955, will be contingent on assessment of requirements after that date.

As of 11 April 55 total tonnage required to be air lifted into the Eastern Canadian Section amounts to 11,658.5 tons. Of this amount a first priority lift is made up as follows:

Commercial Carriers	3910 tons
USAF	4420 tons

A second priority has been assigned to the remainder, i.e., 3,326.5 tons. As of 11 April 55 tonnage delivered into sites on the Eastern Canadian Section amounts to 576 tons.

In the Western Canadian Section the tonnage to be air lifted is 9,700 tons as of 11 April 55. Of this amount the Commercial Air Carriers are to lift 5,700 tons. The USAF are responsible for the remaining 4,000 tons. To date 2,265 tons have been delivered.

With regard to ice landing strips in the Western Canadian Section, six are open for C124 operations. All ice strips at auxiliary and main sites except those at CAM 1 and 2 have been cleared for C124 operations. (Copy of DEW Line Station Brevity Code attached as Appendix "A").

In the Eastern Section two strips have been used by C124's, West Baffin Island and Hall Lake. However, at Hall Lake the ice strip is now unserviceable for C124's because of pressure cracks in the ice of Fox Basin. This strip is still satisfactory for C46 and C47 operations.

Ice survey teams have cleared 6 ice strips in the Eastern Section for C124's but these ice strips still have to be lengthened for C124 operations.

The USAF have set up a co-ordinating office in Montreal to control all USAF air lift on the DEW Line. Aircraft have been allotted as follows:

Mont-Joli	6 C124
Frobisher Bay	5 C119
Churchill	8 C124
Edmonton	7 C124

Mr. Bolduc, Department of Transport, reported that on a recent visit to Mont-Joli many Commercial aircraft were idle on the ground because material to be lifted was not available. This was considered to be a problem of the Foundation Company and very little could be done by the Committee to help this situation. However, from the reports received it was felt that this

situation would be corrected very shortly, in view of an anticipated up swing in the receipt of material to be used on the DEW Line.

Rearward Communications

The Western Electric Company's plan was that relay stations should be established in Canada at Fort Nelson, Amery (100 miles south of Churchill) Knob Lake or Fort Chimo and Saglek. HQ USAF have developed a revised or alternate plan for rearward communications from the DEW Line which will ensure that it and the Mid-Canada Line become an integrated system and HQ USAF have advised Western Electric Company to plan the DEW Line rearward communications accordingly.

Oil Supply

Western Electric Company have advised informally through the Project Office that oil samples tested from the Imperial Oil Facility at Norman Wells are considered to be satisfactory. The Imperial Oil samples were type P-40 Formula 13-002.

Procurement

Commitments to March 28, 1955 amount to \$46,000,000. Miss Addison, DDP, reporting on the purchasing situation, advised that every effort was being made to ensure that Canadian contractors had an opportunity to bid. However, in view of the short lead-time it is not always possible for contractors to meet delivery schedule. She further stated that the US contractors, because of their familiarity with the equipment and in some cases because of their participation in development and experimental work were in a very good position to quote when invitations to tender are invited. She assured the members that a considerable number of contracts had been let to Canadian contractors. As for electronic equipment no contracts have been let so far in Canada for major electronic equipment. It is expected that a report on the situation will be available shortly and copies will be forwarded to all concerned.

Participation by RCAF

The RCAF are maintaining the airfield at Norman Wells to the end of the spring air lift (approximately May 31, 1955), notwithstanding the transfer of the airfield to the Department of Transport which was approved by Order in Council effective April 1, 1955. D.N.D. have undertaken this extension because of the inability of the Department of Transport to provide the necessary services but on the understanding that D.N.D. will not be responsible after the DEW requirement is met.

The RCAF have provided assistance at Mont Joli by the assignment of meteorological personnel.

A measure of search and rescue coverage for air operators is being provided by the RCAF through the assignment of two Otter Aircraft for the duration of this winter's Air Lift. One of these aircraft will be based at Coral Harbour, the second at Yellow Knife.

DATE OF NEXT MEETING

7. Decision - It was decided that the next meeting of the Committee should be at the call of the chair.
8. Action - The Chairman.

<C.B. Smith>

Recording Secretary

Distant Early Warning Co-Ordinating Committee

Appendix "A" to Minutes of Meeting of DEW Co-ord Cttee held 13 Apr 55.

Issue #2

February 11, 1955

SECRET

DEW Line Stations Brevity Code

(Reference to individual stations by code designation is unclassified)

1. A code name of three letters only indicates a Main Station.
2. A code name of three letters followed by a number suffix indicates an Auxiliary Station.
3. A code name of three letters followed by a letter suffix indicates an Intermediate Station.
4. A code name of three letters followed by a letter and a number suffix indicates one of the 4 existing Intermediate Stations in the original Experimental section of the Line.
5. The Auxiliary and Intermediate Stations take the three letter code name assigned to the Main Station lying to the west of the Auxiliary or Intermediate Station concerned. An exception is the Auxiliary Station at Cape Lisburne which provides the code name for the stations lying between Cape Lisburne and Point Barrow.

6. The Auxiliary and Intermediate stations are numbered and lettered consecutively from the Main Station which provides the three letter code name.

<u>NAME</u>	<u>CODE</u>	<u>STN NO.</u>	<u>NAME</u>	<u>CODE</u>	<u>STN NO.</u>
* Cape Lisburne	LIZ 1		Young Pt.	PIN 2	12
Cape Sabine	LIZ A		Bernard Harbour	PIN C	13
Point Lay	LIZ 2		Lady Franklin Pt.	PIN 3	14
Icy Cape	LIZ B		Ross Pt.	PIN D	15
Wainwright	LIZ 3		Unnamed Pt.	PIN 4	16
Peard Bay	LIZ C		Cape Peel	PIN E	17
Point Barrow	POW		Cambridge Bay	CAM	18
Cape Simpson	POW A		Sturt Pt.	CAM A	19
Lonely	POW 1		Jenny Lind Isl.	CAM 1	20
Kogru River	POW B		Hat Isl.	CAM B	21
Oliktok	POW 2		King Wm. Isl.	CAM 2	22
McIntyre	POW C		Matheson Pt.	CAM C	23
* Bullen Pt.	(NAW) POW 3		Shepherd Bay	CAM 3	24
* Brownlow Pt.	(NAIW) POW D-1		Simpson Lake	CAM D	25
* Simpson Cove	(NMIW) POW D-2		W. Simpson Pen.	CAM 4	26
* Barter Isl.	(NMS) BAR		E. Simpson Pen.	CAM E	27
* Aschoff Cape	(NMIE) BAR A-1		W. Melville Pen.	CAM 5	28
* Demarcation Pt.	(NAIE) BAR A-2		Mid Melville Pen.	CAM F	29
* Bagnall Beach	(NAE) BAR 1		Hall Lake	FOX	30
Kay Pt.	BAR B	1	Rowley Isl.	FOX 1	31
Shingle Pt.	BAR 2	2	Bray Isl.	FOX A	32
Tununuk	BAR C	3	Foley Isl.	FOX 2	33
Tuk Tuk	BAR 3	4	W. Baffin Isl.	FOX B	34
Atkinson Pt.	BAR D	5	Mid Baffin Isl.	FOX 3	35
Nicholson Pen.	BAR 4	6	Ekalugad	FOX C	36
Horton River	BAR E	7	Cape Hooper	FOX 4	37
Cape Parry	PIN	8	Kivitoo	FOX D	38
Pearce Pt. Harbor	PIN A	9	Broughton Isl.	FOX 5	39
Clinton Pt.	PIN 1	10	Padloping Isl.	FOX E	40
Clifton Pt.	PIN B	11	Cape Dyer	DYE	41

* Existing Installations

C5-61030

4. DEW Line Coordinating Committee Progress Report No. 3, 19 May 1955

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 3

19 May 1955

DISTRIBUTION

MEMBERS

- | | | |
|-----------|------------------------------------|----------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughhead) |
| 2. - 16. | VCAS/DAPS | (Attn: W/C G.R.M Hunt) |
| 17. | DMO&P | (Attn: Col. G.A. Turcot) |
| 18. | Assistant VCNS | (Attn: Capt. F.W.T. Lucas) |
| 19. - 20. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 21. | Dept. of External Affairs | (Attn: Mr. W.H. Barton) |
| 22. | Dept. of Finance | (Attn: Mr. R.G. MacNeill) |
| 23. | Director Employment Service | (Attn: Mr. J.W. Temple) |
| 24. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 25. | Dept. of Citizenship & Immigration | (Attn: Deputy Minister) |
| 26. | Dept. of Defence Production | (Attn: Miss R.E. Addison) |
| 27. | Dept. of Transport | (Attn: Mr. J.E. Devine) |

INFORMATION

- | | | | |
|-----------|-----|---|---|
| 28. - 29. | DND | Chairman, Chiefs of Staff | |
| 30. | | CNS | (Attn: V Adm. E.R. Mainguy) |
| 31. | | CGS | (Attn: Lt. Gen. G.G. Simmonds) |
| 32. | | CAS | (Attn: A/M C.R. Slemon) |
| 33. | | Under Secretary of State for External Affairs | (Attn: Mr. J. Leger) |
| 34. | DND | Chairman, DRB | (Attn: Dr. O.M. Solandt) |
| 35. | | Chairman, CJS(W) | 2540 Massachusetts Ave. N.W. Washington, D.C. |
| 36. | | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 37. | | CNTS/WOC | (Attn: Capt. J.B. Roper) |
| 38. | | DQMG(W&Q) | (Attn: Col. L.G.C. Lilley) |
| 39. | | ADM(R) | (Attn: Mr. L.M. Chesley) |
| 40. | | DRB | (Attn: Chief Scientist) |
| 41. | | CG/IS | (Attn: Mr. P.S. Conroy) |
| 42. | | ADM(A&P) | (Attn: Mr. J.A. Sharpe) |

- | | | |
|-----|-----------------|---------------------------|
| 43. | JAG | (Attn: Brig. W.J. Lawson) |
| 44. | EA/C & P | (Attn: A/C F.J. Johns) |
| 45. | Chief Secretary | (Attn: Mr. Dan Wallace) |
| 46. | ADM(R)/SRE | (Attn: Mr. G.M. Luther) |
47. - 70. Spares

PROGRESS REPORT NO. 3 DISTANT EARLY WARNING LINE

Canada – United States Agreement

The statement of conditions governing the establishment of the Distant Early Warning Line has been confirmed by an Exchange of Notes, dated May 5, 1955. This exchange of notes will be tabled in Parliament on May 20, 1955.

A supplementary note dated May 5, 1955, deals with: (a) disposition of buildings, equipment or other material which are no longer to be used for the project which might have an injurious effect upon the Eskimos; (b) use of military aircraft by the United States in Canada in connection with the construction and operation of the system (to be in accordance with the Joint United States – Canadian understanding entitled “Procedures Governing Operations of United States Military Aircraft in Canadian Territory on Point-to-Point Transport Tasks”, as at Appendix “A” to the Journal of the January 1954, meeting of the Permanent Joint Board on Defence). The supplementary notes will not be tabled in Parliament.

Customs and Excise

Officials of the Department of National Revenue met with J.W. Farley of Western Electric Co. on May 2, 1955, to discuss administrative matters concerning the importation of material from the U.S. Following the meeting the Department has revised certain of the instructions issued to departmental officers, etc.

Sites

Names and designations

A number of observations regarding the use of names for locations on the DEW System, made by the Department of Northern Affairs and National Resources, in letter dated April 15, 1955, have been drawn to the attention of the U.S. authorities through the Joint Project Office. The Project Office have also been furnished with copies of the Regulations, Principles of Nomenclature & by-laws of the Canadian

Board on Geographical Names. These have been passed to the USAF and Western Electric Company.

Location of Station Fox 2

Western Electric Co. by letter dated April 12, 1955, have provided detail as to the reasons for preferring Langstaff Bluff to Anderson Bluff as the site for station Fox 2. This information has been passed to Northern Affairs and that Department have concurred in the selection of Langstaff Bluff as the site for Fox 2.

Siting Criteria

Western Electric Co. underdate of April 7, 1955, as requested by Northern Affairs have supplied a more detailed description of the siting criteria required for the detection and communications systems of the Line. This was passed to Northern Affairs under date of April 21, 1955.

Mapping

Western Electric Co. have been requested (under date of April 25/55) to have Sparton Air Services release directly to the Director of Military Survey in Ottawa all air photography, map compilations, and survey data as it becomes available. It has also been suggested that, at the conclusion of the Project, the original negatives of all air photography carried out under the Sparton contract with Western Electric Co. be turned over to the R.C.A.F. to be held by the Photographic Establishment at Rockcliffe.

Generally

Work is proceeding but has been seriously handicapped by weather conditions. This is of some concern in the Baffin area as delays in final site selection make difficult the estimating of construction equipment which must be transported in the 1955 Sea-lift. The U.S.A.F. have committed S-55 Helicopters to assist siting work in the Baffin region. Additional siting is now required south of the DEW Line due to new rearward communications requirements and resultant additional relay points. This represents additional construction as well and Western Electric Co. will require sizable quantities of freight in the summer of 1955, into Eskimo Point, Repulse Bay, Chesterfield Inlet and Coral Harbour, in addition to the large relay station which will be built near Churchill. Transport within the Hudson Bay area this summer is being considered in consultation with the Hudson[s] Bay Company and the Department of Transport.

Transportation

Air Lift

The Air Transport Board in letter to Maritime Central Airways Ltd. dated April 27, 1955, advised that the Board authorized Flying Tiger Line Inc. to continue its participation in the DEW Line Project, to May 31, 1955. Participation after May 31, 1955, will be contingent on an assessment of requirements after that date.

As, due to various difficulties (including the opening of ice strips, weather condition, etc.) the freight tonnage for movement by air before the spring break-up substantially exceeded the capability of the civil carriers, it was necessary to consider what assistance should be given to the commercial carriers by the U.S.A.F. in order to ensure that the airlift was completed successfully within the limited time available, and in a manner to allow the commercial carriers to carry cargo to their maximum capacity.

To ensure the successful completion of the spring airlift and considering the interests of the air carriers, at a meeting on April 21, 1955, chaired by the Deputy Minister of Transport and attended by officials of Foundation Co., Maritime Central Airways, the U.S.A.F. Air Transport Board, External Affairs and the Air Industries and Transport Association, it was agreed that:

- (1) assistance of the U.S.A.F. will be required to move between 2000 or 3000 tons in addition to the outsize equipment, and
- (2) details with respect to this additional cargo are to be subject to regular review and are to be worked out by the Foundation Co. and Maritime Central Airways with advisory assistance from the U.S.A.F.
- (3) regarding the Western airlift, due to the larger quantities of cargo available and the condition of certain air strips, the commercial air carriers agreed that authority should be given for the U.S.A.F. to move cargo from Fort Nelson as required. Details of the Operation are to be worked out by Canadian Pacific Airlines in consultation with Northern Construction Company.

A basic consideration in the success of the airlift was that it is estimated the condition of the ice strips would likely permit the U.S.A.F. C-124 aircraft being used until May 15 and the lighter commercial aircraft until approximately June 1.

The U.S.A.F. participation has been increased by the topping [up] of outsized loads with other cargo and by the assignment of additional C-124 aircraft to the airlift. The additional aircraft are at Fort Nelson, Namao and Churchill.

A critical situation regarding the supply of aviation gasoline at several points particularly at Churchill, has been experienced and special arrangements have had to be made for the movement of additional supplies, both by rail and by U.S.A.F. airlift. This situation is now stated to be in hand.

The effectiveness of the airlift has been insured by the installation of additional navigation aids and communications facilities at the various sites.

Ice conditions at the airstrips now require that they be kept under constant survey. The R.C.A.F. have made the services of an experienced officer available for an additional period to assist in this work.

U.S.A.F. Aircraft now allotted to the DEW Airlift are:

Mont Joli	9 C-124
Frobisher	6 C-119
	1 C-124
Churchill	11 C-124
Namao	8 C-124
Edmonton	8 C-124
Fort Nelson	7 C-124

At May 14, the combined tonnage carried by Airlift is reported as follows:

<u>Area</u>	<u>Objective</u>	<u>Carried</u>
Central	9,800 tons	8,697 tons
Eastern	9,800 "	6,066 "

During the period May – June efforts will be concentrated by the contractors on preparing gravel landing strips that can be used by commercial planes during the summer of 1955.

Sea Lift

The organization of the sea lift is well underway including the use of R.C.A.F. and U.S. Navy aircraft on ice reconnaissance. Hydrographic teams are at work and this work will be pushed as soon as ice conditions permit. H.M.C.S. Labrador will conduct survey operations in the Foxe Basin-Baffin Island areas.

The volume of material to be handled by the sea lift will depend to some extent on the success of the Spring Air-lift.

In view of the time limits for the operations imposed by the short open navigational season and the difficulties which may be encountered the Permanent Joint Board on Defence have recommended to the appropriate government Departments and the Armed Services, that the DEW Line Sea-lift

operational commanders be authorized to communicate directly with them should the need arise, in the hope that this would be of assistance to the commanders should important decisions require a rapid means of communication with the governmental departments concerned. This responsibility would carry with it that of keeping other commands and the agencies concerned properly advised.

Canadian Observers on Sea Lift – R.C.N. have considered the question of having R.C.N. observers on the several sections of the Sea Lift. They consider that their resources are committed to the H.M.C.S. “Labrador” and the R.C.N. do not plan on sending observers on the other sections of the operation.

The desirability of Canadian Departments having representation on the operation has been under discussion by the Transportation Committee.

The U.S. request for waiver of the normal restrictions on the use of foreign ships in Canadian coastal trading to permit the use of U.S. owned and manned vessels has been recommended, for a period of one year.

Security

A Security Instruction has been concurred in by the appropriate Canadian authorities. The draft Instruction has been passed to the U.S.A.F. for concurrence and it is understood will be considered through Joint Intelligence Committee channels. When agreement is reached it will be issued for the guidance of departments, agencies, contractors, etc. concerned. A copy of the draft instruction is attached as Appendix “A”.

Construction

Plans and specifications are complete for buildings at Auxiliary and Intermediate sites and the majority of the necessary plans have been issued for the Main sites. Building footings have been put in and building assembly has begun at several points on the line.

Operation and Manning

An R.C.A.F. study on the question of Canadian participation in the operation and manning of the Line is with the Chairman Chiefs of Staff Committee for consideration.

Re-Supply

To date no decision has been taken as to who will eventually man the DEW Line after it has been constructed and is ready for operation. Until such

time as this decision is made it will not be possible for any agency or group to commence studies on the future re-supply of the Distant Early Warning Line.

Regarding airlift for the construction phase, to date many aspects of it have, of necessity, been conducted on a day to day basis, and consequently many of the facilities and services supplied by the RCAF have been provided under emergency and temporary arrangements.

It is now evident that some degree of airlift will be necessary throughout the entire construction phase, and that the RCAF will be called upon to continue to provide some additional facilities for both the U.S.A.F. and the Canadian Commercial Carriers.

To ensure that R.C.A.F. facilities are provided on other than an emergency basis it has been suggested to the Western Electric Company that a meeting be held with representation from Western Electric Co., the Canadian Prime Contractors, the Canadian Commercial Carriers, the Department of Transport and the R.C.A.F., to determine likely future airlift requirements during the construction phase of the Line.

Spares – While the original Western Electric Co. Contract did not include running spares during the construction and shake-down period, this question is under current review by U.S.A.F. and the contractor. This examination and review is being made as a preliminary to taking the necessary contract action to provide necessary spares during the construction and shake-down periods.

Taxation

Authority has been granted by P.C. 1955-35/633, dated May 5/55 for the Remission of the non-resident tax payable by Canadian air carriers to United States owners for the use in Canada of aircraft during the first phase of the construction of the DEW Line ending on June 30, 1955.

[Meeting] between work parties of Western Electric – Dept. of Mines & Technical Surveys

A meeting has been held in Ottawa attended by representatives from Western Electric Co. and the Department of Mines and Technical Surveys (through W.H. Miller, Director, Surveys and Mapping Branch) to discuss the types of work which will be undertaken in the summer of 1955. The meeting was suggested as it was thought that the work of the Department and the Company might in some ways tie in with or complement one another.

Procurement

Funds committed to date through Western Electric Co. total approximately \$60,000,000, plus \$9,000,000 for Government Furnished Equipment including POL.

The larger contracts which have been placed in Canada are:

- (a) Northern and Foundation Companies
\$8 million each (exclusive of labour and services) out of estimated contracts of \$30 million each.
- (b) Northern Transportation Company
1955 Transport will be 4,000 to 6,000 tons at rate of \$50. per ton
- (c) Spartan Air Services Siting Contract - \$600,000
- (d) Commercial air lift at rate of 80¢ a ton mile
Approximate air lift requirement first half of 1955 – 22,000 tons incl. POL. Canadian Commercial Lines probably will carry 50% of this total.
- (e) Collins of Canada – UHF lateral communications - \$3 million

Approximately 75% of the construction companies procurement is from Canadian sources including building panels, tanks, building materials generally and building hardware. Canadian Marconi have contracts for approximately \$2,000,000 for the installation and operation of communications facilities.

The items of major procurement of interest to Canada on which decisions will be made shortly include additional Tropospheric Rearward Communications, Fluttar, Radomes and certain towers and masts.

The Department of Defence Production advise that the co-operation of Western Electric Co. and the United States Air Force has been excellent in ensuring supply from Canadian sources.

Revised Station Brevity Code

Attached, as Schedule A, dated April 14/55 is a revised DEW Line Station Brevity Code.

<G.Y. Loughead>

(G.Y. Loughead)

Chairman

DEW Line Co-ordinating Committee

Appendix “A” to Progress Report #3

DRAFT

DEPARTMENT OF NATIONAL DEFENCE

CONFIDENTIAL

S 096-112

SECURITY POLICY STATEMENT NO. 1 (DEW CO)

DISTANT EARLY WARNING LINE

- APPENDICES:
- “A” – Guide to Release of Official Information.
 - “B” – Guide to Release of Official Information for Use by Firms or Agencies outside the Government Service.
 - “C” – Directory of Information, Mailing Addresses of Key Personnel and Contractors Connected with the DEW Line.

INFORMATION

1. The Canadian Government has agreed to the construction of the proposed distant early warning line as one element of an overall continental defence warning system, the establishment of which is being undertaken as a joint Canada – United States project.
2. Canada will participate during the construction phase by assisting the United States in organizing and using Canadian resources, and will help by making available the various facilities of the armed forces and other agencies of the government as appropriate. Canada intends to participate effectively in the operation and maintenance phase, the character of such participation to be determined during the construction of the system. This statement is promulgated in conjunction with the USAF Security Policy on this subject.

AIM

3. To define the policy and procedures in broad form pertaining to the security of official information in respect to the distant early warning line.

SECURITY CLASSIFICATION

4. Planning Phase. Information as to the proposed location, function, radar coverage, and type of communications and electronics equipment to be installed is to be considered “Secret” during the planning phase unless a higher classification is specified.

5. Lands and Contracts. Correspondence and negotiations for acquisition of real estate, and contracts for construction of buildings or other facilities on the DEW Line which do not reveal classified information is normally unclassified.
6. Construction and Operating Phase. During construction phase and after the installations are established and operating:
 - (a) reference to individual location by brevity code designation, post office or mailing address only is to be UNCLASSIFIED;
 - (b) reference to exact location of units when identified as radar sites are to be classified at least CONFIDENTIAL. Information concerning coverage or any evaluation of the capabilities of the system is sensitive material and is to be classified SECRET.

RELEASE OF INFORMATION

7. All proposed releases with policy or diplomatic implications are to be dealt with in accordance with the joint Canada – US Publicity Directive dated 1 Mar 51.
8. All other proposed releases of information regarding the DEW Line with the exception of those authorized for contractors as outlined at Appendix “B” are to be coordinated and agreed to for the US by the USAF Central Coordinating Staff at Ottawa, and for Canada by the Canadian DEW Line Coordinator, Ottawa, prior to release.

ADMINISTRATIVE CONTROL

9. Information relating to the DEW Line may be released directly to the Joint DEW Project Office, New York City, as follows:
 - (a) Classified Correspondence. Classified correspondence sent from Canadian Government Departments to the Joint DEW Line Project Office in New York is to be forwarded to the Department of External Affairs for shipment by diplomatic pouch or carried by hand of a courier or Government official in the manner described in Government Regulations.
 - (b) Unclassified Correspondence. Unclassified correspondence may be forwarded by ordinary post to the Joint DEW Line Project Office, N.Y.C.
 - (c) Classified Messages. Classified messages from Canadian Government Departments are to be forwarded to the

Department of External Affairs for onward transmission to the Joint DEW Line Project Office via the Canadian Consulate in New York.

- (d) Telephones. A direct telephone line between the Ottawa Telephone Exchange and Western Electric Company offices, N.Y.C., is available to Canadian Government Departments (dial 9-6-1329). Classified information must not be discussed on this line.

CLEARANCE OF VISITORS

10. Security Clearance. All requests for official visits are to be accompanied by a statement of the security clearance status of the visitor being sponsored.

11. The following procedures are to apply for all official visitors:

- (a) Service Visitors. Requests for Canadian Service visits are to be forwarded to the Chairman, RCAF DEW Line Monitoring Committee.
- (b) Other Canadians. Proposals for visits of Canadians sponsored by Government Departments are to be directed to the Canadian DEW Line Coordinator for consideration and onward transmission to the Joint DEW Project Office as required.
- (c) US Visitors. All requests for visits of US personnel (Service and civilian) are to be directed to the Joint DEW Line Project Office, N.Y.C., for consideration and onward transmission to the Canadian DEW Line Coordinator, Ottawa, or the USAF Central Coordinating Staff – Canada at Ottawa, for appropriate action.

12. Other than Official Visitors. The nature of the Project and the circumstances surrounding its development currently preclude approval of visits by press, radio and TV representatives.

DEPARTMENT OF DEFENCE PRODUCTION

13. Present administration channels between DDP and civilian contractors for the DEW Line Project are not prejudiced by this policy.

(C.M. Drury)
Deputy Minister
Department of National Defence.

Ottawa, Ontario, Canada.

Distribution List Attached

GUIDE TO THE RELEASE OF OFFICIAL INFORMATION

CONFIDENTIAL

APPENDIX "A" TO

SECURITY POLICY STATEMENT NO 1

(DEW CO)

NOTE

Column (c) lists information which is not to be released, and column (d) that which may be released. Official releases of information not specifically covered in this Appendix are to be referred to the Chairman, DEW LINE Co-ordinating Committee.

Serial (a)	Subject (b)	Objectionable (c)	Unobjectionable (d)
1	Location	<ul style="list-style-type: none"> † Proposed location. † Geographic co-ordinates of one or more sites. † Location of any one site when identified as a radar installation. † 	<ul style="list-style-type: none"> † Reference by brevity code designation, post office or mailing address of established installation. † Reference to the general location of the line as a whole; e.g., across the most northerly practicable part of North America.
2	Function	<ul style="list-style-type: none"> † Specific function of any unit or section of the chain. 	<ul style="list-style-type: none"> † A general statement on functions of DEW Line e.g., "to provide distant early warning" or † The DEW Line radar network is designed to detect enemy aircraft and to flash a warning to Air Defence Command centres in Canada and the

United States seconds after the aircraft comes into radar range.

- | | | | |
|---|----------------------|---|--|
| 3 | Operations | <ul style="list-style-type: none"> ▫ Details respecting operational procedures and operational readiness. ▫ Details indicating functional integration with other lines. ▫ Details revealing types or number of units or components. ▫ Planned or actual date of operation of units or components. | |
| 4 | Electronic Equipment | <ul style="list-style-type: none"> ▫ Quantity and types of electronic equipment ▫ Performance, capabilities and limitations of electronic equipment. ▫ Reference to the Fluttar System. | <ul style="list-style-type: none"> ▫ Names of firms with which orders have been placed for electronic equipment. ▫ A general statement to the effect that the electronic equipment is similar to the type developed by Defence Research Board and the McGill University for the Mid-Canada Line. |
| 5 | Communications | <ul style="list-style-type: none"> ▫ Details pertaining to any inter or intra-communications system used by DEW Line. | <ul style="list-style-type: none"> ▫ Names of firms with which orders have been placed for communication equipment. ▫ General statement indicating that communications exist between the DEW Line and others. |
| 6 | Construction | <ul style="list-style-type: none"> ▫ Construction progress | <ul style="list-style-type: none"> ▫ Names of contractors or sub-contractors |

		<ul style="list-style-type: none"> Construction schedules Completion of construction Cost of individual units or components Proportion of Canada and US contribution 	engaged on construction work.
7	Finance		
8	Photography	<ul style="list-style-type: none"> Aerial photo of station or base in part or in whole. Photos of electronic or communication equipment. 	<ul style="list-style-type: none"> Photographs of unclassified areas of a station provided these were authorized by AFHQ.
9	Commercial	<ul style="list-style-type: none"> The extent to which Canadian firms are tendering contracts and participating. 	<ul style="list-style-type: none"> The fact that Canadian firms are eligible to seek and tender contracts for equipment and construction of the Line.
10 & 11	Manning and Maintenance	Policy governing the release of manning and maintenance information will be published at a later date.	

NOTE: (a) This guide will be amended as and when required by the re-issuance of a complete Appendix "A".

APPENDIX "B" TO
SECURITY POLICY STATEMENT NO 1
(DEW CO)

GUIDE TO THE RELEASE OF OFFICIAL INFORMATION
FOR USE BY CIVILIAN FIRMS OR AGENCIES

1 Firms or Agencies engaged under contract or sub-contract on construction or supply for the DEW Line may, without prior approval of the

Departments of National Defence or Defence Production, release information in Column I. Copies of such releases must be forwarded to DDP, Canadian (DEW Co-ordinator) and the USAF Central Co-ordinating Staff - Canada as soon as possible after release.

2 All other information may only be released with the prior approval by Department of National Defence. Specifically the information in Column II may not be released.

3 IMPROPER OR UNAUTHORIZED DISCLOSURE OF INFORMATION IS AN OFFENCE UNDER THE OFFICIAL SECRET ACT.

<u>COLUMN I</u> <u>YOU MAY RELEASE</u>	<u>COLUMN II</u> <u>YOU MAY NOT RELEASE</u>
(i) Name of contractors or sub-contractors	(i) Exact location of one or more units or components
(ii) Assembly points, at Cambridge Bay, Frobisher, Coral Harbour, and general area locations of activities	(ii) Types of Electronic or Communication Equipment
(iii) Types or quantities of material used by construction crews, such as food, clothing and construction equipment	(iii) Function or capabilities of single unit component or chain as a whole
(iv) Wages – salaries and approximate number of employees under contract or sub-contract	(iv) State of readiness – or dates of completion of one or more units
(v) Flights undertaken in connection with the “Airlifting” of supplies and personnel (other than Service personnel)	(v) Vertical photographs of sites or photographs of electronic equipment
(vi) Photographs taken from the ground provided they do not reveal location, function, or state of completion of any unit or component.	(vi) Information pertaining to Telecommunications equipment

CONFIDENTIAL
APPENDIX "C" TO
SECURITY POLICY STATEMENT NO 1
(DEW CO)

DIRECTORY OF KEY PERSONNEL

<u>Appointment</u>	<u>Present Incumbent</u>	<u>Mailing Address</u>	<u>Telephone</u>	<u>General Information</u>
Canadian DEW Line Co- Ordinator	Mr G Y Loughead	Asst Supt of Finance Finance Division DND Room 2806 "A" Bldg	9-3891	
Chairman, RCAF DEW Line Monitoring Committee	W/C G R M Hunt	The Chief of the Air Staff RCAF HQ Room 2618 "A" Bldg	9-7633	
Joint DEW Line Project Office, NYC	W/C J A Wiseman (Canadian Representative)	RCAF Project Officer c/o Western Electric Co 220 Church Street New York 13, N.Y., USA	9-6-1329 or Worth 4- 5400 ext 645	W/C Wiseman acts as co-ordinator between Canadian Government Departments and the DEW Project Office in New York. All Canadian Government Departments may deal directly with this officer.
USAF Central Co-Ordination Staff (Ottawa)	Brig Gen James C Jensen	USAF Central Co- Ordination Staff (Ottawa) 119 Ross Street, Ottawa, Ontario Canada		

UNCLASSIFIED CORRESPONDENCE

Mr. V W Farley) All matters W/C J A Wiseman)
Western Electric Co. Ltd) of a legal RCAF Project Officer) All other
195 Broadway) nature or c/o Western Electric Co.)
Correspon- New York 7, N.Y., USA) 220 Church Street
) dence
New York 13, NY, USA)

CLASSIFIED CORRESPONDENCE

Canadian Government Department classified correspondence addressed to the DEW Line Project is to be enclosed in two envelopes in the usual manner.

...

C O N F I D E N T I A L
DISTRIBUTION LIST TO
SECURITY POLICY STATEMENT NO. 1
(DEW CO) DATED

DISTRIBUTION

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Mr. V.M. Farley	1-20
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RCAF Project Officer, NYC	21-30
USAF D of I (through CJS (Washington))	31-32
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Schedule A

to DEW Line
Progress Report No. 3

S E C R E T

Issue #3
April 14, 1955

Revised – DEW Line Stations Brevity Code

(Reference to individual stations by code designation is unclassified)

1. A code name of three letters only indicates a Main Station.
2. A code name of three letters followed by a number suffix indicates an Auxiliary Station.
3. A code name of three letters followed by a letter suffix indicates an Intermediate Station.
4. A code name of three letters followed by a letter and a number suffix indicates one of the 4 existing Intermediate Stations in the original Experimental section of the Line.

5. The Auxiliary and Intermediate Stations take the three letter code name assigned to the Main Station lying to the west of the Auxiliary or Intermediate Station concerned. An exception is the Auxiliary Station at Cape Lisburne which provides the code name for the stations lying between Cape Lisburne and Point Barrow.
6. The Auxiliary and Intermediate stations are numbered and lettered consecutively from the Main Station which provides the three letter code name.

* Cape Lisburne	LIZ 1	Young Pt.	PIN 2
Cape Sabine	LIZ A	Bernard Harbor	PIN C
Point Lay	LIZ 2	Lady Franklin Pt.	PIN 3
Icy Cape	LIZ B	Ross Pt.	PIN D
Wainwright	LIZ 3	Unnamed Pt.	PIN 4
Peard Bay	LIZ C	Cape Peel	PIN E
Point Barrow	POW	Cambridge Bay	CAM
Cape Simpson	POW A	Sturt Pt.	CAM A
Lonely	POW 1	Jenny Lind Is.	CAM 1
Kogru River	POW B	Hat Is.	CAM B
Oliktok	POW 2	King Wm. Is.	CAM 2
McIntyre	POW C	Matheson Pt.	CAM C
* Bullen Pt. (NAW)	POW 3	Shepherd Bay	CAM 3
* Brownlow Pt. (NAIW)	POW D-1	Simpson Lake	CAM D
* Simpson Cove (NMIW)	POW D-2	W. Simpson Pen.	CAM 4
* Barter Is. (NMS)	BAR	E. Simpson Pen.	CAM E
* Aschoff Cape (NMIE)	BAR A-1	W. Melville Pen.	CAM 5
* Demarcation Pt. (NAIE)	BAR A-2	Sarcpa Lake	CAM F
* Bagnall Beach (NAE)	BAR 1	Hall Lake	FOX
Stokes Pt.	BAR B	Rowley Is.	FOX 1
Blow River	BAR 2	Bray Is.	FOX A
Tununuk	BAR C	Longstaff Bluff	FOX 2
Tuk Tuk	BAR 3	W. Baffin Is.	FOX B
Atkinson Pt.	BAR D	Mid Baffin Is.	FOX 3
Nicholson Pen.	BAR 4	Ekalugad	FOX C
Horton River	BAR E	Cape Hooper	FOX 4
Cape Parry	PIN	Kivitoo	FOX D
Pearce Pt. Harbor	PIN A	Broughton Is.	FOX 5
Clinton Pt.	PIN 1	Padloping Is.	FOX E
Clifton Pt.	PIN B	Cape Dyer	DYE

* Existing Installations

Brevity Code for
Rearward Communication Stations

1. The terminals will be designated by a 3 letter code name followed by X.
2. The repeater stations will be designated by adding a numerical suffix to the code name of the terminal with which they are associated. The numbers run consecutively northward from the terminals.
3. DAW X-1 and FLY X-3 will be stations at which VHF ionospheric circuits terminate.

Anchorage	AGE X	#4 Replay Station Chesterfield Inlet	FLY X-4
Ft. Yukon	YUK X		
#1 Relay Station North of Ft. Yukon	YUK X-1	#5 Relay Station Coral Harbor	FLY X-5
Dawson Creek	DAW X	#6 Relay Station Repulse Bay	FLY X-6
Ft. Nelson	DAW X-1	Resolution Island	RES X
Flin Flon	FLY X	#1 Relay Station North of RES X	RES X-1
#1 Relay Station 10 mi. east of Pikwitonei	FLY X-1		
#2 Relay Station Chesney	FLY X-2		
#3 Relay Station Eskimo Point	FLY X-3		

Construction Phase Temporary Stations

Coral Harbor	CORT
Frobisher	FROT
Churchill	CHUT
Fort Simpson	SIMT
Norman Wells	NORT
Yellow Knife	YELT

5. DEW Line Coordinating Committee Minutes of the 3rd Meeting, 19 May 1955

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

MINUTES

25 May 55

DISTRIBUTION

MEMBERS

- | | | |
|-----------|------------------------------------|----------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughhead) |
| 2. - 16. | VCAS/DAPS | (Attn: W/C G.R.M. Hunt) |
| 17. | DMO&P | (Attn: Col. G.A. Turcot) |
| 18. | Assistant VCNS | (Attn: Capt. F.W.T. Lucas) |
| 19. - 20. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 21. | Dept. of External Affairs | (Attn: Mr. W.H. Barton) |
| 22. | Dept. of Finance | (Attn: Mr. R.G. MacNeill) |
| 23. | Director Employment Service | (Attn: Mr. J.W. Temple) |
| 24. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 25. | Dept. of Citizenship & Immigration | (Attn: Deputy Minister) |
| 26. | Dept. of Defence Production | (Attn: Miss R.E. Addison) |
| 27. | Dept. of Transport | (Attn: Mr. J.E. Devine) |

INFORMATION

- | | | | |
|-----------|-----------------|---------------------------|--------------------------------|
| 28. - 29. | DND | Chairman, Chiefs of Staff | |
| 30. | CNS | | (Attn: V Adm. E.R. Mainguy) |
| 31. | CGS | | (Attn: Lt. Gen. G.G. Simmonds) |
| 32. | CAS | | (Attn: A/M C.R. Slemon) |
| 33. | Chairman, DRB | | (Attn: Dr. O.M. Solandt) |
| 34. | CNTS/WOC | | (Attn: Capt. J.B. Roper) |
| 35. | DQMG(W&Q) | | (Attn: Col. L.G.C. Lilley) |
| 36. | ADM(R) | | (Attn: Mr. L.M. Chesley) |
| 37. | DRB | | (Attn: Chief Scientist) |
| 38. | CG/IS | | (Attn: Mr. P.S. Conroy) |
| 39. | ADM(A&P) | | (Attn: Mr. J.A. Sharpe) |
| 40. | JAG | | (Attn: Brig. W.J. Lawson) |
| 41. | EA/C & P | | (Attn: A/C C.F. Johns) |
| 42. | Chief Secretary | | (Attn: Mr. Dan Wallace) |

- 43. ADM(R)/SRE (Attn: Mr. G.M. Luther)
- 44. RCMP (Attn: Commr. L.H. Nicholson)
- 45. HQTS 2-70-99-1
- 46. HQ Subject Files
- 47. DM Sec't 256-3
- 48. DM Sec't Subject Files
- 49. - 60. Spares.

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

Minutes of the 3rd Meeting, held in the CAS
Conference Room 2717 "A" Bldg., on Thursday,
19 May, 1955, at 1030 hours.

PRESENT

Chairman	Mr. G.Y. Loughhead	ADM(F)
Members	W/C G.R.M. Hunt	VCAS/C Plans I
	Mr. G.W. Rowley	Northern Affairs
	Mr. W.H. Barton	External Affairs
	Miss S.M. Fisher	rep. Finance
	Mr. M. Campbell	rep. Nat. Employment Service
	Mr. H.S. Johnstone	Labour
	Mr. J.E. Devine	rep. Transport
	Lt. Cdr. P.H. Cayley	rep. Asst. VCNS
Recording Secretary	Mr. C.B. Smith	DM Secretariat

ALSO PRESENT

S/L J.A. Arnott	VCAS/C Plans I
Mr. R.L. Bolduc	Transport
Mr. J.F. Anderson	ADM(F)
Mr. A. Stevenson	Northern Affairs

CONTENTS

- I. Approval of the Minutes and Progress Report No. 2
- II. Progress Report No. 3
- III. RCN Participation in Sea Lift
- IV. Airlift Support at Churchill
- V. Status of RCAF at Coral Harbour
- VI. DOT Assistance in Transport of Aviation Gas for Foundation Co.
- VII. Rearward Communications
- VIII. General Business

APPROVAL OF THE MINUTES AND PROGRESS REPORT NO. 2

1. Decision: The members approved the minutes and Progress Report No. 2 of the 2nd Meeting.

PROGRESS REPORT NO. 3

2. The Chairman reviewed Progress Report No. 3, dated 19 May 55, with the members and elaborated on certain points.
3. W/C Hunt advised that the tonnage carried as of 17 May in the Central Area was 9461 tons. On 16 May tonnage carried in the Eastern Area was 6537 tons. The above figures amend those shown on page 3 of progress report No. 3.
4. The Chairman advised the members that the USAF had, "pitched in" to help the commercial carriers get on with the job. He assured the members that commercial carriers were not being deprived of any business.
5. The Chairman, in reply to a question asked by Mr. Rowley, advised that statistics with regard to the tonnage lifted by commercial carriers would not be available until the USAF have completed the work.
6. The question of the price being paid to prime contractors for airlift was indicated to be 80¢ a ton mile. W/C Hunt drew to the attention of the representative of the Department of Transport that Maritime Central Airways and Spartan Airways have advised that they do not propose to continue financing the aviation gas for their sub-contractors after 15 June 55. The RCAF have told their main contractors that they are not prepared to supply fuel on credit, except on the basis of centralized billing to Maritime Central Airways and Spartan Airways. Therefore, unless Maritime Central and Spartan alter their stand, there is a possibility that some of the aircraft on the lift may be grounded.
7. Mr. Rowley was concerned with regard to Canadian observers participating in the 1955 sea lift. Mr. Loughhead suggested that it would be appropriate for the RCN in consultation with the Co-ordinator to pass requests for accommodation that might be received from interested departments to the United States Navy MSTs.
8. The Chairman stated that the Draft Security Policy Statement No. 1 (DEW Co) attached as Appendix "A" to Progress Report No. 3 was now in the hands of the U.S. authorities. When we have been advised that the draft policy statement has been passed to the Joint Intelligence Committee, it is intended to request External Affairs to urge the U.S. to give the matter some priority. He further stated that the members would note that this policy was a draft only

and was not to be interpreted as final. However, on certain occasions it has been necessary for DND, DDP and others to use this draft as a guide in answering questions asked by contractors, etc. Departments should, therefore, proceed on the basis of the Security Policy as outlined in the draft, until such time as we are in a position to officially release an agreed statement. In line with this position it was indicated that a trip proposed by the USAF, to have radio, press and TV persons visit the Line, had not received Ministerial approval and consequently was not made.

9. Mr. Barton stated that at a recent meeting of the Permanent Joint Board on Defence a USAF member reported on U.S. thinking on the Manning and Operation of the Line. An excerpt from the PJBD Journal reporting on the discussion has been referred to the departments concerned.

RCN PARTICIPATION IN SEA LIFT

10. Lt. Cdr. Cayley, at the request of the Chairman, briefed the members on the RCN participation in the Sea Lift. A copy of the brief to be circulated separately. Mr. Loughhead stated that a letter had been sent to all departments regarding a line of communication from the major operating commanders to other commanders and government departments and other agencies. All departments had been heard from and it was generally agreed that matters which could not be dealt with locally should be referred to a central coordinating point at Ottawa. It was felt that this could best be done through the RCN in close liaison with the Coordinator.

11. Authority to waive the requirements of Canadian shipping regulations for USN MSTs vessels on the sea-lift has been granted by PC 1955-729 of 19 May 55. The USN will be advised accordingly. A copy of the Order-in-Council is attached to these minutes.

AIRLIFT SUPPORT AT CHURCHILL

12. While the responsibility for ensuring that the necessary aviation gasoline is available rests with the contractors, W/C Hunt stated that the RCAF had come to the rescue of commercial carriers with regard to the supply of fuel required by the carriers. On several occasions Maritime Central Airways appeared to take no action themselves and to take for granted that the RCAF would continue to play this roll and when the situation became critical every effort had to be made on the part of the RCAF to obtain fuel to keep the operation moving. The RCAF having placed 15 persons at Churchill to aid in the emergency now propose to withdraw [their] personnel, due to the urgent need for their services at their stations, and are requesting Foundation Company to provide and pay the necessary personnel. It will be requested that these personnel be under RCAF control.

13. The RCAF are investigating the desirability of recommending that a contract be entered into with an oil company to supply P.O.L. at Churchill to cover all users.

STATUS OF RCAF AT CORAL HARBOUR

14. W/C Hunt advised that the RCAF have no further requirement for the DOT owned aerodrome at Coral Harbour. A proposed submission is being prepared for transmission to DOT recommending DOT take over the aerodrome at Coral Harbour.

15. In reply to a question asked by Mr. Devine, W/C Hunt advised that the RCAF had 15 persons employed on the aerodrome. Refueling at Coral Harbour has now been taken over by the Foundation Co. and RCAF refueling personnel have been withdrawn from the area. The RCAF is still maintaining the airstrip at Coral Harbour.

DOT ASSISTANCE IN TRANSPORT OF AVIATION GAS FOR FOUNDATION CO.

16. Mr. Loughead stated that DOT have indicated that that Department could be of assistance to the Foundation Company in the sea lift to Coral Harbour. He suggested that DOT and the Foundation Company meet and discuss the matter.

REARWARD COMMUNICATIONS

17. W/C Hunt briefed the members and pointed out on a map the various communications lines in effect. He advised that some of the links would carry teletype circuits only, while others would be both teletype and voice channel circuits. He pointed out also that a military requirement exists, for a teletype and voice circuit being extended to Thule.

18. The question of DOT participation in rearward communications planning was discussed. It was agreed that it was essential that DOT be consulted and made fully aware of the proposed plans for rearward communications. The RCAF will ensure that this is done.

GENERAL BUSINESS

19. The Chairman stated that Treasury Board, DOT and DND had under consideration the provision of certain services to the DEW Line. It has been indicated by Treasury Board that no special charges will be paid. DND generally is making certain buildings available to the USAF and contractors. The contractor is responsible for costs incurred in making any alterations to buildings and also for restoration if he is requested to do so. DOT are charging

normal fees with respect to commercial carriers using aerodromes. DND is also following this practice and making normal charges with respect to such items as aircraft landing fees, meals and rations for personnel, etc.

20. The Chairman advised the members that he had, on his recent trip to the north country, taken certain coloured films on points of interest in connection with the DEW Line. He then proceeded to show the films which proved most interesting and served to acquaint the members with certain aspects of the construction phase of the DEW Line.

<C.B. Smith>

(C.B. Smith)

Recording Secretary,

Distant Early Warning Co-ordinating Committee
2330 "C"

L.8684

6. DEW Line Co-Ordinating Committee Progress Report No. 4, 4 August 1955

DISTANT EARLY WARNING CO-CORDINATING COMMITTEE

PROGRESS REPORT NO. 4

4 August, 1955.

DISTRIBUTION

MEMBERS

1. - 10.	DND ADM(F)	(Attn: Mr. G.Y. Loughhead)
11. - 48.	VCAS/DAPS	(Attn: W/C G.R.M. Hunt)
49.	DMO&P	(Attn: Col. G.A. Turcot)
50.	Assistant VCNS	(Attn: Capt. W.M. Landymore)
51. - 52.	Dept. of Northern Affairs	(Attn: Mr. G.W. Rowley)
53.	Dept. of External Affairs	(Attn: Mr. W.H. Barton)
54.	Dept. of Finance	(Attn: Mr. R.G. MacNeill)
55.	Director Employment Service	(Attn: Mr. J.W. Temple)
56.	Dept. of Labour	(Attn: Mr. H.S. Johnstone)
57.	Dept. of Citizenship & Immigration	(Attn: Deputy Minister)
58.	Dept. of Defence Production	(Attn: Miss R.E. Addison)
59.	Dept. of Transport	(Attn: Mr. J.E. Devin)

INFORMATION

60. - 61.	DND Chairman, Chiefs of Staff	
62.	CNS	(Attn: V Adm. E.R. Mainguy)
63.	CGS	(Attn: Lt. Gen. G.G. Simonds)
64.	CAS	(Attn: A/M C.R. Slemon)
65.	Under Secretary of State for External Affairs	(Attn: Mr. J. Leger)
66.	DND Chairman, DRB	(Attn: Dr. O.M. Solandt)
67.	Chairman, CJS(W)	2540 Massachusetts Ave. N.W., Washington, D.C.
68.	Secretary to Cabinet	(Attn: Mr. R.B. Bryce)
69.	CNTS/WOC	(Attn: Capt. J.B. Roper)
70.	DQMG(W&Q)	(Attn: Col. L.G.C. Lilley)
71.	ADM(R)	(Attn: Mr. L.M. Chesley)
72.	DRB	(Attn: Chief Scientist)
73.	CG/IS	(Attn: Mr. P.S. Conroy)

- | | | |
|-----------|------------------------|---------------------------|
| 74. | ADM(A&P) | (Attn: Mr. J.A. Sharpe) |
| 75. | JAG | (Attn: Brig. W.J. Lawson) |
| 76. | ADM(C&P) | (Attn: A/C C.F. Johns) |
| 77. | Chief Secretary | (Attn: Mr. Dan Wallace) |
| 78. | ADM(R)/SRE | (Attn: Mr. G.M. Luther) |
| 79. | HQTS 2-70-99-5 | |
| 80. | HQ Subject Files | |
| 81. | DM Sec't 256-5 | |
| 82. | DM Sec't Subject Files | |
| 83. - 95. | Spares | |

Progress Report No. 4 Distant Early Warning Line

Canada – United States Agreement

The Exchange of Notes between Canada and the United States, signed on May 5/55, was tabled in Parliament on May 20, 1955. The supplementary Exchange of Notes covering the restoration of sites and the use of military aircraft by the United States in connection with the construction and operation of the DEW Line, which was also signed on May 5/55, is classified and was not tabled in Parliament.

Security Policy

The Security Policy statement which was prepared in consultation with interested Canadian departments and the United States Air Force, has been issued under date of July 7, 1955, and distributed to various departments, agencies, etc. After discussion it was agreed that the document should be classified as "CONFIDENTIAL".

The Department of Defence Production will advise the contractors involved of the portions of the policy statement which affect their operations in the field, together with explicit instructions as to information which may be released.

Siting

The field siting work on the Line has been completed and Western Electric Co. have sent to the Department of Northern Affairs preliminary site plans for all sites. These plans are currently being reviewed by Northern Affairs and are progressively being cleared by that Department with advice to the R.C.A.F. and Western Electric Co. It is anticipated that final approvals will be completed by the end of August, 1955, and in the meantime no problems have arisen which have resulted in delays in construction.

Siting for the rearward communications is underway and planning is proceeding in close consultation with the R.C.A.F. and the Departments of Transport and Northern Affairs and National Resources.

Transportation

Airlift

The completion of the first phase of the airlift resulted in the carriage of totals of approximately 10,850 tons in the Central Sector and 10,668 tons in the Eastern Sector. It is estimated that payments to civil air carriers will total approximately \$2,737,000 in the Central Sector and \$7,500,000 in the Eastern Sector.

The Air Transport Board has considered and approved for the DEW Line Airlift only, effective July 1, 1955, revised schedules of rates. Copies of the Board's approvals, dated July 15/55, and addressed to the air carriers, are attached.

Gravel air strips are now available at a number of the sites which permit air freight to be carried during the summer months and prior to the arrival of the Sea Convoys.

The R.C.A.F. have drawn to the attention of the Western Electric Co. the need for early forward planning to determine the requests which may be made on the Service for additional assistance. The Company have been advised that it is essential that the R.C.A.F. be advised of the U.S.A.F. and Canadian Commercial Carrier requirements for the next eight to twelve months. It is expected that a meeting will be convened at the DEW Project Office in September, to discuss this subject. The meeting [will] be attended by representatives of Western Electric Co., Foundation Co. of Canada, Northern Construction and J. Stewart Co., of the Canadian commercial air carriers and the R.C.A.F.

Participation of Air Carriers in the re-supply of the Line is one of the matters to be considered in the course of the study of the over-all question of re-supply which it was agreed at a meeting of senior departmental representatives on June 15, 1955, would be undertaken by the Transportation Sub-Committee of the Advisory Committee on Northern Development. This Sub-Committee is chaired by the Deputy Minister, Department of Transport.

The R.C.A.F. have advised the Department of Transport that they have no need for the airfield at Coral Harbour for military purposes. As it appears that there will be a continuing need for the field for the airlift of supplies for the DEW Line, principally by civil air carriers, both for the remainder of the construction phase and thereafter for the re-supply of the

Line, the Department of Transport were requested by D.N.D. letter of June 6, 1955, to assume responsibility for continuing airdrome control, etc.

To enable the construction phase to get under way without undue delay, the RCAF co-operated with the Canadian Civil Air Carriers by making available to the carriers specific quantities of fuel from RCAF northern gas caches during the critical spring airlift. These northern caches have now been depleted, and the RCAF summer re-supply will be sufficient only to meet planned RCAF and USAF operational and search and rescue requirements. Therefore, RCAF fuel at the northern caches will not be available for other purposes. The RCAF position has been explained to the Canadian Air Carriers and the Management Contractor.

Insofar as Fort Chimo and Coral Harbour are concerned, the Foundation Co. of Canada have advised that arrangements for fuel for DEW Line operators at these two bases can be made through their prime air contractor, Maritime Central Airways.

At present, the supplying of aviation fuel at Fort Churchill to commercial operators is under the jurisdiction of Maritime Central Airways and it will be necessary for all civil carriers to make arrangements for fuel direct with that company. Negotiations, however, are now being conducted by the RCAF to have a commercial oil company assume the responsibility for commercial re-fuelling services at Churchill. When the Churchill negotiations are completed, the commercial oil companies should be able to look after the entire fuel requirement for the civil carriers, and it should not be necessary for the RCAF to supply fuel to the civil carriers at any point.

Sea Lift

The organization and planned movement of the Sea Lifts are proceeding according to schedule. It is planned that the Pacific convoy will be unloading at sites by mid-August. The loading operations of the Atlantic convoy are being completed and ships are departing from Halifax from the week July 25-30, 1955 onward.

Recent estimates of tonnage to be carried are:

<u>Sector</u>	<u>Weight (long tons)</u>	<u>Measurement tons</u>
Central	26,121	46,573
Eastern	41,878	71,314

The above figures do not include an estimated 16,000 measurement tons for the 4 rearward support sites nor an additional 10,000 drums of av/gas.

Observers

The Minister of Northern Affairs and National Resources has indicated that Canadian representatives on the Sea-lift will be as follows:

“Western Group

Mr. G.W. Rowley, Dept. of Northern Affairs
Mr. J. Cuthbert, Dept. of Transport
Mr. W.S. Hall, Northern Transportation Co.

Mr. Rowley will be primarily responsible for representing Canadian interests while Mr. Cuthbert and Mr. Hall will be primarily responsible for observing the technical conduct of the Sealift.

Hudson Bay and Foxe Basin Group

Since Captain O.C.S. Robertson, R.C.N. (Captain of HMCS “Labrador”) will be in command of this Group the only requirement is for technical observation. Mr. I.H. Conrad of the Department of Transport, will carry out this duty.

Eastern Baffin Group

There will only be a single Canadian representative with this group. Inspector A.S. MacNeil, RCMP whose main duty is to represent Canadian interests. As there is no technical observer with this group he should where possible obtain information on the technical operation of the Sealift.”

The Canadian Observers have been supplied with a set of instructions covering their general responsibilities. They have been requested to prepare reports for submission to their own departments and to the Department of Northern Affairs and National Resources.

The details concerning Canadian representation were forwarded to the appropriate U.S. authorities by the R.C.N.

[Mackenzie] River Shipments

Northern Transportation Company barge shipments are progressing with approximately 4,500 tons of a total equipment cargo of 7,825 tons either moved to or enroute to the sites.

Where an established tariff is not available the charging for freight carriage by the Northern Transportation Company during the current year is on cost plus fee basis. While the actual negotiations regarding rates are being conducted between Northern Construction Co. & J.W. Stewart Ltd. and the shipping Company, Western Electric Co. have suggested the work be undertaken on the basis of rates to be established this year. They suggest certain

per ton maximum rates which would be used as a ceiling rate only and be subject to downward revision, with a final rate to be determined by an audit of costs.

The Western Electric Co. proposal was referred to the Department of Transport for consideration. The Company have been advised that the type of operation that is required to move freight to individual sites along the line, is completely new and there is no reasonable basis on which to set a fixed rate which would be accurately related to costs. However, this should be possible after the first summer's operation when some experience has been obtained. They have been advised that the provision of the service on a cost basis with only a nominal fee being involved, appears to be a reasonable approach to the problem during this first experimental stage.

This is another aspect of the overall problem of DEW Line re-supply which will undoubtedly be considered in the study being undertaken by the Transportation Sub-Committee of the Advisory Committee on Northern Development.

Construction

Good progress is reported in both the Central and Eastern Sectors. Work on several air strips has been completed and work is progressing on other air strips, roads and foundations. In both sectors a number of modules have been assembled and some placed on foundations.

Re-Supply

The subject of the annual re-supply of the Line was discussed at an inter-departmental meeting on June 15, 1955, chaired by the Deputy Minister, Department of National Defence.

It was indicated that the U.S.A.F. at the DEW Project Office had not participated to my extent in any examination of the problems of re-supply although it was understood that some preliminary discussions on the subject had been held in Washington. The R.C.A.F. have not examined the problem pending a decision on who should operate and man the system.

During the discussion it was agreed that the matter of re-supply in the Line would present both water and air carriers with many specialized problems, in view of the nature of the area to be supplied.

It was recalled that the Statement of Conditions governing the establishment of the Line provides that "Canadian commercial carriers will to the fullest extent practicable be afforded the opportunity to participate in movements of project materials, equipment and personnel within Canada. The United States will select the means of transportation and specific carriers for

the movement of material, equipment and personnel from points outside of Canada to DEW System sites, provided that in the case of air carriers applicable civil air transport agreements and procedures shall be observed”.

As it was evident that a study on the re-supply problems should be undertaken and it was agreed that such a study would be made by the Transportation Sub-Committee of the Advisory Committee on Northern Development, under the Chairmanship of the Deputy Minister of Transport.

Of considerable interest in connection with the matter of re-supply, is a letter dated June 22, 1955, from the Deputy Minister of Northern Affairs and National Resources to the Deputy Minister of Transport. A copy of this letter is attached for your information.

The Chairman of the Canadian Section, Permanent Joint Board on Defence, advised the Board, at its July meetings, that the question of re-supply of the Line was now under active study by the Canadian Government and that he would seek to obtain a statement of Canadian views for consideration and discussion at the next meeting of the Board (Oct 17-20/55).

It is understood that the U.S.A.F. Logistics Planners have drawn up a preliminary logistics plan covering the operation of the Line and that a meeting is likely to be held about mid-August to discuss the U.S.A.F. Plan. It would be of considerable advantage if it can be arranged for Canadian representation at this and any subsequent meetings.

Operation and Manning

Consideration of the problems connected with Canadian participation in the operation and manning of the Line were also examined at the inter-departmental meeting on June 15, 1955, which was chaired by the Deputy Minister, Department of National Defence. The question was later reviewed by the Cabinet on July 6/55 and it was agreed that the Canadian position, on a general policy basic, be conveyed to the P.J.B.D. at its July meeting in the form of a statement by the Chairman of the Canadian Section. It was recognized that it would be necessary, by means of consultations between the appropriate Canadian and U.S. authorities, to develop the detailed application of the stated principles to the specific problems which would have to be overcome in bringing the system into operation.

A copy of the Canadian statement in the process of our excerpt [*sic*] from the P.J.B.D. Journal is attached.

Rearward Communications

Canadian Position

References are made under paragraph 7 to the Canadian position regarding rearward communications. The R.C.A.F. have been requested by the Chairman, Chiefs of Staff, to study and report on this matter.

Location of Rearward Link

A suggestion by the Department of Northern Affairs and National Resources that consideration be given to moving the rearward communication link to the Mackenzie River Valley, planned from Hall Lake down the west coast of Hudson Bay has been examined by the R.C.A.F. In reply that Department has been advised that moving this link from the west shore of Hudson Bay to the Mackenzie River valley would result in providing three rearward links from the western area of the DEW Line and only one rearward link from the eastern, and possibly more important, end of the DEW Line. This would mean that a single link would have to handle traffic from a disproportionately large section of the Line. From the military planning viewpoint this would be an extremely unsound move, and it is considered that the United States authorities would not agree with such a suggestion, even were we to make it.

The Department of Northern Affairs have also been advised that in the territory under their jurisdiction, final site locations will be made in consultation with that department, the R.C.A.F., and the Western Electric Co.

General

Siting and topographic map work is proceeding for rearward communications, in consultation with the R.C.A.F. and Department of Transport.

The Atlantic convoy is carrying cargo destined for the 4 repeater sites on Hudson Bay – Eskimo Point, Chesterfield Inlet, Coral Harbour and Repulse Bay.

Western Electric Co. have received a letter of intent covering the provision of rearward communication, at an estimate of \$71.6 million.

Procurement

Funds committed by WECO to date for the whole project amount to 90.8 million dollars.

Construction commitments to the two Canadian companies are as follows:

Northern Construction Co. – 20 million dollars (with a prospective total of 26 million dollars)

Foundation Company – 26 million dollars (with a prospective total of 35 million dollars)

Of these latter amounts, WECO's qualified estimate is that approximately 65 to 70 percent can be classed as procurement from Canadian sources, keeping in mind that an unknown portion of this would be designated as Canadian distributors of U.S. companies and, therefore, would not come out of Canadian production. Included in these figures are expenditures to July 15 on Canadian labour of 1.5 million dollars by Northern Construction and 2.3 million dollars by Foundation Company. It is expected that the continuing monthly payroll through this summer will run over half a million for Northern and over 1 million dollars for Foundation. Also included in the figures for the two construction companies is 9 million dollars for air lift by Canadian commercial carriers to the end of June. [Mackenzie] River transportation to the first six sites in Canada is not included, but the transport of over 6,000 tons this summer will undoubtedly run close to 3/4 million dollars.

WECO's direct procurement commitments to date, excluding construction, are approximately 30 million dollars and of this amount about 5 million dollars covers procurement in Canada. This figure includes UHF lateral communications to Collins, flutter towers to Dominion Bridge, and 7,000 tons of cement for convoy movement.

Over the next three months WECO intends to commit an additional 60 million dollars. A large portion of this increase however will be designated as U.S. procurement covering further granting of funds on contracts already entered into with U.S. companies. The Department of Defence Production advise that by and large full consideration has been given to Canadian sources of supply within the competitive limitations of prices and lead times.

Coordinating Committee Membership

R.C.N. have advised that Captain W.M. Landymore, R.C.N., will replace Capt. F.W.T. Lucas. The RCN alternate member is Commander J.E. Korning.

U.S. Plan for Manning and Operation

Advice has been received under date of August 3, 1955, that the U.S. Under-Secretary for Air approved and signed on July 30, 1955 the U.S.A.F. recommendation for manning and operation of the DEW Line on a civilian contract basis.

U.S.A.F. Headquarters have arranged for a meeting on August 24-25, 1955, to discuss the approved plan and the ways and means to implement it. Arrangements have been made for Canadian representation at the meetings by the R.C.A.F.

It is understood that the approved document, which is enroute to R.C.A.F. H.Q., varies only slightly and in minor respects from the attached draft.

<G.Y. Loughead>

(G.Y. Loughead)

Chairman

DEW Line Co-ordinating Committee

7. DEW Line Coordinating Committee Minutes of the 4th Meeting, 10 August 1955

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

Minutes of the 4th Meeting, held in
the CAS Conference Room 2717 "A"
Bldg., on Wednesday, 10 August, 1955,
at 0930 hours.

15 August, 1955.

PRESENT

Chairman

Mr. G.Y. Loughead

ADM(F)

Members

Lt. Cdr. (C) P.J. Pratley

rep. RCN-DNPO

Col. G.A. Turcot

Army - DMO&P

W/C G.R.M. Hunt

RCAF-VCAS/C Plans I

Mr. M.H. Wershof

External Affairs

Mr. C.J. Marshall

Northern Affairs

Miss S.M. Fisher

rep. Finance

Mr. M. Campbell

rep. Nat. Employment Service

Mr. H.S. Johnstone

Labour

Mr. J.E. Devine

rep. Transport

Recording

Mr. C.B. Smith

DM Secretariat

Secretary

ALSO PRESENT

Mr. J.F. Anderson

ADM(F)

Mr. K.C. Brown

External

Mr. W.E. Connelly

Transport

CONTENTS

- I. Approval of the Minutes
- II. Progress Report No. 4
- III. DOT – Charges to Western Electric for Telecom Services
- IV. U.S. Plan for Operation and Manning
- V. Unofficial Visits to DEW Line Sites by Commercial Aircraft
- VI. Contract Awards
- VII. Disposal of Spare Parts – Lancaster Aircraft
- VIII. Secretary's Note
- IX. Date of Next Meeting

APPROVAL OF THE MINUTES

1. Decision: The members approved the minutes of the 3rd meeting as circulated.

PROGRESS REPORT NO. 4

2. The Chairman reviewed Progress Report No. 4, dated 4 Aug 55, with the members and elaborated on certain points. He stated that the information contained in the report would bring the members to date on the majority of the projects.

3. With regard to the Sea Lift he stated that all the ships were now at sea and the operation is proceeding on schedule. Vessels are due to arrive at Foxe Basin August 13, 1955. At present unloading is in effect at Baffin. He pointed out that any experiences and observations gained by the Canadian observers as a result of this operation would be incorporated into a report and made available to all interested departments.

4. The question of Re-Supply was discussed and the Chairman stated that, because of its complexity, a number of major problems would have to be investigated. The study will be undertaken by the Transportation Sub-Committee of the Advisory Committee on Northern Development and a report will be prepared for consideration by interested departments.

5. The representative from Northern Affairs stated that it was his understanding that the sub-committee were primarily concerned with Re-Supply after the line goes into operation, and were not necessarily concerned, at the present, with the immediate Re-Supply problem.

6. Section 7, paragraph 3, page 5 of Progress Report No. 4 is to be amended to read as follows:

“A copy of the Canadian statement in the form of an excerpt from PJBD Journal is attached.”

7. With regard to rearward communications the Chairman mentioned that he had been advised that the Western Electric Company estimate of the capital cost of rearward communications was \$71,600,000.

8. The representative from External Affairs pointed out that when this question was before Cabinet a figure of \$15,000,000 was mentioned and as a report for Cabinet on rearward communications has been asked for, he suggested that it would be helpful if the RCAF could include in the report some form of reconciliation between the present estimate and the much lower figure which had been used earlier in discussion.

9. In reply to a question asked by the RCAF member, DOT representative stated that he could see no objection on the part of his Department in taking over Coral Harbour and that a statement to this effect will be forwarded to RCAF in the near future.

DOT CHARGES TO WESTERN ELECTRIC FOR TELECOM SERVICES

10. The Chairman tabled a signal received from DND representative at the Project Office in New York regarding DOT charges to Western Electric Company for telecom services.

11. The DOT representative stated that it is DOT policy to charge any company for services rendered and this would include Western Electric Company.

12. The External Affairs representative stated that a working group of the Ad Hoc Committee on Telecommunication Policy are studying present and future United States Defence Communications in Canada as a basis for recommendations covering Canada's telecommunications policy. He did not anticipate an early conclusion to this matter and asked if there were any harm in delaying sending bills to Western Electric. He pointed out that the Bryce Committee might be in a position to give advice to DOT in this regard.

13. Decisions: After further discussion the members agreed that DND would write DOT, attach a copy of the signal received from the Project Office, and ask that the whole subject be reviewed.

14. Action: Chairman to write DOT and pass copy of the signal re telecommunications charges to Western Electric Company.

U.S. PLAN FOR OPERATION AND MANNING

15. The Chairman advised the members that the official United States Plan, of which a draft is attached to Progress Report No. 4, had not as yet been received. He stated that the draft had clearly been prepared before the Canadian statement was made at the July meeting of the PJBD but it was his understanding that apart from taking account of the Canadian statement at the PJBD meeting, the official document will vary only slightly from the draft as distributed. In view of the Chairman's remarks it was considered advisable to defer discussion on the subject until such time as an official document has been issued.

16. The DOT representative stated that Mr. Baldwin will be reporting on the matter to the Advisory Committee on Northern Development in late September. This report will be available for the next meeting of the PJBD to be held in October.

UNOFFICIAL VISITS TO DEW LINE SITES BY COMMERCIAL AIRCRAFT

17. The Chairman stated that instances have occurred where aircraft have set down at certain DEW Line sites for no official reason. This he pointed out could be embarrassing to those concerned as it was not always possible, nor in order to meet their requests. He pointed out further that DND had already written DOT requesting that visits of this nature be limited and that clearances be obtained before approval is given to visit DEW Line sites.

18. The External Affairs representative noted that Section 15 of the Exchange of notes provides as follows:

“15. Use of Air Strips

Air strips at installations in the DEW System shall be used by the United States solely for the support of the System. If it should be desired at any time by the United States to use an air strip for other purposes, requests should be forwarded through appropriate channels. The air strips shall be available for use by the RCAF as required. The air strips shall also be available for use by Canadian civil air carriers operating into or through the area, whenever such use would not conflict with military requirements, and SUBJECT to the understanding that the United States Air Force will not be responsible for the provision of accommodation, fuel, or servicing facilities of any kind. Proposals and arrangements for such use of USAF operated air strips by Canadian air carriers shall be submitted to the RCAF, which shall consult the USAF before granting any such permission.”

19. It was his feeling that legally no aircraft has a right to visit sites set up for DEW Line purposes only, unless official approval is given.

20. The Northern Affairs representative stated that he had been informed that the Quebec Air Services have flown aircraft into Foxe Basin with persons aboard having no concern whatsoever with the DEW Line.

21. The External Affairs representative stated that in this regard, realizing the agreement set forth in the Exchange of notes, Canada is actually breaking the agreement.

22. It was generally agreed that, if aircraft were putting down at Foxe Basin, the RCAF and ATB should have been informed. It would appear as far as the RCAF was concerned that this had not been done.

23. Decision: After further discussion the members agreed that the RCAF would look into the question of unauthorized aircraft putting down at sites set aside for DEW Line purposes only and report to the Committee.

24. Action: W/C G.R.M. Hunt.

CONTRACT AWARDS

25. The Chairman stated that contracts for flutter towers on the DEW Line would likely be awarded to Dominion Bridge Company.

DISPOSAL OF SPARE PARTS – LANCASTER AIRCRAFT

26. The Chairman tabled a letter from the Foundation Company requesting that consideration be given by Crown Assets to supplying that Company with Lancaster Aircraft declared surplus by the RCAF. The letter stated that these aircraft are otherwise unobtainable.
27. The RCAF member stated he did not think that any of the Lancasters now held by the RCAF would be declared surplus and, further that it was not the prerogative of the RCAF to advise Crown Assets as to the disposal of any aircraft that might be declared surplus by his Service.
28. The External Affairs representative asked, if it were not in order, in the interest of the DEW Line, to convey Foundation Company request to Crown Assets.
29. The Committee agreed that the Chairman would take the necessary action to pass Foundation Company request for Lancaster Aircraft declared surplus to Crown Assets.

SECRETARY'S NOTE

30. Subsequent to the issuance of Progress Report No. 4 and to the 4th meeting of the DEW Line Co-Ordinating Committee, on amendment to the rates, requested by Associated Airways Limited as it affects DEW Line Airlift Contract with the Northern Construction Company and J.W. Stewart Limited, has been received and is attached for information.

DATE OF NEXT MEETING

31. Decision: It was decided that the next meeting of the Committee should be at the call of the chair.
32. Action: The Chairman.

<C. B. Smith>

(C. B. Smith)

Recording Secretary

Distant Early Warning Co-Ordinating Committee

C O P Y

AIR TRANSPORT BOARD

July 28th 1955

Mr. T. P. Fox,
Managing Director,
Associated Airways Limited,
No. 11 Hangar, Municipal Airport,
Edmonton, Alberta.

Dear Sir:

Re: DEW Line Airlift Contract with the
Northern Construction Company and
J. W. Stewart Limited.

I refer to your letter of July 20, 1955, proposing, for Board approval, new rates for the DEW Line Airlift, as from July 1st, 1955, amending the new reduced rates approved by the Board, effective July 1st, 1955, per my letter dated July 15, 1955.

The Board has considered and approved, for the DEW Line Airlift only, effective July 1st, 1955, the amended rates as set out in your letter of July 20, 1955, as follows:-

- 1) A rate of 73¢ per ton mile to apply between all southern points and DEW Line destinations.
- 2) A rate of 80¢ per ton mile to apply on lateral movement of cargo between DEW Line points.
- 3) The carrier will be responsible for his own gasoline costs with the exception that fuel required for lateral movement of cargo will be supplied by the Northern Construction Company at the prevailing rate for Norman Wells, N.W.T.
- 4) Associated Airways Limited will not be responsible for the cost of supplying any radio navigation facilities required.

It is noted that the said amended rates were proposed in order to simplify bookkeeping and accounting, and include gasoline costs in excess of 35¢ per gallon and costs of accommodation and meals for Associated Airways Limited's personnel at all points north of Edmonton, which were, under the arrangement approved by my letter of July 15, 1955, to be absorbed by the Contractor (Northern Construction Company and J. W. Stewart Limited).

The Board will take action to approve a contract entered into with Northern Construction Company and J. W. Stewart Limited, based on the amended rates aforesaid, when such contract is filed with the Board.

Yours very truly,
(Sgd) W. J. Matthews,
Chairman.

8. DEW Line Coordinating Committee Progress Report No. 5, 21 October 1955

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 5

21 October, 1955.

DISTRIBUTION

MEMBERS

1. - 10.	DND ADM(F)	(Attn: Mr. G.Y. Loughhead)
11. - 48.	VCAS/DAPS	(Attn: W/C G.R.M. Hunt)
49.	DMO&P	(Attn: Col. G.A. Turcot)
50.	Assistant VCNS	(Attn: Capt. W.M. Landymore)
51. - 52.	Dept. of Northern Affairs	(Attn: Mr. G.W. Rowley)
53.	Dept. of External Affairs	(Attn: Mr. W.H. Barton)
54.	Dept. of Finance	(Attn: Mr. R.G. MacNeill)
55.	Director Employment Service	(Attn: Mr. J.W. Temple)
56.	Dept. of Labour	(Attn: Mr. H.S. Johnstone)
57.	Dept. of Citizenship & Immigration	(Attn: Deputy Minister)
58.	Dept. of Defence Production	(Attn: Miss R.E. Addison)
59.	Dept. of Transport	(Attn: Mr. J.E. Devine)

INFORMATION

60. - 61.	DND Chairman, Chiefs of Staff	
62.	CNS	(Attn: V Adm. E.R. Mainguy)
63.	CGS	(Attn: Lt. Gen. G.G. Simonds)
64.	CAS	(Attn: A/M C.R. Slemon)
65.	Under Secretary of State for External Affairs	(Attn: Mr. J. Leger)
66.	DND Chairman, DRB	(Attn: Dr. O.M. Solandt)
67.	Chairman, CJS(W)	2540 Massachusetts Ave. N.W., Washington, D.C.
68.	Secretary to Cabinet	(Attn: Mr. R.B. Bryce)
69.	CNTS/WOC	(Attn: Capt. J.B. Roper)
70.	DQMG(W&Q)	(Attn: Col. L.G.C. Lilley)
71.	ADM(R)	(Attn: Mr. L.M. Chesley)

- 72. DRB (Attn: Chief Scientist)
- 73. CG/IS (Attn: Mr. P.S. Conroy)
- 74. ADM(A&P) (Attn: Mr. J.A. Sharpe)
- 75. JAG (Attn: Brig. W.J. Lawson)
- 76. ADM(C&P) (Attn: A/C C.F. Johns)
- 77. Chief Secretary (Attn: Mr. Dan Wallace)
- 78. ADM(R)/SRE (Attn: Mr. G.M. Luther)
- 79. HQTS 2-70-99-5
- 80. HQ Subject Files
- 81. DM Sec't 256-5
- 82. DM Sec't Subject Files
- 83.-115. Spares

PROGRESS REPORT NO. 5 DISTANT EARLY WARNING LINE

Security Policy - Press Visits

The Deputy Minister of National Defence during a recent visit to the DEW Line discussed with U.S. officials the question of visits by representatives of the Press to Stations on the Line. It was agreed and the Minister and the C.A.S. concur that it would be desirable to have such visits arranged officially but that they should only be arranged in consultation with the Services, the interested Canadian and U.S. departments and the Western Electric Co. The timing of visits should be based on the best technical advice obtainable and at such times as the contractor can receive the numbers likely to be involved. It would be proposed that parties be made up of representatives from Canada and the United States and that the visit be carefully managed to ensure that the information given out is within the agreed security regulations.

In view of the above, the existing Security Policy restrictions on visits will require consideration. Para. 12 of the Statement might be amended to read as follows (words underlined are new)

Para 12. Other than official visits

Except for special arrangements that may be agreed to by the appropriate Canadian and U.S. authorities in consultation with the contractors, the nature of the project and the circumstances surrounding its development preclude visits by press, radio and TV representatives.

The above suggestion has been brought to the attention of the U.S. Department of Defence.

Transportation

Air Lift

Associated Airways, one of the air lift contractors in the Central Sector, have withdrawn from the Air Lift, following the loss of a number of their aircraft. Pacific Western Airways have taken over from Associated Airways under an authorization granted to January 1, 1956, at which time their compliance with certain D.O.T. requirements will be reviewed.

Tonnage estimates for the 1955-56 winter air lift will be available and discussed at meetings at the DEW Project Office on October 25 and 26. These meetings will be attended by representatives of the R.C.A.F., D.O.T., Air Transport Board and the Air Carriers.

Imperial Oil Limited commenced dispensing P.O.L. products to civilian air carriers at Churchill, Manitoba, effective October 1, 1955. This arrangement relieves the R.C.A.F. of the responsibility of supplying P.O.L. in support of the air lift, at this point.

Western Electric Co. have expressed appreciation and thanks for the support and cooperation extended by R.C.A.F. and Army personnel to Company representatives at Churchill.

Transportation

Sea Lift

The main contractors regard the 1955 sea lift as a successful operation, in spite of the unusually severe handicaps imposed by wind and ice conditions. None of the ships involved in the convoy had to be left in the Arctic for the winter, although several damaged vessels had to be towed out. The R.C.M.P. officer accompanying the Hudson Bay and Foxe Basin Group has furnished a comprehensive report covering that section of the sea lift and a number of charts prepared during the operation have been forwarded to the Dominion Hydrographer. A breakdown of the tonnages delivered during the 1955 Sea lift to October 1/55 is attached[.] It is of interest to note that the deliveries by barge and convoy, as compared to the earlier estimates by area are as follows (in short tons):

	<u>Eastern Section</u>		<u>Central Section</u>		<u>Western Section</u>	
	Estimate		Estimate		Estimate	
	Deliveries		Deliveries		Deliveries	
Equipment	20.827	25.043	16.818	18.535	15.335	16.389
P.O.L	<u>33.776</u>	<u>32.446</u>	<u>17.637</u>	<u>21.741</u>	<u>20.355</u>	<u>18.239</u>
Total	54.603	57.489	34.455	40.276	35.690	34.628

Planning for the 1956 Sea lift is proceeding on the basis of using United States Navy facilities at Norfolk, Virginia, as the staging point for the Atlantic convoy and U.S. Army warehouses at Seattle for the Pacific convoy.

The Project Office have been advised that while D.O.T. note with regret the decision to use Norfolk instead of Halifax, the Government (Canada) cannot rightly raise any objection.

The Project Office have been reminded that the exemption from the requirements of the Canada Shipping Act and the Customs Act, applied to the 1955 Navigation season only and that application should be made covering the 1956 Navigation season as soon as possible.

Consideration is being given to the construction of LCU, shallow draft type tankers and barges for the transport of bulk P.O.L. The Department of Transport will have representation at future meetings on this and other matters pertaining to landing equipment, etc.

Transportation – General

The DEW Project Office have been advised that the Department of Transport concur in a Western Electric Co. request for the movement of approximately 1800 tons of freight (mainly cement and steel) by Alaska Freight Lines Inc., to Sites 1 to 8, as shipment by surface transportation was more economical than by air and as Western Electric Co. felt reasonably certain that Canadian Air Carriers would be called upon to move substantial other Tonnages.

Construction

Activity at all locations is reported as being at its peak for the year. Foundations for tanks, garages, and hangars are being rushed in order to get concrete poured and set before the setting in of bad weather conditions. The most troublesome areas for construction are the Mackenzie River Delta sites, due to swampy ground and late delivery of materials, and the sites on the east coast of Baffin Island, because of difficulties of mountainous terrain and adverse weather conditions.

A fire of undetermined origin started in the beach dump at Cape Dyer on September 29, 1955. A considerable quantity of materials were destroyed including building module panels, garage components and harborite. The fire is under investigation by the contractors and the R.C.M.P. The fire will have a serious effect on the construction schedule at this site since the material to replace that destroyed probably cannot be procured and flown in before March or April, 1956. The Contractors have requested assistance from the Dominion Fire Commissioner, in planning their fire prevention

arrangements. The request for assistance has been passed to the Department of Public Works.

U.S. Logistic Concept

The U.S.A.F. have been advised that their Logistic Concept for the Land Based Segment of the Line, after examination by those concerned at R.C.A.F. Headquarters, and by officials of the interested Departments of the Canadian Government, is considered to provide a generally sound basis for further planning. The U.S.A.F. have been requested to keep Canada advised of further planning as it develops. Certain specific comments have been passed to the U.S.A.F. These pertain to the air lift, sea lift, snow trains, airfield requirements for Commercial Air Transportation and U.S.A.F. Air Material Command Support Bases. The U.S.A.F. and R.C.A.F. agree that the term "operational responsibility" as used in the U.S. Logistic concept refers specifically to the efficient technical operation of the system and should not be confused with the term "operational control" as used when referring to the control of friendly aircraft in the area.

Advice has been received that following a review of the airstrip criteria the U.S.A.F. have recommended lengths, as follows:

Main Stations	150' X 5000'
Auxiliary Stations	100' X 3500'
Intermediate Stations	75' X 1000'

Advice has been received that detailed planning, based on the "Logistic Concept" referred to above, is now being undertaken by the U.S.A.F.

Operations Working Group

It has been agreed that the U.S. be permitted to man and operate the portion of the DEW System in Canada for the first three years of its operation, by civil contract if desired, subject to the same general conditions, where applicable, as were agreed for the construction phase of the system.

Following the decision referred to above a Joint R.C.A.F. - U.S.A.F. Working Group has been established to develop the detailed operations plan for the Line. The Working Group has been set up to:

- (a) develop a detailed operational plan, operating procedures and operating instructions in close co-ordination with the Western Electric Co.,
- (b) provide continuing command liaison with the DEW Project Office to expedite operating command approvals of such matters as site layouts, communications systems and allied matters.

U.S.A.F. have designated Alaskan Air Command as the agency responsible for operating the Western half of the DEW Line - Cape Lisbourne to Shepherd Bay, and Northeast Air Command for the Eastern half of the Line - Shepherd Bay to Cape Dyer.

It has been agreed by the R.C.A.F. and the U.S.A.F. that, in order to ensure that the DEW, Mid-Canada and Pinetree Lines operate as an integrated system the Early Warning Operations Working Group will also develop the Operations Plan for the Mid-Canada Line.

Rearward Communications

It has been agreed that the rearward communications from the DEW Line are to be treated in the same manner as the rest of the line except that where rearward communication links connect at stations on the Mid-Canada Line or pass through that line, Canada will undertake to man and operate these installations as soon as they have been tested and are in a fully serviceable condition.

In part at least because of budgetary factors a re-examination is under way of the rearward communications for the line. The main modification contemplated in the program as originally discussed is that the multi-voice tropospheric scatter link from Hall Lake to Cranberry Portage, the section control station on the Mid-Canada Line is to be changed to a ionospheric scatter circuit capable of carrying only teletype transmissions. This eliminates the requirement for relay stations at Repulse Bay, Coral Harbour, Chesterfield Inlet, Eskimo Point and Chesney (Churchill). The change will result in an estimated saving of approximately \$30,000,000.

Canada is being kept informed of proposed changes in U.S. plans by means of ad hoc meetings between representatives of the U.S.A.F. and the R.C.A.F.

Procurement

Commitments to date total \$118,852,000. The total estimate for the construction of the Line as at Sept 13/55, is \$421,089,000 with authorized funds available up to Jan 1/56 of \$245,802,000. A revised estimate is expected about Dec 15/55.

<G.Y. Loughead>

(G.Y. Loughead)

Chairman

DEW Line Co-ordinating Committee.

APPENDIX “A”

PROJECT 572
SEALIFT STATUS REPORT
WEEK ENDING 10-1-55

to
DEW Progress
Report #5
10-3-55

	Sites		Eastern Section		Total		Barge	Central Section		Western Section	
	Short Tons	Measured Tons	Short Tons	Measured Tons	Short Tons	Measured Tons	Short Tons	Short Tons	Measured Tons	Short Tons	Measured Tons
<u>Estimated</u> <u>Tonnage</u>											
Equipment	16,827	29,623	4,000	6,800	20,827	36,423	4,892	11,926	25,039	15,335	27,698
P.O.L.	30,076	41,691	3,700	5,500	33,776	47,191	2,100	15,537	21,534	20,355	28,601
Total	46,903	71,314	7,700	12,300	54,603	83,614	6,992	27,463	46,573	35,690	56,299
<u>Ship</u> <u>Loadings</u>											
No. Ships to be loaded		23(A)		4(A)		27(A)			21		14
No. Ships		23		4		27	37		21		14

loaded

Tons Loaded

(*) (A)

Equipment	21,489	47,511	4,352	7,452	25,841	54,963	4,358	14,177	30,702	16,389	31,885
P.O.L.	28,837	40,077	4,029	5,852	32,866	45,929	3,593	18,148	24,340	18,239	24,323
Total	50,326	87,588	8,381	13,304	58,707	100,892	7,951	32,325	55,042	34,628	56,208

Delivered to

Sites (*)

Equipment	20,884	46,465	4,159	7,114	25,043	53,579	4,358	14,177	30,702	16,389	31,885
P.O.L.	28,417	39,502	4,029	5,852	32,446	45,354	3,593	18,148	24,340	18,239	24,323
Total	49,301	85,967	8,188	12,966	57,489	98,933	7,951	32,325	55,042	34,628	56,208

Enroute to

Sites (A)

Equipment	605	1,046	193	338	798	1,384	-	-	-	-	-
P.O.L.	420	575	-	-	420	575	-	-	-	-	-
Total	1,025	1,621	193	338	1,218	1,959	-	-	-	-	-

(Signed – P.Q. Bessey)

P. Q. BESSEY – 3181

* Reflects Manifest Corrections.

(A) Includes Additional Shipments Enroute by Commercial Ships.

9. DEW Line Coordinating Committee Progress Report No. 6, 12 January 1956

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 6

12 January, 1956

DISTRIBUTION

MEMBERS

- | | | |
|-----------|------------------------------------|------------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughhead) |
| 2. - 16. | VCAS/DAPS | (Attn: W/C G.R.M. Hunt) |
| 17. | DMO&P | (Attn: Col. G.A. Turcot) |
| 18. | Assistant VCNS | (Attn: Capt. W.M. Landymore) |
| 19. - 20. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 21. | Dept. of External Affairs | (Attn: Mr. W.H. Barton) |
| 22. | Dept. of Finance | (Attn: Mr. R.G. MacNeill) |
| 23. | Director Employment Service | (Attn: Mr. J.W. Temple) |
| 24. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 25. | Dept. of Citizenship & Immigration | (Attn: Deputy Minister) |
| 26. | Dept. of Defence Production | (Attn: Miss R.E. Addison) |
| 27. | Dept. of Transport | (Attn: Mr. J.E. Devine) |

INFORMATION

- | | | | |
|-----------|-----|------------------------------|---|
| 28. - 29. | DND | Chairman, Chiefs of Staff | |
| 30. | | CNS | (Attn: V Adm. H.G. DeWolf) |
| 31. | | CGS | (Attn: Lt. Gen. H. Graham) |
| 32. | | CAS | (Attn: A/M C.R. Slemon) |
| 33. | | Under Secretary of State for | |
| | | External Affairs | (Attn: Mr. J. Leger) |
| 34. | DND | Chairman, DRB | (Attn: Dr. O.M. Solandt) |
| 35. | | Chairman, CJS(W) | 2540 Massachusetts Ave. N.W.,
Washington, D.C. |
| 36. | | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 37. | | CNTS/WOC | (Attn: Capt. J.B. Roper) |
| 38. | | DQMG(W&Q) | (Attn: Col. L.G.C. Lilley) |
| 39. | | ADM(R) | (Attn: Mr. L.M. Chesley) |

40. DRB (Attn: Chief Scientist)
41. CG/IS (Attn: Mr. P.S. Conroy)
42. ADM(A&P) (Attn: Mr. J.A. Sharpe)
43. JAG (Attn: Brig. W.J. Lawson)
44. ADM(C&P) (Attn: A/C C.F. Johns)
45. Chief Secretary (Attn: Mr. Dan Wallace)
46. ADM(R)/SRE (Attn: Mr. G.M. Luther)
47. HQTS 2-70-99-5
48. HQ Subject Files
49. DM Sec't 256-5
50. DM Sec't Subject Files
51. S 810-100-80/9
52. - 70. Spares

Progress Report No. 6 Distant Early Warning Line

Sea Lift 1956

Revised information has been received from the Project Office, N.Y., concerning the estimated 1956 sea lift tonnage, and has been passed on to the Department of Transport to assist in the studies being undertaken by the Transportation Committee. In summary, the revised requirements by section and type of cargo in measurement tons, are as follows:

		General	POL	POL		
<u>Section</u>		<u>Cargo</u>	<u>Drums</u>	<u>Bulk</u>	<u>Total</u>	<u>Tons</u>
Eastern	-	38,760	5,940	16,292	60,992	Measurement
Central	-	35,860	8,843	18,711	63,414	Measurement
Barge	-	1,888	2,948	4,291	9,127	Short

A point of interest in a recent DEW Project Report, is the further observation:

“In the interest of economy it is important that nothing should be air lifted that cannot be used in advance of boat deliveries.”

The Committee is reminded that it is proposed to use U.S. Service Depots at Norfolk and Seattle as staging areas for the 1956 sea lift.

The U.S. authorities are applying for exemption from the Canada Shipping Act and the Customs Act for the 1956 sea lift through the same channels as the request was made for the 1955 sea lift.

A conference was held at the DEW Line Project Office on November 2nd, attended by representatives of the DOT and the RCN on the question of

ship-to-shore bulk POL transportation. The meeting considered the location of beach tanks and the means to be employed for ship-to-shore transfer of bulk POL at various DEW Line sites. A two-year supply is being planned to serve as a reserve in the event that weather or other conditions prevent refueling in any one year. Bulk storage facilities are expected to be available for delivery of supplies in 1956.

Reports have been received and passed to the interested Canadian Departments covering the 1955 U.S. Military Sea Transportation Services Arctic operations from the Eastern and Western areas.

The U.S. Navy have been advised through Canadian Joint Staff, Washington, that primary responsibility for Canadian interest in connection with DEW Line transportation generally is with the Department of Transport. The responsibility in connection with resupply arrangements is with the Departments of National Defence, Northern Affairs, and Transport.

Land Transportation

The Project Office have been advised that it is essential that Canada be furnished with full information concerning the planned operation of Alaska Freight Lines Inc. during the 1955-56 transportation season. Western Electric Company have been advised that no final approval of the operation will be given until details have been cleared with the Canadian Departments concerned.

Air Lift 1956

As was discussed during the course of meetings of the Air Industries and Transport Association Conference at Quebec City during the week of November 7th, regarding air carrier rates on the DEW Line, a request received from the Western Electric Company has been passed to the Air Transport Board requesting the Board to undertake a review of the cost of air lift operations on the Line, including the lateral air lift with the object of having the Board determine a fair and just charge for such operations.

It might be noted that the Air Transport Board had approved reduced air freight rates for the DEW Line Operation effective November 1st and the Board have advised that the reduced rates will be further reviewed about January 15, 1956.

A meeting was held at the Project Office in New York on October 25th and 26th, 1955, to discuss the 1955-56 USAF participation in the air lift. Preliminary planning figures available at that time estimated the total air lift requirement as follows:

USAF

Outsize equipment	-	5,230 short tons
Electronic Gear	-	3,632 short tons

Commercial

Construction equipment, food and spare parts	-	10,388 short tons
POL	-	5,300 short tons

In general, while the production of certain equipments is being proceeded with on a tight schedule, the planning for transportation of material to the sites is being undertaken on the basis that nothing should be air lifted that cannot be used in advance of deliveries by water, and also that the USAF will lift only heavy and outsize items (estimated at 1089 tons). The estimate for commercial tonnage has increased to approximately 30,000 tons.

The USAF 1956 airlift to DEW Line sites will commence on 1 February 1956 and continue through May 1956. USAF C-124 flights will originate at Dover Air Force Base, Delaware, and Larson Air Force Base, Moses Lake, Washington State. Aircraft will fly direct to sites in the Eastern Sector and return to Frobisher for refuel. Aircraft servicing sites, in the Central and Western Sectors, will refuel at Churchill and Namao (Edmonton).

It has been requested that customs clearance procedures be established which will enable USAF crews to accomplish necessary customs and immigration clearances at the following locations:

- | | |
|--------------------------|-------------------|
| a. Sites FOX through DYE | d. FROBISHER |
| b. NAMA0, Alberta | e. * YELLOW KNIFE |
| c. CHURCHILL, MANITOBA | f. * CORAL HARBOR |

* - indicate locates which may be used as alternatives.

In mid-December a summary prepared by WECO was obtained from DEWPO. This was a very detailed summary, giving the 1956 air lift tonnages by site, by month, by type. At that time USAF requested a reply before January 1, 1956, as to whether the Canadian commercial air carriers could handle the indicated tonnages. However, some difficulty was experienced in arranging the release of this summary by the contractors to the carriers. When the Foundation Company did discuss the matter with their carrier, they announced the Eastern sector tonnage would approximate 18,000 tons, rather than 11,000 tons as envisaged in the above-mentioned summary. This revised total will exceed the capacity of the carrier and sub-carriers. Consequently it will be necessary to bring in some American aircraft. The Department of Transport and the Air Transport Board have advised the carrier that they are opposed to leasing arrangements. The carrier has been instructed to submit by

January 15th a report setting out definitely the capacity of Canadian operators, together with the carrier's proposal as regards the use of imported aircraft.

As for the Central Sector, the contractor has agreed to discuss airlift requirements with the carrier. It is the intention to have the carrier submit a report with respect to their capacity.

During December, a two-day meeting was held in Ottawa to discuss operational problems. Representatives of the Department of Transport, RCAF, USAF, and the air carriers attended.

Search and Rescue

By letter dated December 29, 1955, DOT have advised that they feel there may be some justification for increase and have requested the views of DND on the provision of additional search and rescue facilities for the DEW Line operations, at least on a temporary basis, in order to ensure adequate coverage over the area of the operation.

In their letter, DOT advise as follows:

“At a recent meeting with representatives of civil carriers participating in the DEW airlift, some concern was expressed as to the adequacy of the search and rescue facilities for the next phase of supply operations.

During the six months from January 1st to June 30, 1956, some 23,000 tons of air freight is scheduled for delivery from various locations in Eastern and Western Canada to DEW Line sites. This will of course result in an unprecedented volume of civil air operations in the Arctic.”

Airstrip Criteria

The Department of Transport has expressed some concern over the 1,000 ft runways now planned for the intermediate DEW sites as the minimum requirement for licensing an airport is a landing strip length of 1800 ft at sea level, and this is intended for use by light aircraft only. DOT has confirmed, however, that commercial air carriers in Canada may use non-licensed aerodromes on an irregular, chartered or contract basis, such as is envisaged for airlift operations at intermediate sites, but such use will be entirely at the risk of the said carriers.

Bulk Storage of Aviation Gasoline

Studies are being undertaken at the Project Office to determine the most suitable means for the storage of aviation gasoline at certain DEW Line sites. The RCAF and Department of Transport have been requested to advise

of any Canadian requirements, plans and proposals to ensure that the facilities provided are sufficient to meet foreseeable requirements in the area of the DEW Line. Western Electric Company and the Project Office have also requested information on financial arrangements that would be necessary for any additional construction that might be undertaken in order to satisfy any Canadian need.

Construction

It is reported that the extremely rugged terrain and road construction at the Baffin Coast Sites are proving to be a major problem. At the higher altitudes where the sites are located, fog, snow, rime and ice conditions are hampering work.

The experimental water storage tank at PIN-3 has been completed and filled with 45,000 gallons of water. Temperature of water has been raised to 70°. Operating instructions have not been received yet, and automatic controls have not yet been adjusted to keep water just above freezing point. Siting group requested that siting criteria be developed for this type system so that they could prepare paper layouts to be field checked by their people as the opportunity presents itself.

A major effort will be required in 1956 on steel work. This includes the erection of fuel storage and distribution systems at all sites, the erection of a 100 to 400 foot fluttar tower and antenna at all sites, the erection of four 50 to 75 foot lateral communication towers and antennas at auxiliary and main stations, and towers for corner reflectors at certain main stations.

The results accomplished so far give every indication that the construction program will be carried to a successful completion during 1956.

With respect to the fire at site Dye, it is reported that the fire of September 29, 1955 at Dye destroyed the major portion of the building panels required at this site. A complete inventory was made and an emergency requisition was placed for the destroyed panels. Miscellaneous hardware and other items destroyed at the same time were also ordered. These items are now flowing through Mont Joli via airlift to Frobisher and Dye. Manufacturing scheduling has been established for the delivery of panels in a systematic manner to permit the construction of the modular buildings at this site on schedule.

Fire Protection

The Department of Public Works, Dominion Fire Commissioner's Office, are cooperating with the Foundation Company Limited in the Eastern Section of the Line in the survey of fire preventive and protection measures at

DEW Line sites and bases. Additional information concerning a preliminary request for similar assistance in the Western Canada Section of the Line has been referred back to the Project Office for additional information.

Procurement

Commitments to date, by the Western Electric Company, amount to \$148,288,316. The total estimate for the projects as of January 1, 1956 is \$417,000,000. The total funds authorized on Canadian contracts are approximately \$91,132,000. The funds allocated for the two Canadian construction contracts total \$129,892,806 and of this amount \$87,000,000 is presently authorized.

Contractual arrangements for major items of procurement are rapidly being completed and there are only radomes and a few other items still outstanding. Procurement in Canada, outside of the two construction contracts, has been small due to tight delivery schedules and competition from American industry. The major items procured in Canada by the Western Electric Company are the lateral communication equipment, towers, and approximately twenty percent of the rearward tropospheric communication equipment.

Under sub-contracts from the Canadian construction companies, the Canadian Marconi Company installed and operate the communication and navigation equipment required during the construction phase.

By and large, the very tight delivery schedules of the DEW Line are being met. The delivery of flutter and radar prototype equipments was set back a few weeks but this is not expected to affect adversely the completion date for the project.

It has been necessary to advance the deliveries of much of the electronic and outside plant equipment so that it may be airlifted to ice strips next Spring thus allowing the outside installation work to be well advanced before the following winter.

Siting

Three consulting engineering firms have been retained to check the base line at each station in order to make sure that the azimuth is within the tolerances required by the Bell Telephone Laboratories letter dated October 26, 1955, from Mr. R.C. Newhouse to Mr. J.A. Bowman. This requirement is three minutes of azimuth. One Canadian company, Marshall, Macklin & Monaghan, will depart Mont Joli for FOX on December 15, 1955. They will work the CAM-D to DYE area. New England Survey Services of Boston has been retained to work PIN to CAM-3. They will depart Edmonton about the

26th of December. Norman Porter, New York City, will work the BAR-1 to BAR-E sites and recompute the Alaskan azimuths between stations. His teams will be ready to depart Edmonton the 16th of January. The three companies will provide six teams among them. Completion of the work will depend upon weather conditions and transportation. Normally it should require only one clear night per station.

A copy of each of the detailed siting reports received from the Project Office has been provided to the Chairman of the Advisory Committee on Northern Development for the use of interested Government Departments. Reports on all sites will be forwarded to the Chairman as they become available.

Operations Planning

Operations Planning is proceeding and various instruction manuals are in the course of preparation. Spare parts are being provided on the general basis that a two-year supply will be furnished with each end-item. It is estimated that this supply should carry through the construction and testing phase and still leave a provision of about a year's supply when the Line is turned over to the USAF.

The next session of the RCAF/USAF Early Warning Operations Group is scheduled to convene on 18 January 1956 at Colorado Springs for a two or three week period. It is expected that the final draft operations plan will be completed at this session and should be ready for study by Headquarter formations shortly thereafter.

Health Facilities

The attention of the Inter-Departmental Committee on the Coordination of Health Facilities in the North, was drawn to the fact that the Canadian Government had agreed that the U.S. should be responsible for the operation of the Line for the first three years. It was indicated that planning was proceeding on the basis that the contractors would be responsible for housekeeping services, medical facilities, and transportation. As air transportation would be available on a 24-hour basis, minimum medical facilities, consisting of a medical inspection room and first-aid treatment, would be provided at the sites. Those requiring more skilled treatment would be evacuated.

The RCAF officer at the Project Office has been provided with copies of the material resulting from the Coordinating Committee's discussions so that those responsible for planning the operation and maintenance of the DEW Line would be aware of the forward planning which is being undertaken concerning the provision of health facilities for the native population.

DOT Communication Services

Western Electric Company have been advised by the RCAF Project Officer that the Department of Transport accounts for communication services should be processed for payment as submitted.

Rearward Communications

Last autumn the Bell Telephone Company of Canada submitted a proposal to the Department of Defence Production providing for communication facilities in the Goose Bay - Seven Islands - Rimouski area which would carry some of the DEW Line and Mid-Canada Line rearward traffic. Agreement on this proposal was delayed pending determination by the USAF as to whether they could enter into this type of financing involving as it did a provisioning charge.

At the November meeting of the PJBD, the USAF were asked to confirm their position because the communications facilities were of considerable importance to the RCAF. The USAF have now confirmed that they cannot at this time fund for or pay a provisioning cost for the above communications. The RCAF is therefore compelled to make alternate plans for rearward communications from Knob Lake.

Concerning the ionospheric scatter circuit from Hall Lake, the Western Electric Company have recommended that the southern terminal be located at Bird on the Mid-Canada Line. Both the USAF and the RCAF have concurred in this recommendation.

Security Policy

The US Department of Defence have been advised that the Canadian Security Policy Statement has been "unclassified" and that an amendment has been made to paragraph 12 of the original Policy Statement as follows:

"Other than official visits. Except for special arrangements that may be agreed to by the appropriate Canadian and US authorities in consultation with the contractors, the nature of the project and the circumstances surrounding its development preclude visits by press, radio and TV representatives."

Visit of Press Representatives

It has been agreed that the proposed visit of press representatives to the DEW Line cannot be arranged before March or April, 1956. It has also been agreed that arrangements for the visit should be co-ordinated by the Director of Public Relations, Department of National Defence, so that the

RCAF, the USAF, the Project Office, and the contractors will be fully informed of details concerning the trip as they are developed.

The National Defence College Visit

Arrangements have been made for the National Defence College, during their forthcoming tour, to visit the DEW Line site at Cambridge on January 19, 1956. The contractor and the USAF have been informed of the proposed visit by NDC.

The Governor-General's Visit

Arrangements are under discussion concerning the projected tour of the Governor-General to Northern Canada and certain areas in which DEW stations are under construction. Coordination of the arrangements for the tour are with the Department of Northern Affairs.

Meteorological Program

During recent discussions between the US Air Weather Service and the Meteorological Division of the Department of Transport on the question of responsibility for the meteorological service from the Line, it was agreed that the supplying of the necessary equipment, the training of contractors' personnel and the overall supervision of the met program from Canadian stations would be a Canadian responsibility.

Re-location of Pacific Sea Wing

The Chiefs of Staff have now under consideration a proposal by US Joint Chiefs of Staff that the Pacific portion of the DEW Line from Kodiak to Hawaii not be installed, and that it be replaced by a series of land-based radars extending from Naknek to Adak along the Aleutian chain and thence by over-water link to Midway Island.

U.S. Logistic Plan

The USAF Logistic Plan which was received with the letter of transmission dated December 6, 1955, was discussed at an interdepartmental meeting in the office of the Deputy Minister, Department of National Defence, on December 20th, at which time it was agreed that Canadian comments on the plan would be forwarded to the USAF through their Central Coordinating Staff at Ottawa.

It was generally agreed by the Departmental [representatives] that it was necessary for a greater emphasis to be given in the document so that it would clearly reflect the provisions concerning procurement and resupply as

agreed to between Canada and the United States. It was felt that the detail in the various chapters of the plan did not carry out the intent of a number of points contained in the exchange of notes and that there was not adequate provision for consultation with the appropriate agencies of the Canadian Government.

The specific comments of interested Department were incorporated in a letter to USAF Coordinating Staff which was signed by the CAS and dated December 23, 1955. A copy of this letter is attached as an appendix "A" to this report.

Support Bases

In considering the proposed US Logistic Support Plan and references to "Support Bases", the RCAF raised with the USAF the following question:

The RCAF would like information concerning any proposed support bases, (i.e. supply depots, movement units, etc) of a purely military nature that the United [States] may wish to position at presently established RCAF or other Canadian stations such as Edmonton, Churchill and Frobisher.

The USAF, in reply to the question raised by the RCAF, as mentioned above, have advised that - "under the current concept, the USAF does not anticipate establishing a USAF support base in Canada for the DEW Line."

Resupply – Sealift (Western)

At the request of the American Section of PJBD, a thorough study was made of the development of the Mackenzie River system to supply all DEW sites in the Western Canadian Arctic. A plan of operations, including inter alia a contract from the US Government to some Canadian commercial carrier, was proposed to the U.S. Their reaction to this was a request that Canada assume responsibility for organizing the logistical support on the basis of full reimbursement by the U.S. A draft submission to Cabinet, recommending approval of the request has been prepared for discussion by ACND on January 9th.

In the meantime, preliminary action has been taken as follows:

- (i) an inspection is being made by Canadian officials of certain vessels in the US Government reserve fleet. The "plan of operation" calls for entrustment of these ships to Canada for subsequent operation by a commercial carrier;
- (ii) the Department of Public Works have included in their 1956-57 Estimates funds to cover construction of a wharf at Tuktoyaktuk;

- (iii) the Department of Mines and Technical Surveys have made provision in their programme for a survey of the waters in Tuk harbour;
- (iv) Imperial Oil Limited are studying the possibility of their undertaking responsibility for construction, operation and maintenance of oil storage facilities at Tuk.

(Eastern)

Following completion of the investigation made in respect of the expansion of the Mackenzie River system, the Department of Transport has turned to a study of what assistance may be rendered with Canadian resources to the resupply of the FOX Basin area. It is proposed to second a department technical officer to this work. Inasmuch as the US authorities have been pressing for advice in the matter, it is proposed to arrange a discussion with them in the near future for the purpose of gathering information on tonnages anticipated.

Employment of Eskimoes

The Department of Northern Affairs and National Resources have communicated with V.W. Farley of Western Electric Company concerning the estimated requirement for Eskimo employment as well as the desirability of an Eskimo training programme. Western Electric have advised that it was desirable to make use of Eskimo labour during the operational phase of the Line, and also that it would be useful to establish a training programme to equip Eskimoes for permanent employment during this period. We advised that the matter has been referred to the USAF for consideration.

The Project Office advised that they are preparing job descriptions for work of the type for which Eskimoes might be usefully engaged. It is expected that this information will be forwarded shortly to the Department of [Northern] Affairs for comment, and that following such consultation the contractor eventually selected for the operation of the Line will be given full information respecting the various types of work for which it is considered Eskimoes could be suitably employed.

Sealing of Rifles and Polar Bears

Latest reports from the Northern Service Officers on the eastern end of the DEW Line indicate that there has been considerable trouble with polar bears at Sites 31 (Rowley Island), No. 32 (Bray Island) and No. 41 (Cape Dyer). However, there have been no instances of shooting these bears for any reason other than the safety of the camp and the construction personnel are fully aware of the arrangements that have been made regarding sealing of rifles

and appear to be quite agreeable to these arrangements. Instructions have been sent by RCMP headquarters to the various detachments concerned on the sealing of firearms, and presumably the instructions have now reached the field and representatives of the RCMP will be visiting the DEW Line establishments to seal rifles and, of course, from time to time after their preliminary visit, to receive reports on occasions when the seals are broken if there should be any such occurrences.

Turning back to the subject of polar bears, the Northern Service Officer has discussed with the Foundation Company personnel the suggestion that they carry their garbage a distance of several miles from the camp, and when possible to burn it; that they also store all food stuffs with care; and probably a couple of dogs at each of the sites in question, might assist in keeping the bears away. If this were carried out, it might have a good effect in keeping the bears away. It has been pointed out to the Northern Service Officer that the Department does not wish to encourage the various sites to have a number of dogs but as long as the total number is not too great at any one station, the idea of having a few dogs to warn of the approach of bears, should be a sensible and practical plan.

Liquor

The Department of Northern Affairs has had some correspondence with the Foundation Company of Canada regarding the Class B Liquor Permits (Permits to import liquor into the Northwest Territories). Mr. Shaw, Vice-President of the Foundation Company recommended that these Permits be refused to applicants at any DEW Line camp of his Company. This question has been carefully examined and it was found that there are grave legal doubts that Northern Affairs can refuse to issue permits to persons who have not had their liquor privileges withdrawn in accordance with the Liquor Ordinance. Therefore, the Deputy Minister of Northern Affairs has pointed out to Mr. Shaw that in the circumstances, Northern Affairs must accede to requests from bona fide applicants, wherever they may be in the Northwest Territories, for Class B permits. However, the Deputy Minister of Northern Affairs recognizes the problem faced in operating construction camps and maintaining them with high standards of conduct and morale, and is most anxious to do everything possible to assist. The Deputy Minister of Northern Affairs told Mr. Shaw that it might be helpful if Northern Affairs were to write to an applicant whose address is in a DEW Line construction establishment and point out to him that Northern Affairs understand that regulations of the establishment where he lives and works prohibits the possession of liquor, and if this is the case the permit for which he is applying would presumably be of no use to him and the Department of Northern Affairs feel they ought to call this to his attention.

This is, of course, by no means a bar to the issuing of a permit. However, the Department of Northern Affairs propose to try the effectiveness of such letters in calling to the attention of applicants that they can only make use of Class B permits if they were prepared to disregard the regulations which govern the camps. It seems reasonable to suppose that an applicant who is told, that Northern Affairs know the regulations and have taken the trouble to inform him, will realize that he would not be able to plead ignorance in the event of being charged by his employer with a deliberate infraction of an important regulation.

Construction Personnel

There have been some recent staff changes in the field construction personnel and relating contractors. It has been reported on as you are aware, the Foundation Company underwent great difficulties in the beginning but now the internal disagreements have disappeared. The present administration appears to be doing good work, not only in regard to construction difficulties, but they seem to have a sympathetic understanding of Northern Affairs problems. Reports from Northern Service Officers on both ends of the DEW Line indicate a most favourable impression of the entire operation and that employees of the contractors building the Line were making a very genuine effort to carry out the arrangements that have been laid down in regard to employment of Eskimoes, protection of game, etc.

<G.Y. Loughead>

(G.Y. Loughead)

Chairman

DEW Line Co-ordinating Committee

S E C R E T

Appendix "A" to DEW Line Report No. 6

S1900-100-80/9 (CAS)

S960-100-80/9 (CAS)

S096-100-80/9 (CAS)

23 December 1955

Brigadier General James C. Jensen,
Chief, USAF Central Coordinating Staff, Canada,
1327A Wellington Street,
Ottawa, Canada.

Dear General Jensen:

The US Air Force Logistic Plan for the Land-Based Segment of the Distant Early Warning System which was sent to us through the Royal Canadian Air Force Project Officer at the DEW Project Office, N.Y., on 6 December, 1955, and your letter of 2 December, 1955, have been examined by those concerned at Air Force Headquarters and by officials of the interested Departments of the Canadian Government.

In their examination of the Logistic Plan, Canadian officials have concluded that while the basic concept in Chapter 1 of the Plan indicates that contracts for the support of the Distant Early Warning Line stations will reflect the provisions concerning procurement and resupply agreed to between our two Governments, there are several areas in which the basic concept itself and the supporting chapters of the Plan do not carry out clearly the intent of this statement in the basic concept by providing adequately for consultation with the appropriate agencies of the Canadian Government.

Specifically, this general comment applies to the following sections of the plan.

Chapter 1 - General

Any plans for integration of logistic support systems by NEAC and AAC, as outlined in paragraph 2, must take into account the Statement of Conditions governing the establishment of a Distant Early Warning System in Canadian territory agreed upon between the United States and Canadian Governments by exchange of letters dated 5 May 1955, and the comments which follow concerning other chapters of the Plan.

Chapter 2 - Procurement

The "Statement of Conditions" includes provisions in paragraph 4 and 5 for prospective Canadian suppliers of materials electronics equipment, etc., to participate in the supply of the Distant Early Warning Line. It is considered that the provisions of these paragraphs of the "Statement of Conditions" should be taken into account in the statement of policy in paragraph 1 of Chapter 2 of the Logistic Plan and that the procurement procedures outlined in the subsequent paragraphs should be worded to ensure that consultation regarding the use of Canadian sources of supply will take place between Headquarters, Air Materiel Command, United States Air Force, and, where appropriate, between Alaskan Air Command and North Eastern Air Command, and the Canadian Department of Defence Production.

Chapter 4 - Transportation

It is considered that in the matter of transportation, particular note should be taken of the Canadian position set out in paragraph 17 of the

“Statement of Conditions”, which provides that Canadian commercial carriers will participate to the fullest extent practicable. It is, therefore, suggested that Chapter 4 of the Plan, generally, should be modified to indicate clearly that arrangements for the carriage of materials, personnel, etc., in Canada, should be developed in consultation with the appropriate Canadian authorities as was done during the construction phase of the Line. In particular, paragraph 2 and paragraph 4 of Chapter 4 should be rewritten to specify that decisions as to the use of Canadian transportation services will be made by the responsible United States authorities in consultation with the Canadian Department of Transport.

Within the Logistic Plan, there are several matters of importance to Canadian Government Departments involving the application of Canadian law and regulations or the recognition of Canadian interest in the development of services in the vicinity of the Distant Early Warning Line, concerning which there will be a need for detailed consultation between the Canadian Government Departments concerned and the appropriate United States authorities. Specifically, the following are noted:

Chapter 4, Paragraph 7

Customs arrangements will need to be discussed with the Canadian Department of National Revenue.

Chapter 6, Paragraph 4

Before final arrangements are made for establishing Base Exchange facilities and sales outlets at the various Distant Early Warning Line stations, the Departments of National Revenue and of Northern Affairs and National Resources must be consulted.

Chapter 6, Paragraph 7

The Department of Northern Affairs and National Resources is particularly concerned to ensure that the provision of medical services for the Distant Early Warning Line is coordinated with the Canadian programme for the development of Northern medical services.

Chapter 3, Paragraph 5 and Chapter 6, Paragraph 9

Consultation with the Canadian Department of Northern Affairs and National Resources and other Canadian Government Departments concerned is essential to ensure that regulations issued by the United States Air Force for the control of the disposal of excesses and of explosives take full account of and are consistent with Canadian regulations.

Chapter 9, Paragraph 4

The development of policy regarding mail services for the Canadian section of the Distant Early Warning Line should be in consultation with the Canadian Post Office Department.

I should be grateful if you will bring the above comments to the attention of Headquarters, United States Air Force, and I shall be glad to arrange for discussions with Canadian authorities in the further development of the Logistics Plan.

Yours sincerely,

(C.R. Slemon)

Air Marshal

Chief of the Air Staff

GRMHunt/DJV

c.c. DM, National Revenue – Attn: R.C. Labarge
R G Robertson, DM Northern Affairs
DM, DDP – Attn: Mr. W.H. Huck
DM, Dept. Finance – Attn: Mr. J.J. Deutsch
DM, Dept. Transport – Attn: Mr. J.E. Devine
Under-Secretary of State for External Affairs – Attn: Mr. W.H. Barton

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10. DEW Line Coordinating Committee Progress Report No. 7, 28 March 1956

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 7

28 March, 1956.

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MEMBERS

- | | | |
|-----------|------------------------------------|------------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughhead) |
| 2. - 40. | VCAS/DAPS | (Attn: W/C G.R.M. Hunt) |
| 41. | DMO&P | (Attn: Col. G.A. Turcot) |
| 42. | DNPO | (Attn: Capt. W.M. Landymore) |
| 43. - 44. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 45. | Dept. of External Affairs | (Attn: Mr. W.H. Barton) |
| 46. | Dept. of Finance | (Attn: Mr. R.G. MacNeill) |
| 47. | Director Employment Service | (Attn: Mr. J.W. Temple) |
| 48. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 49. | Dept. of Citizenship & Immigration | (Attn: Deputy Minister) |
| 50. | Dept. of Defence Production | (Attn: Miss R.E. Addison) |
| 51. - 52. | Dept. of Transport | (Attn: Mr. J.E. Devine) |

INFORMATION

- | | | | |
|-----------|-----|--|--|
| 53. - 54. | DND | Chairman, Chiefs of Staff | |
| 55. | | CNS | (Attn: V/Adm. H.G. DeWolf) |
| 56. | | CGS | (Attn: Lt. Gen. H. Graham) |
| 57. | | CAS | (Attn: A/M C.R. Slemon) |
| 58. | | Under Secretary of State for
External Affairs | (Attn: Mr. J. Leger) |
| 59. | DND | Chairman, DRB | (Attn: Mr. A.H. Zimmerman) |
| 60. | | Chairman, CJS(W) | 2540 Massachusetts Ave. N.W.
Washington, D.C. |
| 61. | | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 62. | | CNTS/WOC | (Attn: Capt. J.B. Roper) |
| 63. | | DQMG(W&Q) | (Attn: Col. L.G.C. Lilley) |
| 64. | | ADM(R) | (Attn: Mr. L.M. Chesley) |

- | | | |
|-----------|-----------------------|-------------------------------|
| 65. | DRB | (Attn: Chief Scientist) |
| 66. | CG/IS | (Attn: Mr. P.S. Conroy) |
| 67. | ADM(A&P) | (Attn: Mr. J.A. Sharpe) |
| 68. | JAG | (Attn: Brig. W.J. Lawson) |
| 69. | EA/C & P | (Attn: A/C F.J. Johns) |
| 70. | Chief Secretary | (Attn: Mr. Dan Wallace) |
| 71. | ADM(R)/SRE | (Attn: Mr. G.M. Luther) |
| 72. | Secretary PSOC | |
| 73. | RCMP | (Attn: Commr. L.H. Nicholson) |
| 74. | HQTS 2-70-99-5 | |
| 75. | HQ Subject File | |
| 76. | S 810-100-80/9 | |
| 77. | DM Sec't 256-70-99-5 | |
| 78. | DM Sec't Subject File | |
| 79. - 85. | Spares. | |

PROGRESS REPORT NO. 7 DISTANT EARLY WARNING LINE

USAF Logistic Plan

The USAF, at a meeting on February 7th held at Air Materiel Command, Dayton, Ohio, considered amendments to the earlier drafts of the USAF Logistic Plan for the operation of the Line. Canadian representatives who sat in on the discussions at Dayton were Messrs. John Teeter, DDP, J.R. Belcher, Secretary, Air Transport Board and R.L. Bolduc, DOT.

Copies of the Plan, as revised following the meeting referred to above, have been received through the US Central Co-ordinating Staff, Ottawa, with the request that following review by appropriate Canadian Government agencies, concurrence and/or comments be furnished as soon as possible. Copies of the revised Logistic Plan were forwarded to interested Departments on March 14th with a request for early comment.

Operation of the Line

Following examination of bids received for the operation of the Line by a Reviewing Board of the USAF, it has been stated that the successful tenderer is the Federal Electric Company which has been named as the US contractor for the manning and operation of the Line.

Mr. W.H. Huck, Assistant Deputy Minister, DDP, has recently been in the US to discuss with US authorities and the Federal Electric Company, various matters concerning the operating and manning phase of the Line.

Policy Statement – Manning and Operation

The Parliamentary Assistant to the Minister of National Defence gave the following statement in the House of Commons on March 20th concerning the manning and operation of early warning lines:

“In accordance with the practice of informing the house about current developments in continental air defence, I should like to make a statement on the manning and operation of the early warning lines in the Canada - United States air defence system.

In consultation with the United States government it has now been agreed that the distant early warning line should be manned and operated for the next three years by a civilian contractor, to be selected by the United States government. The Canadian government has reserved the right to undertake any part or all of the manning and operation of the Canadian section of this line after the expiration of the three year period.

A United States-Canadian military group will be located at each main station in the DEW line and will have control of the purely military functions of the line.

With reference to the mid-Canada line, investigations are now being made by the Canadian government to see whether it is practicable to have the technical maintenance and manning of this line also undertaken by a civilian contractor.”

Lateral Re-supply – Mackenzie Delta Area

Following Cabinet decision on the Canadian assumption for the responsibility of resupply in the Mackenzie River, application for US ships to perform this service was made by means of a Department of Transport request being forwarded, under date of February 6th, to the US through the Secretariat of the Permanent Joint Board on Defence.

A copy of the US reply to the above mentioned request is attached to this report.

Customs Arrangements

In response to a request from the USAF, the Department of National Revenue have developed a customs procedure designed specifically to meet the requirements of the proposed USAF 1956 airlift of outsize equipments to sites on the DEW Line for aircraft which will be operated from Dover Air Force Base at Delaware, and Larson Air Force Base, Washington, directly to DEW Line sites. Copies of the agreed procedure, dated February 3, 1956, have been

forwarded to the DEW Project Office, Western Electric Company and the USAF Central Co-ordinating Staff at Ottawa.

The Department of National Revenue have made arrangements for customs and excise purposes covering the current operation of Alaska Freight Lines, Inc. The arrangements were agreed to at a recent meeting with representatives of the Alaska Freight Lines and the Western Electric Company, and have been issued in memorandum form dated January 31, 1956. One of the features of the arrangement is that a Customs Immigration Officer will be stationed at Eagle, Alaska; the accommodation and expenses, including the salary of the officer, will be paid by Alaska Freight Lines, Inc.

Oil Storage at DEW Line Sites

One of the Canadian representatives at the Project Office raised an enquiry concerning the problem of safeguarding bulk oil storage facilities to reduce or eliminate the possibility of leakage which might have an adverse effect on water supplies and wild life.

The question was discussed verbally with the Department of Northern Affairs who subsequently advised that, considering that the tanks were designed and built to reduce to a minimum the possibility of leakage, special precautionary measures were not considered necessary by that Department.

Bulk Aviation Gasoline Storage

The Project Office have been advised of the results of a survey made to determine the RCAF requirements for aviation gas at DEW Line sites, and have also been advised that as the requirements are very limited it may be that additional facilities beyond those being planned for the DEW Line are not necessary. The Project Office have also been advised that the Department of Transport has no foreseeable requirements for aviation gasoline at DEW Line sites during the phase of activities on the Line which would require provision of bulk storage.

The USAF have advised through the Project Office, that it appears the RCAF requirements can be absorbed by the planned bulk storage facilities for the Line.

Construction

Construction is proceeding in a satisfactory manner, and while a fire on February 5th at FOX held back work at that location to some extent, the general situation is that work at all sites in the Central Section which were

closed down for winter, will be reopened before the end of March.
Construction work is proceeding at all of the Eastern Sites.

For the period to December 31, 1955, construction contracts placed with Canadian companies (including airlift contracts as sub-contracts under the construction contracts) are as follows:

Foundation Company Ltd.	- Authorized	\$63,000,000
	First Estimated	
	Cost	76,055,481
Northern Construction and W.J. Stewart Co. Ltd.	- Authorized	46,600,000
	First Estimated	
	Cost	56,862,186

Transportation – Air

Arrangements have been made for weekly tonnage statements to be forwarded to Ottawa for examination by DOT and ATB. While it is understood that the air lift in the Western Section is regarded as satisfactory, concern is being expressed, through the Project Office, about certain aspects of the situation in the Eastern Sector. The situation has been reviewed by DOT and ATB with the carriers, and on the basis of information produced, it has been indicated that DOT and ATB are satisfied that the commercial carriers can complete their movement of tonnage except for the outsize equipment which it has been agreed will be carried by the USAF.

Labour

The Department of Labour have advised that a recent survey of the Line indicates that the labour condition is regarded by that Department as generally satisfactory. The Department notes that there are approximately 1200 employees on the Line in the section working under the Northern Construction Company, and 2500 in the Eastern Section with the Foundation Company.

Northern Construction Company in the Western Canadian section have found that it is necessary to replace certain of the Eskimos on payroll with other labour due to the inability of the Eskimos to perform heavy lift work. It is understood that Mr. Boxer, representative of the Department of Northern Affairs in that area, has objected to this practice and indicated that this replacement cannot be proceeded with.

Survey by Department of National Health and Welfare

The Department of National Health and Welfare have a team of officials engaged in a health survey in the northern country, including the area of the DEW Line. RCAF Project Officer at New York advised that the Northern Construction Company have requested direction from Western Electric Company and the USAF as to whether or not the Company should provide, at US expense, meals for the Canadian Health officials, or whether the Department of National Health and Welfare should be charged for meals taken at the construction camps. The Company have been advised that the Departmental officials will pay their way as they go.

Press Visit

The Director of Public Relations, Department of National Defence, has advised that arrangements for the forthcoming Press visit are proceeding smoothly. The trip will begin with a briefing at New York City and the group will depart from there on March 26th and are expected to be back in Ottawa either April 3rd or 4th. It is reported that the group will consist of 15 Canadian representatives and 15 representatives from the US, and that all forms of Press media will be represented.

The RCAF will clear all copy and other tour material submitted by Canadian correspondents subsequent to the landing of the aircraft in Ottawa, with the USAF similarly clearing American copy in the same category.

The group of approximately 30, will include newspaper men, photographers, and radio personnel. The party will travel in a Globemaster aircraft provided by the USAF, from the east to the west on the Line, and the trip will last approximately ten days. Accommodation will be provided on the aircraft for sleeping, as it is considered that overnight accommodation at sites on the Line will be at an absolute minimum.

Alaska Freight Lines – Additional Contract

Under date of March 9th, the following request for Canadian approval for the carriage of additional freight tonnage by Alaska Freight Lines was received through the Project Office:

“DEWPO, subject to Canadian approval, proposes grant authority to WECO to negotiate contract with Alaska Freight for transportation of four thousand and thirteen tons POL namely ME and Avgas from 1956 sealift Seattle. Tonnage to be shipped 31 March to Alaska thence through Eagle to DEW sites excluding Mackenzie Delta area. Tonnage to be delivered by 30 August 1956. If unable to deliver by cat train this spring Alaska Freight Lines intends to use Canadian Mackenzie River transport for delivery to

sites. This tonnage has no material effect on Canadian water or airlift transportation. Early reply from Canadian Departments would be appreciated.”

The above request was considered by the Advisory Committee on Northern Development and the Project Office were advised as follows:

“... the Advisory Committee on Northern Development agreed that:

‘... the carriage of additional tonnage by Alaska Freight Lines in Canada should not be approved unless it were established:

- (a) that Canadian operators could not handle it, either by way of Eagle or alternatively, by way of Skagway, Whitehorse and the Canol Road, and
- (b) that it was essential for the project that delivery take place before the 1956 Sea Supply operation.’

Since the matter was considered by the Committee, it has been discussed on an interdepartmental basis at the official level.

It has been agreed, at the official level, that, on the basis of information which has been received to date, that US authorities should be advised that Canadian approval cannot be given for the proposed contract. However, if there is additional information which might be furnished to support a re-examination of the request, it should be provided as soon as possible.”

Following further consideration by the interested Canadian authorities on the basis of additional information and representations (see copy of Dept. of Northern Affairs letter of March 23rd attached) which have been made, it has been agreed that the additional movement referred to above, and as conveyed in your Message DEWPO 17 of March 9th, may be undertaken on the basis outlined in your message.

The DEW Project Office have now been advised that:

“The Canadian authorities concerned, in approving the freight movement referred to above, have indicated that:

- (a) their concurrence in this instance is being given only for this movement and only to facilitate the supply arrangements for the DEW Line this year;
- (b) there should not be any assumption that agreement will be given to any movement by this means in subsequent years.”

Civilian Use of Airstrips

The problem of use by civilians of DEW Line airfields during the construction phase of the Line has been considered by the Advisory Committee on Northern Development.

After discussion, the Committee agreed that, with the exception of RCAF approval, there should be no civilian use of DEW Line airstrips until the construction phase of the Line was completed.

It was noted that food and accommodation at DEW Line Stations were based on the contractors' requirements, and civilians using the airstrips could not expect these services to be provided.

Operating Phase – Radio Technician Requirement

Messrs. R.H. Cruzen and J. Guilfoyle of Federal Electric Co., contractors for the maintenance and operating phase of the Line, were in Ottawa on March 27th to discuss with the Department of Labour the setting up of recruiting offices in Canada for the employment, initially, of technical personnel for the Canadian Section of the Line. A meeting was arranged with the appropriate officials of the Department of Labour (National Employment Service) through Mr. Murdo Campbell, and was also attended by Mr. W.E. Cragg, Industrial Security Division, Department of Defence Production, and Mr. W.R. Wilson of Department of Defence Production.

The Department of Labour have reported that they consider the meeting was profitable and that a full exchange of views took place. The Labour Department are satisfied that the Company will co-operate fully with them, and in turn that Department will assist the Company wherever possible through the National Employment Service. The Company propose setting up a central recruiting organization in Montreal and will undertake the recruiting through the National Employment Service.

The initial requirement is for radio technicians who will be recruited and sent to a training school at Streator, Illinois, at which classes will commence in April 1956. The Company propose paying the radio technicians as follows:

- (a) during training, \$400 per month plus \$9 per diem allowance;
- (b) during their period of employment, \$800 per month plus board and room.

The radio technicians and certain other staff such as heavy duty mechanics, will move in to the sites to assist in the installation of the equipment, and all are expected to be recruited and trained by July 1957. The

Company plans on employing as many Canadians in the Canadian Sector as possible, and they will be taken on on the basis of contracts for a period of 18 months on the project and will likely be paid a bonus if they complete their contract.

The recruiting officers selected by the Company will meet with Mr. Cragg of DDP so that they may fully understand the industrial security requirements of that Department.

As a matter of interest, the Federal Electric Co., during the course of the meeting referred to above, mentioned that the catering on the Line will be undertaken by the catering firm of Crawley McCracken.

Liaison with Operating Contractor

During the course of the brief visit of Messrs. Cruzen and Guilfoyle to Ottawa on March 27th, the need for close liaison and a complete understanding by the Company of the requirements of various Canadian Departments, was stressed. The Company agreed that close liaison would be needed and that they proposed returning to Ottawa shortly to discuss with various interested Departments the particular interests of the Departments concerned. When information is available as to the next visit to Ottawa of the Company officials, arrangements will be made for them to meet various Departmental officials in such Departments as Defence Production, Transport, Northern Affairs, etc.

<G.Y. Loughead>

(G.Y. Loughead)

Chairman

DEW Line Co-ordinating Committee

11. DEW Line Coordinating Committee Minutes of the 5th Meeting, 8 May 1956

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

Minutes of the 5th Meeting, held in
the CAS Conference Room 2717 "A" Building
on Tuesday, 8 May, 1956, at 1015 hours.

17 May, 1956

PRESENT

Chairman	Mr. G.Y. Loughhead	ADM(F)
Members	Capt. W.M. Landymore	RCN-DNPO
	Lt. Col. C.E. Brown	rep. Army – DMO&P
	W/C G.R.M. Hunt	RCAF – VCAS/CPlans I
	Mr. K.C. Brown	rep. External Affairs
	Mr. G.W. Rowley	Northern Affairs
	Mr. R.G. MacNeill	Finance
	Mr. M. Campbell	rep. National Employment Service
	Mr. H.S. Johnstone	Labour
	Miss R.E. Addison	Defence Production
	Mr. J.E. Devine	rep. Transport
Recording Secretary	Mr. C.B. Smith	DM Secretariat

ALSO PRESENT

Mr. J.R. Baldwin	Transport
Mr. J. Gilfoyle	Federal Electric Corporation
Mr. W.R. Wilson	Defence Production
Col. W.A. Trippet (USAF)	USAF CCS-C
W/C J.A. Wiseman	DEWPO N.Y.
Lt. Col. J.B. Porter (USAF)	Air Installations, Wash. D.C.
Mr. C.J. Smith	Western Electric, N.Y.C.
Col. W.H. Williamson (USAF)	DEWPO, N.Y.
Brig. Gen. S.T. Wray (USAF)	Electronic Det. Systems, N.Y.C.
Admiral R.H. Cruzen	Federal Electric Corp.
Brig. Gen. J.C. Jensen (USAF)	Central Co-ordinating Staff - Canada
Lt. Col. N.R. Voss, Jr.	HQ USAF Logistic Plans

(USAF)

Mr. C.J. Marshall

Northern Affairs

Mr. A. Stevenson

Northern Affairs

S/L J. Arnott

RCAF – VCAS/CPlans I

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

MINUTE OF THE FIFTH MEETING

General Business

1. The chairman stated that the meeting had been called, as a result of requests from various persons, for the purpose of conducting a general discussion on DEW Line matters of mutual interest to Canadian and United States agencies. It was hoped that the general discussion would establish the interests and broad requirements of each agency concerned so that as much progress as possible could be made at meetings scheduled for the future on specific topics.

2. Admiral Cruzen of Federal Electric Corporation stated that it was only natural to assume that there would be a number of problems connected with the change over from the construction to the manning and operating phase, especially during this initial stage and felt that this meeting would help considerably to clarify some of these problems.

Meteorological Facilities

3. Mr. Baldwin referred to the meteorological requirements on the Line and expressed concern about the problem of training personnel to handle the meteorological function adequately. He expressed the hope that Federal Electric Corporation would be prepared to discuss this matter soon. It was agreed that Federal Electric would meet with Department of Transport officials immediately following the general meeting.

Re-Supply – Transportation

4. Mr. Baldwin reported that a meeting is scheduled for 17 May 56 between the USAF and interested Canadian Departments to discuss the problem of transportation generally in connection with re-supply, and that possibly it would be desirable to delay any discussion on this question until that meeting is held.

5. The chairman stated that if an outline of the transportation concept could be prepared to amplify the information contained in the DEW Logistic Plan it would be most helpful to Canadian Departments. General Wray replied

that he would endeavour to have detailed information available for the 17th May meeting to clarify the Logistic Plan.

6. Mr. Baldwin referred to the annual sea supply to the Foxe Basin area, and indicated that Canada may be able to assist in this operation. He requested information as to number and type of ships involved plus the ship to shore services required.

Procurement

7. Miss Addison, DDP, stated that one matter of concern to DDP was to see that Canadian contractors are given an equal opportunity with United States contractors to bid on all equipment and supplies required for the Line and that discussions are being held with the USAF on this problem.

Postal Services

8. The chairman reported that the Canadian Post Office Department has given thought to mail service to the Line and it would appear that final arrangements as to the service which will be provided will depend on the frequency of airlifts to the various sites. However, discussion will have to be delayed until such time as the transportation question has been settled.

Manning

9. In reply to a question, Admiral Cruzen stated that he did not envisage any difficulty in obtaining personnel for the Line. Thousands of applications have been received, and are continuing at the rate of approximately 500 per day. Of these, however, less than 10% possess the necessary technical background.

10. Mr. Johnson, Labour, advised that discussions had been held with Federal Electric with respect to qualifications and rate to be paid personnel employed on the Line.

Employment of Eskimoes

11. Mr. Rowley, Northern Affairs, advised that Department of Northern Affairs and National Resources officials would like to meet with Federal Electric Corporation to discuss the employment of Eskimoes and other matters of interest to Northern Affairs. The meeting was arranged for 1500 hours on 8 May, 56.

Channels of Communication

12. Colonel Williamson emphasized that until such time as the Line was officially turned over to the operating agency, the channels of communication would continue to be through the DEW Project Office in New York.

13. The chairman stated that from a Canadian viewpoint it would be most desirable to have a similar arrangement during the operating phase, i.e., a central office to which all matters from Canadian Departments could be referred. Colonel Trippet replied that the need for a central office is recognized by the USAF and the question is under consideration.

<C.B. Smith>

(C.B. Smith)

Recording Secretary

Distant Early Warning Co-ordinating Committee
2330 "C" L. 6-8684

12. DEW Line Coordinating Committee Progress Report No. 8, 28 May 1956

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 8

28 May, 1956.

DISTRIBUTION

MEMBERS

- | | | |
|-----------|------------------------------------|------------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughead) |
| 2. - 40. | VCAS/DAPS | (Attn: W/C G.R.M. Hunt) |
| 41. | DMO&P | (Attn: Col. G.A. Turcot) |
| 42. | DNPO | (Attn: Capt. W.M. Landymore) |
| 43. - 44. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 45. | Dept. of External Affairs | (Attn: Mr. W.H. Barton) |
| 46. | Dept. of Finance | (Attn: Mr. R.G. MacNeill) |
| 47. | Director Employment Service | (Attn: Mr. J.W. Temple) |
| 48. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 49. | Dept. of Citizenship & Immigration | (Attn: Deputy Minister) |
| 50. | Dept. of Defence Production | (Attn: Miss R.E. Addison) |
| 51. - 52. | Dept. of Transport | (Attn: Mr. J.E. Devine) |

INFORMATION

- | | | | |
|-----------|-----|--|--|
| 53. - 54. | DND | Chairman, Chiefs of Staff | |
| 55. | | CNS | (Attn: V/Adm. H.G. DeWolf) |
| 56. | | CGS | (Attn: Lt. Gen. H. Graham) |
| 57. | | CAS | (Attn: A/M C.R. Slemon) |
| 58. | | Under Secretary of State for
External Affairs | (Attn: Mr. J. Leger) |
| 59. | DND | Chairman, DRB | (Attn: Mr. A.H. Zimmerman) |
| 60. | | Chairman, CJS(W) | 2540 Massachusetts Ave. N.W.
Washington, D.C. |
| 61. | | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 62. | | CNTS/WOC | (Attn: Capt. J.B. Roper) |
| 63. | | DQMG(W&Q) | (Attn: Brig. L.G.C. Lilley) |
| 64. | | ADM(R) | (Attn: Mr. L.M. Chesley) |

- | | | |
|-----|-----------------------|-------------------------------|
| 65. | DRB | (Attn: Chief Scientist) |
| 66. | CG/IS | (Attn: Mr. P.S. Conroy) |
| 67. | ADM(A&P) | (Attn: Mr. J.A. Sharpe) |
| 68. | JAG | (Attn: Brig. W.J. Lawson) |
| 69. | EA/C & P | (Attn: A/C F.J. Johns) |
| 70. | Chief Secretary | (Attn: Mr. Dan Wallace) |
| 71. | ADM(R)/SRE | (Attn: Mr. G.M. Luther) |
| 72. | Secretary PSOC | (Attn: Mr. A.E. Nolan) |
| 73. | RCMP | (Attn: Commr. L.H. Nicholson) |
| 74. | HQTS 2-70-99-5 | |
| 75. | HQ Subject File | |
| 76. | S 810-100-80/9 | |
| 77. | DM Sec't 256-70-99-5 | |
| 78. | DM Sec't Subject File | |
| 79. | - 85. Spares | |

PROGRESS REPORT NO. 8 DISTANT EARLY WARNING LINE

Use of Air Strip – Site 2. or BAR 2

A request has been received from the California Standard Company of Calgary, Alberta, for permission to conduct survey operations from Site 2 on the DEW Line (BAR 2). The Company advise that this summer they plan to send a field party into the Old Crow area, the northern end of the Richardson Mountains, and the Arctic plateau north and west of Aklavik to conduct survey geographical investigations. They advise that it would greatly facilitate operations if they are granted permission to use the airstrip near the mouth of the Blow River. This question has been taken up with the DEW Project Office with the comment that RCAF Headquarters recommends that the operation proposed be approved, subject to non-interference with the operations of the Northern Construction and W.J. Stewart Company, Ltd.

Labour

The Dept. of Citizenship and Immigration have considered a request that the John F. Beasley Construction Company be permitted to bring into Canada a number of experienced steel workers urgently required for the erection of towers in the eastern end of the Line. The Beasley Construction Company were chosen to do the steel erection work when it was established that no Canadian Company could take on the work.

The DEW Project Office have advised that certain publicity and reported interviews by an officer of Radio Electronic Television Schools of Toronto, implying that this organization has been selected to train and recruit

personnel for the DEW Line in co-operation with Federal Electric Company, are entirely without foundation.

Air-Transportation

The Project Office report that based on the predicted tonnages for the commercial portion of the airlift, the commercial carriers will be able to handle all the freight that is assigned to them.

Transportation – Alaska Freight Lines, Inc.

Due to the inability of Alaska Freight Lines to conduct the overland movement of approximately 4,000 tons of POL, based on insufficient time being available to procure the necessary materials for transportation, the Project Office requested Canadian approval for the transportation of the material by water during the 1956 ocean shipping season instead of by the previously approved land-based operation.

The interested Canadian Departments examined the recommendation on the basis of statements that the carriage of this material will not be to the prejudice of any tonnage to be carried by Canadian commercial carriers and via the Mackenzie River system. The proposal has been concurred in with the same qualifications as were applied to the concurrence previously given to the movement of the same tonnage by land transportation, i.e.:

- (a) their concurrence in this instance is being given only for this movement and only to facilitate the supply arrangements for the DEW Line this year; and
- (b) that there should not be any assumption that agreement will be given to any movement by this means in subsequent years.

It was indicated that the carriage of this cargo by Alaska Freight Lines might be undertaken as part of or under overall arrangement and procedures approved for the United States MSTs Operation.

In addition to the above, information has been received that the Alaska Freight Lines overland cat train operation, which was to deliver 3800 tons of cement and ground rods, has run into financial and physical difficulties which have caused the operation to bog down. Of the total cargo, 1800 tons of cement are still at Eagle, and it is estimated that only 50% of the total cargo may be delivered to the various sites. This matter is under urgent examination by Western Electric Company.

Naming of Site

The suggestion has been passed to the Secretary, ACND, that consideration might be given to the use of the name "Bagnall Beach" for the beach area adjacent to present BAR I DEW Site, formerly the NAE Auxiliary Test Station which was constructed under the direction of the late Mr. V.B. Bagnall, former DEW Project Manager for the Western Electric Company, who recently died.

Application of Canadian Health Legislation to Visiting U.S. Forces in Canada

The Deputy Minister of National Health has advised that his Department proposes to ask the Department of Justice for their views as to whether the Public Works Health Act and Regulations would apply to works involved in the construction of the DEW Line.

The Department of National Health have been furnished with the references in the Statement of Conditions covering the construction of the Lines which apply to sites, plans, etc. They have also been advised that Western Electric Company have been supplied with copies of the Department of Northern Affairs "Sanitary Control Ordinance Concerning the Sanitary Control, Prevention of Disease, and General Welfare of Camps and Settlements in the Northwest Territories." It is understood that the Company have, to a considerable extent based their planning on information contained in the Ordinance.

Sealift

The Department of External Affairs have written to the United States Embassy at Ottawa, pointing out that the waiver of the provisions of the Canada Shipping Act relating to the use of vessels in the Canadian coastal trade which was previously granted, applied to the 1955 navigation season only. The U.S. authorities were advised that if an exemption is to be requested for the 1956 season, it should be forwarded at as early a date as possible.

It is reported that the planning for the sea lift is well in hand and that with respect to the eastern sector, sea lift delivery and processing at Norfolk, Virginia, should be completed as follows:

cargo for Baffin Island	-	July 10th
cargo for FOX Basin	-	August 1st.

It has been indicated that the first ships of the Atlantic convoy are scheduled to arrive at RES X-1 on August 1, at DYE on August 3, and at FOX on September 1.

<u>1956 Sea Lift</u>				
POL				
<u>Sector</u>	<u>General Cargo</u>	<u>Drums</u>	<u>Bulk</u>	<u>Total</u>
Central	13,009	11,263	14,768	39,040
Eastern	<u>28,863</u>	<u>24,038</u>	<u>12,393</u>	<u>65,294</u>
	41,872	35,301	27,161	104,334

Visitors to the Line

Concern has been expressed at the number of visitors arriving at stations on the Line and the DEWPO Office have included the following section in a recent report:

“Security measures in the field are presenting a serious problem. Instructions have been issued that visitors without proper clearances or not on authorized business should not be allowed to remain at any site. Every effort should be made to see that proper advance notice is given of pending visits to make the problem easier in the north.”

Planning of Additional Facilities at Sites

Interested Canadian Departments are reminded that the planning of facilities for stations on the DEW Line has not taken into account possible future requirements of Canadian Government Departments which may be considering the erection of buildings in the area of DEW Line stations. As an example, heating and lighting equipment planned for the stations are only sufficient to meet the requirements of the Line and it has been previously indicated that it is very unlikely that these services could be supplied to satisfy other requirements. This point was previously mentioned when the subject of co-ordination of northern health facilities was discussed at a meeting on November 9, 1955.

Retrograde Movement of Material

Western Electric Company and the USAF have under active consideration the problem of disposition of various types of material and equipment used during the construction phase of the Line. It is anticipated that proposals regarding this equipment will be the subject of conversations with interested Canadian Departments. Planning for the 1956 sea lift is being undertaken on the basis of certain equipment being scheduled for return on shipping participating in this year's sea lift.

Territorial Fuel Oil Tax

The Department of Northern Affairs and National Resources have under consideration the application of territorial taxes on fuel oil. All fuel oil purchased for heating purposes is exempt under the Fuel Oil Tax Ordinance and consideration is being given to recommending to the Northwest Territories Council at its session next August that the Fuel Oil Tax Ordinance be amended to exempt purchases made in the Mackenzie District for the DEW Line.

Operating Phase – Mail

Senior officials of the Post Office Department, and representatives of DND, have met to discuss the matter of mail services during the operating phase of the DEW Line as a preliminary to meeting with representatives of the USAF and Federal Electric Company. It was agreed that the working out of detailed postal arrangements for discussion with the U.S. authorities will not be possible until more information is available on the transportation plan for the support of the Line during the operating phase. It has been agreed that when the transportation plan has been developed, officials of the Post Office Department and the Director of Armed Forces Postal Services would meet to work out agreed postal procedures with the USAF so that the detail of the approved procedures may be included in the Logistics Plan for the Support of the Line.

Operating Phase – Security Clearance

During the construction phase of the Line the Department of Defence Production have had the responsibility for the implementation of security arrangements and clearance for contractors' personnel. The desirability of continuing this arrangement during the operating and maintenance phase of the Line was raised with the Department of Labour by letter dated April 24th, and advice has been received from the Assistant Deputy Minister of that Department, by letter dated April 27th, as follows:

“I do not think that the Department of Labour should become involved in this security clearance, and suggest that you discuss this matter with Mr. W.H. Barton of External Affairs, and Mr. P. Dwyer of Privy Council.”

As the overall subject of security clearance for Canadians employed at U.S. military installations in Canada is under consideration by the Security Panel, it is considered that the question of security clearance for such employees will, at least for the time being, be carried on through the Department of Defence Production as has been done during the construction phase of the Line.

Operating Phase – Wage Rates

Following interdepartmental discussions, a meeting was arranged between the USAF and representatives of the Federal Electric Company, the contractor for the manning and operation of the DEW Line, to consider the question of the proposed wage rates for personnel to be engaged in the operation of the Line.

The Assistant Deputy Minister, Department of Labour, under date of May 10th, has advised, and the USAF and the Project Office have been informed, that the schedule of classifications and proposed wage rates which the Federal Electric Company submitted to the Department of Labour on May 9th, have been approved by that Department.

A copy of the approved schedule of classifications and wage rates is attached to this report.

USAF Logistics Plan – Procurement

Meetings are currently under way between the Department of Defence Production and the USAF AMC, concerning the policy to be followed on procurement during the operating and manning phase of the Line: At a meeting on April 25th, USAF AMC advised that a major portion of the logistics would be provided from bulk USAF procurement and that the identity of common DEW items would, in most cases, be lost in the AMC procurement channels. At a meeting held on May 23rd, in Rome, N.Y. this matter was further considered. The USAF agreed to have available for this meeting some data showing an estimate of the amount, under various classifications, making up an estimated \$70 million M and O estimated cost which they expected would be spent in Canada. This data will break out the various classes of procurement, transportation, personnel, et cetera.

Operating Phase – Employment of Eskimos

Officials of the Department of Northern Affairs and National Resources, at a meeting on May 9th with Federal Electric Company and USAF officials, discussed a number of problems and matters pertaining to the employment of Eskimos on the DEW Line. The subjects discussed included statutory obligations, method of payment, conditions of employment, health and safety, religion, discipline, labour requirements, accommodation, fuel and rations, wages, etc. The conversations were exploratory, and while certain conclusions were reached, they were to be considered as tentative and not binding on either the company or the Department until various points had been further investigated and agreed upon.

Re-Supply – Transportation

Meetings were called on May 17th under the Chairmanship of the Deputy Minister of Transport, and attended by senior USAF officials and representatives of Canadian Government Departments, to discuss sea and air transport during the operating phase of the DEW Line. The three main subjects discussed were:

- (a) the use of the Mackenzie River route;
- (b) sea supply to the Eastern Arctic;
- (c) air supply.

Attached is a copy of a report on the meetings, prepared for the Advisory Committee on Northern Development and considered by that Committee at its meeting on May 23rd.

Current Airlift

The DEW Project Office has provided the following information on the current air lift:

<u>Period</u> <u>to</u>	<u>Carried by</u>	
	<u>Canadian</u> <u>Commercial</u>	<u>U.S.A.F.</u>
April 19, 56.	56,448 tons	11,288 tons
May 17, 56.	66,109 tons	11,898 tons

<G.Y. Loughead>

(G.Y. Loughead)

Chairman

DEW Line Co-ordinating Committee

13. DEW Line Coordinating Committee Progress Report No. 9, 20 July 1956

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE PROGRESS REPORT NO. 9

20 July, 1956.

DISTRIBUTION

MEMBERS

- | | | |
|-----------|------------------------------------|------------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughhead) |
| 2. | DNPO | (Attn: Capt. W.M. Landymore) |
| 3. | DMO&P | (Attn: Col. G.A. Turcot) |
| 4. - 42. | VCAS/CTel | (Attn: S/L G.L. Bury) |
| 43. - 44. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 45. | Dept. of External Affairs | (Attn: Mr. W.H. Barton) |
| 46. | Dept. of Finance | (Attn: Mr. R.G. MacNeill) |
| 47. | Director Employment Service | (Attn: Mr. J.W. Temple) |
| 48. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 49. | Dept. of Citizenship & Immigration | (Attn: Deputy Minister) |
| 50. | Dept. of Defence Production | (Attn: Miss R.E. Addison) |
| 51. - 52. | Dept. of Transport | (Attn: Mr. J.E. Devine) |

INFORMATION

- | | | | |
|-----------|--|---------------------------|--|
| 53. - 54. | DND | Chairman, Chiefs of Staff | |
| 55. | CNS | | (Attn: V/Adm. H.G. DeWolf) |
| 56. | CGS | | (Attn: Lt. Gen. H. Graham) |
| 57. | CAS | | (Attn: A/M C.R. Slemon) |
| 58. | Under Secretary of State for
External Affairs | | (Attn: Mr. J. Leger) |
| 59. | DND | Chairman, DRB | (Attn: Mr. A.H. Zimmerman) |
| 60. | | Chairman, CJS(W) | 2540 Massachusetts Ave. N.W.
Washington, D.C. |
| 61. | | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 62. | | CNTS/WOC | (Attn: Capt. J.B. Roper) |
| 63. | | DQMG(W&Q) | (Attn: Brig. L.G.C. Lilley) |
| 64. | | ADM(R) | (Attn: Mr. L.M. Chesley) |
| 65. | | DRB | (Attn: Chief Scientist) |
| 66. | | CG/IS | (Attn: Mr. P.S. Conroy) |

- | | | |
|-----|-----------------------|-------------------------------|
| 67. | ADM(A&P) | (Attn: Mr. J.A. Sharpe) |
| 68. | JAG | (Attn: Brig. W.J. Lawson) |
| 69. | EA/C & P | (Attn: A/C F.J. Johns) |
| 70. | Chief Secretary | (Attn: Mr. Dan Wallace) |
| 71. | ADM(R)/SRE | (Attn: Mr. G.M. Luther) |
| 72. | Secretary PSOC | (Attn: Mr. A.E. Nolan) |
| 73. | RCMP | (Attn: Commr. L.H. Nicholson) |
| 74. | Dept. of Public Works | |
| 75. | HQTS 2-70-99-5 | |
| 76. | HQ Subject File | |
| 77. | S 810-100-80/9 | |
| 78. | DM Sec't 256-70-99-5 | |
| 79. | DM Sec't Subject File | |
| 80. | - 85. Spares | |

PROGRESS REPORT NO. 9 DISTANT EARLY WARNING LINE

Re-supply – Eastern Arctic

A request from the Department of Transport has been passed through the USAF Central Co-ordinating Staff, Ottawa, for information from the U.S. Military Sea Transport Service to assist the Department of Transport in assessing the part Canada might play in the annual resupply for the FOX Basin and East Baffin segments of the DEW Line sea supply. The information requested includes the number and type of tanker and dry cargo vessels to be used in each separate operation and how they are to be distributed; the anticipated method of landing bulk POL; lighterage; whether by L.C.M. or L.C.U.; requirements for ice-breaker and convoy support; as well as the extent to which cargo handling equipment is available in the area.

Disposal of Surpluses

- (a) Western Electric Company are attempting to establish a basis for recommending which of the contractor's buildings should be retained permanently for spare parts, storage space, air strip huts, et cetera.
- (b) At an Ad Hoc meeting of representatives of interested Canadian Departments, the question of disposal of surplus arising from the construction of the DEW Line was discussed and a report prepared which has been concurred in by the Advisory Committee on Northern Development. The recommendations of the Ad Hoc Committee were as follows:
 - (i) it appeared desirable that the responsibility for the co-ordination of Canadian Departmental requirements and the

- allocation of materials should rest with the Advisory Committee on Northern Development and the Department of Public Works;
- (ii) Federal departments should examine and define their requirements;
 - (iii) the United States should be asked to provide lists of the equipment that would become available, showing approximate dates;
 - (iv) DEW Line material which became surplus at sites on the Line, other than those at which there is an interest on the part of a Canadian Government department, should be handled according to standard disposal procedures, subject to para (a) of the Supplementary Note;
 - (v) normal disposal procedures should apply to materials and supplies located in the non-[Arctic] regions of Canada, and for any USAF aircraft which may have been damaged when operating in Arctic regions, if disposal action is necessary.

Sealift – 1956

U.S. MSTs – Coasting Laws

At the request of the United States Military Sea Transport Service, application is being made by the Department of National Revenue, concerning the waiving of coasting laws for U.S. ships engaged in the construction and servicing of the DEW Line during the present season. P.C. 1956-1056 of 12 July, 1956, approved this request.

Canadian Observers

The United States Navy have been advised that Canadian representation on the 1956 Sealift would be as follows:

“Western Sealift

Canadian Government representative - Lt. Col. A.H.M. Greene	
Technical Observers	- Capt. J. Cuthbert, Dept. of Transport
	- Capt. W.S. Hall, Northern Trans. Co.
	- Capt. W.J.G. Garvie, Northern Trans. Co.
	- Mr. R. Wills, Canadian Hydrographic Service

Eastern Group

Canadian Government representative - probably an officer of the
RCMP

Technical Observers - Capt. I.H. Conrad, Dept. of
Transport
 - Capt. G. Mercier, Dept. of
Transport”

The Department of Northern Affairs have passed to the U.S. authorities a request that certain restrictions be observed to safeguard the interests of the Eskimo and to protect the wild life on which they depend.

(c) Leading of the Pacific Convoy at Seattle is proceeding, and the total estimate of tonnage to be carried is about 50,500 measurement tons. The Atlantic Convoy is loading at Norfolk with approximately 70% of the cargo on hand at July 9th. Loading of the Baffin Island portion began on July 16th and the FOX Basin portion is to start August 6th.

Air Transport – Operation Phase

(a) The Air Transport Board, under date of June 19, 1956, have advised the DEW Project Office, New York, as follows:

“The Board, having in mind the understanding between the two governments regarding the use of Canadian air carriers in connection with the DEW Line Project, considers that it would be advisable to indicate to the contractor undertaking the re-supply of the Line that the development of the air transport part of the Project would be greatly facilitated with the contractor working in close co-operation with the Air Transport Board.

The Board is of the opinion that you might bring to the attention of the contractor that no arrangements should be made with any air carrier for transportation requirements without first informing the appropriate Canadian authorities and obtaining consent for any proposed transportation plan.”

(b) A meeting was convened by the Chairman, Air Transport Board, at Ottawa, on July 13, 1956, to discuss with representatives of interested Canadian Departments, Federal Electric Company and the U.S.A.F., matters pertaining to air transportation during the operational phase of the Line.

It was indicated that Federal Electric Company will be taking over custody of stations on a progressive basis from October, 1956, to February, 1957. The Company will assume responsibility for airlift activities from Western Electric Company about January, 1957, and

the present air operators will continue to operate to July 1, 1957, from existing bases and over existing routes.

Arrangements for lateral transportation rest with Federal Electric Company. These will be based on the applicable rates and tariffs and will be discussed with the Air Transport Board. It is estimated that the requirement for lateral support would involve 3 DC3 aircraft and 4 smaller aircraft in each sector of the Line. In addition, 2 helicopters will be required in the Eastern sector to support inaccessible sites. These estimates do not cover the movements to sites inaccessible to the sealift.

Vertical transportation is the responsibility of the U.S.A.F. and this subject is still under study by the U.S.A.F. in connection with amendments to the Draft Logistics Plan. It was recognized that further discussions were necessary between U.S.A.F. and interested Canadian Departments on this subject, particularly in view of the Canadian interest in the use of existing transportation routes and the development of regional carriers. The requirement for this airlift was estimated at 5 flights per week from support bases using DC-4 and for C-46 type aircraft.

The Air Transport Board will consult with the U.S. Civil Aeronautical Board regarding the action required by Canadian carriers to obtain operating rights at Fairbanks, Alaska, in connection with the lateral service for the Central Sector. It was indicated by Federal Electric that they prefer to use U.S. carriers to supply the 4 stations at the Western end of the Central Sector.

The Department of Transport stated the operational requirements for commercial air services in the operation of single engine land planes over water and the operation of aircraft transporting passengers at night.

It was indicated that appropriate arrangements should be made for customs and immigration and that postal arrangements would have to be worked out in line with the air transportation plan as it was developed.

Draft USAF Logistics Plan

Transportation

The USAF Central Co-ordinating Committee, Ottawa, have advised that U.S. Military Departments have reviewed the minutes and give full concurrence in the summary of the meeting which took place in Ottawa on May 17th between representatives of the United States and

Canadian Government Departments, concerning arrangements for the supply of the DEW Line during the operating phase. The USAF Central Co-ordinating Staff, Ottawa, were advised on June 29th that it is now assumed that account will be taken on the agreement reached at the meeting on May 17th in the preparation by the USAF of revisions to the Draft Logistics Plan.

Procurement

The Department of Defence Production have now advised that, following consultations with the United States Air Force, that Department are prepared to accept in lieu of the "practicability clause" on electronic procurement, participation by Canadian firms in bulk procurements of common items with other USAF requirements, provided that satisfactory procedures can be worked out with Air Materiel Command to implement it. Canadian sources will be extended an equal opportunity to tender on other common items not of an electronic type.

USAF Central Co-ordinating Staff were advised on July 9, 1956, that, following the discussion referred to in the preceding paragraph, the Department of Defence Production consider that, in addition to the amendments suggested in the Chief of Air Staff letter of April 9, 1956, the following addition should be made:

"Chapter 2, para 1

Add at end of Para:

"On common items which would normally be bulk procured with other USAF requirements Canadian sources will be extended an opportunity to participate in the supply of such bulk requirements on an equal competitive basis."

Remission of Duties and Taxes

Order-in-Council P.C. 1955-1/350 of March 12, 1955, which granted the remission of certain customs duties, sales and excise taxes on goods imported into Canada for the construction of the Line, and the remission of sales and excise taxes on goods purchased in Canada, etc., has been amended by Order-in-Council P.C. 1956-35/941 of June 21, 1956 to provide for an increase:

1. from \$50 million to \$122,900,000 in the estimated value of the importations and purchases required for the project;
2. in the approximate amount of \$12,600,000 to \$27,742,360 for the remission of duties and taxes.

1956 Airlift

In response to an urgent request received from the DEW Project Office, that office was advised, under date of June 28th by D.O.T., that approval had been given for the proposed use of USAF C-124 aircraft for the movement of rigid radomes to DEW Line sites.

It is understood that N.E.A.C. claims that one helicopter can support FOX-C and FOX-E. This is inadequate helicopter support and the situation is daily becoming more acute. Foundation Company is faced with lifting more personnel and material in connection with tanks and pipe lines than originally anticipated, and today they have a backlog of nearly 65,000 pounds for FOX-C and over 44,000 pounds for FOX-E, exclusive of the 20,000 pounds for FOX-E and 12,000 pounds for FOX-C (plus personnel) required for the tank and pipeline work. If additional helicopter support is not immediately made available, Foundation Company will have to resort to parachuting and freedropping to meet construction schedules. This is expensive and inefficient since it frequently leads to damage of the material dropped, so that it is urgent the additional helicopter support be made available at once.

Information has been received that a C-123 aircraft landed successfully at CAM-4 on July 7, 1956, and was to proceed to FOX-4 and FOX-5 on July 8, 1956. There is only a 2,100 foot strip at CAM-4. This would indicate that the C-123 will be a satisfactory means of hauling freight to sites not open to other large aircraft.

Visit – Permanent Joint Board on Defence

The Canada – U.S. Permanent Joint Board on Defence is planning to visit Mid-Canada and DEW Line sites during September. Among the points to be visited will be Tuk Tuk, FOX (Hall Lake) and Cambridge Bay. The visit is being conducted under the auspices of the RCAF, and the party will travel by RCAF North Star aircraft.

Operational Phase – Employment of Eskimos

A meeting was convened on July 12th at Ottawa to discuss with representatives of Federal Electric Company and USAF, matters relating to the employment of Eskimos during the operational phase of the Line. The subjects considered at the meeting were as follows:

1. Evacuation of Sick Eskimos Employed and their Dependents
2. Liquor
3. Workmen's Compensation
4. Sanitary Control
5. Conditions of Labour

6. Accommodation – (a) Temporary (b) Permanent

Construction

The majority of modules required for the Line had been fabricated and placed on their foundations. Progress is being made on the aircraft alarm towers, and good progress is reported on the 60-foot dish antennas. Foundations for the 30-foot UHF lateral antenna towers are completed at a number of points, and at other locations the foundation work indicates that they will be ready for the erection of the steel work, as soon as it is available.

<G.Y. Loughead>

(G.Y. Loughead)

Chairman

DEW Line Co-ordinating Committee

14. DEW Line Coordinating Committee Progress Report No. 10, 27 September 1956

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 10

27 September, 1956.

DISTRIBUTION

MEMBERS

- | | | |
|-----------|------------------------------------|------------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughhead) |
| 2. | DNPO | (Attn: Capt. W.M. Landymore) |
| 3. | DMO&P | (Attn: Col. G.A. Turcot) |
| 4. - 42. | VCAS/CTel | (Attn: S/L G.L. Bury) |
| 43. - 44. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 45. | Dept. of External Affairs | (Attn: Mr. W.H. Barton) |
| 46. | Dept. of Finance | (Attn: Mr. R.G. MacNeill) |
| 47. | Director Employment Service | (Attn: Mr. W. Thomson) |
| 48. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 49. | Dept. of Citizenship & Immigration | (Attn: Deputy Minister) |
| 50. | Dept. of Defence Production | (Attn: Miss R.E. Addison) |
| 51. - 52. | Dept. of Transport | (Attn: Mr. J.E. Devine) |

INFORMATION

- | | | | |
|-----------|------------------------------|---------------------------|--|
| 53. - 54. | DND | Chairman, Chiefs of Staff | |
| 55. | CNS | | (Attn: V/Adm. H.G. DeWolf) |
| 56. | CGS | | (Attn: Lt. Gen. H. Graham) |
| 57. | CAS | | (Attn: A/M C.R. Slemon) |
| 58. | Under Secretary of State for | | |
| | External Affairs | | (Attn: Mr. J. Leger) |
| 59. | DND | Chairman, DRB | (Attn: Mr. A.H. Zimmerman) |
| 60. | | Chairman, CJS(W) | 2540 Massachusetts Ave. N.W.
Washington, D.C. |
| 61. | | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 62. | | CNTS/CEC | (Attn: Capt. (CE) J.B. Roper) |
| 63. | | DQMG(W&Q) | (Attn: Brig. L.G.C. Lilley) |
| 64. | | ADM(R) | (Attn: Mr. L.M. Chesley) |

- | | | |
|-----------|---------------------------------------|-------------------------------|
| 65. | DRB | (Attn: Chief Scientist) |
| 66. | CG/IS | (Attn: Mr. P.S. Conroy) |
| 67. | ADM(A&P) | (Attn: Mr. J.A. Sharpe) |
| 68. | JAG | (Attn: Brig. W.J. Lawson) |
| 69. | ADM(C&P) | (Attn: A/C F.J. Johns) |
| 70. | Chief Secretary | (Attn: Mr. Dan Wallace) |
| 71. | ADM(R)/SRE | (Attn: Mr. G.M. Luther) |
| 72. | Secretary, PSOC | (Attn: Mr. A.E. Nolan) |
| 73. | RCMP | (Attn: Commr. L.H. Nicholson) |
| 74. | Dept. of Public Works | |
| 75. | Dept. of National Health &
Welfare | (Attn: Dr. P.E. Moore) |
| 76. | HQTS 2-70-99-5 | |
| 77. | HQ Subject File | |
| 78. | S 810-100-80/9 | |
| 79. | DM Sec't 256-70-99-5 | |
| 80. | DM Sec't Subject File | |
| 81. - 90. | Spares | |

PROGRESS REPORT NO. 10 - DISTANT EARLY WARNING LINE

USAF Logistic Plan Maintenance and Operating Phase

The Chief of the Air Staff under date of September 12, 1956, has advised The Chief, U.S.A.F., Central Coordinating Staff, Ottawa, that the USAF Logistic Plan, as revised to date, is concurred in in principle with the understanding that there are certain subjects which will require further discussions and detailed development between the USAF, the contractor, and the responsible Canadian agencies. A copy of the CAS's letter of September 12, 1956, is attached to this progress report [as] appendix "A". A copy of the USAF acknowledgment of our letter which provides additional information regarding air transportation is attached as appendix "B".

Transportation

It has been reported that the 1956 sealift to the central and eastern sectors proceeded on schedule and that a very satisfactory operation was conducted. It is expected that a full report will be available on the 1956 sealift operations for the information of interested Canadian departments.

Helicopter support for certain of the sites in the eastern sector for a time caused major concern due to the grounding of one type of machine, however, the grounding order was later rescinded and the helicopter support was resumed about the middle of August. The radomes have been airlifted by the USAF and have arrived at their stations on the Line according to schedule.

The report of commercial airlift tonnage for the period January 1, 1956 to August 23, 1956 is as follows:

<u>Total Requirement</u>	<u>Total Shipped to Sites</u>	<u>Balance of Requirement</u>	<u>Current Backlog</u>
<u>Central Section</u>			
21,000	17,514	3,486	1,450
<u>Eastern Section</u>			
36,500	25,685	10,815	1,687

Construction

Construction on the sites has been progressing rapidly and the arrival of necessary material by the sealift has enabled it to continue as planned. It is noted that certain air-strips continue to be a major construction problem item and that many will probably be completed after October 31st, 1956.

Meteorological Services

A memorandum of understanding for meteorological services on the DEW Line has been concurred in by D.O.T., R.C.A.F. and USAF, as advised to the USAF by letter dated August 22, 1956.

Nursing Station Near Site Fox

The need for adequate planning for construction projects is revealed by recent experiences associated with the construction of a Nursing Station for the Department of National Health and Welfare near Fox (Site 30) on the Distant Early Warning Line.

In response to urgent requests for assistance received from the Departments of Public Works and National Health and Welfare, the DEW Project Office and the Foundation Company agreed to provide assistance within the capability of the Foundation Company and without prejudice to their work on the DEW Line, in moving some 320 tons of cargo, including perishables. The assistance provided includes over the beach to a safe storage area and subsequent transportation to the site of the Nursing Station. Arrangements were also made to fly in, house and feed until their own accommodation was ready, certain personnel of the contractor for the Nursing Station. The latest request for help covered the provision of construction equipment. In considering this request it has been agreed that the Foundation Company will assist by doing everything within their capability as long as it can be done without prejudice to their work on the DEW Line. Costs are to be on a recoverable basis from the Tower Construction Company.

Beacons – DEW Line

The Early Warning Operational Working Group Plan requires that the location of beacons on the DEW Line are to be published in an unclassified publication for use in identifications.

ADC - USAF have passed a proposal to HQ USAF that the beacon locations, call signs, etc, be declassified and published. HQ USAF have passed this proposal to the RCAF. At present the Directorate of Intelligence is doing a study on this proposal.

Naming of Site

A suggestion was forwarded to The Canadian Board on Geographical Names that one of the features in the Canadian Western Arctic area might appropriately be named "Bagnall Beach" in consideration of the constitution made to the planning and construction of the Line by the late Mr. V.B. Bagnall. The Board have advised that suggestion unacceptable as the area in question was already known locally as "Komakuk Beach".

Several alternative suggestions have been submitted to the Board.

It is noteworthy that in a recent ceremony at the DEW Project Office Mrs. Bagnall was presented with a posthumously awarded U.S. Presidential citation to her late husband for his work on the Distant Early Warning Line.

Visits by Public Health Engineering Division – Department of National Health and Welfare

Arrangements have been made for personnel of the Public Health Engineering Division, Department of National Health and Welfare, to visit sites in the Central and Eastern Sectors of the Line in connection with the administration of the provisions of the Public Works Health Act and Regulations.

Transportation of Employed Eskimos When Sick or Ill

Following consideration of the question of transportation of Eskimo patients, agreement has been reached as follows:

The principle followed in dealing with sick Eskimos employed during the construction phase should apply during the operational phase. An employed Eskimo or his dependent requiring medical attention or hospitalization at an outside point would be transported at the expense of the Corporation either to Frobisher Bay or Aklavik. The transportation of other sick persons is the recognized responsibility of the Department of Health and Welfare. In an emergency, the

Corporation will arrange immediate transportation but whenever practicable, it will obtain approval of the Department of Health and Welfare prior to the move. The Department of Health and Welfare will pay the costs.

Sea Lift – 1957

Preliminary planning has begun for the 1957 sealift and tonnage estimates are to be furnished by the DEW Project Office to ensure receipt by the U.S. Military Sea Transport Service by October 15, 1956. Western Electric Company will furnish lateral and retrograde lift tonnage estimates by January 1, 1957. It was agreed at a DEW Project Office meeting on September 13, 1956 that:

- (a) Eastern Arctic Area 1957 ship arrival dates could be set back seven days to eliminate damage and consolidate stevedore support assignments.
- (b) Early consideration should be given to Department of Transport's request that a conference be convened at the DEW Project Office regarding 1958 Sealift matters.

Several points of interest in the meeting report are the following references:

- (1) "If any cargo arrives in ships similar to the "Cornwallis" and stowed as the "Cornwallis" was stowed, such cargo will be discharged only after all other cargo has been discharged".
- (2) Measures should be taken by all concerned to ensure that beach markers and cairns not be moved or destroyed.

Frobisher Airfield

Representatives of the Department of Transport, RCAF and other interested departments have had several meetings to discuss the taking over of the airfield at Frobisher by the Department of Transport from the RCAF and problems concerning its operation by Department of Transport. It was agreed that the tentative Canadian position would be explored with the USAF by the RCAF. This has been done and the USAF have indicated that in connection with their request for an extension to the present authorization to station forces at Frobisher, they would advise the RCAF of their planned future military requirements at Frobisher.

Federal Electric Corporation are concerned about the availability of space at Frobisher. As accommodation is very serious, they are planning on using Atwell huts for needed space.

Installation

While work has been held up to some extent by shortages and various types of damage, it is expected that the schedules will be achieved within the next several months. It is considered to be important that all installation work should be completed by the end of December, as no more installation effort is contemplated after that time other than field changes that will have to be introduced.

Surplus Material, etc.

A party is scheduled to visit the Line in the near future to assess salvageable material at each site. Following this survey and the completion of a current inventory the questions of disposal, retention, transfer, etc., will be reviewed. The Project Office have been requested to arrange for representatives of the Departments of Public Works and Northern Affairs accompany the survey party. Crown Assets Disposal Corporation have been furnished with copies of relevant correspondence.

A recent project report notes that:

- (a) All material and temporary buildings within 200 feet of the nodules are to be removed as a possible fire hazard and salvageable material stored at more distant locations pending disposition instructions.
- (b) DEWPO has forwarded to the Building Engineer, their approval of WECO recommendations for the retention of certain construction buildings.

Beneficial Occupancy by Federal Electric Corporation

The matter of transition from Western Electric Company's activities to the ultimate maintenance and operational activities to be performed by the Federal Electric Corporation has been under consideration and a proposed Phasing Plan is now under review by USAF Air Material Command.

The Phasing Plan is based on the premise that cost incurred by WECO in support of the Federal Electric Corporation, and by the Federal Electric Corporation in support of WECO will be borne by the contractor having the responsibility for the various functions as defined in the plan. It is considered that the progressive take-over provided by the plan will have the advantage in that the resulting experience which Federal Electric personnel will obtain in taking over certain responsibilities prior to the operational date and while Western Electric Company personnel are active in the area for consultation.

The basic concepts underlying the plan are as follows:

Basic Concepts

1. WECO has the responsibility, under contract, for delivery to the USAF by 31 July 1957, (Does not imply it can't be earlier)- a completed land based segment of the DEW Line.
2. FEC has the responsibility, presently under a letter of intent, for the maintenance and operation of the land based segment of the DEW Line after its completion by WECO and its acceptance by the USAF.
3. Upon completion of facility work such as structural and mechanical work on buildings, work on airstrips and roads, and other outside plant in accordance with the contract, at an individual site by WECO, the USAF will, after acceptance in accordance with agreed procedures and conditions including inventory and accountability of property take Beneficial Occupancy of this portion of the overall work and, in turn, assign Custodial Responsibility for these properties to FEC to operate and maintain throughout the life of FEC's contract with USAF. This Beneficial Occupancy may occur independent of the status of electronic and communication installation and testing work. Beneficial Occupancy does not relieve WECO from its responsibility for an overall DEW System as covered in #1 above. WECO will leave a residual force at the site, as required to properly discharge its obligation in testing the entire DEW System.

Retrograde Cargo

The plan states that it is the responsibility of the WECO to prepare all designated surplus USAF property for removal of the 1957 sealift. This property will be assembled (crated and packed if necessary) and secured in the place convenient to the beaching area in advance of the 1957 sealift.

Determination of which items of construction equipment, material, and plant to be retrograded in 1957 will be made by the USAF based upon the recommendations of the WECO and FEC.

Turn-Over of Dates

Preliminary planning for the date of turn-over of certain of the sites is as follows:

Beneficial Occupancy Turn-over in October

<u>Western Section</u>	<u>Central Section</u>	
POW, POW-A, POW-1	BAR-B,	BAR-C
	BAR-D,	PIN-A
	PIN-B,	PIN-C
	PIN-D,	PIN-E
	CAM-A,	CAM-C

Beneficial Occupancy Turn-over in November

<u>Central Section</u>	<u>Eastern Section</u>
BAR-E	PIN-1
CAM-E,	CAM-F
PIN-2,	PIN-3
FOX-A,	FOX-B
PIN-4,	CAM-1
CAM-B	CAM-2

Entry of U.S. Citizens Employed by Federal Electric Corporation

The Department of Citizenship and Immigration, under date of August 22, 1956, have advised:

- (a) Immigration regulations provide for the trespassing entry into Canada of U.S. citizens of good health, of good character, and who are not likely to become public charges here.
- (b) Army U.S. citizens employed by the Federal Electric Corporation, and destined to the DEW Line Project, should not encounter any difficulty whatsoever at the Canadian port of entry, provided such employee complies with (a) above, and that he carries evidence of his proposed employment in Canada.
- (c) Immigration Inspectors in charge at Canadian ports of entry are fully competent to deal with cases of this nature, and prior notice to Ottawa is not required.
- (d) Dependents of U.S. citizens employed in Canada by the Federal Electric Corporation may be dealt with as non-immigrants. Provided they are citizens of the U.S., the above requirements would be applicable.
- (e) Should any employee of the company be refused entry into Canada, it is the privilege of the company to furnish the Department with the full particulars of the person rejected, for review.

Customs and Excise – Federal Electric Corporation

Arrangements have been made for officials of Federal Electric Corporation to have preliminary and exploratory discussion with the Department of National Revenue, Customs and Excise Branch on September 24, 1956, concerning matters pertaining to duties and taxes.

Training of Personnel – Federal Electric Corporation

The company's training programme is continuing on schedule. Ten classes are now in session consisting of twenty supervisors and eighty radicians. Seven classes consisting of thirty supervisors and forty radicians had graduated as of September 10.

Security (Industrial) Arrangements for Operating Phase

The responsibilities of the Department of Defence Production for implementation of security measures during the operational phase of the DEW Line were discussed at a meeting in New York on September 10, 1956. The meeting was attended by representatives of the USAF, RCAF, Western Electric Co., Federal Electric Company and the Department of Defence Production.

It was indicated that the security responsibility for the Canadian portion of the Line falls upon the Department of Defence Production under the US-Canada Industrial Security Agreement of 1952, with operating procedures corrected in February 1956, which establishes that the responsibility for security measures is with the country in which a contract is being performed.

The Federal Electric Corporation will seek approval from the Department of Defence Production for their revised security plan.

The meeting concurred in the provision of Canadian Nationals as security supervisors for the operation of the Line in Canadian territory.

<G.Y. Loughead>

(G.Y. Loughead)

Chairman

DEW Line Co-ordinating Committee

15. DEW Line Coordinating Committee Progress Report No. 11, [October/November] 1956

DISTANT EARLY WARNING CO-ORDINATION COMMITTEE

PROGRESS REPORT NO. 11 – DISTANT EARLY WARNING LINE

DISTRIBUTION

MEMBERS

1. DND	ADM(F)	(Attn: Mr. G.Y. Loughhead)
2.	DNPO	(Attn: Capt. W.M. Landymore)
3.	DMO&P	(Attn: Col. R.L. Houston)
4. - 42.	VCAS/CTel/ATPC	(Attn: S/L G.J. Bury)
43. - 44.	Dept. of Northern Affairs	(Attn: Mr. G.W. Rowley)
45.	Dept. of External Affairs	(Attn: Mr. J.J. McCardle)
46.	Dept. of Finance	(Attn: Mr. R.G. MacNeill)
47.	Director Employment Service	(Attn: Mr. W. Thomson)
48.	Dept. of Labour	(Attn: Mr. H.S. Johnstone)
49.	Dept. of Citizenship and Immigration	(Attn: Deputy Minister)
50.	Dept. of Defence Production	(Attn: Miss R.E. Addison)
51. - 52.	Dept. of Transport	(Attn: Mr. J.E. Devine)

INFORMATION

53. - 54.	DND	Chairman, Chiefs of Staff	
55.		CNS	(Attn: V/Adm. H.G. DeWolf)
56.		CGS	(Attn: Lt. Gen. H. Graham)
57.		CAS	(Attn: A/M C.R. Slemon)
58.		Under-Secretary of State for External Affairs	(Attn: Mr. J. Leger)
59.	DND	Chairman, DRB	(Attn: Mr. A.H. Zimmerman)
60.		Chairman, CJS(W)	(2540 Massachusetts Ave., N.W. Washington, D.C.)
61.		Secretary to Cabinet	(Attn: Mr. R.B. Bryce)
62.		CNTS/CEC	(Attn: Capt. (C.E.) J.B. Roper)
63.		DQMG(W&Q)	(Attn: Brig. L.G.C. Lilley)
64.		ADM(R)	(Attn: Mr. L.M. Chesley)
65.		DRB	(Attn: Chief Scientist)

66.	CG/IS	(Attn: Mr. P.S. Conroy)
67.	ADM(A&P)	(Attn: Mr. J.A. Sharpe)
68.	JAG	(Attn: Brig. W.J. Lawson)
69.	ADM(C&P)	(Attn: A/C C.F. Johns)
70.	Chief Secretary	
71.	ADM(R)/SRE	(Attn: Mr. G.M. Luther)
72.	Secretary, PSOC	(Attn: Mr. J.C. Outram)
73.	RCMP	(Attn: Commr. L.H. Nicholson)
74.	Dept. of National Health and Welfare	(Attn: Dr. P.E. Moore)
75.	Dept. of Public Works	(Attn: Mr. George T. Jackson)
76.	HQTS 2-70-99-5	
77.	S810-100-8019	
78.	DM Sec't 256-70-99-5	
79.	DM Sec't Subject File	
80. - 85.	Spares	

PROGRESS REPORT NO. 11 – DISTANT EARLY WARNING LINE

Surplus Material

Arrangements were made for Mr. C.E. White, Department of Public Works and Mr. Burton, Department of Northern Affairs to accompany an inspection team presently at work in the central sector. The team is preparing a complete inventory of the buildings, material, etc., in connection with the turning over of the various sites. It was considered desirable to have representatives from several Canadian departments accompany the team so that they might see in detail the types of material which may eventually become surplus and in which Canadian Government departments may have some interest. The inspection team is charged with the completion of a full inventory of property at the various sites in accordance with the inspection and acceptance of Distant Early Warning Line sites on a beneficial occupancy basis. In addition to the above, arrangements have been made for Mr. R.A.J. Phillips, Executive Officer to the Deputy Minister, Department of Northern Affairs to visit representative sites in both the eastern and central sectors, so that he may become familiar with the types of material which may eventually be surplus to the requirements of the project. Mr. Phillips will likely be visiting one main, auxilliary and intermediate site in each of the sectors.

Two requests from the Department of Northern Affairs dated September 27th were passed to the Project Office concerning the interest of that department in material which may become available prior to the examination of the overall question of surpluses. The material referred to includes:

- (a) components for a hangar originally planned for erection at Site 2, and which may be suitable for use by that department at Aklavik;
- (b) steel frames with canvas covers which were used to provide protection for workers engaged in the building of modules.

The department indicated that they are interested in acquiring one or two sets of these frames for use at the new townsite at Aklavik, and possibly also at Frobisher Bay.

The DEW Project Office have advised, concerning the Northern Affairs enquiry for components for a hangar and one or two sets of steel frames, that the material has not yet been classified as excess to the Project but the current or future need for the material is being ascertained. The department has been advised that if the material is excess, the "surplus" documentation together with the departmental request will be forwarded through USAF disposal channels for determination as to disposition.

Policing

The RCMP have advised the Project Office that it is considered that the present arrangements should be continued through 1957 when a decision will be made where permanent detachments might be located. This will let the Police see what implications may arise in the operating phase. The RCMP indicate that at the one or two points where it may be decided to locate permanent detachments they should have no difficulty in getting prefabricated buildings sent in and erected.

Mackenzie River Transportation

A meeting of interested Canadian departments was held on November 19th, to discuss the Mackenzie River and Foxe Basin operations in support of the DEW Line. This was a preparatory meeting to consider the Canadian position in advance of meeting with representatives of the USAF on November 20th - 21st. These meetings had for consideration, and an agreement was reached on a draft letter from the USAF to the Department of Transport which refers to the general terms and conditions under which the Mackenzie River operation would be conducted.

Turnover Ceremony – Pt. Barrow

A "turnover" ceremony was planned at Pt. Barrow, Alaska, for October 24th in connection with the handing over of the main DEW Line station at that point by Western Electric to the USAF, and by USAF to Federal Electric. The US Department of Defence and the DEW Project Office were

advised that there was no objection to arrangements being made to publicize the event. However, as the ceremony was on US territory, it had been suggested to the US Defence Department that invitations might be limited to US press media as a similar ceremony was being planned for about December 12th in connection with one of the main sites in Canada, and that for this event coverage by Canadian press media will be arranged. The Director of Public Relations, Department of National Defence, requested that he be kept advised of developments regarding the projected ceremony at the Canadian site (Cambridge Bay) so that arrangements may be made for:

- (a) preparation of press releases;
- (b) arrangements for coverage of the event by Canadian Press media.

Information has now been received that a simple informal turnover ceremony took place at Pt. Barrow, Alaska, on October 25th. News and film media were represented by Western Electric Co., USAF., Alaska Air Command and USAF, HQ. To date no public announcement of the ceremony has been made.

Recognition of the taking over from “construction” on a beneficial occupancy basis at Cambridge was given by a hand down on Dec 12, 1956. No publicity is being given to this turnover ceremony.

Alaska Freight Lines

The Alaska Freight Lines under date of October 4, 1956, had written to the Deputy Minister, Department of Transport, requesting concurrence in the company delivering approximately sixteen thousand (16,000) weight tons of freight from Seattle to DEW Line sites in Canada in 1957. The company had requested Canadian approval for this movement in order that they may approach the DEW Line authorities with a proposal to divert this tonnage from what would otherwise be a movement by the Military Sea Transport Service convoy in the summer of 1957.

Through the USAF Central Co-ordinating Staff, information was received that the USAF “had no known requirement for overland delivery this winter and that all known transportation requirements can be handled by next summer’s sea lift”. The Deputy Minister of Transport has advised the company that Canadian approval for overland delivery cannot be approved, but that there is no Canadian objection to the company’s participation in the 1957 western sea lift by means of a barge operation.

Employment of Canadians by Federal Electric

The RCAF Project Officer at DEWPO advised on December 6th, 1956, that Federal Electric Corp. had reported employment in the Canadian sectors is as follows:

	<u>Total</u>	<u>Canadian</u>
Radicians - required	212	
Recruited - (and several promoted to supervisors	215	143
- to report later		10
In training	65	54
On Line	148	77
Enroute to Line	2	2

Maintenance (Diesel, etc.)

To satisfy a total requirement of 201 it is reported that recruiting will begin in February, 1957, at a rate of 40 per month. Federal Electric Corp., Lodi, N.J., is reported as having passed this requirement on to Federal Electric office in Montreal. Certain of the recruiting will likely be done from staff employed by the construction companies. It is suggested that National Employment Service discuss this subject with the Federal Electric Office, Montreal.

Supervisors

The total requirement of 46 has been recruited, consisting of 23 Canadians and 23 U.S. citizens.

Supply Specialists

The total requirement is 38. There are 36 employed of which 13 are Canadians.

Clerks

The total requirement is 8, of which 2 have been employed.

Regional Office Staffs

The central sector will be run from Alaks. The eastern sector office now has a staff of 13, including 6 Canadians. The eventual strength of the eastern sector office will be about 50.

RCMP – Stationing of Members of the Force Along the Line

It is understood that the RCMP will, in discussion with the appropriate officials of the Federal Electric Corporation on December 19th and

20th, be examining the need for stationing members of the Force at various points along the Line.

Frobisher Airfield

Approval has been given by the RCAF for the erection of four double Atwell huts at Frobisher as temporary accommodation for Federal Electric during the period until the Foundation Company have completed their construction contract.

A meeting is planned with representation from Department of Transport, RCAF and USAF to attempt to reach an agreement on the allocation of space and the building programme at Frobisher. Following this meeting it is proposed to arrange for an exchange of notes covering the extension in tenure requested by the USAF.

Northern Affairs – Departmental Representatives in DEW Area

The Department of Northern Affairs has advised that due to recent staff changes and expanding departmental requirements, Messrs. W.A. Edward and A.F. Flucke have been posted to Frobisher Bay to replace Mr. Wilkinson and Mr. Van Norman at the eastern end of the Line, and Mr. J.J. Bond has been stationed at Cambridge Bay to share with Mr. Boxer departmental responsibilities for the western sector of the Line.

Airlift

The earlier mentioned meeting with the USAF regarding the air supply of DEW stations was postponed pending the development of a more complete indication of the requirements. The USAF has agreed that a meeting should now be held and are preparing data re tonnage, local procurement, etc. It is felt that much more will be accomplished if data and statistics are available.

Visits of Judiciary to DEW Sites

The Project Office has been advised of arrangements for visits of the Territorial Court of the Northwest Territories in sites on the Line as the need arises. The Department of Justice has indicated that adequate advice of any visit will be given so that no chartered aircraft carrying Court officials will arrive at an airstrip without reasonable advance notice.

Mail Service

Comments from the sub-contractor regarding mail service in the central sector have been forwarded for the information of the Post Office Department.

Employment of Eskimos – Operating Phase

The following information received from the Project Office has been passed to the Department of Northern Affairs:

- (a) FEC is subcontracting for a large portion of the work, particularly maintenance and outside work, to be done by the present construction subcontractors. This arrangement will continue until such time as the System is operational.
- (b) It is presumed, that at least a portion of the Eskimos presently employed during the construction phase would continue to be employed during the transition period through the subcontractor and that the employment of Eskimos by FEC directly would begin about three (3) months prior to the termination of the subcontracts.
- (c) FEC is presently preparing a detailed plan for the eventual utilization of Eskimos and expects to complete this plan about 1 December 1956.
- (d) At such time as the above plan is reviewed by this office a meeting will be requested with representatives of the Northern Affairs Branch of the Canadian Government to discuss this plan and its implementations.

Construction

All radomes have been erected. Towers for the 30 ft., disk antennas are complete in the Alaskan sector, over 60% complete in the central sector, but are lagging in the eastern sector. Other construction work is progressing favourably and is nearing completion except for the hangars at Dye and Fox 2 which will not be completed this year, and in addition some roadway and airstrip work will carry over into 1957.

The Project Office note that, since it is apparent that some construction work will have to be done after July, 1957, there is a problem of keeping the contractors force intact until this time.

Beneficial Occupancy

Inspection teams are progressing with their work and a number of stations have been accepted. The Project Office state that reports indicate the buildings were in excellent condition as far as cleanliness and housekeeping conditions were concerned, so that the Inspection Team had little or no difficulty with the acceptance job.

Sealift, 1957

A preliminary estimate states a requirement for the 1957 sealift of 20,185 measurement tons in the general cargo category, and 56,000 measurement tons in the P.O.L. category.

Requests for Air Transportation

The Project Office has advised that in mid-December there will be an extra large number of transients in Frobisher going south and that they would probably be there for two or three days awaiting transportation and weather to go south. The number of transients at Frobisher varies anywhere from 50 to 170. Departments requesting transportation on contractor arranged aircraft should take into account that the Mercury flight from Churchill to Fox does not stop at Coral Harbour.

Meeting with USAF and Federal Electric

At the request of the Project Office meetings will likely be held in Ottawa on December 19th and 20th, between interested Canadian Departments and the USAF and Federal Electric on matters relating to:

- (a) Employment of Eskimos
- (b) Industrial Security
- (c) Relationship RCMP – Federal Electric
- (d) Customs and immigration – Canada Alaska border
- (e) Employment of and entry into Canada of US citizens.

Status of Phasing Plan and Transition from the Western Electric Company to Federal Electric Corporation

The concept of phasing the M&O Contractor into the DEW Line prior to scheduled operational date would result in obvious economic and experience advantages, obtained by the environmental and on-the-job training prior to the operation period. Under this phasing concept, the USAF elected to accept the individual sites on a beneficial occupancy basis. Simultaneously, the

stations will be assigned to FEC for maintenance and operation. WECO will retain the responsibility to complete the stations in accordance with the terms of the contract. WECO will retain transportation responsibility until the entire section has been accepted, then transportation and the staging areas will become the responsibility of FEC. The beneficial occupancy inspection and acceptance is in process at present and it is planned to accept thirteen (13) sites during the month of October 1956; twenty-four (24) sites in November of 1956; fifteen (15) sites in December 1956, and six (6) sites during January 1957 – total of fifty-eight (58) installations.

<G.Y. Loughead>

(G.Y. Loughead)

Chairman

DEW Line Co-ordinating Committee

16. DEW Line Coordinating Committee Minutes of the 6th Meeting, 7 December 1956

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

Minutes of the 6th Meeting, held in
the Defence Council Room 2200 "A" Building
on Friday, 7 Dec., 1956, at 1430 hours.

PRESENT

Chairman	Mr. G.Y. Loughhead	ADM(F)
Members	LCDR. E.G. Gigg	rep. RCN-DNPO
	S/L G.J. Bury	RCAF/VCAS/CTel/ATPC
	Mr. J.J. McCardle	rep. External Affairs
	Mr. J.E. Devine	rep. Transport
	Mr. L.M. Hunter	rep. Citizenship & Immigration
	Mr. W.H. Huck	rep. Defence Production
	Mr. M. Campbell	rep. National Employment Service
	Mr. D. Franklin	rep. Finance
	Mr. H.S. Johnstone	Labour
	Mr. G.W. Rowley	Northern Affairs
Recording Secretary	Mr. C.B. Smith	DM Secretariat

ALSO PRESENT

Mr. R.J. Sutherland	ADM(F)
Mr. W.R. Wilson	Defence Production
Mr. C.J. Marshall	Northern Affairs

DEW CO-ORDINATING COMMITTEE – MINUTE OF THE 6TH MEETING HELD 7 DEC 56

APPROVAL OF THE MINUTES OF THE 4TH AND 5TH MEETINGS

1. Decision The Minutes of the 4th and 5th meetings were approved without amendment.

EMPLOYMENT OF US CITIZENS - OPERATIONAL PHASE

2. Mr. Loughhead tabled a letter which he had received from External Affairs regarding employment of U.S. citizens on the DEW Line. He reminded

the members that the policy for employment of the Operation of the Line would not be different than that for the Maintenance of the Line as there had been no further exchange of notes.

3. Mr. Huck, DDP, stated that in negotiating with Federal Electric in the early stages every effort was made to emphasize the fact that where possible Canadians were to be employed on the Line. He stated further that the United States in meeting with Federal Electric advised that as great a use as possible was to be made of Canadian personnel. DDP have attempted to follow the matter up by meeting with Federal Electric. Similar discussions with the Department of Labour and the National Employment Service have revealed that a very high percentage of Canadian personnel are being employed. However, those of a supervisory nature are usually Federal Electric personnel but these will be replaced by Canadian as soon as they qualify.

4. Mr. Loughhead tabled a report on the employment of personnel in the Canadian Sectors as of 6 Dec 1956. The report is attached as Appendix "A" to these minutes.

5. Mr. Campbell, National Employment Service, stated that personnel are arriving in Canada scheduled for employment on the Line who are not aware as to whether they are being employed on the Alaska or Canadian Sector of the Line. This he added has caused considerable confusion.

6. Mr. Loughhead felt that the problem facing Employment and Immigration was purely an Administrative one.

7. In reply to a question asked by Mr. Devine, Mr. Campbell stated that a minimum of 2 days notice was required of personnel arriving for employment on the DEW Line.

8. Mr. Loughhead emphasized the political implications which could arise out of personnel being refused entry in Canada for employment on the Dew Line.

9. Mr. Huck, DDP, confirmed the remarks of the Chairman and added that personnel who have been trained for the Line must not be refused entry at the border.

10. Mr. Wilson suggested that certain benefits might be derived from a weekly report of employment of personnel on the Canadian Sector of the Line.

11. After further discussion Mr. Loughhead volunteered to negotiate with Employment & Immigration and prepare a letter which should help solve the problem at hand.

GREENLAND

12. The Chairman stated that recently he had held discussions with Mr. Brun from Greenland regarding construction of the DEW Line. He added that he had now received a signal requesting further information.

13. Mr. McCardle, External Affairs, suggested that if it were not in order to supply details that we at least forward some standard information such as flow charts used by Federal Electric. He stated that the matter could then be followed up at the next PJBD meeting.

14. Mr. Rowley, Northern Affairs, stated that the committee should endeavour to send Mr. Brun as much information as possible. He stated further that Greenland was facing similar problems to those being experienced by this country and certainly Greenland would want to know what effect DEW Line would have on their country.

15. Mr. Loughead agreed to forward a reply to Mr. Brun along the lines discussed.

MEETING WITH CANADIAN AGENCIES – FEDERAL AND USAF

16. Mr. Loughead advised the Committee that the meetings scheduled for 18 and 19 of December would likely be held on 19 and 20 of December. Federal Election and USAF will arrive in Ottawa and a brief general meeting would be held. Subsequent to the general meeting personnel from specific sections of Federal and USAF will meet with the various departments to discuss their individual problems. Matters to be discussed will include:

- (a) Employment of Eskimos
- (b) Industrial Security
- (c) Liaison with RCMP
- (d) Customs and Immigration Canada-Alaska border
- (e) Employment and entry into Canada of US citizens.

AIR TRANSPORTATION

17. Mr. Devine stated that Department of Transport was rather disappointed with the manner in which certain matters on air transportation were being handled and particularly that the projected meeting with the USAF, etc. had not yet taken place. He stated that it was embarrassing for his Department to have companies interested in DEW Line contracts in possession of and wanting to discuss with departmental officials charts which did not

reflect the Canadian position. It was evident that this information was based on out-of-date material and apparently reflected current Federal Electric planning.

18. The Chairman agreed to write the local office of the USAF or New York or both if necessary and suggest to them that a meeting be held to discuss air transportation in view of recent developments whereby carriers are being presented with plans that are not acceptable.

INSPECTION TEAMS

19. Mr. Loughead advised that the inspection teams had largely completed their work in the Western Canadian Sector and that the inspection team in the Eastern Sector is expected to start work about 7 January 1957. Mr. Drouin of the District Engineering Staff - Quebec City, will represent the Department of Public Works. To date no information has been received as to the representative of the Department of Northern Affairs.

FIRE ARMS

20. Mr. Loughead stated that the Project Office has requested Northern Affairs to consider a requirement for fire arms during the operational phase.

21. Mr. Rowley, Northern Affairs, stated that a reply is to be prepared to the Project Office to the effect that restriction of fire arms would be enforced as much as possible. It is not the intention of Northern Affairs to permit personnel engaged on the operational phase of the Line to be in possession of fire arms.

DATE OF NEXT MEETING

22. It was decided that the next meeting of the Committee would be held at the call of the chair.

<C.B. Smith>

(C.B. Smith)

Recording Secretary

DEW Line Co-Ordinating Committee

2330 "C"

L. 6-8684.

Appendix "A" to Minutes of the 6th Meeting of the DEW Line Co-ordinating Committee

Employees in Canadian Sectors

The RCAF Project Officer at DEWPO advised on December 6th, 1956, that Federal Electric Corp. had reported employment in the Canadian sectors is as follows:

	<u>Total</u>	<u>Canadian</u>
<u>Radicians</u> - required	212	
Recruited - (and several promoted to supervisors	215	143
- to report later		10
In training	65	54
On Line	148	77
Enroute to Line	2	2

Maintenance (Diesel, etc)

To satisfy a total requirement of 201 it is reported that recruiting will begin in February, 1957, at a rate of 40 per month. Federal Electric Corp., Lodi, N.J., is reported as having passed this requirement on to Federal Electric office in Montreal. Certain of the recruiting will likely be done from staff employed by the construction companies. It is suggested that National Employment Service discuss this subject with the Federal Electric Office, Montreal.

Supervisors

The total requirement of 46 has been recruited, consisting of 23 Canadians and 23 U.S. citizens.

Supply Specialists

The total requirement is 38. There are 36 employed of which 13 are Canadians.

Clerks

The total requirement is 8, of which 2 have been employed.

Regional Office Staffs

The Central Sector will be run from Alaska. The Eastern Sector office now has a staff of 13, including 6 Canadians. The eventual strength of the Eastern Sector office will be about 50.

17. DEW Line Coordinating Committee Progress Report No. 12, 18 December 1956

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 12

18 December, 1956.

DISTRIBUTION

MEMBERS

1. DND	ADM(F)	(Attn: Mr. G.Y. Loughhead)
2.	DNPO	(Attn: Capt. W.M. Landymore)
3.	DMO&P	(Attn: Col. R.L. Houston)
4. - 42.	VCAS/CTel/ATPC	(Attn: S/L G.J. Bury)
43. - 44.	Dept. of Northern Affairs	(Attn: Mr. G.W. Rowley)
45.	Dept. of External Affairs	(Attn: Mr. J.J. McCardle)
46.	Dept. of Finance	(Attn: Mr. R.G. MacNeill)
47.	Director Employment Service	(Attn: Mr. W. Thomson)
48.	Dept. of Labour	(Attn: Mr. H.S. Johnstone)
49.	Dept. of Citizenship & Immigration	(Attn: Deputy Minister)
50.	Dept. of Defence Production	(Attn: Miss R.E. Addison)
51. - 52.	Dept. of Transport	(Attn: Mr. J.E. Devine)

INFORMATION

53. - 54.	DND	Chairman, Chiefs of Staff	
55.		CNS	(Attn: V/Adm. H.G. DeWolf)
56.		CGS	(Attn: Lt. Gen. H. Graham)
57.		CAS	(Attn: A/M C.R. Slemon)
58.		Under-Secretary of State for External Affairs	(Attn: Mr. J. Leger)
59.	DND	Chairman, DRB	(Attn: Mr. A.H. Zimmerman)
60.		Chairman, CJS(W)	2540 Massachusetts Ave. N.W. Washington, D.C.
61.		Secretary to Cabinet	(Attn: Mr. R.B. Bryce)
62.		CNTS/CEC	(Attn: Capt. (CE) J.B. Roper)
63.		DQMG(W&Q)	(Attn: Brig. L.G.C. Lilley)

64.	ADM(R)	(Attn: Mr. L.M. Chesley)
65.	DRB	(Attn: Chief Scientist)
66.	CG/IS	(Attn: Mr. P.S. Conroy)
67.	ADM(A&P)	(Attn: Mr. J.A. Sharpe)
68.	JAG	(Attn: Brig. W.J. Lawson)
69.	ADM(C&P)	(Attn: A/C C.F. Johns)
70.	Chief Secretary	(Attn: Mr. Dan. Wallace)
71.	ADM(R)/SRE	(Attn: Mr. G.M. Luther)
72.	Secretary, PSOC	(Attn: Mr. J.C. Outram)
73.	RCMP	(Attn: Commr. L.H. Nicholson)
74.	Dept. of National Health and Welfare	(Attn: Dr. P.E. Moore)
75.	Dept. of Public Works	(Attn: Mr. George T. Jackson)
76.	HQTS 2-70-99-5	
77.	S810-100-8019	
78.	DM Sec't 256-70-99-5	
79.	DM Sec't Subject File	
80. - 85.	Spares	

PROGRESS REPORT NO. 12 – DISTANT EARLY WARNING LINE

AIRLIFT

Word was received on December 17, 1956 through the USAF Central Co-ordinating Staff, Ottawa, that HQ USAF have advised they will have their material available in time to ensure that a meeting will be requested with Canadian Departments prior to January 15, 1957. We have been assured that the USAF proposals will be available for examination by Canadian Departments prior to the meeting with the USAF.

OPERATIONAL PHASE

Meetings with USAF and Federal Electric

The Project Office have advised that certain material has not been prepared for use at the meetings proposed in Ottawa for December 19 and 20, to discuss the employment of Eskimos during the operating phase, and several other subjects. It has been agreed that these meetings should be postponed until early in January. Other topics to be discussed include security, role of R.C.M.P., Customs – Alaska/Canada border, employment and entry of U.S. citizens.

USE OF MACKENZIE RIVER SYSTEM

Meetings were held in Ottawa of interested U.S. and Canadian agencies to further discuss arrangements concerning the DEW Line supply by means of the Mackenzie River Systems and also the Foxe Basin area. A revised draft agreement between the USAF and Department of Transport was prepared in accordance with the discussions on the Mackenzie River System. The meetings agreed that:

- (a) the Canadian Chairman of the P.J.B.D. should be asked to originate the request for the ships needed to carry out the lateral supply;
- (b) the equipment needed for trans-shipment at Tuk Tuk should be included in the request;
- (c) The request should contain a note to the effect that a decision on the availability of the ships was necessary early in January.

Following discussions at the meeting, it was agreed that DOT would continue to study the question of taking over the supply of the DEW Line sites in the Foxe Basin area.

FEDERAL ELECTRIC CORP. – Employment of U.S. Citizens

At a recent meeting with representatives of the Immigration Branch and the National Employment Service, the matter of the employment of U.S. citizens in the Canadian Sector was discussed. It was agreed that Federal Electric Corporation should be asked to supply information regarding the entry of U.S. citizens into Canada, through their Montreal Office to ensure that proper information is available re border entry. Liaison will be maintained through the Montreal offices of the Employment Service and the Immigration Branch.

POSTAL ARRANGEMENTS – Operating Phase

Under date of December 5, 1956, the Post Office Department were asked to examine a matter raised through the Project Office, as follows:

“Canadian employees of the Federal Electric Corporation are requesting explanations as to why mail to them from points in Canada must go to the United States for distribution through the U.S. Army Post offices with the attendant delay.”

The Post office Department have requested further details regarding the form of addressing, in order to assist in their investigation and in order that appropriate action may be taken.

DUTY AND TAXES – Operating Phase

Authority has been obtained by the Department of National Revenue for the remission of Duties and Taxes and the drawback of customs duties during the maintenance and operation of the Line. The latest amendments were covered by P.C. 1956-11/1675 of November 7, 1956.

TURNOVER CEREMONY

An informal turnover ceremony from Western Electric to USAF and USAF to Federal Electric with no publicity took place at Cambridge Bay on December 12, 1956. The RCAF was represented by Air Commodore Gilchrist of Air Defence Command, W/C Wiseman and several other officers.

BENEFICIAL OCCUPANCY

The Inspection Team for the Eastern Sector will start its work on February 1, 1957. The Department of Northern Affairs and Public Works will be advised in advance of arrangements to enable their personnel to make their necessary plans. No representative has yet been named by Northern Affairs.

NURSING STATION – FOX

Word has been received that work has stopped and the crews pulled out, as materials have been exhausted. It will be necessary for arrangements to be made to re-open the road to the station when work is resumed. Such arrangements should be made well in advance of the actual requirement.

<G.Y. Loughhead>

(G.Y. Loughhead)

Chairman

DEW Line Co-ordinating Committee

18. DEW Line Coordinating Committee Progress Report No. 13, 29 March 1957

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 13

29 March, 1957.

DISTRIBUTION

MEMBERS

- | | | |
|-----------|---------------------------------------|------------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughead) |
| 2. | DNPO | (Attn: Capt. W.M. Landymore) |
| 3. | DMO&P | (Attn: Col. R.L. Houston) |
| 4. - 42. | VCAS/CTel/ATPC | (Attn: S/L G.J. Bury) |
| 43. - 44. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 45. | Dept. of External Affairs | (Attn: Mr. J.J. McCardle) |
| 46. | Dept. of Finance | (Attn: Mr. R.G. MacNeill) |
| 47. | Director Employment Service | (Attn: Mr. W. Thomson) |
| 48. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 49. | Dept. of Citizenship &
Immigration | (Attn: Deputy Minister) |
| 50. | Dept. of Defence Production | (Attn: Mr. F.A. Milligan) |
| 51. - 52. | Dept. of Transport | (Attn: Mr. J.E. Devine) |

INFORMATION

- | | | | |
|-----------|-----|--|---|
| 53. - 54. | DND | Chairman, Chiefs of Staff | |
| 55. | | CNS | (Attn: VADM H.G. DeWolf) |
| 56. | | CGS | (Attn: Lt. Gen. H. Graham) |
| 57. | | CAS | (Attn: A/M C.R. Slemon) |
| 58. | | Under-Secretary of State for
External Affairs | (Attn: Mr. J. Leger) |
| 59. | DND | Chairman, DRB | (Attn: Mr. A.H. Zimmerman) |
| 60. | | Chairman, CJS(W) | 2540 Massachusetts Ave. N.W.
Washington, D.C.) |
| 61. | | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 62. | | CNTS/CEC | (Attn: Capt. (CE) J.B. Roper) |
| 63. | | DQMG(W&Q) | (Attn: Brig. L.G.C. Lilley) |

64.	ADM(R)	(Attn: Mr. L.M. Chesley)
65.	DRB	(Attn: Chief Scientist)
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67.	ADM(A&P)	(Attn: Mr. J.A. Sharpe)
68.	JAG	(Attn: Brig. W.J. Lawson)
69.	ADM(C&P)	(Attn: A/C C.F. Johns)
70.	Chief Secretary	(Attn: Mr. A.S. Duncan)
71.	ADM(R)/SRE	(Attn: Mr. G.M. Luther)
72.	Secretary, PSOC	(Attn: Mr. J.C. Outram)
73.	RCMP	(Attn: Commr. L.H. Nicholson)
74.	Dept. of National Health and Welfare	(Attn: Dr. P.E. Moore)
75.	Dept. of Public Works	(Attn: Mr. George T. Jackson)
76.	HQTS 2-70-99-5	
77.	S801-100-D100-2	
78.	DM Sec't 256-70-99-5	
79.	DM Sec't Subject File	
80. - 85.	Spares	

PROGRESS REPORT NO. 13 – DISTANT EARLY WARNING LINE

SEALIFT

The Department of External Affairs have been requested to write to the U.S. Embassy, Ottawa, pointing out that the waiver of the provision of the Canada Shipping Act, relating to the use of vessels, in the Canadian coastal trade which was previously granted applied to the 1956 navigation season. The U.S. authorities are being advised that if an exemption is to be requested for the 1957 season, it should be forwarded at as early a date as possible.

SEALIFT, WESTERN SECTION, 1957

Meetings were held at Seattle on Feb 5-7, 1957 to discuss arrangements for the 1957 sealift in the Western Sector of the Line. Copies of the records of these meetings have been forwarded to the Departments of Transport and Northern Affairs and the R.C.N. The 1957 sealift plans are making good progress and ships involved, type and measurement tons of cargo to be moved are as follows:

From Norfolk: 4 Victory ships, 2 LSD's, 2 T-1 Tankers and
 1 T-2 Tanker have been assigned for the
 following cargo:

	<u>Cargo</u>	<u>Measurement Tons</u>
	General	4440
	Vehicle	2216
	Food	528
	Drum POL	11,158
	Bulk POL	<u>15,915</u>
		34,255
From Seattle:	8 Cimavis, 13 LST's, 8 AOG's, 1 LSD and 1 T-2 Tanker have been assigned for the following cargo:	
	General	8085
	Vehicle	3224
	Food	1205
	Drum POL	3498
	Bulk POL	<u>24,147</u>
		45,159

Barge Lift:

	<u>Short Tons</u>
General Cargo, Vehicles, via Waterways	709
Bulk Fuel, via Norman Wells	3719
Drums, via Norman Wells	541
Drums, via Waterways	<u>107</u>
	5076

TIDE RECORDING STATION – BREVOORT ISLAND

A request has been passed to the DEW Project Office from the Department of Mines and Technical Surveys, under date of January 7, 1957, for assistance in the construction of a tide reporting station at Brevoort Island. The details of the proposed construction are now being discussed by the Department and the Foundation Company.

INSPECTION TEAM – EASTERN SECTOR

Representatives of the Departments of Northern Affairs and Public Works are accompanying the eastern sector inspection team which started on February 15, 1957, with a briefing session on February 14.

AVGAS – SURPLUS AT CHIMO

An earlier surplus declaration of 5715 drums of 100/130 avgas and 308 drums of avoil, has been withdrawn.

WARNING IDENTIFICATION ZONE

Proposed DEW Identification Zone regulation requirements (DEWIZ), have been passed to the Department of Transport under date of January 3, 1957, with the suggestion that coordination be achieved through the Inter-departmental Air Traffic Control Committee.

SECURITY POLICY STATEMENT

Several recommendations by the RCAF for amendment to the existing security policy statement have been considered by the Department of Defence Production concerning the overall examination of the present policy in view of the gradual transition from the construction to the operation phase.

LIAISON WITH FEDERAL ELECTRIC CORPORATION

A series of meetings to discuss matters pertaining to the operating phase was held on January 14 and 15, at Ottawa, attended by representatives of the USAF (DEW Project Office and Central Coordinating Staff), the Federal Electric Corporation and interested Canadian departments.

The subjects reviewed included:

- (a) Employment and health of Eskimos
- (b) Customs and Immigration (Alaska bound[a]ry)
- (c) Labour and Immigration
- (d) Industrial Security
- (e) Activities of Federal Electric at Frobisher

REQUESTS FOR TRANSPORTATION AND ACCOMMODATION

CENTRAL SECTOR

Northern Construction Co. and W.J. Stewart Ltd., have advised, under date of February 22, 1957, that as from January 1, 1957, all transportation to and from DEW Line sites (in the Central Sector) as well as all accommodation and messing at DEW Line sites became the responsibility of Federal Electric Corporation. Arrangements in this connection have been placed with A.J. Blackinger, Federal Electric Corporation, Edmonton office.

GENERALLY

The availability of space at DEW Line stations has become an urgent matter. In his letter of March 15, 1957, a copy of which is attached, the U.S.A.F. Chief, DEW Project Office, has requested that a careful examination be made of requests for transportation and the use of facilities. This request is drawn to the attention of interested Departments.

CONSTRUCTION

Work in the Central Sector consists of the correction of deficiencies and other previously unfinished work.

In the Eastern Sector work is generally on schedule and it is felt that it should be possible to meet the schedule established for the inspection teams. Agreement has been reached on the requirement for heavy construction equipment for the spring earthwork programme and certain equipment repositioning is being planned.

INSTALLATION

As at March 4, 1957, the estimated degree of completion was:

Western section - 92% Central section - 88%

Eastern section - 86%

Overall total - 89%

MEETING OF NORTHWEST TERRITORIES COUNCIL AT FROBISHER IN JUNE 57

In reply to a request through the DEW Project Office for assistance in the provision of messing at Frobisher for a proposed meeting of the Northwest Territories Council in June, advice has been received that the USAF have taken over the operation of the Crawley and McCracken mess at that point. In addition we have been advised that the USAF Strategic Air Command will take over Frobisher and Goose Bay, the Command Unit, on April 1st, 1957. The request of the Department of Northern Affairs for messing at Frobisher has, as a result of these changes, been referred to the USAF Central Coordinating Staff, Ottawa, for onward transmission to the appropriate USAF authorities.

EMPLOYMENT OF CANADIANS

Information received from the Project Office on March 4, 1957, concerning the employment of Canadians on the Canadian Sector of the Line is as follows:

Eastern Region	-	90
Western Region	-	82
Streator Staff	-	9
Streator Trainees	-	<u>58</u>
Total		239

The Project Office have been requested to have Federal Electric Corporation introduce a regular month-end reporting system for employment in the Canadian Sectors.

AIR TRANSPORTATION – OPERATIONAL PHASE

Interested Canadian Departments have met with the U.S.A.F. and discussed proposed air transportation arrangements for the operational phases.

The U.S.A.F. proposals which have been agreed to are briefly as follows:

Periodic supply of the DEW Line will be by means of a bi-weekly service from Edmonton in the west and Montreal, in the east. In the west these flights will follow the route Edmonton-Cambridge Bay-Cape Parry-Fairbanks, returning along the same route. In the east the flights will be from Montreal to Frobisher, Cape Dyer, and Hall Lake, returning via Frobisher. There will also be occasional pick-up flights from both the western and eastern bases to the U.S.A.F. technical depots at Ogden (Utah) and Rome (N.Y.) respectively. All these flights will be carried out by Canadian carriers and the target date for beginning this service is 31 July, 1957. Fresh food and other items of non-technical supplies will be purchased in Canada probably through DDP channels, and the ultimate aim of the U.S.A.F. is to discontinue using Frobisher and Fairbanks as supply points, if this proves possible. The contracts for airlift will be let by the Federal Electric Company who will require exclusive control of space on the aircraft at least for the first year, but there will be some spare space which will be available for common carriage on a payment basis.

Supply of the four westernmost stations in Canada will be from Barter Island in Alaska. Lateral supply of all other stations will be through contracts arranged with Canadian carriers.

There will also be an annual supply to those seven stations in the east which cannot be supplied by sea. This annual supply will be based on Hall Lake and can be phased over the winter. A tanker aircraft will be required to carry bulk fuel to these stations.

In making these proposals the U.S.A.F. explained that they were intended to cover the first year or so of operation and could be modified as seemed desirable at the end of this period. If Fairbanks and Frobisher proved to be unnecessary, a different pattern of north/south airlift would result, possibly based on flights from southern Canada direct to each main base.

WATER TRANSPORTATION – MACKENZIE RIVER AND WESTERN ARCTIC

Numerous discussions have taken place between representatives of D.O.T., Northern Transportation Co. Ltd. and the U.S.A.F., and general agreement has been reached on the provisions under which the arrangement will operate. It is expected that an appropriate exchange of letters will take place in the near future.

Under the agreement, the Canadian Government, through Northern [Transportation] Co. Ltd., will provide fuel meeting agreed specifications and will provide transportation to the stations to be served under the arrangement of fuel and general cargo. The U.S.A.F. will assist the Canadian Government in carrying out the latter responsibility by furnishing to Northern Transportation Company certain agreed vessels and equipment suitable for the purpose.

WESTERN ARCTIC RESUPPLY – ICE [RECONNAISSANCE]

The subject of ice [reconnaissance] is under consideration by D.O.T. with the Project Office. This matter is referred to in a D.O.T. letter of March 14, 1957, a copy of which is attached, for information purposes.

OPERATING PHASE – PURCHASES IN CANADA

Discussions are currently underway on the establishment of a procedure for the purchasing in Canada of goods and for services required by Federal Electric for the resupply of the Line. Consideration is being given to having the Canadian Commercial Corporation act as the agent of Federal Electric and that for this purpose the Corporation will use the facilities of the DDP. District Purchasing offices at Montreal and Edmonton.

AVAILABILITY OF HANGAR, AKLAVIK AREA

An earlier report that a hangar might be available in the Aklavik area has been supplemented by recent advice that the U.S.A.F. will have no hangars available for disposal. This information has been passed to the Department of Northern Affairs, Public Works and the R.C.M.P.

RELIGIOUS SERVICES – OPERATIONAL PHASE

The Federal Electric Corporation have forwarded their proposed plan for religious services in the area of the DEW Line to the Department of Northern Affairs for comments and for concurrence.

USE OF FIREARMS – OPERATIONAL PHASE

The Department of Northern Affairs have provided guidance to the Conference on the use of firearms. It has been indicated that the number of rifles could be kept to a minimum by observing the following principles:

- (a) where buildings at any site are in a single group two rifles may be held
- (b) at a few sites where the airfield is separated by a considerable distance from the operational buildings two additional rifles may be held at the airfield
- (c) a single rifle may be held at each site in a “disaster hut”, if these are established
- (d) authorization to hold this scale of firearms will be contingent on the following conditions:
 - (i) all rifles are to be kept under lock and key and under the direct control of the officer-in-charge of the station
 - (ii) all rifles are to be sealed by the R.C.M. Police and these seals are to be broken only in emergency
 - (iii) any emergencies requiring breaking the seal to be reported to the R.C.M. Police immediately, with a statement of the amount of ammunition expended
 - (iv) if a polar bear or any other animal is shot, the skin of the animal will be the property of the Crown, and will be turned over to the R.C.M. Police at the first opportunity
 - (v) not more than twenty-five rounds of ammunition in all to be held at any DEW station.

<G.Y. Loughead>

(G.Y. Loughead)

Chairman

DEW Line Co-ordinating Committee

Attachment 1

UNITED STATES AIR FORCE
AIR MATERIEL COMMAND
ELECTRONICS DEFENSE SYSTEMS DIVISION
DEW Project Office
220 Church Street
New York 13, New York

SUBJECT: DEWLine Visits

TO: RCAF Project Officer
ATTN: W/C J. A. Wiseman
220 Church Street
New York 13, New York

1. The DEWLine is presently nearing completion insofar as construction is concerned. The technical facilities are also basically completed. The construction subcontractors have withdrawn the major portion of their forces. Therefore the DEWLine stations are approaching their operational and maintenance identity. The buildings and support facilities are based on known requirements for personnel to be stationed on the line and required to visit the line in its support. A certain latitude of itinerant visits has also been built into the program. The visits to the DEWLine have far outnumbered any estimates for support on non-programmed visits.

2. It is requested that any requirements of visiting personnel not directly connected with DEW functions be curtailed. It is appreciated that the present transportation plan agreed to in principle permits the utilization of this transportation for other than DEWLine people on an approved basis. However, unless specific details, including dates, requirements for transportation, housing and food can be provided prior to the supply cycle, it is not possible for the FEC to project these requirements. As a consequence, facilities which can be provided, will soon be reduced to use of the air strip and personnel visiting will have to provide their own shelter and food.

3. This letter is not to be construed in any way to pertain to those personnel who are directly connected with the operation and maintenance of the DEWLine.

(SGD) Walter H. Williamson

WALTER H. WILLIAMSON
Colonel, USAF
Chief, DEW Project Office

Attachment 2

DEPUTY MINISTER OF TRANSPORT
OTTAWA, CANADA

March 14, 1957

FILE: 14-13-9-8

W/C J.A. Wiseman,
RCAF Project Officer,
c/o Western Electric Company,
220 Church Street,
New York 13, N.Y.

Dear W/C Wiseman:

Several days ago Mr. Loughead called to say that the RCAF were anxious to ascertain as soon as possible what provision they should make in the matter of ice [reconnaissance] services associated with the western Arctic supply operation after 1957, when Canada took over the operation.

I had an opportunity of discussing the matter with Capt. Hall of Northern Transportation yesterday. Their most pressing requirement will, of course, pertain to short range [reconnaissance] to be performed with helicopters. Providing equipment for this will be somewhat of a problem particularly in the period before our own departmental icebreaker is available for services in the western Arctic. However, that matter is now receiving attention of our departmental officials. Insofar as concerns the long range work performed by the RCAF which has proven so helpful for the US forces heretofore it is understanding that the RCAF would rather welcome advice that this service could be discontinued. Capt. Hall informs me they will have a need for ice [reconnaissance] in regard to a somewhat restricted area, namely from PIN to CAM 3.

I am writing at this time to pass along a suggestion which I made to him and which in my opinion should have some merit. I suggested that inasmuch as Fed Electric will have an air carrier with equipment shuttling back and forth regularly over the area aforesaid, this service could be combined with the ice [reconnaissance] work. It would not seem to place any undue burden on the air carrier if he were asked to take observations and report same, especially in view of the fact the observations would be required for a very short period of time. As you know the sealift to the area will be carried out during a stretch of about two weeks commencing August 1st. The only alternative would seem to be either to ask the RCAF to do the work - with consequent expenses on their part,

or to provide the service by means of chartered equipment - with the expenditure to be charged up to the transportation arrangement.

Will you be good enough to discuss this matter with the Federal Electric people and then furnish me with your comments in order that we may give definite word to the RCAF as to whether or not their services will be required.

Yours sincerely,

(signed) J.E. Devine, Executive Assistant.

19. DEW Line Coordinating Committee Progress Report No. 14, 7 May 1957

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 14

7 May, 1957

DISTRIBUTION

MEMBERS

- | | | |
|-----------|---------------------------------------|------------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughead) |
| 2. | DNPO | (Attn: Capt. W.M. Landymore) |
| 3. | DMO&P | (Attn: Col. R.L. Houston) |
| 4. - 42. | VCAS/CTel/ATPC | (Attn: W/C G.J. Bury) |
| 43. - 44. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 45. | Dept. of External Affairs | (Attn: Mr. J.J. McCardle) |
| 46. | Dept. of Finance | (Attn: Mr. R.G. MacNeill) |
| 47. | Director Employment Service | (Attn: Mr. W. Thomson) |
| 48. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 49. | Dept. of Citizenship &
Immigration | (Attn: Deputy Minister) |
| 50. | Dept. of Defence Production | (Attn: Mr. F.A. Milligan) |
| 51. - 52. | Dept. of Transport | (Attn: Mr. J.E. Devine) |

INFORMATION

- | | | | |
|-----------|-----|--|--|
| 53. - 54. | DND | Chairman, Chiefs of Staff | |
| 55. | | CNS | (Attn: VADM H.G. DeWolf) |
| 56. | | CGS | (Attn: Lt. Gen. H. Graham) |
| 57. | | CAS | (Attn: A/M C.R. Slemon) |
| 58. | | Under Secretary of State for
External Affairs | (Attn: Mr. J. Leger) |
| 59. | DND | Chairman, DRB | (Attn: Mr. A.H. Zimmerman) |
| 60. | | Chairman, CJS(W) | 2540 Massachusetts Ave. N.W.
Washington, D.C. |
| 61. | | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 62. | | CNTS/CEC | (Attn: Capt. (CE) J.B. Roper) |
| 63. | | DQMG(W&Q) | (Attn: Brig. L.G.C. Lilley) |

- | | | |
|-----------|---|-------------------------------|
| 64. | ADM(R) | (Attn: Mr. L.M. Chesley) |
| 65. | DRB | (Attn: Chief Scientist) |
| 66. | CG/IS | (Attn: Mr. P.S. Conroy) |
| 67. | ADM(A&P) | (Attn: Mr. J.A. Sharpe) |
| 68. | JAG | (Attn: Brig. W.J. Lawson) |
| 69. | ADM(C&P) | (Attn: A/C C.F. Johns) |
| 70. | Chief Secretary | (Attn: Mr. A.S. Duncan) |
| 71. | ADM(R)/SRE | (Attn: Mr. J.V. Argyle) |
| 72. | Secretary, PSOC | (Attn: Mr. J.C. Outram) |
| 73. | RCMP | (Attn: Commr. L.H. Nicholson) |
| 74. | Dept. of National Health and
Welfare | (Attn: Dr. P.E. Moore) |
| 75. | Dept. of Public Works | (Attn: Mr. George T. Jackson) |
| 76. | HQTS 2-70-99-5 | |
| 77. | S801-100-D100-2 | |
| 78. | DM Sec't 256-70-99-5 | |
| 79. | DM Sec't Subject File | |
| 80. - 85. | Spares | |

PROGRESS REPORT NO. 14 – DISTANT EARLY WARNING LINE

AIR TRANSPORTATION – OPERATING PHASE

The Air Transport Board have advised that the carrier in the Eastern Sector will be Wheeler Airlines Ltd/Dorval Air Transport Ltd., and in the Central Sector the Pacific Western Airlines Ltd. Several [discussions] have been held between the carriers, Federal Electric, the USAF and the Air Transport Board, and it is likely that the detailed plans will be received by the middle of this month. Planning is proceeding along the lines of the arrangements previously agreed to. Alaskan carriers interested in supplying the four sites at the Western end of the Central Sector have been instructed to make their applications to the Air Transport Board.

The Department of Transport have drawn to the attention of the USAF the fact that the 1000 ft. airstrips at intermediate stations do not meet with their approval and that they can not certificate any air service involving the carriage of passengers at night by single engine aircraft to this type of strip. The USAF have been requested to re-examine the operational plan to meet this situation, as current USAF plans provide only 1000 ft. strips at intermediate sites.

DOCTORS AND DENTISTS – U.S. CITIZENS

A request from Federal Electric was passed to the Department of Northern Affairs concerning the steps which must be taken to permit doctors and dentists, who are United States citizens, to practice in Canada. The

Company are interested in order to increase the flexibility of medical coverage and to permit Alaskan Regional medical personnel to travel into the Central Sector. The Department have supplied copies of the relevant requirements regarding registration in the Northwest Territories and this has been passed to the Federal Electric Corporation.

NAMING OF LOCATION IN AREA OF LINE

The Chairman, Canadian Board on Geographical Names, has advised:

“The Department of Northern Affairs and National Resources have advised that the lake at latitude 68°22’, longitude 85°43’ on the Melville Peninsula is not named locally and recommended the name Bagnall Lake for this feature. The name Bagnall Lake was adopted by the Board at the April meeting”.

NORTHWEST TERRITORIES TERRITORIAL COURT

Information concerning the forthcoming visit of the Northwest Territories Territorial Court to the area of the DEW Line has been passed to the Project Office. At most it appears likely that four or five sites may be visited.

DEPARTMENT OF TRANSPORT INTEREST IN RESUPPLY IN FOXE BASIN AREA

The Department of Transport have forwarded to the USAF under date April 18, 1957, an estimate of the cost of providing transportation by water for the resupply of the Foxe Basin area, commencing in 1958. The Department of Transport have suggested early preliminary discussions to enable the details to be investigated and in time to enable the Department to proceed with the acquisition of the floating equipment.

Cargo for delivery to the Foxe Basin area is estimated at

Bulk P.O.L.	8166 short tons
Dry Cargo	1172 “ “

Estimated annual costs are:

Ship to shore operation costs	\$ 411,000
Stevedoring and unloading to above high water mark	<u>581,020</u>

	992,020
Procurement of P.O.L. (through DDP)	<u>322,851</u>

Estimated annual cost (incl. P.O.L.)	\$ 1,314,871
--------------------------------------	--------------

The above involves the use of 2 LCT8's, 2 LCM's and the charter of 2 tankers and 1 dry cargo vessel.

WAGE RATES

Federal Electric Corporation have advised the Department of Labour that revisions in certain wage schedules are as follows;

	<u>Present</u>	<u>Proposed</u>
Radicians	\$800 per month	\$850 per month
Maintenance mechanics	800 " "	825 " "
Clerks	640 " "	700 " "

EMPLOYMENT BY FEDERAL ELECTRIC CORPORATION AS AT APRIL 1, 1957

	Total	Requirement	Employed in Canadian Sectors		Percentage Canadians in Canadian Sectors to Total Requirement
	<u>Whole Line</u>	<u>Canadian Sectors</u>	<u>Total</u>	<u>Canadians</u>	<u>Requirement</u>
(a)Supervisors	68	48	44	27	56%
Radicians	238	208	181	141	68
Supply	38	28	27	10	36
Clerks	13	8	5	4	50
Personnel in training	-	-	-	37	
Accepted for later date	-	-	-	90	
(b)Maintenance Mechanics	201	145	58	58	40
Eskimos	126	92	-	-	
Others	-	-	-	-	
(c)Miscellaneous	-	-	-	-	
(d)Regional Offices					
Fairbanks	66	-	-	1	-
Edmonton	14	14	-	3	21
Mont Joli	54	54	-	24	44

OPERATION PHASE – PURCHASING IN CANADA

Discussions are underway concerning the use of facilities of the Department of Defence Production and the Canadian Commercial Corporation.

FUEL SHORTAGE IN EASTERN SECTOR

Arrangements are under way to redistribute supplies of diesel fuel and ME gasoline between certain sites to take care of shortages that have developed. It appears that a substantial programme of air transportation will be required in order to redistribute stocks.

CONSTRUCTION

Central Sector

Construction in this sector is practically complete. The remaining work consists largely of out-of-door work that cannot be economically completed until after the spring thaw.

Eastern Sector

Work in this sector is behind the rest of the Line. Earthwork on roads and airstrips, two hangars, two garages and several small buildings constitute the bulk of the remaining work. The work is over 87% complete and it is expected to be finished in July.

THE 1957 SEALIFT

The successful conclusion of the 1957 sealift is largely dependent upon the arrival of material at the staging areas as scheduled.

<u>Warehouse</u>	<u>Water-Life</u>	Tonnage <u>Received</u> (at April 15, 1957)
	Estimated Tonnage <u>to be Received</u>	
Seattle	4,000	188
Norfolk	2,100	199
Edmonton (Waterways)	800	21

<G. Y. Loughhead>

(G. Y. Loughhead)

Chairman

DEW Line Co-ordinating Committee

20. DEW Line Coordinating Committee Progress Report No. 15, 25 June 1957

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 15

25 June, 1957

DISTRIBUTION

MEMBERS

1. DND	ADM(F)	(Attn: Mr. G.Y. Loughhead)
2.	DNPO	(Attn: Capt. W.M. Landymore)
3.	DMO&P	(Attn: Col. R.L. Houston)
4. - 42.	VCAS/CTel/ATPC	(Attn: W/C G.J. Bury)
43. - 44.	Dept. of Northern Affairs	(Attn: Mr. G.W. Rowley)
45.	Dept. of External Affairs	(Attn: Mr. J.J. McCardle)
46.	Dept. of Finance	(Attn: Mr. R.G. MacNeill)
47.	Director Employment Service	(Attn: Mr. W. Thomson)
48.	Dept. of Labour	(Attn: Mr. H.S. Johnstone)
49.	Dept. of Citizenship and Immigration	(Attn: Deputy Minister)
50.	Dept. of Defence Production	(Attn: Mr. F.A. Milligan)
51. - 52.	Dept. of Transport	(Attn: Mr. J.E. Devine)

INFORMATION

53. - 54.	DND	Chairman, Chiefs of Staff	
55.		CNS	(Attn: VADM H.G. DeWolf)
56.		CGS	(Attn: Lt. Gen. H. Graham)
57.		CAS	(Attn: A/M C.R. Slemon)
58.		Under-Secretary of State for External Affairs	(Attn: Mr. J. Leger)
59.	DND	Chairman, DRB	(Attn: Mr. A.H. Zimmerman)
60.		Chairman, CJS(W)	2540 Massachusetts Ave. N.W. Washington, D.C.
61.		Secretary to Cabinet	(Attn: Mr. R.B. Bryce)
62.		CNTS/CEC	(Attn: Capt. (CE) J.B. Roper)
63.		DQMG(W&Q)	(Attn: Brig. L.G.C. Lilley)

64.	ADM(R)	(Attn: Mr. L.M. Chesley)
65.	DRB	(Attn: Chief Scientist)
66.	CG/IS	(Attn: Mr. P.S. Conroy)
67.	ADM(A&P)	(Attn: Mr. J.A. Sharpe)
68.	JAG	(Attn: Brig. W.J. Lawson)
69.	ADM(C&P)	(Attn: A/C C.F. Johns)
70.	Chief Secretary	(Attn: Mr. A.S. Duncan)
71.	ADM(R)/SRE	(Attn: Mr. J.V. Argyle)
72.	Secretary, PSOC	(Attn: Mr. J.C. Outram)
73.	RCMP	(Attn: Commr. L.H. Nicholson)
74.	Dept. of National Health and Welfare	(Attn: Dr. P.E. Moore)
75.	Dept. of Public Works	(Attn: Mr. George T. Jackson)
76.	HQTS 2-70-99-5	
77.	S801-100-D100-2	
78.	DM Sec't 256-70-99-5	
79.	DM Sec't Subject File	
80. - 85.	Spares.	

PROGRESS REPORT NO. 15 – DISTANT EARLY WARNING LINE

June 25, 1957

RUNWAYS – INTERMEDIATE AIRFIELDS

The Department of Transport have provisionally accepted a USAF request based on the use of runways maintained by the contractor to a useable length of 1,000 feet at intermediate stations. The USAF request was based on the use of DHC-2 (Beaver) and DHC-3 (Otter) aircraft and the complete radar coverage. The conditions referred to by the Department of Transport are set out in their letter to the Chief, USAF Central Co-ordinating Staff, Ottawa – a copy of which is attached as an appendix “A” to this report. These conditions have been accepted by USAF letter dated June 19. Copy attached as Appendix “B”.

USE OF MACKENZIE RIVER SYSTEM – OPERATING PHASE

The Minister of Transport, by letter dated May 21, 1957, advised the Secretary of the US Air Force, of Canadian approval in the arrangements for the support of certain DEW Line stations during the 1958 support year. The operation will be undertaken by Northern Transportation Co. Ltd., under an initial arrangement which remains in effect until Feb. 1, 1959, and automatically each support year thereafter unless terminated. Extensive use will be made of tankage facilities and loading and storage equipment at Tuk Tuk.

RESUPPLY IN FOXE BASIN AREA – COMMENCING 1958

Representatives from the Departments of Transport, Defence Production and the Canadian Commercial Corporation have met with the USAF and general agreement has been reached on a proposal for the annual re-supply of stations in the Foxe Basin area commencing in 1958. It is proposed that two contracts be entered into; one between MPSA and the Canadian Commercial Corporation for P.O.L. procurement, and a services contract between USAF Air Material Command and the Canadian Commercial Corporation for the transportation of the cargo.

The estimated annual cost in Canadian dollars is as follows:

Ship to shore operation	\$ 411,000
Transportation costs	607,000
Procurement costs for P.O.L.	<u>322,851</u>
	\$1,340,851

It is noted that the Department of Transport in presenting their proposal comment than the plan will be used as an initial plan for the Foxe Basin resupply, but as experience is gained annually in regard to this operation and in regard to the mid-Canada Line supply further south in Hudson Bay, it is possible that some degree of integration could be developed between the two, with resultant savings in the use of equipment and with resultant savings in cost. Early advice has been requested from the USAF due to the importance of early action on the part of the Department of Transport in the acquisition of the necessary ships. The department are endeavouring to obtain two LCT-8's from the United Kingdom as they consider this class of vessel to be superior to any other known type.

Advice has been received under date of June 10, 1957, that the Department of Transport proposal regarding Foxe Basin transportation has been accepted by the US Air Force as the method of supporting the DEW Sites in that area beginning with 1958.

The USAF are issuing instructions to the Air Materiel Command [to] proceed without delay on the contractual arrangements necessary to supplement the proposal, and on the basis of details being worked out between the Canadian Commercial Corporation and Air Materiel Command.

WAGE RATE – OPERATING PHASE

The Department of Labour in response to a number of enquiries concerning wage rates paid to radicians employed by Federal Electric Corporation has replied as follows:

“The information given us by the Corporation recently is that all classifications employed on the DEW Line in Canada, whether Canadians or Americans, are receiving the same rates of pay, with the exception of a small number of American cryptograph operators specially qualified as such.

We are, however, making further enquiries in order to obtain all the facts and will write you again as soon as possible”.

PROCUREMENT OF PERISHABLE FOODS – OPERATING PHASE

Under date of May 21, 1957, the USAF have advised that, instead of using the facilities of the Canadian Commercial Corporation for the procurement of perishable food, this responsibility will be placed on the catering contractor.

N.W.T. PUBLIC HEALTH ORDINANCE

Federal Electric Corporation has been advised that a fully qualified First Aid man possessing a Certificate from the American National Red Cross would be considered as having qualifications and experience satisfactory to a National Health Officer. This point pertains to a section of a new Public Health Ordinance of the N.W.T. which requires that:

“in camps having ten or more employees the employer shall appoint a fully qualified first aid man.....”.

SALE OF LIQUOR AT DEW SITES

The Commissioner of the Northwest Territories in letters dated May 23, 1957 and June 17, 1957, has advised the Federal Electric Corporation concerning the [licensing] arrangements covering the sale of beer and liquor in the Territories. Copies of the Commissioner’s letters are attached as Appendices “C” and “D”.

USAF LOGISTICS PLAN

Representatives of interested departments met with the USAF on May 24, 1957, and reviewed the latest proposed amendments to the draft Logistics Plan for the support of the DEW Line. It was ascertained that the various points previously raised by Canada had been incorporated in the revised draft and several further amendments were made during the course of the meeting. As a result the Chief, USAF Central Co-ordinating Staff, Ottawa, was advised by letter dated May 24, 1957, of Canadian concurrence in the Logistics Plan.

Copies of the agreed Plan have been requested for issuance to the departments concerned.

RELIGIOUS PLAN – OPERATING PHASE

The plan for religious arrangements has been examined by the Department of Northern Affairs and was thought to be generally satisfactory and at the request of that department has been passed to the Chaplain Service, RCAF for examination. At a recent interdepartmental meeting it was agreed that the RCAF Chaplain Service would submit a plan for further consideration and discussion with Federal Electric Corporation based on the concept that the religious plan for the Line be treated as for defence installations generally. The RCAF advised that this arrangement had been found to work satisfactorily with other US installations (e.g., Pinetree Stations). Under such a plan extensive use would be made of clergy and missionaries already in the area. The proposal would also be similar to the programme proposed for the mid-Canada Line.

AIR TRANSPORTATION – OPERATING PHASE

Advice has been received that contracts have been signed for air transportation for the Central and Eastern Sectors with Pacific Western Airlines Ltd., Wheeler Airlines Ltd., and Dorval Air Transport Ltd.

The Pacific Western contract runs to June 30, 1958 and any extension of service beyond that date, and the rates to be negotiated [therefore] are each subject to the approval of the Air Transport Board. It is understood that the Wheeler-Dorval contract will contain a similar provision.

In the Eastern Sector the Foundation Company will supervise transportation from Mont Joli until July 31, 1957, after which Federal Electric Corporation will take over at Montreal. Federal Electric are already administering the contract in the Central Sector.

ACCOMMODATION, ETC. AT DEW SITES

As has been previously indicated, accommodation has been provided at DEW stations for a minimum number of visiting personnel whose presence is directly associated with the operation of the DEW Line. This situation has been recently referred to by the USAF who have noted that:

“During the construction phase, it was possible to support relatively large numbers of visitors by utilizing the extensive facilities of the construction camps. As the camps are phased out, transient personnel will have to be accommodated in the permanent facilities of the DEW Line stations proper. However, these stations have a very limited capacity over and above that required for assigned personnel, to

provide minimum support required for supervision and inspection of DEW Line operations. No requirement has been established for additional transient facilities, nor are any funds available for that purpose. Accordingly, it will be necessary to reduce greatly the number of transient personnel and to co-ordinate and control essential visits so that they will not overtax available facilities to the detriment of DEW Line operations”.

It is clearly apparent, therefore, that close co-ordination concerning visits must be maintained and that the number of visitors who would otherwise expect accommodation, etc., be rigidly restricted and kept to an absolute minimum.

It is necessary, therefore, that departments, etc., proposing to have personnel at DEW Line stations (for purposes other than those directly associated with the Line) base their planning on the groups being self-contained in the matter of accommodation and messing and not dependent on DEW Line facilities.

The alternative appears to be that some level of accommodation be agreed on and taken on as a Canadian responsibility by the appropriate department.

EMPLOYMENT OF ESKIMOS

At a meeting in Ottawa on May 23rd a plan prepared by Federal Electric Corporation for the employment of Eskimos in Canada was discussed with representatives of the Department of Northern Affairs. The minutes of the meeting have been forwarded to Federal Electric for comment and their particular attention drawn to an item concerning pay scales and employee classification. It was suggested that the rates be reviewed at the end of six months and it has been recommended that the Corporation write to the Department of Labour proposing wage scales and conditions for Eskimo labour.

TRANSPORTATION OF MSTs PERSONNEL FOR TUKTOYAKTUK

The United States Air Force Central Co-ordinating Staff, in a letter dated June 14, 1957, proposed that civilian and military personnel of the M.S.T.S., and the Transportation Corps, U.S. Army, who will be mooring and winterizing vessels at Tuktoyaktuk this year, be flown back to Seattle, Washington, in USAF military aircraft. It is noted that a total of 360 personnel will be involved and that the transportation schedule provides for their movement during September as quickly as they are relieved of duties aboard ship.

The need for the quick removal of these personnel is apparent, as there are no messing or billeting facilities ashore, other than the temporary accommodation to be provided for the last group by the Northern Transportation Co. Ltd.

AIR TRANSPORTATION INTO FROBISHER

The Secretary of the Air Transport Board has advised that the Board has authorized Mont Laurier Aviation Company Limited to extend their service under a previously issued Board licence to include service to Frobisher, Baffin Island, N.W.T. The Secretary of the Board in advising of the decision, has referred to this matter as follows:

“The other day we were discussing the possibility of ordinary commercial transportation into Frobisher and related this matter to the resupply service to be provided by Dorval/Wheeler on behalf of Federal Electric. I pointed out that the contract entered into by the carriers with Federal contemplated the use of available space for [commercial] traffic under a system whereby Federal would receive 50% of the revenues earned by the carrier in this respect.

I indicated that Federal contemplated the full use of the aircraft used in the resupply services and, therefore, did not envisage too much available space for commercial purposes and contemplated that this would be restricted to use by Government Departments such as Northern Affairs under a system to be devised whereby the allotment of space would be controlled in Montreal for the Eastern Section and Edmonton for the Central Section.

I mentioned to you that the Board dealt with a number of applications at a hearing on March 19th, 1957, involving services in Northern Quebec and extensions of service to Frobisher.

I have now enclosed copy of the Board Decisions dealing with the applications and your particular attention is referred to Decision Serial No. 1029 which, you will note, authorizes Mont Laurier Aviation Co. Ltd. to extend service under Licence No. A.T.B. 430/49(NS) to points in Northern Quebec and to Frobisher, Baffin Island, N.W.T. While the service provided by Licence No. A.T.B. 430/49 (NS) commences from Roberval, Mont Laurier Aviation Co. Ltd. under another licence is authorized to operate a similar type of service from Montreal to Roberval and, therefore, the public requiring transportation at unit rates to Frobisher will have available to it operations conducted between Montreal and that point. This should alleviate any difficulties the Departments of the Government have in obtaining regular service to Frobisher. This extension does not, of

course, provide for onward service to the DEW Line points, but I assume some arrangement can then be made to co-ordinate with the special services being provided by Dorval/Wheeler in that area”.

When information is received from the Department of Transport that the operating requirements under the department's licence have been complied with, requests for transportation to Frobisher for personnel not directly associated with the operation of the DEW Line will no longer be dealt with through the office of the Chairman of the DEW Co-ordinating Committee, but will have to be arranged directly with the carrier by those requesting such service. Departments with a requirement for transportation to and from Frobisher should make their enquiries directly to Mont Laurier Aviation Company Ltd., at Roberval, Quebec.

CENTRAL ARCTIC PATROL – DEPARTMENT OF NORTHERN AFFAIRS

The Department of Northern Affairs and National Resources have advised that all reports from the officers of their Branch who were members of this year's spring inspection trip to the Central and Western Arctic spoke very highly of the co-operation and assistance received by them at the DEW Line sites visited.

The Patrol party was extended every courtesy by personnel at DEW Line camps and they wish to convey to the contractors and sub-contractors concerned the thanks of that department.

CO-ORDINATING COMMITTEE MEMBER

The RCAF have advised that effective June 17th, the responsibility for DEW co-ordination within the RCAF was transferred from; C/Tel, W/C Bury, to; C/Ops W/C Marcou, Room 2735 “A” Bldg.

Status of Canadian Personnel on the DEW Line as at
June 7, 1957.

	Total Required for Whole Line	Total Required Canadian Sectors	Actual Number Canadians Employed	Percentage Canadians in Canadian Sectors
(a) Supervisors	68	48	25	52
Radicians	225	164	157	96
Supply	38	28	9	32
Clerks	13	8	8	100
Personnel in Training	-	-	27	-
Accepted for later date	-	-	26	-
Radician Crypto	58	44	-	-
(b) Maintenance Mechanics	201	145	101	70
Eskimos	126	92	-	-
Others				
(c) Miscellaneous				
(d) Regional Offices				
Fairbanks	-	-	-	-
Edmonton	-	19	-	74
Mont Joli	-	58	-	72

Actual Number employed in Canadian Sectors

		<u>Percentage</u>
Supervisors	46	54
Radicians	157	100
Supply	25	36
Clerks	8	100
Mechanics	101	100
Radician Crypto	39	-

<G.Y. Loughhead>

(G.Y. Loughhead)

Chairman,

DEW Line Co-ordinating Committee

APPENDIX "A"

COPY

DEPUTY MINISTER OF TRANSPORT

Ottawa, Canada

May 27th, 1957.

General J.C. Jensen,
USAF,
Central Coordinating Staff Canada,
1327A Wellington Street,
Ottawa, Ontario.

Dear General Jensen:

I refer to the meeting held in my office on May 10th, 1957, at which representatives of USAF, the Air Transport Board, RCAF and this Department discussed the proposal of USAF to provide for the maintenance under the M & O contract of airstrips, of a minimum, usable length of 1000 feet, at the various intermediate stations on the DEW Line.

During our May 10th discussion the representatives of USAF, in supporting the aforesaid proposal which was based on the approved performance specifications for the DHC-2 (Beaver) and DHC-3 (Otter) aircraft, cited certain factors, such as the complete radar coverage along the DEW Line, the aid to navigation in existence at all auxiliary and main stations, the intention to exclude common carriage from the Lateral airlift operation and to provide for re-routing in some instances to reduce the over-water hazard. In brief, the request was that we adopt a military operating standard because the operation is a military supply contract.

In addition to the aforesaid factors, your officials have stressed the very heavy expenditures which would be necessary to lengthen and maintain strips of greater length than 1000 feet in the rugged Arctic terrain. At the conclusion of our discussions, this Department agreed to accept for the present the USAF proposal, because of the urgency of this highly important mutual defence project.

I am writing at this time to confirm the conditions on which such provisional acceptance was given by us and I trust this recitation is in accordance with your understanding. The conditions are as follows:

- (1) Operation to and from the shorter strips will be on the basis of a one year's trial. At the end of that period the matter will be reconsidered with a view to determining the adequacy or otherwise of the existing airstrips.

- (2) Where the cut back of any existing I site strip is considered there should be advance consultation and field investigation jointly with this Department.
- (3) USAF will wherever practicable increase the presently proposed over run area of 25 feet. It is our hope that a minimum of 200 feet can be provided.
- (4) Experience has shown that winter flying conditions are comparatively bad at some I sites, particularly in the Western section. It was agreed that at these latter stations, USAF will make every attempt to provide for maintenance of strips in excess of 1000 feet.
- (5) Runway and obstruction lighting will be available on request for all I sites to be serviced by single-engine aircraft.
- (6) When servicing sites Cam B and Fox A, multi-engine aircraft will be used because of the length of the over-water flying involved. This will necessitate maintenance of the existing 2500-foot strips at those sites.

In addition to the foregoing requirements, we are advising the air carriers immediately of certain rather stringent conditions which will have to apply to the operation of the single-engine aircraft. Included therein will be the following:

- (i) Operating contractor will be instructed by USAF to give priority navigation assistance through the radar advisory service to all single-engine aircraft operations.
- (ii) Single-engine aircraft operations involving carriage of passengers will be restricted to (a) operations under day VFR or (b) operations at night under Visual Flight conditions with visibility at not less than 3 miles, only during that calendar period when there is insufficient daylight to permit day VFR service to the Intermediate sites.

These conditions will probably have an impact on the proposals being submitted to the operating contractor and I understand that this will be taken into consideration in the negotiations on rates.

Bearing in mind the airstrip dimensions, frequency of service and severity of weather conditions, we [believe] the air carriers will find it most difficult to carry out operations as planned by the operating contractor. However, I am sure we can expect the fullest cooperation and assistance of USAF in the event it is found necessary to re-consider this question of airstrip lengths.

Yours sincerely,
for J.R. Baldwin
Deputy Minister.

APPENDIX “B”

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D.C.

19 June 1957

Mr. J. R. Baldwin
Deputy Minister of Transport
Department of Transport
Ottawa, Ontario, Canada

Dear Mr. Baldwin:

I refer to your letter to General Jensen of 27 May 1957 in which you list your understanding of the conditions of agreement reached between representatives of the U.S. Air Force and Canadian Governmental agencies with respect to the use of 1000-foot airstrips at various intermediate stations on the DEW Line.

This is to confirm that the conditions of agreement listed in your letter are generally in accordance with our understanding and are accepted by the U.S. Air Force, with the exception of condition 2. Your agreement to allow the Air Force to maintain a minimum of 1000-foot airstrips with 200-foot overruns where practicable obviates, in our opinion, the necessity for advance consultation and field investigation prior to cut-back of any existing “I” site. This is particularly true in view of our acceptance of condition 4 in which we agree that we will make every attempt to maintain strips in the eastern section in excess of 1000-feet where possible, within the capabilities of programmed personnel and equipment.

You may be sure of our fullest cooperation and consultation with your Department in the event that experience in the operation of the Line dictates modifications to this plan.

Sincerely,
(Signed)
MARSHALL S. ROTH
Major General, USAF
Assistant Deputy Chief of Staff,
Operations, for Western
Hemisphere Affairs

APPENDIX "C"

COPY

23rd May 1957.

Admiral R.H. Cruzen,
Vice President,
Federal Electric Corporation,
Box 347,
Lodi, New Jersey.

Dear Admiral Cruzen:

This will acknowledge your letter of May 1st, 1957, in which you made application for licences to sell liquor and beer in sealed packages to your employees at from four to twenty-two of the DEW Line sites. It is noted that you would propose to sell beer only in the initial stages, and that a moderate ration will be allowed to each employee. If arrangements work out satisfactorily, you would then propose to sell spirits at a later date.

Under Section 12(l)(c) of the Liquor Ordinance, copies of which were given to you on your recent visit to Ottawa, provision is made for the issue of an annual special licence authorizing the sale of liquor, or beer only, in sealed packages for consumption off the premises. Unfortunately, at the present time, this section permits the issue of such licences only to mining, oil and construction companies in areas remote from a territorial liquor store and employing more than fifty men. Since the DEW Line operation does not constitute a company of any of the types stipulated, and since many of the sites will have less than fifty men, I do not have the legal power at the moment to issue the licences requested.

I intend, however, to propose to the Council of the Northwest Territories, which meets at Frobisher Bay on June 3rd, that section 12(l)(c) of the Liquor Ordinance be amended to permit the issue of an annual special licence to any company doing work at a location remote from a territorial liquor store. If the Council agrees to this proposal and passes the necessary amending Ordinance I will then be in a position to issue annual special licences for those sites where you propose to establish depots.

With reference to your request that we make arrangements to supply your requirements of beer and liquor at Frobisher Bay and Cambridge Bay, I regret to say that our other commitments preclude the possibility of erecting warehouse accommodation at these points this year. I am having enquiries made to find out if suitable heated warehousing might be borrowed or rented

at Frobisher Bay this summer and expect to have word on this possibility very shortly. While we have not yet had time to fully consider the desirability of establishing a warehouse at Cambridge Bay, the problems of providing staff and accommodation and the social implications of such an establishment in this area present considerable difficulty. In addition, we are not certain that it would be economically sound to provide a warehouse at this point. We will, of course, be in a much better position to decide some of these questions after a year's experience with your demand. It is understood that your supply aircraft for the western end of the line could not pick up shipments of beer at Fort Smith and Yellowknife, where we have warehouses. We could however, with sufficient advance notice, supply you from Aklavik (East 3) once the airport at that point is in operation, and you may wish to give some further thought to this possibility, in preference to flying beer in from Edmonton.

This means that for the western end of the Line, and also for the eastern end if we are unable to obtain warehouse space at Frobisher, you will have to import your supplies for the current year direct from the provinces. In order to do so, you will have to obtain an import permit under the Northwest Territories Act and a Class "B" permit, authorizing possession and use of imported liquor, under the Liquor Ordinance. There is no fee for the import permit and no fee for a Class "B" permit covering spirits and wine. There is, however, a Class "B" permit fee of \$1.00 per case of twenty-four pints of beer or equivalent.

While I am unable at the moment to licence any of your sites for the sale of liquor or beer, I can provide you with the necessary permits to start importing your supplies. This will mean that you could ship supplies of beer in to your various units, but you could not begin to sell them. In doing so, you would be taking a chance on Council passing the required amendment to the Liquor Ordinance to permit the licensing of your units, and while I expect the Council to adopt a favourable attitude, I cannot, of course, guarantee that they will. If you wish to start importing, please let me have a statement of the quantities of beer you wish to take in, together with the Class "B" permit fees at the rate of \$1.00 per case of twenty-four pints or equivalent, and I will arrange for the issuance of an import permit and a Class "B" permit.

I have noted your remarks in regard to the sale of liquor to native personnel, and I must ask you to do everything you can, if your units are licensed, to ensure that no beer or liquor finds its way into the hands of Eskimos in the areas adjacent to the sites. The legal situation at the moment is that, with the exception of about a dozen Eskimos in the western Arctic, mostly in the Aklavik area, who have full liquor privileges, no Eskimo may possess or consume intoxicants. There is a possibility that legislation will be proclaimed later this year which will permit Eskimos and Indians in the Northwest Territories to consume beer in licensed premises. This will not affect your

proposed operations in any way, since you will be selling for off-premises consumption only, and there is no intention at present to permit the sale of beer to Eskimos for consumption off the premises. I should emphasize that the whole matter of liquor in relation to the welfare of the native people is receiving the close attention of the government at the present time and I am sure that any abuse of licence privileges where depots or canteens are established in remote locations where the population is predominantly Eskimo would result in cancellation of the licences. Would you please bring this to the attention of all your employees, so that they may be fully aware that any instances where intoxicants are given or sold to the Eskimo people will be dealt with severely.

Yours sincerely,

(Sgd) R.G. Robertson

R.G. Robertson
Commissioner.

APPENDIX "D"

593-1 Bolger/gfc

17 June, 1957.

Admiral R. H. Cruzen,
Vice President,
Federal Electric Corporation,
Box 347,
Lodi, New Jersey, U.S.A.

Dear Admiral Curzen:

In my letter of May 23rd, I told you that I would propose to the Council of the Northwest Territories, which was to meet at Frobisher Bay on June 3rd, that section 12(l)(c) of the Liquor Ordinance be amended to permit the issue of an annual special licence to any company doing work at a location remote from a territorial liquor store. This was to enable me to license your proposed depots for the sale of beer, and eventually liquor as well, to your employees in sealed packages for consumption off the premises.

I am now pleased to inform you that the necessary amendment to the Ordinance was passed by the Council last week. Copies of the amendment are not yet available for distribution, but will be within the next week or ten days. Meanwhile if you wish to make application for a number of annual special licences authorizing the sale of beer in sealed packages for consumption off the

premises, you are at liberty to do so. You will require a licence for each depot at which the sale of beer direct to the individual employee will take place. You may send your application to me, listing the sites at which depots will be operated, and forwarding the licence fee of one dollar for each depot. This is the fee prescribed in Item 1(c) of the Schedule to the Liquor Ordinance, copies of which you have. You should also provide me, in respect of each depot, with a plan of that part of the premises to be used as the beer storage and sales area.

I understand that, in conversations with officials of the Northern Administration and Lands Branch, Messrs. Vaughan and Baker of your staff expressed some concern over the possibility of your company having to pay the Class "B" permit fee of one dollar per case of twenty-four pints of beer or equivalent, on beer imported into the Northwest Territories from Edmonton for ultimate sale to employees on sites in the Yukon Territory. I wish to assure you that we have no desire to charge Class "B" permit fees on such beer. The Class "B" permit authorizes possession and use of beer imported pursuant to a permit issued under Section 42 of the Northwest Territories Act. Any imports which will pass through the Northwest Territories to the Yukon will be covered, insofar as the Northwest Territories is concerned by the Northwest Territories Act permit, which is issued free, but will be excluded from the Class "B" permit. This will mean that you need not pay the permit fees on such beer, and it may not be used in the Northwest Territories.

I believe you are aware that you should make arrangements with Mr. F. N. Collins, Commissioner of the Yukon Territory in connection with the importation of any liquor or beer into the Yukon. I am writing Mr. Collins to let him know the arrangements we have agreed upon for the supply of DEW Line sites in the Northwest Territories.

Yours sincerely.

(Sgd) R. G. Robertson,
Commissioner.

21. DEW Line Coordinating Committee Progress Report No. 16, 7 August 1957

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 16

7 August, 1957

DISTRIBUTION

MEMBERS

- | | | |
|-----------|---|------------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughead) |
| 2. | DNPO | (Attn: Capt. W.M. Landymore) |
| 3. | DMO&P | (Attn: Col. R.L. Houston) |
| 4. - 42. | VCAS/COps | (Attn: W/C H.F. Marcoux) |
| 43. - 44. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 45. | Dept. of External Affairs | (Attn: Mr. J.J. McCardle) |
| 46. | Dept. of Finance | (Attn: Mr. R.G. MacNeill) |
| 47. | Director Employment Service | (Attn: Mr. W. Thomson) |
| 48. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 49. | Dept. of Citizenship and
Immigration | (Attn: Deputy Minister) |
| 50. | Dept. of Defence Production | (Attn: Mr. F.A. Milligan) |
| 51. - 52. | Dept. of Transport | (Attn: Mr. J.E. Devine) |

INFORMATION

- | | | | |
|-----------|-----|--|--|
| 53. - 54. | DND | Chairman, Chiefs of Staff | |
| 55. | | CNS | (Attn: VADM H.G. DeWolf) |
| 56. | | CGS | (Attn: Lt. Gen. H. Graham) |
| 57. | | CAS | (Attn: A/M C.R. Slemon) |
| 58. | | Under-Secretary of State for
External Affairs | (Attn: Mr. J. Leger) |
| 59. | DND | Chairman, DRB | (Attn: Mr. A.H. Zimmerman) |
| 60. | | Chairman, CJS(W) | 2540 Massachusetts Ave. N.W.
Washington, D.C. |
| 61. | | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 62. | | CNTS/CEC | (Attn: Capt. (CE) J.B. Roper) |
| 63. | | DQMG(W&Q) | (Attn: Brig. L.G.C. Lilley) |

- | | | |
|-----------|---|-------------------------------|
| 64. | ADM(R) | (Attn: Mr. L.M. Chesley) |
| 65. | DRB | (Attn: Chief Scientist) |
| 66. | CG/IS | (Attn: Mr. P.S. Conroy) |
| 67. | ADM(A&P) | (Attn: Mr. J.A. Sharpe) |
| 68. | JAG | (Attn: Brig. W.J. Lawson) |
| 69. | ADM(C&P) | (Attn: A/C C.F. Johns) |
| 70. | Chief Secretary | (Attn: Mr. A.S. Duncan) |
| 71. | ADM(R)/SRE | (Attn: Mr. J.V. Argyle) |
| 72. | Secretary, PSOC | (Attn: Mr. J.C. Outram) |
| 73. | RCMP | (Attn: Commr. L.H. Nicholson) |
| 74. | Dept. of National Health and
Welfare | (Attn: Dr. P.E. Moore) |
| 75. | Dept. of Public Works | (Attn: Mr. George T. Jackson) |
| 76. | Dept. of Mines & Technical
Survey | (Attn: Deputy Minister) |
| 77. | HQTS 2-70-99-5 | |
| 78. | S801-100-D100-2 | |
| 79. | DM Sec't 256-70-99-5 | |
| 80. | DM Sec't Subject File | |
| 81. - 85. | Spares | |

PROGRESS REPORT NO. 16 – DISTANT EARLY WARNING LINE

7 August, 1957.

TURNOVER TO FEDERAL ELECTRIC CORP

The USAF on July 30, 1957, issued a press release which stated that:

“...The Western Electric Company has successfully completed its pre-operational tests and has been notified that the System, constructed under a Canadian-U.S. agreement, will be accepted and placed on an operational basis on July 31/57.”

Following turnover of the system to the USAF responsibility for the operation and maintenance of the Line under the supervision of the USAF has been assigned to the International Telephone and Telegraph Corp. (Federal Electric Corporation).

CLEARANCE TO USE FROBISHER AIRPORT

The Director-General of Air Services, of the Department of Transport, which will be assuming responsibility for the operation of Frobisher Airport effective September 1/57, has issued an instruction to Dorval Air Transport Ltd as follows:

..... you are requested to introduce procedures which will ensure that each flight carrying passengers destined to Frobisher is cleared directly with:

- (a) the RCAF station Commander at that Base until Aug 30/57
- (b) effective Sep 1/57, requests for clearance and/or accommodation should be addressed to the Airport manager at Frobisher.

CONSTRUCTION

Advice has been received that with very minor exceptions construction work has been completed in both the Central and Eastern Sectors and that the construction contractors personnel have been almost completely withdrawn from the areas.

ASSISTANCE AND ACCOMMODATION AT SITES

During the construction phase of the Line it was possible to arrange for a variety of assistance to be provided to several Departments or companies, mainly by using the services of the construction contractors and the facilities of the construction camps. Projects for which assistance was provided included the Nursing Station at Fox, wharf construction at Tuktuk, the aerial survey by Photographic Survey Corporation in the Eastern Arctic, etc. The withdrawal of the construction contractors and the closing down of their facilities have resulted in the operating contractor, - Federal Electric Corporation, being responsible for the sites.

It is understood that:

- (a) under their contract with the USAF, the Federal Electric Corporation are required to operate the stations under established personnel ceilings, based on their contractual responsibilities;
- (b) the Corporation regard the establishment limitations as only being designed to meet their USAF contractual obligation and not as flexible enough to permit the taking on of additional responsibilities, unless they are specifically approved;
- (c) the performance of work over their DEW contract will require specific contract amendment.

As has been previously indicated, it is quite clear that Departments in planning for work or projects at DEW sites should take into account the

limitations faced by Federal Electric in their ability to take on extra tasks. If assistance is to be requested it should be developed well in advance of the actual requirement to enable the USAF to make the necessary contractual arrangements with Federal Electric Corporation. Requests for assistance should not be addressed to the Federal Electric Corporation in the first instance but should be forwarded to the USAF through the Chairman, DEW Co-ordinating Committee.

U.S. MSTs - CANADIAN COASTING LAWS

At the request of the US Military Sea Transport Service, application has been made by the Department of National Revenue, for the waiver of Canadian Coasting Laws for US ships engaged in the resupply of the DEW Line during the present shipping season.

TRANSPORTATION OF M.S.T.S. PERSONNEL TUKTUK TO SEATTLE

The Department of Transport have concurred in a USAF proposal that civilian and military personnel of the Military Sea Transport Service, etc., who will be mooring and winterizing vessels at Tuktoyaktuk, be flown back to Seattle, Washington, in USAF military aircraft.

U.S. MILITARY SEA TRANSPORT SERVICE CANADIAN COASTING LAWS

Following receipt of a request from the U.S. Military Sea Transport Service, application is being made concerning the waiving of coasting laws for United States ships engaged in the sea supply of DEW Line Stations during the 1957 shipping season.

CANADIAN REPRESENTATION ON WESTERN SEA LIFT

C.J. Marshall, Department of Northern Affairs, will act as the Canadian Government observer on the 1957 Sea Lift to supply stations in the Western Sector.

ICE RECONNAISSANCE — WESTERN RESUPPLY

The USAF have advised D.O.T. by letter dated July 9, 1957, regarding the supplying of helicopters for the support operation by Northern Transportation Co. as follows:

“ We agree with the requirement for two helicopters for ice reconnaissance, as outlined in your letter and have investigated the various possibilities of satisfying this requirement. However, the U.S.

Air Force is critically short of helicopters capable of performing this mission, and, therefore, recommend that the requirement be filled from commercial sources at least for the 1958 operation.

If the commercial operation prove to be [too] costly, the U.S. Air Force will re-examine its capability subsequent to 1958, and, if possible, will provide the service from military sources."

SERVICE TO BE SUPPLIED BY USAF AT DOT METEOROLOGICAL STATION – FOX

The Assistant Secretary of the U.S. Air Force by letter dated July 3/57, (see copy attached), had advised the Department of Transport of agreement with respect to the D.O.T. meteorological station at Fox to consider the provision of normal base support, including water, electric power, heat, and maintenance as being included within the responsibility of the United States to pay the cost of operation of the DEW system, and proposes that no charge be made to your Department for such support. The foregoing proposal is conditional upon similar support being provided without charge in connection with the operation of meteorological facilities by the Department of the Air Force, when Canadian agencies are in a position to provide such support. This Department further proposes to make charges for food rations to Department of Transport personnel operating the meteorological facility at "Fox" on the same basis and at the same rates as charges are made to United States Air Force and RCAF officers at that station."

STATUS OF EMPLOYMENT IN CANADIAN SECTORS – JULY 3, 1957

<u>Job Classification</u>	<u>Total Required</u>	<u>Total Required in Canadian Sectors</u>	<u>Actual Number of Canadians</u>	<u>Percent of Canadians in Sections**</u>
A. Supervisors	68	48	26	54%
Radicians	263	208	175	84%
Supply	38	28	17	61%
Clerks	13	8	8	100%
Personnel in trng.	-	-	32	-
Accept later date	-	-	28	-
*Radician Crypto	68	40	-	-
B. Maintenance Mech.	201	145	139	96%
Eskimos	126	92	-	-

<u>Job Classification</u>	<u>Total Required</u>	<u>Total Required in Canadian Sectors</u>	<u>Actual Number of Canadians</u>	<u>Percent of Canadians in Canadian Sections**</u>
C. Miscellaneous	-	-	-	-
D. Fairbanks	xx94	-	-	-
Edmonton	xx35	35	15	43%
East. Reg. Off.	xx78	78	66	85%
Mt. Joli				
Frobisher				
Montreal				

xx – Planned to Date, but not Approved

_* 40 Radicians Crypto (Americans in Canadian Sect.)

** These percentages represent the ratio of current Canadian employment on the DEW Line to the anticipated personnel requirements for the O & M period in the Canadian Sectors.

Recorded below are percentages of actual Canadian employment to total personnel employed in the Canadian Sectors on July 3, 1957.

<u>Classification</u>	<u>Actual No. Employed in Canadian Sectors</u>	<u>Percent of Canadians</u>
Supervisors	46	57%
Radicians	215	81%
Supply	31	55%
Clerks	8	100%
Mech.	139	100%

DEPARTMENT OF MINES & TECHNICAL SURVEY CONTRACT FOR AERIAL SURVEY – USE OF AIRSTRIP BY PHOTOGRAPHIC SURVEY CORP.

The Photographic Survey Corp. have been using the site “Fox” as a base to operations in connection with a mapping contract for the Department of National Defence. The Company have also indicated that they plan to use the site in carrying out a contract for aerial surveys for the Department of Mines and Technical Surveys, which is due to begin in 1958.

Following a review of the planned use of the airstrip at Fox and the limited storage space available at that point, the Department of Mines and Technical Surveys have been advised that the requirement of Photographic Survey Corp. would be difficult to handle at Fox and that an alternate base should be used. Site Fox has been indicated as having a suitable airstrip and beach landing area. The Department have been advised that, beyond the possible use of some mechanical equipment, the Corporation should plan on their operation being completely self-supporting.

<G.Y. Loughead>

(G.Y. Loughead)

Chairman

DEW Line Co-ordinating Committee

22. DEW Line Coordinating Committee Progress Report No. 17, 30 September 1957

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 17

30 Sept 57

DISTRIBUTION

MEMBERS

- | | | |
|-----------|---|------------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughhead) |
| 2. | DNPO | (Attn: Capt. W.M. Landymore) |
| 3. | DMO&P | (Attn: Col. R.L. Houston) |
| 4. - 42. | VCAS/COps | (Attn: W/C H.F. Marcou) |
| 43. - 44. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 45. | Dept. of External Affairs | (Attn: Mr. J.J. McCardle) |
| 46. | Dept. of Finance | (Attn: Mr. R.G. MacNeill) |
| 47. | Director Employment Service | (Attn: Mr. W. Thomson) |
| 48. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 49. | Dept. of Citizenship and
Immigration | (Attn: Deputy Minister) |
| 50. | Dept. of Defence Production | (Attn: Mr. F.A. Milligan) |
| 51. - 52. | Dept. of Transport | (Attn: Mr. J.E. Devine) |

INFORMATION

- | | | | |
|-----------|--|---------------------------|--|
| 53. - 54. | DND | Chairman, Chiefs of Staff | |
| 55. | CNS | | (Attn: VADM H.G. DeWolf) |
| 56. | CGS | | (Attn: Lt.Gen. H. Graham) |
| 57. | CAS | | (Attn: A/M C.R. Slemon) |
| 58. | Under-Secretary of State for
External Affairs | | (Attn: Mr. J. Leger) |
| 59. | DND | Chairman, DRB | (Attn: Mr. A.H. Zimmerman) |
| 60. | | Chairman, CJS(W) | 2540 Massachusetts Ave. N.W.
Washington, D.C. |
| 61. | | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 62. | | CNTS/CEC | (Attn: Capt. (CE) J.B. Roper) |
| 63. | | DQMG(W&Q) | (Attn: Brig. L.G.C. Lilley) |

64.	ADM(R)	(Attn: Mr. L.M. Chesley)
65.	DRB	(Attn: Chief Scientist)
66.	CG/IS	(Attn: Mr. P.S. Conroy)
67.	ADM(A&P)	(Attn: Mr. J.A. Sharpe)
68.	JAG	(Attn: Brig. W.J. Lawson)
69.	ADM(C&P)	(Attn: A/C C.F. Johns)
70.	Chief Secretary	(Attn: Mr. A.S. Duncan)
71.	ADM(R)/SRE	(Attn: Mr. J.V. Argyle)
72.	Secretary, PSOC	(Attn: Mr. J.C. Outram)
73.	RCMP	(Attn: Commr. L.H. Nicholson)
74.	Dept. of National Health and Welfare	(Attn: Dr. P.E. Moore)
75.	Dept. of Public Works	(Attn: Mr. George T. Jackson)
76.	Dept. of Mines & Technical Survey	(Attn: Deputy Minister)
77.	HQTS 2-70-99-5	
78.	S801-100-D100-2	
79.	DM Sec't 256-70-99-5	
80.	DM Sec't Subject File	
81 .-	85. Spares	

PROGRESS REPORT NO. 17 – DISTANT EARLY WARNING LINE

30 Sept 57

EMPLOYMENT

The employment status, as at August 30, 1957, in the Canadian sectors of the Line is as follows:

<u>Job Classification</u>	<u>Total Required</u>	<u>Total Required in Canadian Sectors</u>	<u>Actual Number of Canadians</u>	<u>Percent of Canadians in Canadian Sections**</u>
A. Supervisors	69	49	25	51%
Radicians	263	208	189	91%
Supply	38	28	23	82%
Clerks	13	8	8	100%
Personnel in trng.	-	-	24	-
Accept later date	-	-	36	-
* Radician Crypto	68	40	-	-
		Total	Actual	Percent of

<u>Job Classification</u>	<u>Total Required</u>	<u>Required in Canadian Sectors</u>	<u>Number of Canadians</u>	<u>Canadians in Canadian Sections**</u>
B. Maintenance Mech.	201	145	145	100%
Eskimos	126	92	57	62%
C. Miscellaneous	-	-	-	-
D. Fairbanks	xx94	-	-	-
Edmonton	xx35	35	26	74%
East.Reg.Off.	xx78	78	*71	91%
Mt. Joli				
Frobisher				
Montreal				

xx – Planned to date, but not approved

* – 10 temp hires not included

* 41 Radicians Crypto (Americans in Canadian Sector.)

** These percentages represent the ratio of current Canadian employment on the DEWLINE to the Anticipated personnel requirements for the O & M period in the Canadian Sectors.

Recorded below are percentages of actual Canadian employment to total personnel employed in the Canadian Sectors on 30 August 1957.

<u>Classification</u>	<u>Actual No. Employed in Canadian Sectors</u>	<u>Percent of Canadians</u>
Supervisors	46	54%
Radicians	230	82%
Supply	33	70%
Clerks	8	100%
Mech.	146	100%

With respect to the low percentage of Canadians in the Supervisor category, Federal Electric have advised that initially Canadians with qualifications to fill these positions were not available. However, as replacements are necessary, these positions are being filled by Canadians.

[HOUSING] FOR ESKIMO EMPLOYEES AT CAMBRIDGE BAY

The Project Office have proposed to the Department of Northern Affairs that four building units from the construction area be relocated to the Cambridge Bay native development. It is considered that better accommodation for Eskimo employees and their families would result from such a move. The Department have concurred in this recommendation.

RCMP DETACHMENTS IN DEW LINE AREA

The Commissioner, Royal Canadian Mounted Police has advised concerning the policing arrangements for the DEW Line area, as follows:

“We have now concluded that the policing duties along the DEW Line can best be handled by three detachments - one at Cape Parry, one at Cambridge Bay and one at Frobisher Bay. We already have well-established detachments at Cambridge and Frobisher, and a temporary detachment at Cape Parry which will shortly be made permanent”.

The regular detachment at Tuktoyaktuk will take care of such duties as may arise at the DEW Line site there; otherwise the areas covered by the three detachments mentioned will be as follows:

CAPE PARRY - that portion of the DEW Line from the Alaskan Border on the west to Young Point on the east, with the exception of the site at Tuktoyaktuk. Location of Young Point is Lat. 68° 55'N, Long. 116° 50'W.

CAMBRIDGE BAY - that portion of the DEW Line from Bernard Harbour, Lat. 68° 45'N Long. 114° 45'W to Shepherd Bay, Lat. 68° 53'N, Long. 93° 35'W.

FROBISHER BAY - that portion of the DEW Line from Simpson Lake, Lat. 68° 35'N, Long. 91° 35' W to Cape Dyer on the Eastern side of Baffin Island.

I must say again that the Force has received every possible cooperation from the various officials connected with the construction and operation of the Line. Just recently this has been further manifested by the help which has been offered in setting up our detachment at Cape Parry as a permanent one.”

Regarding the responsibilities of the R.C.M.P., the appropriate officials of Federal Electric Corporation were advised some time ago as follows:

- (a) The functional responsibility of the RCMP is for the maintenance and control of law and order, including the investigation of crimes and offences; administrative tasks carried out on behalf of other federal departments, such as the issue of family allowance to natives, the issue of relief, the collection of and recording of statistics, duties relating to Customs, Excise and immigration matters etc.
- (b) The liability for payment of costs regarding permanent and transient personnel, RCMP, (accommodation, messing and transportation on the DEW Line). The RCMP is ready and expects to pay for services extended, except that where services, such as transportation, may be given without extra cost to the providing agency and where there is a mutual interest and benefit from such an arrangement it is welcomed by the RCMP. The Force does not, however, expect other agencies, either civilian or government, to incur expenses on our behalf without reimbursement.
- (c) The coordination that might be offered by Federal Electric Corp., to the RCMP or vice versa on problems relevant to the DEW Line. (It is assumed that coordination should read cooperation). From the FEC., the RCMP would welcome transport, accommodation and meals, for which we're prepared to pay, as indicated in (b) above. On the part of the RCMP, it is expected to give full cooperation on matters falling within its jurisdiction and policy; for instance, there would be a readiness at all times to explain the laws and ordinances in force within the Territories and the Canadian Government policy concerning the employment of native people. As well, the completion of formal documents, such as Oaths of Secrecy, would be attended to by Force members on request, as has been done during the construction period.

FOXES BASIN RESUPPLY IN 1958 – PARTICIPATION OF H.M.C.S. "LABRADOR"

In connection with the plan that the Department of Transport take over responsibility for the Foxe Basin resupply, the Department of Transport has been advised that the Royal Canadian Navy will assist in this operation. A conference has been arranged for January, 1958, at Naval Service Headquarters to discuss the Labrador's programme for 1958. This advance planning is necessary in light of the need to make the best possible use of the ship (Letter D.N.D. to D.O.T. August 21, 1957).

FROBISHER AIRPORT

The Department of Transport have taken over from the R.C.A.F., responsibility for Frobisher Airport, effective September 1, 1957. Discussions are proceeding between the Department of Transport and the USAF., toward the completion of a working agreement between the USAF and Department of Transport for the utilization of Frobisher Airport.

Departments are reminded that requests for clearance and/or accommodation at Frobisher should be addressed to the Department of Transport Airport Manager at Frobisher, N.W.T.

USAF POST EXCHANGE AT FROBISHER

Advice has been received by letter dated September 10, 1957, that, at the request of the Department of National Revenue, the USAF have issued instructions to restrict all sales of merchandise at the Frobisher Base USAF Exchange to US military personnel and US nationals employed by the United States Government. It is considered by the Department of National Revenue that there are adequate arrangements at Frobisher for the accommodation of the needs of other personnel and that the use of the USAF Base Exchange by such personnel should be terminated immediately.

METEOROLOGICAL STATION – FOXE SERVICES TO BE SUPPLIED BY USAF

The Department of Transport have further clarified the details of services expected from the USAF in connection with the operation of the Meteorological Station at DEW Station – Foxe. A copy of the Department of Transport letter to the USAF Central Coordinating Staff, Ottawa dated August 13, 1957, is attached for information.

SURPLUSES – APPLICATION OF CANADIAN TAXES

Several Canadian departments and agencies have expressed interest in the acquisition of certain surplus material available from the construction of the DEW Line.

Paragraph 10 of the Exchange of Notes on the DEW Line provides that the disposition of United States surplus property in Canada shall be carried out in accordance with the Exchange of Notes of April 11 and 19, 1951, this Exchange of Notes provides:

- “11. Under instructions from my Government, I have the honour to make the following proposals for the disposal of such United States property in Canada as has been or may be determined to be excess by United States Government

agencies, and has been or may be so reported, as provided hereinafter:

1. The Government of the United States shall remove from Canada all of its property which it desires to retain.
2. The Government of Canada may arrange through its appropriate governmental agencies for the purchase from the Government of the United States of any remaining property which the Government of Canada may wish to obtain for its own use and disposition, such purchases being made directly by the Canadian Government agencies concerned, and not through Crown Assets Disposal Corporation.
3. All other excess property shall be sold or disposed of by Crown Assets Disposal Corporation (CADDC) an agency of the Canadian Government in accordance with”

Departments arranging for purchases are reminded that payment of Canadian taxes on such purchases of USAF material (arranged under 11 2. above) becomes the responsibility of the purchaser. (See copy of letter of Sept 20/57 from Department of National Revenue attached). It is suggested that Mr. G.B. Lindsay, Director, Excise Inspection Service, Department of National Revenue, be consulted in these matters.

LIAISON WITH FEDERAL ELECTRIC CORPORATION HEAD OFFICE (PARAMUS, N.J.)

In reply to an enquiry from the USAF, the RCAF have advised that it is not proposed station a Canadian Liaison officer at the Headquarters of Federal Electric Corporation, Paramus, New Jersey.

The Canadian Liaison Office now in New York will be combined and the Canadian incumbent of this post will be accredited to enable him to provide coverage of the requirement at Paramus, N.J.

RCAF PARTICIPATION IN ICE RECONNAISSANCE – 1958

Under date of September 4, 1957, the Department of Transport were requested to supply information concerning the 1958 aerial ice reconnaissance programme as soon as possible, to permit the necessary planning for this operation. The RCAF advised the Department of Transport that planning is being hindered because information regarding the amount of ice

reconnaissance the RCAF will be asked to supply in 1958 has not yet been received.

SURPLUS EQUIPMENT – LISTS OF AVAILABILITY

In conformity with the procedure previously discussed and agreed to by the Advisory Committee on Northern Development, statements of DEW Line surpluses from the construction phase have been forwarded under date of August 30, 1957, to the Deputy Minister of Public Works (it will be recalled that it was agreed that the coordination of Canadian departmental requirements and allocation of material should rest with the Department of Public Works).

In furnishing the list of surpluses, the USAF advised as follows:

- (a) The project administrator has stated that should any Canadian Government Departments desire to acquire any of these items, action would be initiated for transfer of the items on receipt of a request by the Project Office. These items have not been declared surplus to CADC.
- (b) It is to be understood that the cost of rehabilitation of the items and movement to desired locations will have to be borne by the Department desiring the equipment.

TRANSPORTATION TO FROBISHER VIA WHEELER-DORVAL AIRLINES

In reply to a request on behalf of Dorval Air Transport Ltd. and Wheeler Airlines Ltd., that their services be made known to those requiring transportation into Frobisher, in addition to the service provided by Nordair Ltd., the Air Transport Board have advised the Solicitor for Dorval-Wheeler as follows:

“The Board is satisfied that the operations of your clients under this Contract are not in common carriage as the carrier is precluded from holding out to the public by the terms thereof, that they are ready and willing to carry for hire anyone who requires their services.

In view of this, the Board does not consider that it should intervene as requested by you nor cause an instruction to be issued to Government departments pointing out that the services of your clients are equally available with the services of Nordair Ltd. as the Board does not consider that this is so”.

The section of the contract, referred to above that is commented on by the Air Transport Board as follows:

“On page 4 of the Contract in section 8, “Airlift” means “the transportation by aircraft of the fixed wing or rotary blade classification of personnel, cargo and mail other than for the general public”, and on page 5 of the Contract in section 12(b) “Use of Aircraft” the following is stated “The Contractor shall have the exclusive use of all aircraft provided, however, with respect to Vertical Airlift flights undertaken for and reimbursed by the Contractor, the carrier may transport for any third parties on a ‘space available’ basis, provided the prior approval of the Contractor has been obtained in each instance. In such event, the net revenues to the extent of 50% from such third parties shall be paid to the Contractor”.

USE OF DEW AIRSTRIPS BY COMMERCIAL CARRIERS

The situation regarding the use of airstrips by commercial carriers is still a matter not fully understood by some of the companies which use the airstrips from time to time. This situation has been drawn to the attention of the Department of Transport with the suggestion that a circular letter might be prepared for distribution to air carriers outlining the need for early advice regarding planned usage of the Line. A copy of the letter to the Department of Transport is attached.

<G.Y. Loughead>

(G.Y. Loughead)

Chairman

DEW Line Co-ordinating Committee.

23. DEW Line Coordinating Committee Progress Report No. 18, 27 November 1957

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE PROGRESS REPORT NO. 18

27 Nov 57

DISTRIBUTION

MEMBERS

- | | | |
|-----------|---------------------------------------|---------------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughhead) |
| 2. | DNPO | (Attn: CAPT. W.M.
Landymore) |
| 3. | DMO&P | (Attn: Col. R.L. Houston) |
| 4. - 27. | VCAS/COps | (Attn: W/C H.F. Marcou) |
| 28. - 29. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 30. | Dept. of External Affairs | (Attn: Mr. J.J. McCardle) |
| 31. | Dept. of Finance | (Attn: Mr. R.G. MacNeill) |
| 32. | Director Employment Service | (Attn: Mr. W. Thomson) |
| 33. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 34. | Dept. of Citizenship &
Immigration | (Attn: Mr. J.S. Cross) |
| 35. | Dept. of Defence Production | (Attn: Mr. F.A. Milligan) |
| 36. - 37. | Dept. of Transport | (Attn: Mr. J.E. Devine) |

INFORMATION

- | | | | |
|-----------|-----|--|---|
| 38. - 39. | DND | Chairman, Chiefs of Staff | |
| 40. | | CNS | (Attn: VADM H.G. DeWolf) |
| 41. | | CGS | (Attn: Lt. Gen. H. Graham) |
| 42. | | CAS | (Attn: A/M C.R. Slemon) |
| 43. | | Under-Secretary of State for
External Affairs | (Attn: Mr. J. Leger) |
| 44. | DND | Chairman, DRB | (Attn: Mr. A.H. Zimmerman) |
| 45. | | Chairman, CJS(W) | 2540 Massachusetts Ave. N.W.
Washington, D.C.) |
| 46. | | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 47. | | CNTS/CEC | (Attn: CAPT. (CE) J.B. Roper) |
| 48. | | DQMG(W&Q) | (Attn: Brig. L.G.C. Lilley) |

49.	ADM(R)	(Attn: Mr. L.M. Chesley)
50.	DRB	(Attn: Chief Scientist)
51.	CG/IS	(Attn: Mr. P.S. Conroy)
52.	ADM(A&P)	(Attn: Mr. J.A. Sharpe)
53.	JAG	(Attn: Brig. W.J. Lawson)
54.	ADM(C&P)	(Attn: A/C C.F. Johns)
55.	Chief Secretary	(Attn: Mr. A.S. Duncan)
56.	ADM(R)/SREL	(Attn: Mr. J.V. Argyle)
57.	Secretary, PSOC	(Attn: Mr. J.C. Outram)
58.	RCMP	(Attn: Commr. L.H. Nicholson)
59.	Dept. of National Health and Welfare	(Attn: Dr. P.E. Moore)
60.	Dept. of Public Works	(Attn: Mr. George T. Jackson)
61.	Dept. of Mines & Technical Survey	(Attn: Deputy Minister)
62.	HQTS 2-70-99-5	
63.	S801-100-D100-2	
64.	DM Sec't 256-70-99-5	
65.	DM Sec't Subject File	
66.	- 70. Spares	

PROGRESS REPORT NO. 18 – DISTANT EARLY WARNING LINE

27 Nov 57

DEW Coordinating Committee

The question of the continuance of the DEW Coordinating Committee was considered by the Advisory Committee on Northern Development at its meeting on October 16, 1957. The A.C.N.D. recommended that the DEW Coordinating Committee continue to meet as circumstances required.

RCAF Liaison with Federal Electric Corp.

The RCAF have advised the USAF that the Canadian Liaison officer now at the New York Electronics Office will serve as Liaison Officer with Headquarters Air Defence Command Detachment 2, Paramus, N.J. This will provide for appropriate liaison with Federal Electric Corporation.

Logistics Plan

Western Resupply

The USAF requested Department of Transport concurrence in a possible revision to the Logistics Plan to cover the resupply of the Alaskan sites, Barter Island and Bar-A, from Alaska rather than via the Mackenzie River. It is suggested that this would permit Northern Transportation Ltd., to serve the sites in the immediate vicinity of the Mackenzie-Delta totally by barge and the large ship operation could then be concentrated east of the mouth of the Mackenzie River. A USAF decision on this point is requested by Dec. 1, 1957. The Department of Transport have agreed to the possible resupply of these two stations from Alaska.

Land Transportation to Non-Sealift Sites in Eastern Sector

The possibilities of cat-train operations into certain sites in the Eastern Sector are under investigation. These are the sites which are the non-sealift sites and which are currently supplied only by airlift.

The USAF Central Coordinating Staff, Ottawa, have been advised that, as provided in the Logistics Plan, it is most desirable that the possibility of using any alternate means of transportation should be discussed with the Canadian departments concerned before any definite steps are taken in this connection. The USAF are aware that no change can be made in the existing transportation section of the Logistics Plan without discussions and the concurrence of the responsible Canadian departments. The Departments of Northern Affairs and Transport have been advised of the investigations being undertaken. It is understood that one Canadian Company has been active in this matter.

Ice Reconnaissance – Foxe Basin, 1958

The Department of National Defence, by letter dated November 15, 1957, have advised the Department of Transport that the RCAF is prepared to undertake the responsibility for ice reconnaissance in the Foxe Basin area in 1958.

Visits of Itinerant Aircraft to DEW Sites

The Department of Transport have had under consideration and will be issuing on December 3, 1957 (Circular No. 0/32/57) a revised Information Circular on Procedures for Itinerant Aircraft Visiting DEW Line Stations.

This new circular will reiterate the fact that services and accommodation are not available at the sites – unless they have specifically been arranged for in advance.

Aerial Photography Operations, 1958

Further discussions have taken place between the RCAF and the Interdepartmental Committee on Aerial Surveys, and the extent of the RCAF assistance which can be given to the contractors has been indicated. Generally, it appears that considerable use will be made of DEW Line airstrips in the undertaking of this project.

Accommodation at Frobisher

It has been noted that the reference in Report #17 to clearance and accommodation at Frobisher should be clarified. The reference to clearances being necessary applies to the need for assurance that accommodation is available. Further, that requests for accommodation at Frobisher Bay townsite should be addressed to the Department of Northern Affairs and National Resources, Ottawa, Attention: Arctic Division.

Personnel – Federal Electric Corp.

In a recent report the Federal Electric Corp. noted that:

- (a) First returns of enquiries made of personnel whose tours are due to expire have indicated that 18% of the supervisory and 21% of the radicians will sign for second tours.
- (b) The costs of feeding personnel reveal that the past cost of perishables per man per day, excluding transportation and preparation, was about \$1.29.

Fire at Nursing Station – Foxe

The new nursing station and its contents at Foxe, were totally destroyed by fire on November 7, 1957. The nursing quarters were not damaged and are being used to house the patients. The power house and generators were all untouched by the fire. The RCMP are conducting an investigation into the circumstances of the fire. The Federal Electric Corp. rendered full assistance in this emergency and a letter of appreciation for their

complete cooperation has been forwarded at the request of the Department of National Health and Welfare.

<G.Y. Loughhead>

(G.Y. Loughhead)

Chairman

DEW Line Co-ordinating Committee

24. DEW Line Coordinating Committee Minutes of the 7th Meeting, 23 January 1958

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE MINUTES

of the 7th Meeting held in the Northern Affairs
Conference Room, Kent-Albert Building
on Thursday 23 January 1958 at 1400 hours

PRESENT

Chairman	Mr. G.Y. Loughhead	ADM(F)
Members	Lt. Col. G.P. Marriott rep.	DMO&P
	W/C H.F. Marcou	VCSA/COPS
	Mr. G.W. Rowley	Northern Affairs
	Mr. H.H. Morritt	rep. Labour
	Mr. D. Franklin	rep. Finance
	Col. B. Lake	rep. Defence Production
	Mr. M. Campbell	rep. National Employment Service
	Mr. J.S. Cross	Citizenship & Immigration
Recording Secretary	Mr. C.B. Smith	DM Secretariat

ALSO PRESENT

Mr. R.H. Cruzen	Federal Electric Corp.
Col. W.A. Trippet	USAF
Mr. J.P. Lynch	Federal Electric Corp.
Lt. Col. J.R. Roche	USAF
Lt. Col. J.D. Crisp	DEW Project Office
Mr. F.W. Thompson	Northern Affairs
Mr. A. Stevenson	Northern Affairs
Mr. J.P. Richards	Northern Affairs
Mr. J.J. Bond	Northern Affairs
Dr. H.A. Procter	Health & Welfare
Dr. J. Willis	Health & Welfare
Mrs. R. Taylor	Health & Welfare

DEW Co-ord Committee – Minute of the 7th Meeting held on 23 Jan 58

APPROVAL OF THE MINUTES OF THE 6TH MEETING

1. Decision - The Minutes of the 6th Meeting were approved without amendment.

MEDICAL ASSISTANCE BY FEDERAL ELECTRIC CORPORATION IN EMERGENCIES

2. A detailed report on this item is attached as Appendix "A".

PROPOSED AMENDMENTS IN LOGISTIC PLAN

Postal Arrangements

3. The Chairman said that as a result of a review of the Logistic Plan many suggested changes had been submitted. One section in particular dealing with mail required amending. The amendment has to do with the routing of mail and the handling of parcels through customs. Agreement has been reached by the postal authorities in this regard and the amendment is simply the implementation of this agreement.
4. The Chairman said that the RCAF would advise the [DEXAF] of Canadian concurrence in the proposed changes in the Logistic Plan.

Resupply of Two Sites from Alaskan Instead of Mackenzie River Routing

5. The Chairman reported that agreement has been reached between the Department of Transport and the USAF on the matter of resupply of the two sites BAR and BAR A which will now be carried out from the Alaskan rather than the Mackenzie River route.
6. Col. Trippet said USAF would be submitting the complete agreement which could be introduced into the Logistic Plan.

Religious Services

7. Col. Trippet said there will be a change in the section of the Log Plan which deals with religious services. A copy of the minutes of the meeting held in this regard will be sent to the Chairman's office and a letter will be submitted by the USAF outlining the changes agreed upon.

OTHER BUSINESS

Resupply of Air Lift Sites by Cat-train

8. The Chairman asked if there were any reports available on the subject of resupply of air lift sites in the Eastern Sector by cat-train as opposed to airlift.
9. Mr. Cruzen said that a survey is being conducted on the possibilities of resupply by cat-train as opposed to air lift. It would appear to be a much more economical method. However, sufficient information is not available at the moment in order to make a decision. Mr. Cruzen assured the Committee

that a report would be submitted through the USAF channels as soon as the Company is in a position to make any recommendation.

Security Policy

10. In reply to a question asked by the Chairman, W/C Marcou, RCAF, said that the statement on security policy is being reviewed at the moment and will be the subject of inter-departmental discussion at a later date.

Surplus Material

11. The Chairman said that no word has been received from the Department of Public Works on the question of surplus material. He asked Mr. Richards, Northern Affairs, if he would be kind enough to look into this matter.

Transport into Sites

12. The Chairman said that a discussion had been held on the ways and means of handling requests for transportation into the sites. This matter is now with the US authorities and a report will be given at a later date.

Employment Statement

13. The Chairman tabled a general statistical statement in regards to the number of employees now employed on the Canadian Sector. The statement is attached as Appendix "B".

14. The Chairman said that it was interesting to note that about 41% of those invited to re-enlist were doing so.

General

15. Col. Trippet said that he wanted to thank the Chairman and his committee for inviting the US officials to the meeting. He was pleased with the results of the meeting and was sure that all in attendance would benefit as a result of the discussions held.

DATE OF NEXT MEETING

16. It was decided that the next meeting of the Committee would be held at the call of the Chair.

<C.B. Smith>

(C.B. Smith)

Recording Secretary

DEW Line Co-ordinating Committee

2330 "C"

L. 6-8684

Appendix "A"

to DEW Line
Minutes of the 7th Meeting

1. Mr. Loughead mentioned that interest had been expressed by both Federal Electric Company and the Department of National Health and Welfare in an up-to-date review of the medical situation, more particularly of course with respect to the assistance that might be hoped for or expected in relation to those Eskimos who are employees on the D.E.W. Line. He understood that the progress with respect to the medical attention, for those who were actual employees on the Line, had proceeded as arranged in previous meetings between National Health and FECo. However, there appeared to be a problem associated with the non-employee Eskimos in the areas. He thought that FECo. had been in the area long enough to have some matters which they would like reviewed both from welfare aspects and more particularly from the medical aspect.
2. Mr. Cruzen answered by saying that he had no particularly great problem except that at some of the sites he felt that the Sector office supervisor (whose main job is to take care of correspondence and handle the office for the Executive Superintendent) had a definite overload of work; due to the fact that an additional requirement of the supervisor is that he must have the qualifications of a male nurse, it was intended that a portion of his time be devoted to the medical aspect of his job. They had assigned three doctors and three dentists to the Line, the doctors are stationed at Bar, Cam and Fox, and the dentists visit the sites only to make dental examinations, it being their practice to call the men in to the main stations for any actual dental work. Now the Company had found that too much of the supervisor's time was being spent on medical work and a large portion of the extra load comes from Eskimos living in the vicinity of the sites, whom they felt they must help in emergencies.
3. A good deal of discussion followed on this subject. Mr. Cruzen said that it had been thought when planning that the medical aspects of the supervisor's job would be the smaller portion of his work. When asked by Mr. Loughead what proportion of time was so spent, Mr. Cruzen thought that at some sites 60% of the day was spent on medical matters but could not break down the figure as to the care of the Eskimo employed on the line or the non-employed Eskimo. Mr. Loughead said that this must only apply to a few locations due to the fact that the Eskimo population was not evenly distributed in these areas and it was agreed that the situation was more difficult at Pin and Dye.
4. Mr. Loughead mentioned that from previous correspondence he understood there was another problem, that of the movement of sick people

Mr. Cruzen said that they had been evacuating the sick Eskimos and in answer to a question said that they found it necessary to limit evacuation to the sick person himself, although the family presented a problem. Mr. Loughead thought that only a common-sense approach could alleviate that problem.

5. There was much discussion of the habits of the Eskimo - how he tends to congregate where help is made available, where it is warm and dry, his desire for social contact, etc. At this time, Mr. Loughead asked if there were any recommendations to alleviate the heavy workload of the supervisor. He realized that Northern Affairs officers were helping when they were present in the area. Mr. Cruzen said that naturally when establishing the statement of duties for new positions, certain arrangements were made. He realized that inevitable adjustments might have to be made, the work distribution might be re-examined with a view to relieving the man of some of his duties to devote more time to the medical, which actually should be considered the secondary portion of his work this might entail the hiring of another employee, a fact which he felt could not be justified with the U.S.A.F. They agreed that where National Health had provided a hospital or nursing station, the site did not get the transient load. Mr. Loughead thought that more experience would be gained as time goes on and at two of the four sites, this problem would resolve itself but could offer no solution for the two remaining sites. Dr. Willis thought the large problem was the sociability of the Eskimo.

6. Mr. Loughead asked if the Department of National Health and Welfare could comment on the situation and Dr. Procter spoke for a few minutes. He began by having nothing but praise for the work of these men - he had been most surprised at the smoothness with which the program had progressed and felt that good results has been obtained. He quite realized the problem and knew that even well-trained individuals had been completely rattled when faced with the actual problems encountered with the Eskimo. He asked if there was anything that the Company could offer in the way of actual statistics as to how many people were being seen and treated. Mr. Cruzen said they could show no actual figures but that the supervisors were quite far behind in their work, the work load being considerably higher than was originally intended. Dr. Procter suggested that this load would be lighter when all the Eskimos' questions had been answered and his curiosity appeased, but it was very obvious that it would take more than six months to settle. He mentioned that one of their most vital considerations is that of communication - which except for a minor instance had been going very smoothly. Mr. Loughead understood that the arrangement was that the Company would carry out important messages from National Health and Welfare with a priority, and that the people at the sites had been so authorized. Ordinary normal messages would receive no such priority. Dr. Procter agreed that this was satisfactory, giving second priority to the medical over the type of routine report, until such

time as it could be proved that it had been abused, it being a matter of mutual survival that these arrangements be respected. Mr. Cruzen stated that he was sure that this could be very easily clarified.

7. Mr. Loughhead brought another subject to the attention of the meeting. He asked if there was any objection to the men at the sites spending their free time using any skills they might have to repair or build or paint, etc. at the stations owned by the Department of National Health and Welfare. There was considerable discussion. Mr. Cruzen stated firmly that he would object to any employee being paid for any extra work as their work should be solely on the D.E.W. Line; he also objected to anyone approaching the men asking for assistance but the man was free to help if it was entirely of his own volition and definitely in his spare time. Mr. Loughhead said that it appeared to be fully agreed that any work done must be voluntary, done completely on the initiative of the individual without prejudice to D.E.W. Line function, is not paid for and is done strictly on the employee's own spare time. Dr. Procter summed it up by saying "In other words, it is not forbidden".

8. Mr. Rowley asked if there would be any of the staff interested in taking First Aid instruction on a voluntary basis in their spare time and then they would be available to assist when the medical man was overloaded. Mr. Cruzen could not agree to this proposal, as he felt that the men had a full-time job on the D.E.W. Line.

9. Mr. Loughhead summed up the discussion and said no major problems had been raised and that the experience gained to date indicates that time would reveal any serious situations. The problem has been recognized and National Health and Welfare have expressed keen interest in the evident co-operation that has been given, the lack of confusion that appears to have developed. FECo. will attempt to study some information as to the volume of this problem or the employee time usage that is taken up with it.

10. Mr. Bond brought up the question of the evacuation of the dependents of the Eskimo employee – the white employees on the D.E.W. Line are single and therefore the Eskimo has a single status. Mr. Cruzen thought the Company had no responsibility for anything but local treatment and for evacuation to the nearest facility, but Mr. Bond felt that the field officers were confused as to their responsibility in this matter. Mr. Cruzen said that this situation would be clarified with his field personnel.

11. Mr. Bond questioned then as to who would pay for the lateral transportation of any non-employee Eskimos and their dependents. Mr. Cruzen said that the Company would pay for the transportation of the children of their employees to another locality to attend school or for a similar purpose, but he considered that non-employees were not their responsibility. Dr. Procter thought that the movement of non-employed Eskimos lateral to National

Health and Welfare stations is authorized by the representative on the spot or at the nearest nursing station. Of course he agreed that any officer of any agency must act in emergency to save life but if time permits, the Department would like to have prior commitment of funds and have it pass through their own agency. However, if you would like authority delegated to other persons, we would have to think about it and work out a pattern taking into consideration the size of this large country and the expense of much movement; the Department could not be too liberal with delegation of authority but it could be considered that in time of emergency there would be no distinction between officers of FECo and National Health. He felt that decisions as a rule could be made on the spot. Mr. Loughhead said that possibly any officer from Northern Affairs or National Health should be able to give authority to evacuate a patient and that FECo with that authority could feel free to transport the persons because the charges would be for the account of the Department of National Health. He asked that that understanding should be conveyed to the men in the field and the responsibility for making the decision for the evacuation be understood by the officers of National Health. Mr. Rowley wondered if it would not be wise to get the signature of the person making the decision. Dr. Procter offered the meeting the use of a form which Dr. Willis introduced, "Patient in Transit Forms", which makes provision for this and identifies the patient.

12. The question was asked as to how help could be given when the situation arose as it frequently does of a patient arriving without explanation at the nursing station because of a sympathetic employee of FECo. bringing him out. The need is to get to the field people the idea, barring extreme emergency, that no patient should be evacuated without the radio concurrence of the nurse. Mr. Cruzen still felt that it was a problem of who was to make the decision as to whether the patient needed treatment and the extent of such treatment. Dr. Procter said that it was by no means a new problem and no solution had been received as yet. Mr. Bond asked if the station chiefs along the D.E.W. Line could accept the fact that except in dire emergency, they were not to send to any hospital or nursing station any Eskimo without the radio authority of the nurse in charge. Mr. Bond said that the fact is in working relations almost without exception we have 100% human co-operation. He agreed with Dr. Procter that field people should understand the distinction in responsibility in the lateral movement of employees or dependents of employees. The spokesman for the USAF said that if the condition of the patient who has applied for medical assistance permits, this matter will be referred to the Dept. of National Health and Welfare authority at Frobisher or Fox, etc. If it does not appear that there is sufficient time to obtain that authority, you will proceed according to your own best judgement. Mr. Rowley felt that when in doubt the Station Superintendent would consider the evacuation of an Eskimo to the main station in exactly the same light as he

would consider the evacuation of his own people to main stations. Mr. Loughhead felt that it was still up to the man on the spot to make a decision as to whether he considered the Eskimo sick enough to require treatment. He could see no other solution after this discussion, and the departments who had been dealing with it had found no solution. He suggested that before a person is put on an aircraft, advice of his arrival should be sent to the nursing station before the arrival of the patient himself. Dr. Procter thought that reasonable skill and judgement are all that are required. The USAF thought it would come about by local co-operation and that nothing could be laid down at this stage.

13. Mr. Cruzen introduced a letter received from New York concerning a high incidence of TB among the Eskimo at Fox. Dr. Procter mentioned the pre-employment examination which was made as soon as feasible among the workers and felt quite confident that there is not so much T.B. amongst these people as to present any serious danger.

Appendix "B"

to DEW Line
Minutes of the 7th Meeting

STATUS OF CANADIAN PERSONNEL ON THE DEW LINE, EFFECTIVE: 31 DEC. 1957

Job Classification	Total Required	Total Req. in Canada Sectors	Actual No. of Canadians	Percent of Canadians in Canada Sectors
<u>A. Line Jobs</u>				
Supervisors	69	49	30	61%
Radicians	228	215	229	100%
Rad. Crypto	58	* 44	-	-
Maint. Mechanic	209	150	153	100%
Supply Specialist	38	28	30	100%
Clerks	13	8	13	100%
Traffic Spec.	6	4	4	100%
Eskimos	134	102	101	99%
Mechanics (Temp.)	11	11	11	100%

* 44 Radician Crypto. are authorized Americans in Canadian Sectors.

Job Classification	Total Required	Total Req. in Canada Sectors	Actual No. of Canadians	Percent of Canadians in Canada Sectors
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B. Streator

Personnel in Training		-	28	-
Accepted at Later Date		-	5	-

C. Region and District
Offices

West

Fair	59 (+ 15 Supernumerary)	2	-
Edmonton	34 (+ 4 ")	29	-

East

Frot	46 (+ 16 Supernum. & Temp.)	37	-
Montreal	26 (+ 2 Temps.)	22	-

Recorded below are percentages of actual Canadian employment to total personnel employed in Canadian Sectors:

Classification	Actual Number Employed in Canadian Sectors	Percent of Canadians
Supervisors	45	67%
Radicians	269	85%
Supply	36	83%
Maint. Mechanics	153	100%
Clerks	13	100%

25. DEW Line Coordinating Committee Minutes of the 8th Meeting, 3 April 1958

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE MINUTES

of the 8th Meeting held in the CAS Conference
Room 2717 "A" Building, on Thursday 3 April, 1958,
at 1000 hours.

PRESENT

Chairman	Mr. G.Y. Loughead	ADM(F)
Members	CDR D.C.	
	Rutherford	Rep. DNPO
	Lt. Col. G.P.	
	Marriott	Rep. DMO&P
	W/C H.F. Marcou	VCAS/COPS
	Mr. J.E. Cleland	Rep. Northern Affairs
	Mr. H.H. Morritt	Rep. Labour
	Mr. D. Franklin	Rep. Finance
	Mr. F.A. Milligan	Defence Production
	Mr. M. Campbell	Rep. National Employment Service
	Mr. J.S. Cross	Citizenship & Immigration
	Mr. J.E. Devine	Transport
Recording Secretary	Mr. C.B. Smith	DM Secretariat

ALSO PRESENT

Col. W.A. Trippet	USAF
Lt. Col. J.R. Roche	USAF
G/C D. Gooderham	VCAS/CTel
Dr. H.A. Procter	Health & Welfare
Mr. L.C. Cragg	DDP
Mr. D.J. Leach	DM Secretariat

CONTENTS

- I. Approval of the Minutes of the 7th Meeting
- II. Amendments to USAF Logistics Plans
- III. Ballistic Missile Early Warning System
- IV. Other Business
- V. Date of Next Meeting

DEW Co-ord Committee – Minutes of 8th Meeting held 3 Apr 58

APPROVAL OF THE MINUTES OF THE 7TH MEETING

1. Decision - The minutes of the 7th meeting were approved without amendment.

AMENDMENTS TO USAF LOGISTICS PLANS

2. The Chairman said that as a result of experience gained through the operation and maintenance of the line, the USAF consider that it is now necessary to amend the logistic plan. As the logistics plan had been prepared by the USAF and agreed to by the interested Canadian departments following consultation, any proposals for amendment would require full concurrence. He asked Col. Trippet if he would be kind enough to elaborate on the subject and explain the USAF proposals.

3. Col. Trippet presented a chart to the committee and proceeded to explain the proposed procedure to be followed in replenishing items needed on the DEW Line. He said that the method presently being used, of operating through depots at Frobisher and Ladd Air Force Base, Alaska, is more costly and less effective than the proposed method. Using technical parts as an example, although the proposed method would be used to replenish all items needed on the Line, Col. Trippet explained the method of receiving such parts at any particular site.

4. In the proposed method a central control point would be established at Paramus, N.J. manned by the Federal Electric Company. This would eliminate depot requirements at Frobisher and Ladd. Requests for parts would be converted into requisitions and passed to the USAF where these requisitions would be fed into a machine and passed to a prime depot with identification and part number. It was expected that the proposed method would increase local purchasing as the central control point would be responsible for returning all requisitions to Edmonton and Montreal for local purchase action. Under the present system it is possible that some items are purchased in the US when they could have been procured locally.

5. The Chairman said that the new concept had been discussed with DOT and the Air Transport Board during meetings on the re-negotiation of the air carriers contracts and he understood that they had expressed general approval to the proposed revisions.

6. Col. Trippet said that a change had been made in the operational structure of the USAF. AMC had previously handled the contracting of the Line, but as the Line has now become something more than a responsibility for contract administration, it was decided that the Line should be passed

over to Air Defence Command, having been placed under Detachment No. 2 Headquarters A.D.C.

7. The Chairman said that the actual amendments to be implemented in the logistics plan would require considerable work. However, if the committee were agreeable to the general principles as discussed he would ask the RCAF to write the USAF in this regard.

8. Decision - The committee agreed with the amendments as discussed and noted that the RCAF would advise the USAF of Canadian concurrence in the revised support concept.

9. Action - W/C Marcou.

BALLISTIC MISSILE EARLY WARNING SYSTEM

10. The Chairman said that a briefing had been held in Ottawa recently and an outline of the BMEWS was shown. It was indicated that Canada would likely be involved only in the field of communications as there would be no installations in Canada. The plan at the moment is being reviewed by the USAF and as there is a considerable amount of discussion yet to be held, the plan is not up to date. The outcome of the current review is still uncertain. As a result it was impossible to give the committee a clear outline of the plan to date. DOT, DDP, External Affairs and DND are fully aware of the program and when the extent of the requirement in Canada is known discussions will be held with these departments and others concerned. It has been agreed that the DEW Co-ordinating Committee will carry on the co-ordinating function for the BMEWS programme to whatever extent is necessary. Technical liaison will be undertaken by the RCAF, through the Director of Communications G/C D. Gooderham.

11. G/C Gooderham briefed the committee on the plan as it effects Canada and the part to be undertaken by the RCAF and other interested Canadian departments and agencies.

12. The Chairman said that when the plan is ready to go into operation the program will likely move very quickly. He was quite concerned that Canadian manufacturers and contractors be aware of the plan in order that they may be able to participate. He emphasized the fact that the operation may well move at such a pace that a delay of 3 or 4 weeks, in order to bring Canadian contractors, etc. into the picture, would create a difficult situation. He suggested that the USAF adopt the same method of contacting Canadian contractors, etc. as arranged for the DEW Line, DDP would be mostly concerned with this aspect. Col. Trippet said that the US is convinced that the only practical way to handle the plan is to follow the procedure carried out for the DEW Line. G/C Gooderham confirmed the

remarks of the Chairman and said that the absence of Canadians getting into the picture quickly is something which must be overcome. It was realized that the security requirement enters into the plan in this regard. Col. Trippet said that a security policy is being drawn up in order that those involved may know what they may discuss and with whom.

13. The Chairman said that Canada has agreed with the USAF that certain things be done. However, there has been no exchange of notes on the matter with the exception of those concerning the survey.

14. In reply to a question asked by Mr. Devine, DOT, G/C Gooderham said that he was not aware that any cost figures had entered into the plan as yet. It was his feeling that cost studies would come at a later date.

15. The Chairman summed the matter up by saying that the plan would be uncertain until such time as technical investigations had been undertaken and an exchange of notes had been agreed upon and said that the committee would be kept up to date on matters as they happen.

OTHER BUSINESS

Address of Detachment 2

16. The Chairman tabled a letter from the USAF advising that the Commander, Detachment 2, Headquarters ADC, Paramus, N.J. has advised that effective 1 April 1958, the new designation and address for Detachment 2, Headquarters ADC would be as follows:

Commander,
460 1st Support Group (DEW)
c/o Federal Electric Corporation
Route 17,
Paramus, New Jersey, USA.

Operation of DEW Line Cryptographic Equipment by Canadian Civilian Employees of FECO

17. The Chairman tabled a reply received from the USAF regarding the suggestion that the regulations be amended to permit the hiring of Canadian civilians under existing custodianship arrangements. A copy of the reply is attached as Appendix "A".

Cape Dyer Augmentation

18. The Chairman said, because of the eastward extension to the DEW Line, there was a need for a tie in point for a series of stations in Greenland. The contract for the Greenland installations will likely be awarded to Western Electric Co.

19. Cape Dyer has been chosen as the most suitable point for connection with the eastern end of the continental DEW Line. He said further that the US had written External Affairs requesting permission to conduct surveys. As several departments are involved, the reply will be forwarded by External Affairs to the US. Col. Trippet added that it is the intent to install a radio station to link up one line across Davis Strait. It will all form part of the present station at Cape Dyer. The USAF have requested permission through the RCAF for path testing work at Cape Dyer, starting on or about May 1 1958. Copies of this correspondence are attached.

Disposal of Surplus Equipment

20. The Chairman said that the Department of Public Works is responsible for the disposal of surplus equipment and to date had nothing further to report. Liaison is being carried out between Public Works and the USAF.

DATE OF NEXT MEETING

21. The next meeting of the committee will be held at the call of the chair.

<C.B. Smith>

(C.B. Smith)

Recording Secretary,

DEW Co-ordinating Committee

2330 "C"

L. 6-8684

CONFIDENTIAL

Appendix "A"

to Minutes
of 8th Meeting of the
DEW Co-ordinating Cttee

USAF CENTRAL COORDINATING STAFF-CANADA

1327A Wellington Street
Ottawa, Ontario, Canada.

Official Business

26 March 1958

In reply refer to

File: COM-25

Chief of the Air Staff,
Air Force Headquarters,
Ottawa, Ontario Canada

(Attn: Group Captain D. Gooderham)
CTel/DCom

Dear Group Captain Gooderham:

Reference is made to your letter, dated 5 February 1958, file C440-100-30/9 (DCom), which dealt with operation of DEW Line cryptographic equipment by Canadian civilian employees of FECO.

Your suggestion that the regulations be amended to permit the hiring of Canadian civilians under existing custodianship arrangements was referred to Headquarters USAF for comment.

We are in receipt of a reply from Headquarters USAF which advises that favourable consideration would not be given to a recommendation of amendment of U.S. regulations regarding custodianship. These regulations will not permit custodianship of the cryptographic equipment by non-U.S. citizens as long as the USAF is responsible for the equipment.

Therefore, your proposal that Canadian citizens be permitted to operate the equipment would not solve the problem, in that U.S. citizens would be required to be stationed at each Main and Auxiliary site to serve as custodians of the equipment.

Unless your headquarters would reconsider your decision regarding the assumption of cryptographic responsibilities, we see no alternative to continuing the current arrangement.

Sincerely yours,

Sgd:

WILLIAM A. TRIPPET
Colonel, USAF
Chief, Operational and Technical
Support Division

26. DEW Line Coordinating Committee Progress Report No. 19, 20 May 1958

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 19

20 May 58

DISTRIBUTION

MEMBERS

- | | | |
|-----------|---------------------------------------|----------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughead) |
| 2. | DNPO | (Attn: Capt. J.A. Charles) |
| 3. | DMO&P | (Attn: Col. R.L. Houston) |
| 4. - 27. | VCAS/COps | (Attn: W/C H.F. Marcou) |
| 28. - 29. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 30. | Dept. of External Affairs | (Attn: Mr. J.J. McCardle) |
| 31. | Dept. of Finance | (Attn: Mr. R.G. MacNeill) |
| 32. | Director Employment Service | (Attn: Mr. W. Thomson) |
| 33. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 34. | Dept. of Citizenship &
Immigration | (Attn: Mr. J.S. Cross) |
| 35. | Dept. of Defence Production | (Attn: Mr. F.A. Milligan) |
| 36. - 37. | Dept. of Transport | (Attn: Mr. J.E. Devine) |

INFORMATION

- | | | | |
|-----------|-----|--|--|
| 38. - 39. | DND | Chairman, Chiefs of Staff | |
| 40. | | CNS | (Attn: V/ADM H.G. DeWolf) |
| 41. | | CGS | (Attn: Lt. Gen. H. Graham) |
| 42. | | CAS | (Attn: A/M H. Campbell) |
| 43. | | Under-Secretary of State for
External Affairs | (Attn: Mr. J. Leger) |
| 44. | DND | Chairman, DRB | (Attn: Mr. A.H. Zimmerman) |
| 45. | | Chairman, CJS(W) | (2540 Massachusetts Ave. N.W.
Washington, D.C.) |
| 46. | | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 47. | | CNTS/CEC | (Attn: Capt. (CE) J.B. Roper) |
| 48. | | DQMG(W&Q) | (Attn: Brig. H.L. Meuser) |

49.	ADM(R)	(Attn: Mr. L.M. Chesley)
50.	DRB	(Attn: Chief Scientist)
51.	CG/IS	(Attn: Mr. P.S. Conroy)
52.	ADM(A&P)	(Attn: Mr. J.A. Sharpe)
53.	JAG	(Attn: Brig. W.J. Lawson)
54.	ADM(C&P)	(Attn: A/C C.F. Johns)
55.	Chief Secretary	(Attn: Mr. A.S. Duncan)
56.	ADM(R)/SREL	(Attn: Mr. J.V. Argyle)
57.	Secretary, PSOC	(Attn: Mr. J.C. Outram)
58.	RCMP	(Attn: Commr. L.H. Nicholson)
59.	Dept. of National Health and Welfare	(Attn: Dr. P.E. Moore)
60.	Dept. of Public Works	(Attn: Mr. George T. Jackson)
61.	Dept. of Mines & Technical Survey	(Attn: Deputy Minister)
62.	HQTS 2-70-99-5	
63.	S801-100-D100-2	
64.	DM Sec't 256-70-99-5	
65.	DM Sec't Subject File	
66. - 70.	Spares	

PROGRESS REPORT NO. 19 – DISTANT EARLY WARNING LINE

20 May 58

Federal Electric Corp., Officials at Central and Eastern Sector

<u>Central Sector</u>		
F.B.C. Martin	District Manager	Edmonton *
D.G. Thomson	Transportation Assistant	Edmonton District Office
F.W. Colson	Material Control Supervisor	" " "
A.R. Trummel	Supply Specialist	" " "
T.B. Perry	Chief Clerk	" " "
J.A. Goueffic	Accountant	" " "
<u>Eastern Sector</u>		
H.E. Dunney	Logistic Manager	Frobisher **
Frank Trew	Eastern Regional Manager	Frobisher
R.E. Pierce	Material Control Supervisor	Frobisher
C.D. Shannon	Transportation Supervisor	"
D. Thompson	District Manager	Montreal ***
R.H. Prentis	Transportation Specialist	"
R.W. Overell	Auditor	"
F.M. Damm	Contract Administrator	"
G.L. Beauchesne	Contract Auditor	"
M.M. Swickle	Regional Buyer	"
P.J. Lyons	Transportation Assistant	"

- * Federal Electric Corporation
P.O. Box 2330 Edmonton, Alta.
- ** Federal Electric Corporation
Frobisher Bay, N.W.T.
- *** Federal Electric Corporation
Montreal Airport, Montreal, P.Q.

Repairs, Maintenance and Minor Modification to Facilities

Approval has been given for certain work to be undertaken to existing DEW Line Facilities. The work largely consists of repairs, maintenance and the erection of certain atwell and quonset type buildings to provide for additional storage space, etc., largely to replace deteriorated temporary facilities. The estimated cost of the work on the whole Line in 1958 is \$5,000,000 with an additional \$5,000,000 in 1959. The work in the Canadian sectors will be undertaken under the conditions in the Exchange of Notes on the DEW Line. In addition to the buildings, modifications will be made to heating systems, refrigeration rooms and ventilation system.

Transportation

The Permanent Joint Board on Defence were advised at their recent meeting that;

- (a) arrangements in the Foxe Basin area were proceeding satisfactorily and that delivery of new lightering equipment would be made in June. The chartering of commercial vessels and acceptance of tenders for stevedoring would be completed by the end of April;
- (b) The Department of Transport was prepared to discuss with the USAF after the completion of the 1957 resupply operation in the Foxe Basin, the take-over of resupply operations to the Baffin Island sites by the Department of Transport.

Mackenzie River Resupply Operation

(a) Advice has been received that the USCGC "Storis" will be assigned to assist in the 1958 resupply operation in the Mackenzie River, delta. The Storis expects to arrive in the area sometime between July 15 and 30, 1958. In the performance of her role the Storis will be assisted by two helicopters. The Dominion Hydrographer will undertake seaway work in Canadian waters and will have personnel assigned to perform this work. (960-100-76/3 Vol. 2, letter April 21, 1958).

(b) It is proposed that the requirement for the additional ice reconnaissance requested by Northern Transportation Co., be provided by the Department of Transport supplying the ice observers, ice forecasters and bearing the cost of the aircraft charter (the Pacific Western aircraft now under contract to Federal Electric Corp). The USAF would supply messing and accommodation for the ice forecasters and ice observers as well as authorize P.W.A. to supply the aircraft against their contract with Federal Electric Corp., allowing them to utilize P.O.L. from DEW Line supplies. The proposed ice reconnaissance flights would start about June 25, 1958 (USAF CCS letter April 14, 1958).

Requests for use of Airstrips at DEW Sites

Lately there have been a number of requests received for the use of airstrips at DEW sites. The applications have been from oil and mineral exploration companies and air carriers undertaking work for exploration companies. Those enquiring include:

Spartan Air Services Ltd.,
Canadian Aero Service Ltd.,
Pan American Petroleum Corporation;
Texas Gulf Sulphur Co.

In replying to enquiries it has been indicated that supplies and/or services of any kind at the DEW stations cannot be expected as the operators of the airstrips are not responsible for the provision of accommodation, fuel or servicing facilities for other than those operations directly supporting the DEW Line. It has been stated that such requirements cannot be provided except in an emergency and that all operations should, therefore, be planned as self supporting.

Copies of correspondence on the above have been furnished to the Departments of Northern Affairs and Transport.

Aerial Survey Operation – Use of Airstrips

Discussions have taken place in consultation with the Department of Mines and Technical Surveys on the requests for use of DEW sites by contractors engaged on an aerial survey contract for the Department of Mines and Technical Surveys. The companies concerned with the requests are Canadian Aero Service Ltd., Spartan Air Services Ltd., and Photographic Survey Corporation. Pacific Western Airlines have also requested, through the RCAF, use of certain airstrips in support of the operations of Spartan and Canadian Aero Service.

Resupply – Airlift

The planned changes in depot supply arrangements will result in the resupply by airlift being accomplished through two central supply depots, one located at Ogden, Utah, and the other at Rome, N.Y.

The resupply items will be shipped as follows;

- (a) Western Sector (POW and BAR)
 - (1) From various US depots to McChord (US) Air Force Base by Logair or commercial carrier;
 - (2) From McChord AFB to Ladd Air Force Base by Military Air Transport Service;
 - (3) From Ladd AFB to POW and BAR by Federal Electric contract air carrier;
- (b) Central Sector (PIN and CAM)
 - (1) From Hill to Edmonton by commercial carrier or Federal Electric contract carrier;
 - (2) From Edmonton to PIN and CAM by Federal Electric contract air carrier;
- (c) Eastern Sector (FOX and DYE)
 - (1) From Rome, N.Y. to Montreal by Federal Electric contract air carrier or commercial carrier;
 - (2) From Montreal to FOX and DYE by Federal Electric contract air carrier.

Department of Transport Interest in Airstrips at Cambridge Bay and Fox

The Department of Transport have advised that they are interested in initiating discussions with the USAF concerning the possibility of their taking over certain airstrips at DEW Line sites from the USAF. The sites under consideration are Cambridge Bay and Fox. It has been suggested that it would be of assistance to have RCAF participation in any discussions due to the classification of DEW sites as defence installations and as the detailed arrangements for the operation and manning of the Line have been agreed to on an RCAF to USAF basis.

Engineering

a. The plan for establishing a Depot Level Maintenance Program has been completed. The program will provide for the repair, maintenance, overhaul, calibration, and modification of all DEW Line equipment which is beyond DEW Line station capability. Implementation of the program requires the establishment of:

1. A small DEW Line Project Headquarters staff for administrative control and technical direction.
2. Depot repair facilities at Montreal.
3. On line depot facilities at BAR and FOX for repair and rehabilitation of primary power, diesel, and vehicular components and other items of an electro-mechanical nature.
4. Small depot support facilities at Fairbanks, Edmonton, and Montreal.

b. A survey of the available gravel sources and stockpiles was conducted on a station-by-station basis. Recording forms have been established and compilation of data is substantially complete.

c. A survey of airstrips at Intermediate Stations was completed. Estimates for lengthening and widening the strips to accommodate DC-3 aircraft were submitted to Air Defense Command. This project has been recommended to permit the standardization of aircraft use at all Line stations thereby effecting economy in air transportation.

Logistic Support

The Federal Electric Corporation is now in process of phasing out the Regional echelon. This will be completed by July 1, 1958. Supply Control is in process of transfer from the Regions to a Central Control Point at Paramus. Other functions to be transferred will follow. Fairbanks will be reduced to a supply and Air Transport Office similar to Edmonton and Montreal, each of the three offices supporting roughly two Sectors. Frobisher will be reduced to a very small emergency in-transit facility.

The following revisions are in process to increase the effectiveness of the DEW Logistic Support System;

- a. Establishment and operation of a Central Control Point at Paramus.

Under revised supply plan concept, requests not filled for satellite stations at the Main Stations will be forwarded to

the Central Control Point at Paramus. The Central Control Point will issue prescribed forms, place requisitions at the designated USAF or Army Depots. Items to be supplied by local purchase will be submitted by the CCP to Rome AF Depot.

Consolidation of supplies by Sectors will be done at McChord, for POW and BAR Sectors, at Ogden for PIN and CAM Sectors and at [Montreal] for the FOX and DYE Sectors. FEC will continue to procure perishable foods and exchange store items in Canada for the sites located in Canada. Perishable foods for the POW and BAR Sectors will be requisitioned from the USAF Commissary at Ladd.

b. Reorganizational changes concurrent with establishment of the CCP - Phase out Regional Offices.

c. New Transportation Plan for the Western Region.

The main change in the transportation plan as of 1 July 1958 will be to eliminate the flights from PIN to Fairbanks and return. Supplies for the POW and BAR Sectors will be consolidated at McChord AF Base and transported to the staging area at Fairbanks by USAF Log Air/MATS aircraft. Supplies for AGE-X will be shipped from McChord to Anchorage via the USAF Log Air/MATS aircraft.

d. Messing and Catering.

1. FEC to mess and cater POW and BAR Sectors.
2. FEC to purchase all perishable foods in Canada.

e. FEC to operate all staging area facilities.

Federal Electric Corporation Employees

It is understood that Federal Electric Corporation have organized a wholly-owned subsidiary in Canada under the name of "IT&T" Electronics Service Company of Canada Ltd. The Company headquarters are at 2055 Peel Street, Montreal, P.Q.

In a recent publication it was indicated that.... "It is anticipated that the new company will utilize the services of many of the trained Canadian electronic engineers and technicians who will be returning from the DEW Line Project assignments." For details of employees at Apr 30/58 see Appendix "A".

British Commonwealth Scientific Organization – Call at Cambridge

At the request of Dr. F.T. Rosser, Vice President, National Research Council, arrangements have been made for a brief visit to the DEW Station, Cambridge Bay, on August 22, 1958, of the Executive of the British Commonwealth Scientific Organization. This visit will give the heads of the scientific organizations of the Commonwealth countries an opportunity to make an inspection of the physical layout of a warning station.

The group will likely stay overnight at Resolute Bay and Churchill.

Registration of USAF Vehicles on DEW Line

The Deputy Minister, Department of Northern Affairs, has advised that the USAF vehicles operated by Federal Electric Corporation under their DEW Line contract are not subject to registration tax as they are regarded as “service” vehicles under Section 23 of the Visiting Forces (North Atlantic Treaty) Act. The Federal Electric Corporation have been requested, however, to supply the Department of Northern Affairs with a list of the vehicles.

Housing for Eskimo Employees

Officials of the Department of Northern Affairs met with those of the Federal Electric Corporation and the USAF at Paramus, N.J., on April 22, 1958, to discuss a variety of matters affecting the employment and housing of Eskimos employed on the DEW Line.

Northern Affairs intend to construct 47 Eskimo dwellings at selected DEW locations. Assistance in the transportation and handling of material will be provided by Federal Electric on a reimbursement basis by the Department of Public Works or Northern Affairs. An investigation will be made into the possibility of using the contractor who will be engaged in certain work on the DEW Line.

The single dwelling or semi-detached houses, which are of a prefabricated type, will generally be located 600 feet from the nearest permanent DEW Line building or POL storage tank in order to eliminate fire hazards.

Augmentation Project at Cape Dyer

The Department of External Affairs have advised the US Embassy, Ottawa, that they have no objection to the USAF seeking permission from the RCAF on a service-to-service basis for the preliminary site surveys for this proposal on the understanding that any later request for permission to construct facilities at Cape Dyer will be made through diplomatic channels.

In view of the reply by External Affairs to the US, it is particularly desirable that no impression be given at this stage that the Canadian Government regards this project as coming within the terms of the 1955 DEW Line agreement.

The RCAF have advised the USAF that there is no objection to their undertaking the path-testing work under commercial contract. The RCAF have requested copies of all technical reports on the path-testing surveys. The RCAF Project Officer at New York has been advised that in anticipation of a follow-up USAF request for permission to establish a communication link from Dyer to Greenland, the Project Officer should advise USAF Headquarters that detail accompanying such a request should include complete information as to what services would be provided by this link; Canada will particularly wish to know whether the link is to be used for non-DEW purposes, e.g., an a section of a trans-oceanic communications facility.

Advice has been received that following examination of proposals submitted by three United States and two Canadian companies, Page Communications Engineers Inc., of Washington, D.C., have been selected as the firm best qualified to conduct the path loss testing programme on the Greenland extension of the DEW system.

<G.Y. Loughead>

(G.Y. Loughead)

Chairman

DEW Line Co-ordinating Committee

APPENDIX "A"

to DEW Progress
Report #19

STATUS OF CANADIAN PERSONNEL ON

THE DEW LINE, EFFECTIVE: 30 APRIL 1958

JOB CLASSIFI- CATION	TOTAL REQUIRED ALL SECTORS	TOTAL REQ. IN CANADIAN SECTOR	ACTUAL NO. OF CANADIANS	PERCENT OF CANADIANS IN CANADIAN SECTORS
A. <u>Line Jobs</u>				
Supervisors	69	49	27	55%
Radicians	229	172	202	100%
Rad. Crypto	58	*44	-	-
Maint.	211	155	175	100%
Mechanics				
Supply Spec.	53	39	40	100%
Clerks	15	11	12	100%
Traffic Spec.	7	4	3	75%
Janitors	6	4	5	100%
Eskimos	118	93	97	100%
TTY	12	8	11	100%
Operators				

* 44 American Crypto Radicians Authorized

B. Streator

Personnel in Training	-	28	-
Accepted at Later Date	-	10	-

C. Region and District Office

<u>West</u> FAIT	59 (+ 15 Temps)	3	-
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JOB CLASSIFI- CATION	TOTAL REQUIRED ALL SECTORS	TOTAL REQ. IN CANADIAN SECTOR	ACTUAL NO. OF CANADIANS	PERCENT OF CANADIANS IN CANADIAN SECTORS
EDMONT	34 (+ 4 Temps)		34	-
<u>East</u>				
FROT	46 (+ 16 Temps)		45	-
MONTR- EAL	26 (+ 2 Temps)		25	-

Recorded below are percentages of actual Canadian employment to total personnel employed in Canadian Sectors:

<u>CLASSIFICATION</u>	ACTUAL NUMBER EMPLOYED IN <u>CANADIAN SECTORS</u>	PERCENT OF <u>CANADIANS</u>
Supervisors	44	61%
Radicians	247	82%
Supply Spec.	43	93%
Maint. Mechanics	175	100%
Clerks	12	100%

27. DEW Line Coordinating Committee Minutes of the 9th Meeting, 7 July 1958

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

MINUTES

of the 9th Meeting of the Committee held
in Room 304, Langevin Block, on Monday
7 July, 1958 at 0900 hours.

PRESENT

Chairman	Mr. G.Y. Loughead	ADM(F)
Members	Capt. W.A. MacIntosh	Rep. DMO&P
	Mr. G.W. Rowley	Northern Affairs
	Mr. H.H. Morritt	Rep. Labour
	Mr. J.S. Cross	Citizenship & Immigration
	Mr. D.W. Franklin	Rep. Finance
	Col. B. Lake	Defence Production
Recording Secretary	Mr. D.J. Leach	DM Secretariat

ALSO PRESENT

G/C D. Gooderham	VCAS/C Tel
Dr. H.A. Procter	National Health & Welfare
Mr. A. Stevenson	Northern Affairs

CONTENTS

- I. Approval of the Minutes of the 8th Meeting
- II. Report by G/C D. Gooderham, VCAS/CTel, on the Development of the BMEWS Project
- III. Other Business
 - (a) RCAF Liaison Officer - FROBISHER
 - (b) Repairs, Maintenance and Minor Modifications to Facilities
 - (c) Employment of Canadians by Federal Electric Corporation
 - (d) Surplus Equipment - CAMBRIDGE BAY Sector
 - (e) Air Carrier Contracts
 - (f) B.C. Tax on DEW Line Construction at FORT NELSON, B.C.

- (g) Inspection of Vessels Wintered at PORT BRABANT, N.W.T.
 - (h) Public Works Activity at TUK TUK
 - (i) Co-ordination of USAF Projects at CAPE DYER
 - (j) DOT Interest in Airstrips at FOX and CAMBRIDGE BAY
 - (k) Clearance for Representatives Associated with Defence Projects under the Control of the USAF Electronics Defence System Division
 - (l) Travel to DEW Stations
- IV. Date of Next Meeting

DEW Co-ord Committee – Minute of the 9th Meeting held 7 Jul 58

APPROVAL OF THE MINUTES OF THE 8TH MEETING

- 1. Decision: The minutes of the 8th Meeting were approved without amendment.
- 2. Action: Completed.

REPORT BY G/C D. GOODERHAM, VCAS/C TEL, ON THE DEVELOPMENT OF THE BMEWS PROJECT

(Previous reference - Item III of the 8th Meeting)

- 3. G/C D. Gooderham had attended a meeting on BMEWS and Northern Area Communications held in NEW YORK on 19 Jun 58. The following is a record of the report made to the Committee by G/C Gooderham on the matters discussed at this meeting.

Purpose

- 4. The purpose of the meeting was to review the status of USAF planning and Western Electric Company's action and studies on BMEWS and Northern Area Communications.

STATUS OF COMMUNICATIONS TO SERVE BMEWS SITE NO 1 (THULE)

- 5. It is not intended to exploit DEW line communications at present for BMEWS in the eastern sector. Submarine cable will be laid from THULE to DYE this summer. Trenching will be used at both landing points to minimize risk of damage by ice. Two cables will be used – each to work one way only. The cable and repeaters will be of the type used by Trans-Atlantic telephone and will yield 36 4XC circuits. Only one cable carrying south bound transmissions will be laid this summer. The north-bound cable is planned for next year.

6. The second THULE - DYE link will be provided by the already programmed DEW DROP tropo system. There is a risk that this very extended tropo system will not pass data transmissions satisfactorily at all times. The USAF accepts this risk. The alternative would be another set of submarine cables.

7. Decisions have not been made for communications south of DYE. The various proposals under consideration are given below:

- (a) Western Electric Company Proposals:
 - (i) from DYE to FROBISHER - over existing DEW rearward system to RESOLUTION ISLAND via BREVOORT ISLAND and back to FROBISHER over POLEVAULT (a variant of this being studied would avoid RESOLUTION ISLAND by establishing a new tropo link between BREVOORT ISLAND and FROBISHER). From FROBISHER to KNOB LAKE via a proposed commercial link to UNGAVA and on southward by the existing commercial system.
 - (ii) a submarine cable from DYE to HOPEDALE or another landing point in LABRADOR then to GOOSE via a part of POLEVAULT (to be re-engineered) and then through the existing commercial system through SEVEN ISLANDS.
- (b) The USAF wish to avoid the expense of a cable south from DYE and have asked WECO to examine two alternatives:
 - (i) to use existing FPIS circuits linking THULE with the ZI;
 - (ii) to use DEW-rearward and POLEVAULT all the way to GOOSE;

8. G/C Gooderham stated that the alternative (b) (i) is considered to be impracticable and should be discounted. Alternative (b) (ii) is feasible, but WECO emphasize that POLEVAULT will require extensive re-engineering to enable it to carry BMEWS data circuits.

9. Reverting to the alternative proposed in paragraph 7 (a) (i) G/C Gooderham has cautioned the meeting in NEW YORK against assuming that the proposed commercial system FROBISHER - UNGAVA - KNOB would automatically become available. As a result of discussions with the Bell Telephone Co. he believes that early construction of this system would come about only if military orders for circuits are forthcoming. Further, it should not

be assumed that there would be no provisioning charge. This could only be determined after Bell had estimated capital and operating costs, forecast revenue from non-military customers and had been given a definitive statement of the military requirement for circuits. It was learned that WECO/USAF have not yet determined the US requirements over the UNGAVA route. The USAF has agreed to do this as a matter of urgency. G/C Gooderham has undertaken to tackle the problem the other way, i.e. to ask Bell what revenue from military leases would be necessary to enable them to construct a system of say 36 channels total capacity from which the USAF could lease any lesser number of circuits without provisioning charge. The USAF were cautioned against creating requirements for the UNGAVA route by shifting circuits from POLEVAULT, since the commercial extensions of POLEVAULT are predominantly Canadian National Telegraphs, such a rerouting would involve cancellation of leases from CNT in favour of Bell - a situation to be avoided.

10. Pending completion of WECO studies, the USAF lack the data required for a formal Note. It was reported that the state department is preparing one, but it will presumably be held until it can be supported by supplementary documents.

11. Lacking an exchange of Notes, the USAF want authority to proceed with certain work at DYE to permit testing of the THULE - DYE cable at the earliest possible date and the minimum of expense. Specifically they want to:

- (a) land the cable at EXETER BAY;
- (b) trench and lay cable to the vicinity of the airstrip;
- (c) construct a building near the airstrip to house certain cable termination equipment (to be unattended);
- (d) trench and lay cable another 12 miles to the DEW terminal area.

The bulk of the work and material for these projects will be obtained from Canadian contractors who are already on the site.

12. The USAF were advised to submit a request for authority in the form of a letter as was done to obtain Canadian agreement for the procurement and laying of the submarine cable. This letter should state that the lack of data precludes a more comprehensive submission, i.e. a Note; should give as much information as possible on the full scope of the project; should emphasize who is to do the work and provide the material; and finally why the USAF desire this authority in advance of an exchange of Notes.

STATUS OF COMMUNICATIONS TO SERVE BMEWS SITE NO 2 – ALASKA

13. WECO communications planning for site No. 2 has been approved in principle only by USAF. Planning to date envisages maximum use of WHITE ALICE which, with only a minor new build, would provide two routes out of site No. 2.

- (a) Via WHITE ALICE and augmented CAA to KETCHIKAN, then by existing submarine cable to ZI.
- (b) Via WHITE ALICE to DIAMOND RIDGE then by a proposed submarine cable to PORT ANGELES, WASHINGTON.

14. As an alternative to (b) above, WECO are studying the use of the communications system following the ALCAN highway. The USAF doubts the reliability of this course due to the open-wire lines used on this system. WECO is studying this in liaison with CNT who operate the Canadian portion. G/C Gooderham expressed confidence in this route, particularly in the CNT portion, and considered that it could be reliable if the US end of it was improved (from FAIRBANKS to the Canadian border). He is pressing for its adoption.

The Development of DYE

15. CAPE DYER will become the switching centre for many channels of communications. It is envisaged that it will be the switching junction serving:

- (a) DEW laterals WEST - 24 channels
- (b) DEWDROP tropo NORTH - 24 channels
- (c) submarine cable to THULE - 36 channels
- (d) DEW lateral EAST (tropo) - 24 channels
- (e) submarine cable to HOPEDALE or - ?
- 36 channels
- (f) DEW rearward tropo - 36 channels.

It is expected that there will be a requirement for 75 to 150 people to man this centre when it commences to function in 1959.

USAF Tasks for WECO

16. G/C Gooderham had requested this NEW YORK meeting because of concern over the fact that the work being done by WECO is going far beyond the requirements of BMEWS. The USAF acknowledged that this was so and summarized the tasks given to WECO as:

- (a) the designing and provisioning of the Communications facilities required for BMEWS;
- (b) the BMEWS system to be designed to handle all military traffic so located as to be readily served by this system;
- (c) to engineer on paper a plan to encompass the whole northern area communications requirements - to include ALASKA, CANADA and GREENLAND; to cope with the needs of the RCAF, Department of Transport and other Canadian Government departments.

WECO has concentrated in (a) and (b) and has done little, if anything on (c).

17. G/C Gooderham stated (at the NEW YORK meeting) that the information made available to Canadian government agencies, which led to the approval of the submarine cable project has referred to BMEWS as the basis of the communications requirement. There had been little or no reference to other requirements. He observed that the non-BMEWS circuits far outnumbered the BMEWS circuits. He, therefore, requested the USAF to define the full scope of the facilities to be provided by the BMEWS system in order that a comprehensive picture could be made known to concerned Canadian Government departments. The USAF agreed to provide this information at once. The recently compiled "Northern Area Circuits Requirements List" will serve as interim advice. (A copy is being provided to the RCAF Director of Communications). The meeting took note of the need for constant liaison between the USAF and the RCAF to avoid crash programmes and to facilitate quick Canadian handling of US submissions. It was agreed to convene periodically informal meetings of interested Canadian and US agencies to review the status of communications planning and programmes in support of BMEWS and the Northern Area.

18. Mr. Rowley (Northern Affairs) made reference to a sub-committee composed of representatives of interested government departments to deal with northern communications. G/C Gooderham said that the RCAF representative with WECO (W/C Wiseman) does what he can to help other Canadian government departments although this does not come within his terms of reference. G/C Gooderham asked that the RCAF be permitted to continue to act as the agent of all interested Canadian Government departments.

Other Business

19. Mr. Loughhead (ADM/F) reported to the Committee on items of interest.

RCAF [Liaison] Officer - FROBISHER

The RCAF will be withdrawing their Liaison Officer at FROBISHER in view of the increased DOT responsibility there. Any RCAF liaison duties at FROBISHER will be assigned to the Commanding Officer, RCAF Station, GOOSE BAY. The DOT has confirmed this.

Repairs, Maintenance and Minor Modifications to Facilities

The Department of Defence Production has been advised, under date of 25 June 1958, that the USAF has approved the Federal Electric Corporations subcontract with Messrs. Brown and Root Limited, P.O. Box 4140, EDMONTON ALTA for certain repair and rehabilitation work at DEW installations. This work is referred to in para 2 of DEW Progress Report #19 dated May 20, 1958. The work which will be undertaken under the conditions of the Exchange of Notes on the DEW Line, consists of certain building additions, modification to heating systems, refrigeration rooms, ventilation systems, etc.

Employment of Canadians by Federal Electric Corp

The number of Canadians, detailed by employment categories on the DEW Line, as at May 31, 1958, are referred to in Appendix "A" attached. Following receipt of the status report the Chairman DEW Co-ordinating Committee wrote to W/C Wiseman as follows;

"On looking over the percentage of Canadians employed in the various categories I note that the percentage in all cases except the class of supervisors is 100%. However, I think you might discuss with the appropriate authorities the percentage of Canadians employed as supervisors as it is noted that only 53% of this category are Canadians. As this type of employee covers the senior people in Line jobs it would of course, be desirable that the percentage of Canadians be increased."

Surplus Equipment - CAMBRIDGE BAY sector

Advice has been received and passed to the Department of Public Works, that all surplus equipment in the CAMBRIDGE BAY sector will be required for a construction programme during 1958-59. Information on other sectors will be supplied later.

Air Carrier Contracts

In line with the procedure agreed to by the USAF, the Federal Electric Corp., and the Air Transport Board, the Board have reviewed and evaluated tenders received from Canadian carriers, which were based on work statements and conditions of contracts furnished by Federal Electric and concurred in by the USAF. The rates are considered by the Board to be fair and reasonable. The Carriers for the DEW Line support for the period of 1 July, 1958 to 30 June, 1959, are:

Eastern Sector	-	Wheeler
Central Sector	-	Pacific Western
Helicopter	-	Okanagan Helicopters

A request has been made that the carriers again be permitted to undertake certain common-carrier work on a space available basis. Following a discussion with the Chairman of the Air Transport Board on this subject, W/C Wiseman has been asked to take this matter up with the appropriate USAF and Federal Electric officials in order to arrive at a satisfactory arrangement which will be of interest to several Canadian Government departments.

B.C. Tax on DEW Line Construction at FORT NELSON B.C.

Representations have been made through the Department of Finance to the Commissioner, Social Services Tax, B.C. Government, concerning a claim for tax made by that Government against the Northern Construction Co., as sub contractors for Western Electric Co., in the construction of a DEW Line site, at FORT NELSON, B.C. Taxes in the amount of \$25,250.32 were paid on materials used which were the property of the United States Government.

Inspection of Vessels Wintered at PORT BRABANT, N.W.T.

The Royal Canadian Navy member of a joint inspection team has advised that the wintering in of the vessels at PORT BRABANT, N.W.T., appears to have been a success. One of the six vessels received minor hull damage and all six are in generally good condition.

Public Works Activity at TUK TUK

The Department advises that work is progressing on the transit wharfage at TUK TUK and it is expected that this project will be completed this summer. Survey work is also proceeding on the prospective new townsite at this point.

Co-ordination of USAF Projects at CAPE DYER

Advice has been received from W/C Wiseman that the Chief of the USAF BMEWS Project, New York City, has been given the responsibility for co-ordinating all USAF Projects at CAPE DYER.

DOT Interest in Airstrips at FOX and CAMBRIDGE BAY

Preliminary discussions have been held between representatives of the DOT and the USAF Central Co-ordinating Staff on the expressed interest of DOT in the operation of the airstrips at CAM and FOX.

In connection with this project, the USAF have advised under date of June 25, 1958, as follows:

“Headquarters USAF has approved in principle the DOT proposal for assuming responsibility for operation and maintenance of the airstrips at the DEW Line sites CAM and FOX. However, the USAF reserves the right to evaluate separately the terms of the government-to-government agreement as well as the detailed responsibilities to be assumed by the DOT and any costs to the USAF for the services to be provided. Subject to the statement above the USAF is prepared to support the DOT proposal.

The USAF would expect the DOT to provide its own support and not interfere with the USAF support activities except where mutually satisfactory arrangements were made.”

The question of arranging a meeting to discuss this subject is now under consideration by DOT.

Clearance for Representatives Associated with Defence Projects under the control of the USAF Electronics Defence System Division

Arrangements have been agreed to by DDP and the USAF for the RCAF Project Officer at the USAF Electronics Defence System Division, New York, to act as representative of the Director of Industrial Security, DDP, to facilitate obtaining security clearance for Canadian personnel to visit US contractors in respect to proposed Canadian participation in the BMEWS Project in the Canadian north. This will reduce delays when Canadian contractors are required to make visits with very little lead time having been allowed.

The procedure outlined by DDP is as follows:

- a) The American prime contractor requiring confirmation of facility and personnel clearances of a Canadian contractor

would request such information of this Department via the RCAF Project Officer indicating the degree of classification involved;

- b) Confirmation of clearances as applicable would be forwarded from this office to the American contractor via the RCAF Project Officer;
- c) Canadian contractors wishing to approach American contractors in this connection would request clearance arrangements through this office and the request would then be forwarded to the RCAF Project Officer for action with the Electronics Defence Systems Division, and subsequent notification of approval or otherwise to this Branch;
- d) The above points would also apply in respect of officials of this Department

Travel to DEW Stations

The Chairman indicated that a memorandum outlining procedures to be followed with respect to proposed travel to DEW stations has been prepared in consultation with the USAF. It will be referred to interested government departments for clearance prior to its being issued in the near future.

DATE OF NEXT MEETING

The next meeting of the Committee will be held at the call of the Chairman.

<D.J. Leach>

(D.J. Leach)

Recording Secretary

Distant Early Warning Co-Ordinating Committee

APPENDIX "A"

to
the Minutes of the 9th
Meeting of the DEW
Co-ordinating Committee.

STATUS OF CANADIAN PERSONNEL ON

THE DEWLINE, EFFECTIVE: 31 MAY, 1958

JOB CLASSIFI- CATION	TOTAL REQUIRED ALL SECTORS	TOTAL REQUIRED IN CANADIAN SECTOR	ACTUAL NO. OF CANADIANS	PERCENT OF CANADIANS IN CANADIAN SECTORS
A. <u>Line Jobs</u>				
Supervisors	69	49	26	53%
Radicians	229	172	194	100%
Rad. Crypto	58	44	-	-
Maint. Mechanics	211	155	173	100%
Supply Spec.	53	39	43	100%
Clerks	15	11	12	100%
Traffic Spec.	7	4	4	100%
Janitors	6	4	3	100%
Eskimos	118	93	95	100%
TTY Operators	12	8	11	100%
44 American Crypto Radicians Authorized				

B. Streator

Personnel in Training	-	36	-
Accepted at Later Date	-	10	-

JOB CLASSIFI- CATION	TOTAL REQUIRED ALL SECTORS	TOTAL REQUIRED IN CANADIAN SECTOR	ACTUAL NO. OF CANADIANS	PERCENT OF CANADIANS IN CANADIAN SECTORS
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C. Region and
District
Office

West

FAIT	59 (15 Temps)		3	-
EDMONT	34 (4 Temps)		38	-

East

FROT	46 (16 Temps)		45	-
MONTR- EAL	26 (2 Temps)		26	-

Recorded below are percentage of actual Canadian employment to total personnel employed in Canadian Sectors.

<u>CLASSIFICATION</u>	<u>ACTUAL NUMBER EMPLOYED IN CANADIAN SECTORS</u>	<u>PERCENT OF CANADIANS</u>
Supervisors	45	58%
Radicians	242	80%
Supply Spec.	43	100%
Maint. Mechanics	173	100%
Clerks	12	100%

28. DEW Line Coordinating Committee Minutes of the 10th Meeting, 19 August 1958

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

MINUTES

of the 10th Meeting of the Committee held in
the CAS Conference Room, 2717 "A" Building,
Cartier Square, on Tuesday, 19 August, 1958,
at 1000 hours.

PRESENT

Chairman	Mr. G.Y. Loughhead	ADM(F)
Members	Lt. Col. E.P. Marriott	DMO&P
	W/C H.F. Marcou	VCAS/COps
	Mr. H.S. Johnstone	Department of Labour
	Mr. P. Tremblay	External Affairs
	Mr. G.A. Davis	Department of Finance
	Col. B. Lake	Defence Production
	Mr. F.G. Nixon	Department of Transport
A/Recording		
Secretary	Miss P.M. Moss	DM Secretariat

ALSO PRESENT

G/C D. Gooderham	VCAS/CTel
Dr. H.A. Proctor	National Health and Welfare
S/L D.H. Evans	VCAS/COps
Mr. C.M. Brant	Department of Transport

CONTENTS

- I. Approval of the Minutes of the 9th Meeting
- II. USAF Draft of Overall Agreement and Statement of Conditions on the Ballistic Missile Early Warning System
- III. Other Business
 - (a) Facilities for Civilian Aircraft
 - (b) Defence Production Liaison at New York
 - (c) Housing for Eskimos Permanently Employed
- IV. Date of Next Meeting

DEW Co-ord Committee – Minute of 10th Meeting held 19 Aug 58

APPROVAL OF THE MINUTES OF THE 9TH MEETING

1. Decision - The minutes of the 9th meeting were approved without amendment.
2. Action – Completed.

**USAF DRAFT OF OVERALL AGREEMENT AND
STATEMENT OF CONDITIONS ON THE BALLISTIC
MISSILE EARLY WARNING SYSTEM**

3. The Chairman tabled for consideration a memorandum which he had prepared giving comments on the USAF draft of Overall Agreement and Statement of Conditions on BMEWS. The memorandum was addressed to the Panel on the Economic Aspects of Defence and would be routed to that Panel via the Joint Planning Committee and the Chiefs of Staff Committee.
4. After initial discussion of the Chairman's memorandum, Mr. Nixon suggested that the USAF draft be reviewed. He thought that two paragraphs should be inserted under the heading "Telecommunications", as follows:

The United States military authorities shall obtain the approval of the Canadian Department of Transport for the establishment and operation of radio stations associated with this project and shall establish and operate stations so approved, in accordance with the terms of licences issued by the Department of Transport. To enable this action to be taken, appropriate licence applications are to be forwarded, through Canadian military channels, to the Department of Transport. That Department will require complete technical data concerning the radio stations, including desired frequency assignments, power, class of emission, bandwidth, number and capacity of circuits, particulars of antenna structures and their marking and lighting, and details of proposed sites.

Each landing of a submarine cable to be used for external communication is a special case involving questions of policy which might be peculiar to a particular landing; each and every landing shall be the subject of a separate supplemental agreement within the purpose of this agreement and in which other relevant provisions of this agreement shall be applied.

These additions were generally supported by the meeting, G/C Gooderham noting that the wording of the USAF draft, indicating that the assignment of frequencies was via the RCAF, was incorrect.

5. G/C Gooderham thought that the agreement should contain paragraph on Canada taking over ownership, bearing in mind the fact that communication systems cannot be isolated and that each is supported by the other; he felt an observation to this effect should be made in the memorandum to the Panel on the Economic Aspects of Defence. The committee concurred in this suggestion and Mr. Nixon put forward the following wording:

Canada also reserves the right, on reasonable notice, to acquire ownership of the BMEWS communications installations in Canada and associated with Canada at any time on terms to be agreed. In such cases, Canada agrees to provide the US military with communication services as may be required and on terms to be agreed.

6. General discussion took place on the employment of Canadians, the desirability of recommending to the Panel that para 8 (d) of the USAF draft be omitted, the rearrangement of certain paragraphs of the USAF draft, etc.

7. Decision - Agreed that the memorandum to the Panel on the Economic Aspects of Defence will be rewritten in accordance with the expression of the committee for retabling at the next meeting.

8. Action - Chairman.

OTHER BUSINESS

9. (a) Facilities for Civilian Aircraft

Reference was made to Progress Report #19 dated 20 May, 1958, and to the Department of Transport's interest in the possibility of taking over certain airstrips at DEW Line sites - those under consideration being Cambridge Bay and Fox. It was now understood that the views of the Advisory Committee on Northern Affairs will be obtained on this subject at the next meeting of that Committee in September. The Department of Northern Affairs in referring to this subject have advised that they are in favour of DOT taking control of these airfields and, in such an event, they would hope to see facilities provided for civilian aircraft operators. It has been indicated that if DOT cannot provide minimum facilities, Northern Affairs is willing to do so. The minimum requirement is said to be the provision of transient accommodation and fuel caches at these points.

(b) Defence Production Liaison at New York

The Department of Defence Production, by letter dated 7 August, 1958, advised the Chief, USAF Electronics Defence Systems Division, New York, that they propose to appoint a resident officer for fulltime duties, whose terms of reference will include liaison on all phases of planning, procurement and implementation relevant to the activities of the Electronics System Division, insofar as they affect the responsibilities of the Department of Defence Production. The official in question will be Mr. H.P. Warnock, a Technical Officer who will take up his duties about 18 August 1958.

(c) Housing for Eskimos Permanently Employed

The Department of Northern Affairs is negotiating with Brown and Root Ltd. of Edmonton to carry out certain construction work at DEW Line sites to provide housing for Eskimos permanently employed on the Line.

The department are also negotiating with Arctic Units Ltd. of Toronto to supply a number of housing units which will consist of "sandwich type" prefabricated panels of which the rigid insulation core will be styrofoam.

The department hope to obtain the use of certain DEW Line equipment for the preparation of building pads, the transportation of materials and supplies from beachhead to building site, and also housing and messing facilities for the contractor's supervisory staff, tradesmen and labourers.

DATE OF NEXT MEETING

9. It was agreed that the committee would meet on 26 August 1958 to discuss Item II.

<P.M. Moss>

(P.M. Moss)

A/Recording Secretary

Distant Early Warning Co-ordinating Committee

19 Aug 58

29. DEW Line Coordinating Committee Minutes of the 11th Meeting, 26 August 1958

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

MINUTES

of the 11th Meeting of the Committee held in
the CAS Conference Room, 2717 "A" Building,
Cartier Square, on Tuesday, 26 Aug 58, at
1000 hours.

PRESENT

Chairman	Mr. G.Y. Loughhead	ADM(F)
Members	Lt. Col. H.S. Johnson	DMO&P
	W/C H.F. Marcou	VCAS/COps
	Mr. H.S. Johnstone	Department of Labour
	Mr. P. Tremblay	External Affairs
	Col. B. Lake	Defence Production
	Mr. C.M. Brant	Department of Transport
	Mr. G.W. Rowley	Northern Affairs
	Mr. J.S. Cross	Citizenship & Immigration
A/Recording Secretary	Miss P.M. Moss	DM Secretariat

ALSO PRESENT

Mr. W.H. Huck	Defence Production
G/C D. Gooderham	VCAS/CTel
S/L D.H. Evans	VCAS/COps

CONTENTS

- I. Approval of the Minutes of the 10th Meeting
- II. USAF Draft of Overall Agreement and Statement of Conditions on the Ballistic Missile Early Warning System
- III. Date of Next Meeting

DEW Co-Ord Committee – Minutes of 11th Meeting held 26 Aug 58

APPROVAL OF THE MINUTES OF THE 10TH MEETING

1. Decision: The minutes of the 10th meeting were approved without amendment.
2. Action: Completed.

**USAF DRAFT OF OVERALL AGREEMENT AND
STATEMENT OF CONDITIONS ON THE BALLISTIC
MISSILE EARLY WARNING SYSTEM**

3. In accordance with the decision of the meeting held on 19 Aug 58, the Chairman tabled a redraft of the memorandum to the Panel on the Economic Aspects of Defence, giving comments on the marginally noted USAF draft. Although the last meeting had discussed the advisability of including the employment of Canadians in the Overall Agreement and Statement of Conditions on BMEWS, this had been left out of the redraft as both construction and procurement of electrical equipment will be covered by a confidential exchange of letters. Acknowledging this, Mr. Huck said the construction agreement provides for preference to be given to Canadian labour. It has already been determined that the construction contractors will be Canadian. Mr. Johnstone advised the meeting that the Fair Wages and Hours of Labour Act applies only to contracts let by the Federal Government or by a Federal Government Agency; he felt this point should be covered in the confidential exchange of letters. Mr. Huck undertook to keep the Department of Labour informed, noting if DCL is used exclusively then DDP will apply the labour legislation; if DCL is not used exclusively then compliance with this legislation will be covered in the confidential exchange of letters. The chairman proposed a short paragraph be added to the memorandum covering this point; the meeting concurred.

4. Mr. Rowley said that on 21 Jul 58 Northern Affairs had suggested to External Affairs, the addition of a paragraph to the USAF draft covering the restoration of sites.

5. The desirability of retaining para 2 of the memorandum to the Panel was discussed and Mr. Rowley put forward the following alternative paragraph, which was accepted as a substitute:

The BMEWS communications system is planned not as an independent system, but takes into account other communications needs and facilities in the area, which will mutually support one another.

6. Mr. Brant thought the DOT suggestion in the memorandum with regard to possible acquisition of the BMEWS system might be shown as a committee suggestion. The Chairman said this part of the memorandum indicates consideration by interested government departments, it is therefore in order to show this comment as a DOT comment. The meeting concurred with the Chairman's view.
7. It was noted the BMEWS agreement will not cover missile sites and a separate agreement will be required for such sites.
8. Decision: Agreed the memorandum to the Panel on the Economic Aspects of Defence will be prepared in final form in accordance with the decision of the meeting and members will be provided with copies for the information of their respective departments.
9. Action: Chairman.

DATE OF NEXT MEETING

At the call of the Chairman.

<P.M. Moss>

(P.M. Moss)

A/Recording Secretary

Distant Early Warning Co-ordinating Committee

27 Aug 58

30. DEW Line Coordinating Committee Progress Report No. 20, 1 October 1958

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 20 – DISTANT EARLY WARNING LINE

DISTRIBUTION

1 October, 58

MEMBERS

- | | | |
|-----------|---------------------------------------|----------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughhead) |
| 2. | DNPO | (Attn: Capt. J.A. Charles) |
| 3. | DMO&P | (Attn: Col. R.L. Houston) |
| 4. - 28. | VCAS/COps | (Attn: W/C H.F. Marcou) |
| 29. - 30. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 31. | Dept. of External Affairs | (Attn: Mr. J.J. McCardle) |
| 32. | Dept. of Finance | (Attn: R.G. MacNeill) |
| 33. | Director Employment Service | (Attn: Mr. W. Thomson) |
| 34. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 35. | Dept. of Citizenship &
Immigration | (Attn: Mr. J.S. Cross) |
| 36. | Dept. of Defence Production | (Attn: Mr. F.A. Milligan) |
| 37. - 38. | Dept. of Transport | (Attn: Mr. J.E. Devine) |

INFORMATION

- | | | | |
|-----------|-----|--|--|
| 39. - 40. | DND | Chairman, Chiefs of Staff | |
| 41. | | CNS | (Attn: V/ADM H.G. DeWolf) |
| 42. | | CGS | (Attn: Lt. Gen. S.F. Clark) |
| 43. | | CAS | (Attn: A/M H. Campbell) |
| 44. | | Under-Secretary of State for
External Affairs | (Attn: Mr. J. Leger) |
| 45. | DND | Chairman, DRB | (Attn: Mr. A.H. Zimmerman) |
| 46. | | Chairman, CJS(W) | (2540 Massachusetts Ave. N.W.
Washington, D.C.) |
| 47. | | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 48. | | CNTS/CEC | (Attn: CAPT. (CE) J.B. Roper) |
| 49. | | DQMG(W&Q) | (Attn: Brig. H.L. Meuser) |
| 50. | | ADM(R) | (Attn: Mr. L.M. Chesley) |
| 51. | | DRB | (Attn: Chief Scientist) |

- | | | |
|-----------|---|-------------------------------|
| 52. | CG/IS | (Attn: Mr. P.S. Conroy) |
| 53. | ADM(A&P) | (Attn: Mr. J.A. Sharpe) |
| 54. | JAG | (Attn: Brig. W.J. Lawson) |
| 55. | ADM(C&P) | (Attn: A/C C.F. Johns) |
| 56. | Chief Secretary | (Attn: Mr. A.S. Duncan) |
| 57. | ADM(R)/SREL | (Attn: Mr. J.V. Argyle) |
| 58. | Secretary, PSOC | (Attn: Mr. J.C. Outram) |
| 59. | RCMP | (Attn: Commr. L.H. Nicholson) |
| 60. | Dept. of National Health and
Welfare | (Attn: Dr. P.E. Moore) |
| 61. | Dept. of Public Works | (Attn: Mr. George T. Jackson) |
| 62. | Dept. of Mines & Technical
Survey | (Attn: Deputy Minister) |
| 63. | Air Transport Board | (Attn: Mr. D.F. Quirt) |
| 64. | HQTS 2-70-99-5 | |
| 65. | S801-100-D100-5 | |
| 66. | DM Sec't 256-70-99-5 | |
| 67. | DM Sec't Subject File | |
| 68. - 81. | Spares | |

PROGRESS REPORT NO. 20 – DISTANT EARLY WARNING LINE

Facilities for Civilian Aircraft

1. Reference was made in Progress Report #19 dated May 20, 1958, to the interest of the Department of Transport concerning the possibility of taking over certain airstrips at DEW Line sites – those under consideration being Cambridge Bay and Fox.
2. It is now understood that the views of the Advisory Committee on Northern Affairs will be obtained on this subject at the next meeting of that Committee. The Department of Northern Affairs in referring to this subject have advised that they are in favour of DOT taking control of these airfields and that in such event they would hope to see facilities provided for civilian aircraft operators. It has been indicated that if DOT cannot provide minimum facilities that Northern Affairs is willing to do so. The minimum requirement is seen to be the provision of transient accommodation and fuel caches at these points.

Defence Production Liaison at New York

3. The Department of Defence Production by letter dated August 7, 1958, have advised the Chief, USAF Electronics Defence Systems Division, New York, that they intended to appoint a resident officer for full time duties, whose terms of reference will include liaison on all phases of planning,

procurement and implementation relevant to the activities of the Electronics System Division, insofar as they affect the responsibilities of the Department of Defence Production. The official in question will be Mr. H.P. Warnock a Technical Officer who took up his duties about August 18, 1958.

Housing for Eskimos Permanently Employed

4. The Department of Northern Affairs have negotiated with Brown and Root Ltd., of Edmonton to carry out certain construction work at DEW sites to provide housing for Eskimos permanently employed on the Line.
5. The Department have also negotiated with Arctic Units Ltd., of Toronto to supply a number of housing units which will consist of "sandwich type" prefabricated panels of which the rigid insulation core will be styrofoam.
6. The department hope to obtain the use of certain DEW Line equipment for the preparation of building pads, the transportation of materials and supplies from beachhead to building site, and also housing and messing facilities for the contractors supervisory staff, tradesmen and labourers.

DEW Line – Cost of Operation

7. The USAF have indicated that the estimated cost of operating, maintaining and supporting the entire Line for their fiscal year 1958 is approximately \$43.4 million. It is also estimated that \$24.4 million will be spent in Canada to support the Canadian Segment. As two-thirds of the Line is in Canada, this percentage of the total operating expenses is \$28.9 million, the figure of \$24.4 million to be spent in Canada to support the Canadian Sector is 84% of the total cost for the Canadian Sectors.
8. The balance of the funds not expended in Canada includes:
 - a) The portion of management and overhead costs involved in the operation of the project headquarters at PARAMUS, N.J. and the training school at STREATOR, Illinois;
 - b) Centrally procured items provided by the USAF Air Material Command, General Services Administration etc;
 - c) Locally procured items purchased by Federal Electric Corporation.
9. The above estimates for 1958 do not include major equipment or annual sealift and resupply support procurement by USAF Air Material Command.
10. For 1959 the total operating costs for the entire Line are forecast at \$73. million, which includes major equipment, annual sealift and resupply support procurement by USAF, AMC. Of this amount it is estimated that over

\$38. million is to be spent in Canada, plus approximately \$5. million of centrally procured US government furnished equipment which past experience indicates will also be procured in Canada. On a percentage basis anticipated 1959 expenditures in Canada (\$38. million plus \$5. million US government furnished equipment being procured in Canada) represents 59% of the total Line costs, or 88% of the cost of operating the Canadian segment of the Line – which is \$48.6 million.

Employment of Canadians in Supervisory Capacity

11. In connection with a question raised with Federal Electric Corporation concerning the employment of Canadians in supervisory positions on the DEW Line, the Company have advised as follows;

“It has long been the policy of this Corporation, as well as the ITT System, to promote from within whenever and wherever possible. In all cases we attempt to select the best qualified personnel for promotions and base such promotions solely upon the individual’s performance and capabilities. As far as the DEW Line is concerned we evaluate all prospective candidates for promotion from the entire Line. We do not make a differentiation in citizenship where possible promotions are concerned.

The status report as of 30 June 1958, reflects that 64% of all supervisory billets in Canada were filled by Canadians. Since that time there has been one additional promotion and as it so happens, the individual selected as being the best candidate for this particular promotion was a Canadian Citizen. We intend to continue following this policy of selecting the best men available across the Line. For this reason, there may be from time to time, variations in the percentage of Canadian supervisors employed on the DEW Line.”

STATUS OF CANADIAN PERSONNEL

ON

THE DEWLINE-EFFECTIVE 29 AUGUST 1958

JOB CLASSIFI- CATION	TOTAL REQUIRED ALL SECTORS	TOTAL REQUIRED IN CANADIAN SECTOR	ACTUAL NO. OF CANADIANS	PERCENT OF CANADIANS IN CANADIAN SECTORS
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A. Line Jobs

Supervisors	69	49	31	63%
Radicians	229	172	184	100%
Rad. Crypto	58	44	-	-
Maint.	211	155	191*	100%
Mechanics				
Supply Spec.	53	39	86*	100%
Clerks	15	11	16*	100%
Traffic Spec.	7	4	9	100%
Janitors	6	4	4	100%
Eskimos	118	93	101*	100%
TTY	12	8	11	100%
Operators				

44 American Crypto Radicians Authorized

* Due to the Special Summer Programs on the Line, we have hired temporary overages in job categories as indicated. When phase-out of these programs is completed, total required manning will be met with.

B. Streator

Personnel in Training	-	35	-
Accepted at Later Date	-	14	-

C. Region and
District
Office

West

Fairbanks	50	0	-
Edmonton	56	53	-

East

Frobisher	26	24	-
Montreal	55	52	-

Recorded below are percentages of actual Canadian employment to total personnel employed in Canadian Sectors.

<u>CLASSIFICATION</u>	<u>ACTUAL NUMBER EMPLOYED IN CANADIAN SECTORS</u>	<u>PERCENT OF CANADIANS</u>
Supervisors	44	70%
Radicians	228	81%
Supply Spec.	86	100%
Maint. Mechanics	191	100%
Clerks	16	100%

Extract Taken from Federal Electric Corporation
Publication "Dewline Polar Echoes",
August, 1958.

Depot Level Maintenance

12. The plan for Depot Level Maintenance is set up thus: the Administrator reports directly to the Assistant Manager of Engineering. Under the Administrator are three Supervisory Engineers. They monitor all functions in three groups: Contract Maintenance Selection, Control and Methods Section, and Maintenance and Operations Section. These, then, are the Sections at Project HQ which develop procedures, schedules, and provide assistance to their complementary facilities and personnel on the DEWLine. The Administrator, Supervisory Engineers, and the department personnel are presently involved with the programming of major overhaul for vehicles and power-plants, and the establishment of the C&E Depots.

13. A paramount facet of the plan calls for "On-Line" depot facilities. Located at BAR and FOX Main stations, these installations will undertake repair and overhaul servicing for B&OP equipment.

14. The FOX Depot will be staffed with twenty-seven personnel. Ten will form roving maintenance teams operating throughout CAM, FOX, and DYE Sectors. Team members will periodically overhaul power-generating and vehicular equipment, and lend emergency technical support when needed.

15. Twenty-three personnel are slated for the BAR Depot, with a ten-man roving team operating, like the one at FOX, throughout POW, BAR, and PIN Sectors.

16. Overhaul of DEWLine power-plants, by the roving teams, will commence shortly. Project HQ is preparing the necessary schedules and

instructions for issue to all concerned. Following this will be a distribution of the plan for vehicular overhaul.

17. Depot Maintenance Supervisors for BAR and FOX have been designated. Mr. L. Boldizar, formally SCOP at POW, will control activities at BAR, while Mr. Begin, presently overseeing the vehicle rehab program at FOX, will assume charge of the Depot there. Mechanics are being hired to fully complement the BAR Depot. As for FOX, vehicle rehab personnel will be invited to stay on as permanent Depot personnel.

18. DEW Offices, also, will provide for an important step in the plan. The Offices will house a Depot Level Maintenance Staff, comprised of a Maintenance Supervisor, Quality Control Inspection personnel, Warehousemen, and the Property Accounting personnel. These staffs will execute vital liaison and support, inspecting Depot facilities, insuring the flow of material, and handling such reparable components and assemblies as are found to be beyond the Depot capabilities. The Dew Office Maintenance Supervisor will communicate with Project HQ advising the Administrator of items beyond Depot capability.

19. A rearward C&E Maintenance Depot is being established at Montreal. Test and electronic equipment which DEWLine stations cannot repair, overhaul, or calibrate will be handled by this facility. Subsequent DEWLine Orders will itemize which equipments may go rearward, and will establish shipment schedules.

20. The Montreal facility will put 11,500 square feet of operational area at the disposal of a forty-four man staff. Thirty-five members of the C&E Depot will be available for service by August 1st. Material and equipment for Montreal is being released by the USAF. When sufficient quantities are received the Depot will commence operations.

21. Roving Calibration Teams will operate out of Montreal. The Teams will visit all Main stations, three times a year, remaining for a month at each. In accordance with National Bureau of Standards criteria, they will calibrate Sector and station test equipment.

Support of Installations on East Coast of Baffin Island

22. The Department of Transport, in correspondence dated September 23, 1958, have advised the United States Air Force that they are interested in discussing the possibility of the Department of Transport assuming responsibility for the sealift in support of United States government stations on the east coast of Baffin Island.

23. While this possibility has been previously considered, active development was deferred until DOT had organized and carried through, at

least for a minimum period, the operation associated with the resupply of the DEW sites in the FOX Basin. A meeting has been suggested to discuss this subject any time after mid-October.

<G.Y. Loughhead>

(G.Y. Loughhead)

Chairman

DEW Line Co-ordinating Committee

31. DEW Line Coordinating Committee Minutes of the 12th Meeting, 23 December 1958

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

MINUTES

of the 12th Meeting of the Committee held in the Board Room, Department of Northern Affairs and National Resources, 304, Langevin Block, on Tuesday, 23 December, 1958, at 0930 hours.

PRESENT -

Chairman -	Mr. G.Y. Loughead	ADM(F) DND
Members -	Lt. Col. J.A.A.G. Vallee	rep.DMO&P DND
	F/L R.B. Wybou	rep.VCAS/COps DND
	Mr. G.W. Rowley	Dept. Northern Affairs
	Mr. J.J. McCardle	Dept. External Affairs
	Mr. D.W. Franklin	rep.Dept. of Finance
	Mr. M. Campbell	rep.Director Employment Services
	Col. B. Lake	rep.Dept. Defence Production
	Mr. J.E. Devine	Dept. of Transport
Recording Secretary	Mr. D.J. Leach	DM Secretariat DND

ALSO PRESENT -

Mr. R.J. Sutherland	AMD(F) DND
Capt. W.A. MacIntosh	DMO&P DND
Mr. B.E. Miller	Dept. of Finance
Mr. J.R.K. Main	DOT Director of Civil Aviation
Mr. H.R. Press	DOT Supt. Air Port Operations
Mr. R.W. Goodwin	DOT Asst. Director Gen. Air Service
Dr. H.A. Procter	Dept. National Health and Welfare
Mr. B.G. Sivertz	Director Northern Adm and Lands Branch
DNANR	
Mr. A. Stevenson	Arctic Division
DNANR	
Mr. J. Bond	Arctic Division
DNANR	

W/C W.D. Martin	Directorate Engr Constr. DND
Mr. T.L. Clairmont	DM Secretariat DND

CONTENTS -

- I. Approval of the Minutes of the 11th Meeting.
- II. Cambridge Bay Airstrip – Department of Transport Take-over.
- III. Other Business
 - (a) TUKTOYAKTUK;
 - (b) BMEWS;
 - (c) BAFFIN Land – Sea Transport;
 - (d) Maintenance, Modification, etc. to DEW Line;
 - (e) Replacement of USAF Officers at Main DEW Sites;
 - (f) DEW Line – Modifications to Lateral Communications;
 - (g) Requests for Assistance at DEW Sites;
 - (h) Survey of Victoria and Banks Islands 1959;
 - (i) Status of Canadian Personnel on the DEW Line.

DEW Co-Ordinating Committee

Minute of the 12th Meeting held 23 Dec 58

APPROVAL OF THE MINUTES OF THE 11TH MEETING

- 1. Decision - The Minutes of the 11th Meeting were approved without amendment.
- 2. Action - Completed.

CAMBRIDGE BAY AIRSTRIP – DEPARTMENT OF TRANSPORT TAKE-OVER

(Previous reference - Item III (a) of the 10th Meeting)

General

3. The Chairman referred to a meeting of the Advisory Committee on Northern Development which took place on 20 Oct 58 at which the interest of the Department of Transport in taking over the airfields at main DEW sites was discussed. It was agreed at that meeting that:

- (a) the airfield at CAMBRIDGE BAY should be taken over in 1959;
- (b) inter-departmental co-ordination in taking over any of these airfields should be arranged through the DEW Line Co-ordinating Committee;
- (c) the Department of Transport should negotiate directly with the United States authorities regarding the taking over of DEW airfields.

It was recommended that the take-over of the airfields at TUKTOYAKTUK and HALL LAKE should be given a higher priority than that at CAPE PARRY.

4. Mr. J.R.K. Main, Director of Civil Aviation, Department of Transport, reviewed the airfields under consideration for take-over. They are, from east to west:

- (a) FROBISHER - taken over by DOT from the RCAF in September 1957;
- (b) HALL LAKE - this is low on the list of priorities due to lack of the presence of industry at this location with a resultant lower level of commercial aviation;
- (c) CAMBRIDGE BAY - becoming increasingly important as a weather and communications centre due, in part, to its proximity (100 miles) to transpolar commercial air routes from the West Coast;
- (d) CAPE PARRY - lowest in priority;
- (e) TUKTOYAKTUK - important transfer point for sea-air communications – little flying.

5. He continued with a description of the requirements at CAMBRIDGE BAY. The total personnel likely to be employed by the Department of Transport following take-over of the airstrip are:

telecommunications	-	4 or 5
meteorologists	-	4
civil aviation	-	3
labourers (Eskimo)	-	6

6. The DOT requirement for buildings is:

(a) in the townsite:

- (i) a 22 man standard prefabricated barracks;
- (ii) a two-car garage;
- (iii) a warehouse for supplies;

(b) at the airfield (independent of existing DEW accommodation):

- (i) offices and a communications centre;
- (ii) housing meteorological equipment and personnel.

7. Mr. Main said that the Federal Electric Company has material on the site for the construction of a terminal building at the airstrip. He asked if authority had been granted for this construction. The Chairman replied that buildings were scarce, construction huts have had to be used for personnel and warehousing. A building programme had been approved for 1958 and 1959 and the new buildings were largely to replace earlier construction phase buildings and to provide some additional warehousing and operating space.

8. Mr. Bond, of the Arctic Division of the Department of Northern Affairs, gave further information about the CAMBRIDGE BAY site. The population, apart from DEW Line employees amounts to 25 departmental personnel and 250 Eskimos. The construction programme planned for 1959, apart from the DOT requirements, allows for two residences and one warehouse and the completion of an all-weather road from the townsite to the airstrip.

9. Mr. Main gave a description of the general layout of the area. There are three main divisions. The village or townsite, the airstrip which is two miles from the village, and the site of the present telecommunications mast and its manning personnel on the other side of the bay. It is intended to move the telecommunications personnel from the mast site to the village and operate the mast by remote control. He stressed the necessity of locating living accommodation away from the airstrip due to the adverse effect of the radar beam.

10. Discussion revealed that the Department of Northern Affairs has laid out a townsite plan which includes the provision of a school. Mr. Sivertz (NA&NR) gave assurances that his department would be responsible for the provision of utilities i.e. water, sewage and garbage disposal, and the distribution of fuel. The Department of National Health and Welfare is providing a nursing station. Both the Departments of Northern Affairs and Transport have the construction programmes in their estimates and work will proceed next summer.

Provision of Electric Power

11. The question of the provision of electric power for the site was discussed. Mr. Main, at first, suggested that the DEW authority might be asked to provide for lights on the airfield from the existing plant. The Department of Northern Affairs representative suggested that it would be preferable to have the power needs met by the Northern Canada Power Commission. The Chairman considered that with the power load required by the Canadian Government departments and the likelihood of further expansion it would not be feasible to look to DEW sources as these facilities were utilized to their capacity. At this point Mr. Rowley, Department of Northern Affairs, asked if the DEW authorities would buy power from the NCPC when it becomes available. The Chairman considered that this is likely.

12. Decision - It was agreed that:

- (a) due to existing demands at the DEW installation for power DOT should not look to that source for the provision of electrical energy;
- (b) the power requirements for the additional facilities of DOT in the take-over of the airfield should be planned in connection with the power needs of the townsite;
- (c) the Department of Northern Affairs will be responsible for the arranging for the overall requirement of power - probably through the Northern Canada Power Commission.

13. Action - In respect of:

- (b) DOT and Northern Affairs;
- (c) Northern Affairs.

Airfield Maintenance

14. Decision - In response to a question from the Chairman as to what airfield equipment is being provided by the DOT Mr. Main replied that:

- (a) the Canadian Government will assume responsibility for the entire airfield maintenance except for hangar facilities which will remain the function of the USAF;
- (b) the DOT will provide aids to navigation, airfield lights etc;
- (c) the airfield, the road from the airfield to the radar site, will be a DOT responsibility, including snow clearance; - (note - any work done specifically for the USAF will be subject to negotiation and either paid for by the USAF or settled on a

quid pro quo basis - the road to the radar site comes into this category).

15. Action - In respect of:

- (b) DOT;
- (c) DOT.

Provision of POL

16. The subject of the provision of fuel supplies for civil aircraft and the vending thereof came under discussion. Mr. Main said that the present commercial needs were insignificant, that there is only one Beaver aircraft per month using the airstrip. He considers that the USAF should provide refueling along with the normal hangar facilities.

17. Mr. Rowley asked why Canada should not provide airfield facilities for Canadian aircraft e.g. Pacific Western Airlines. To this Mr. Main answered that PWA are sub-contractors for the DEW line operation, therefore USAF should make provision for their needs. The Chairman suggested that it would not appear to be feasible to separate the fuel requirements at CAMBRIDGE BAY from the overall logistic arrangements for the whole line, particularly as the POL supply in this area was part of the contractual arrangement for transport via the Mackenzie River system by Northern Transportation Company.

18. It was stated that the non-DEW line POL requirement at CAMBRIDGE BAY would vary considerably from year to year, due to the "one-time" nature of many of the activities in the area. While there is a small level of continuing need it would be most difficult to establish a long term average at this time.

19. Decision - While it was considered that there might be an eventual advantage in Canada arranging for the total fuel need at CAMBRIDGE BAY it was agreed:

- (a) that this matter could not be dealt with in sufficient time to be included in the discussions regarding the take-over of the airfield by DOT as that department was not prepared now to assume that responsibility;
- (b) that this question should be referred to the Advisory Committee on Northern Development in order to obtain direction as to which Canadian Government Departments should be responsible for arranging for fuel supplies at CAMBRIDGE BAY.

20. Action - In respect of (b) - DOT and Northern Affairs.

RCAF Fuel Cache

21. F/L Wybou told of the POL cache and its custodian maintained at CAMBRIDGE BAY by the RCAF. He asked what disposition was to be made of this when DOT takes over.
22. Decision - Mr. Main gave assurances that this will be protected and agreed to the moving of the custodian into DOT accommodation from that which is now being provided by the USAF.
23. Action - DOT, RCAF.

Inter-governmental Discussions

24. Mr. McCardle, Department of External Affairs, referred to the lack of formal discussions between his department and the United States State Department. He said that the State Department was disturbed by press announcements concerning the take-over when no formal inter-governmental discussions had taken place. Negotiations so far have been through the RCAF on an inter-departmental basis. He suggested that a new form of negotiation should be set up i.e. it should start from the cabinet decision and the approach to the US should be made to the US State Department at the next meeting of the Permanent Joint Board on Defence to be held in the third week of January 1959. Mr. Main suggested that rather than wait for PJBD to meet External Affairs should approach the State Department with a statement of our intentions.
25. Decision - It was agreed that DOT would write to the Department of External Affairs and request that a note be prepared for the State Department (a copy of the request to be sent to the Department of National Defence).
26. Action - DOT.

OTHER BUSINESS

27. (a) TUKTOYAKTUK

The Committee briefly discussed the situation at TUKTOYAKTUK and reference was made to a proposal by Northern Affairs that that department would provide reception facilities i.e. eating and sleeping accommodation, small common waiting room space and advice about obtaining fuel, transmitting messages etc. for visiting pilots. It was indicated that this proposal was being given favourable consideration.

(b) BMEWS

Cabinet has granted authority to enter into negotiations with the United States for the Exchange of Notes covering the establishment of the position of the BMEWS communications system passing through Canada. The United States have been advised of Canadian approval in principle and steps will now be taken to negotiate the Exchange of Notes. Mr. McCardle, Department of External Affairs reported that a note had been sent to the US State Department - a reply has not yet been received.

(c) BAFFIN LAND - Sea Transport

Mr. Devine, Department of Transport reported that it had been agreed that DOT will take over sea transport to BAFFIN LAND from the US.

(d) Maintenance, Modification, etc. to DEW Line

Progress Report #19 of May 20, 1958, reported that approval had been given for certain repairs, maintenance, and additional buildings to be provided at existing DEW Line facilities at an estimated cost for the whole Line of \$5,000,000 with an additional requirement estimated at \$5,000,000 in 1959. A request received from the USAF in connection with the proposed 1959 programme has been reviewed and it has been concurred that the 1959 programme may be proceeded with as a normal maintenance requirement under the terms of the DEW Notes and agreed administrative procedures which have been worked out with the Department of Defence Production and Defence Construction Limited. The estimated cost of the work in the Canadian sector of the Line in 1959, will be approximately \$1,750,000 for construction plus \$3,000,000 for materials. Work consists mainly of warehouses, personnel housing and dining halls to replace deteriorated facilities which have remained in use from the construction phase. One additional item of interest is the replacement of 20 KW Hercules Generators at intermediate stations.

(e) Replacement of USAF Officers at Main DEW Sites

Discussions are under way with the USAF for the replacement of USAF personnel at the main DEW stations in Canada by RCAF officers. RCAF planning is proceeding on an effective date of February 1, 1959, following which

there will be five RCAF officers and one USAF officer at each main station. It was made clear that this will not involve the existing contractual arrangements for the operation of the Line. The Commanding Officer at each main station will be a Canadian.

(f) DEW Line - Modifications to Lateral Communications

The USAF have under discussion suggested modifications to the lateral communication facilities. The proposed modifications are reported to be of a technical nature which would bring the communications between stations up to "long travel standards" and are not likely to introduce any additional manpower requirements. The USAF have been advised that it is most important that the RCAF be kept in on the planning of any such improvements so that at some later date they may not be faced with a request for an approval of an improvement scheme of which they had not been properly advised.

(g) Requests for Assistance at DEW Sites

Departments have been requested to furnish early advice of requests for assistance, which may be asked for in the 1959 summer season, at any DEW Line Sites, in order to assist the operators in planning their summer programmes.

(h) Survey of Victoria and Banks Islands 1959

In implementing the Defence Mapping Plan the Army Survey Establishment will carry out a Tellurometer Survey of Victoria and Banks Islands commencing about 1 May 1959 at Cambridge Bay and moving across the islands as the season progresses. Two S-55 helicopters will be used to transport surveyors. They will fly over an area about 100 miles square daily at altitudes up to 2,000 feet. One Otter aircraft will be used to move camp and supply gasoline. The officer-in-charge will inform the Cambridge Bay Co-ordinator of the aircraft movements as much as possible. DEW Line stations in the area will be informed of the nature of the project on the basis of fuller information which has been requested.

(i) Status of Canadian Personnel on the DEW Line

See Appendix "A" attached.

<D.J. Leach>

(D.J. Leach)

Recording Secretary

DEW Co-Ordinating Committee

13 Jan 59.

APPENDIX "A"

STATUS OF CANADIAN PERSONNEL
ON
THE DEW LINE – EFFECTIVE 28 NOVEMBER [1958]

JOB CLASSIFI- CATION	TOTAL REQUIRED ALL SECTORS	TOTAL REQUIRED IN CANADIAN SECTOR	ACTUAL NO. OF CANADIANS	PERCENT OF CANADIANS IN CANADIAN SECTOR
A. <u>Line Jobs</u>				
Supervisors	72	49	30	61.7%
Radicians	229	172	202	100
Rad. Crypto	58	44	-	-
Maint. Mechanics	263	176	190*	100
Supply Spec.	55	40	72*	100
Clerks	26	17	17*	100
Traffic Spec.	7	4	7*	100
Janitors	6	4	4*	100
Eskimos	118	93	96*	100
TTY Operators	16	12	13	100

44 American Crypto Radicians Authorized

* Due to the Special Summer Programmes on the Line, temporary overages were hired in job categories as indicated. When phase-out of these programmes is completed, total required manning will be met with.

JOB CLASSIFI- CATION	TOTAL REQUIRED ALL SECTORS	TOTAL REQUIRED IN CANADIAN SECTOR	ACTUAL NO. OF CANADIANS	PERCENT OF CANADIANS IN CANADIAN SECTOR
B. <u>Streator</u>				
Personnel in Training			34	
C. <u>DEW</u> <u>Offices</u>				
<u>West</u>				
Fairbanks	58			
Edmonton	56		53	
<u>East</u>				
Frobisher	15		14	
Montreal	61		56	

Recorded below are percentage of actual Canadian employment to total personnel employed in Canadian Sectors.

CLASSIFICATION	ACTUAL NUMBER EMPLOYED IN CANADIAN SECTORS	PERCENT OF CANADIANS
Supervisors	48	61%
Radicians	246	82
Supply Spec.	72	100
Maint. Mechanics	190	100
Clerks	17	100

32. DEW Line Coordinating Committee Progress Report No. 21, 14 May 1959

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 21 – DISTANT EARLY WARNING LINE

DISTRIBUTION

14 May 59

MEMBERS

- | | | |
|-----------|---------------------------------------|----------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughead) |
| 2. | DNPO | (Attn: Capt. J.A. Charles) |
| 3. | DMO&P | (Attn: Col. R.L. Houston) |
| 4. - 29. | VCAS/COps | (Attn: W/C H.F. Marcou) |
| 30. - 31. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 32. | Dept. of External Affairs | (Attn: Mr. J.J. McCardle) |
| 33. | Dept. of Finance | (Attn: Mr. H.A. Davis) |
| 34. | Director Employment Service | (Attn: Mr. W. Thomson) |
| 35. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 36. | Dept. of Citizenship &
Immigration | (Attn: Mr. J.S. Cross) |
| 37. | Dept. of Defence Production | (Attn: Mr. F.A. Milligan) |
| 38. - 39. | Dept. of Transport | (Attn: Mr. J.E. Devine) |

INFORMATION

- | | | | |
|-----------|--|---------------------------|--|
| 40. - 41. | DND | Chairman, Chiefs of Staff | |
| 42. | CNS | | (Attn: V/ADM H.G. DeWolf) |
| 43. | CGS | | (Attn: Lt. Gen. S.F. Clark) |
| 44. | CAS | | (Attn: A/M H. Campbell) |
| 45. | Under-Secretary of State for
External Affairs | | (Attn: Mr. J. Leger) |
| 46. | DND | Chairman, DRB | (Attn: Mr. A.H. Zimmerman) |
| 47. | | Chairman, CJS(W) | (2540 Massachusetts Ave. N.W.
Washington, D.C.) |
| 48. | | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 49. | | CNTS/CEC | (Attn: CAPT. (CE) J.B. Roper) |
| 50. | | DQMG(W&Q) | (Attn: Brig. H.L. Meuser) |
| 51. | | ADM(R) | (Attn: Mr. L.M. Chesley) |
| 52. | | DRB | (Attn: Chief Scientist) |
| 53. | | CG/IS | (Attn: Mr. P.S. Conroy) |
| 54. | | ADM(A&P) | (Attn: Mr. J.A. Sharpe) |
| 55. | | JAG | (Attn: Brig. W.J. Lawson) |

- | | | |
|-----------|--------------------------------------|-----------------------------------|
| 56. | ADM(C&P) | (Attn: A/C C.F. Johns) |
| 57. | Chief Secretary | (Attn: Mr. A.S. Duncan) |
| 58. | ADM(R)/SREL | (Attn: Mr. J.V. Argyle) |
| 59. | Secretary, PSOC | (Attn: Mr. J.C. Outram) |
| 60. | RCMP | (Attn: Commr. C.E. Rivett-Carnac) |
| 61. | Dept. of National Health and Welfare | (Attn: Dr. P.E. Moore) |
| 62. | Dept. of Public Works | (Attn: Mr. George T. Jackson) |
| 63. | Dept. of Mines & Technical Survey | (Attn: Deputy Minister) |
| 64. | Air Transport Board | (Attn: Mr. D.F. Quirt) |
| 65. | HQTS 2-70-99-5 | |
| 66. | S801-100-D100-5 | |
| 67. | DM Sec't 256-70-99-5 | |
| 68. | DM Sec't Subject File | |
| 69. - 80. | Spares | |

PROGRESS REPORT NO 21 – DISTANT EARLY WARNING LINE

Air Carriers - Selection for Period July 1, 1959 to June 30, 1960

1. In reply to an enquiry from the Commander, 4601 Support Group, USAF, DEW Line, the Air Transport Board have advised that air transportation services for July 1, 1959 to June 30, 1960 will be provided by Canadian carriers in accordance with their normal charter tariff as filed with the Board.
2. The Board has requested that proposals by Canadian carriers should be filed in the first instance with the Board. The Board will forward the draft sub-contracts and work statements received from Federal Electric Corporation to the appropriate carriers with an invitation to submit a proposal to the Board.
3. If the proposals as submitted conform with the appropriate filed tariffs and are otherwise considered satisfactory, the Board will then forward such proposals to the Federal Electric Corporation. This procedure is applicable whether the Federal Electric Corporation wishes to continue with the present sub-contractors or to have proposals from other licensed Canadian carriers in a position to provide the services required, from which proposals as approved by the Board it may then make its choice of carrier.
4. The Board is asking Pacific Western Air Lines Limited and Okanagan Helicopters Limited for their proposals covering, respectively, the fixed wing and rotating wing air transportation requirements in the Central Eastern Sectors respectively.

5. The Board is asking Wheeler Air Lines Limited and Maritime Central Airways Limited (with its associate company, Nordair Limited) to provide their proposals in the resupply of the Eastern Sector (ex rotating wing requirements).

BMEWS

6. The exchange of notes with the United States has not yet been completed regarding the Ballistic Missile Early Warning System, but it is expected that this will be accomplished in the very near future.

7. The Canadian Overseas Telecommunications Corporation have entered into an arrangement to install and provide on a lease basis to the United States Air Force a submarine cable from Cape Dyer to Newfoundland in order to furnish one of the rearward communication links. The second channel will be arranged for over the pole vault system to Goose Bay and subsequently rearward via Canadian commercial channels.

Personnel Employed on the Line in Canada

8. The breakdown of personnel employed in the Canadian sectors of the Line as at March 27, 1959 is as follows:

CATEGORY	TOTAL U.S.	TOTAL CAN.	TOTALS	% U.S.	% CAN.
<u>A. LINE</u>					
Supervisors	14	31	45	31%	68.9%
Radicians	41	201	242	16.9%	83%
Mechanics	--	205	205	---	100%
Supply Spec.	--	48	48	---	100%
Clerks	--	17	17	---	100%
TTY Oper.	--	12	12	---	100%
Traffic Spec.	--	8	8	---	100%
Janitors	--	8	8	---	100%
Eskimos	--	96	96	---	100%
Sub-Totals	55	626	681	8.1%	91.9%
<u>B. NEL-X</u>					
	--	11	11	---	100%
<u>C. DEW OFFICES</u>					
EDMT	5	53	58	8.6%	91.4%
MONT	4	58	62	6.5%	93.5%
FROT	1	12	13	7.7%	92.3%
<u>GRAND TOTALS</u>	65	760	825	7.9%	92%

NOTE: There are 46 Canadian radicians currently undergoing training at Streator. These radicians are not included in this report.

General Comments

9. During the course of a visit to the Line during the week of April 13th to 17th by representatives of a number of Canadian government departments who accompanied Brigadier General Robert Taylor, Chief of the USAF Central Co-ordinating Staff, Ottawa, it was observed that RCAF personnel have been posted to the main stations to replace USAF personnel at these points. In each of the main stations an RCAF officer is now the senior military officer present. The replacement of the USAF personnel is being proceeded with as scheduled and the turnover from USAF to RCAF is expected to be accomplished by early summer.

10. The appearance of the stations has improved materially since the erection of the additional warehouse space at the main stations and also following the construction of the additional accommodation for personnel. The construction programme has taken much of the pressure off the originally planned facilities which it was necessary to supplement until the new construction could be completed by retaining many of the old construction camp buildings. The latter have by this time become dilapidated and in many cases unsuitable for any further use. The erection of the new buildings will permit many of the old structures to be demolished.

Logistic Support

11. The reorganization which has been effected in the logistic support arrangements during the past year has resulted in a considerable reduction in the quantities of spare parts which it was originally planned to maintain at Frobisher and Fairbanks. These reductions have been made possible by a tighter control on the location of stocks of material and the satisfaction of many of the requirements from holdings at other stations. There has been a marked drop in the number of outstanding requisitions and also considerable improvement in the speed with which requisitions are being filled.

DOT Take-over of DEW Airstrips – Generally

12. The following recommendation of the Advisory Committee on Northern Development (Meeting of October 20, 1958) is of general interest:

The Committee agreed

- (a) that the airfield at Cambridge Bay should be taken over in 1959;

- (b) that interdepartmental co-ordination necessary in taking over any airfield should be arranged through the DEW Line Co-ordinating Committee;
- (c) that the DOT should negotiate directly with the United States regarding taking over DEW airstrips;

and recommended that the take-over of the airfields at Tuktoyaktuk and Hall Lake be given a higher priority than that at Cape Parry.

Airstrip at Cambridge Bay

13. The planning of the Department of Transport is proceeding on the take-over of the airstrip at the DEW site at Cambridge Bay. It has been noted that DOT have called for tenders for the construction of certain facilities at the airstrip during the 1959 construction season. DOT have raised with DND the question of the allocation of the title to the portion of the DEW site on which the airstrip is located. The planning for the new construction is based on the buildings being arranged so as not to cause interference with the DEW operation. An on-site inquiry has been made by DOT to see what assistance might be available from DEW Line sources.

<G.Y. Loughead>

(G.Y. Loughead)

Chairman

DEW Line Co-ordinating Committee

33. DEW Line Coordinating Committee Progress Report No. 22, 7 August 1959

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 22 – DISTANT EARLY WARNING LINE

7 August 1959

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| 3. | DMO&P | (Attn: Col. R.L. Houston) |
| 4. - 29. | VCAS/COps | (Attn: W/C H.F. Marcou) |
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| 38. - 39. | Dept. of Transport | (Attn: Mr. J.E. Devine) |

INFORMATION

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| 43. | CGS | | (Attn: Lt. Gen. S.F. Clark) |
| 44. | CAS | | (Attn: A/M H. Campbell) |
| 45. | Under-Secretary of State for
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| 46. | DND | Chairman, DRB | (Attn: Mr. A.H. Zimmerman) |
| 47. | | Chairman, CJS(W) | (2540 Massachusetts Ave. N.W.
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| 48. | | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 49. | | CNTS/CEC | (Attn: CAPT. (CE) J.B. Roper) |
| 50. | | DQMG(W&Q) | (Attn: Brig. H.L. Meuser) |
| 51. | | ADM(R) | (Attn: Mr. L.M. Chesley) |
| 52. | | DRB | (Attn: Chief Scientist) |

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| 58. | ADM(R)/SREL | (Attn: Mr. J.V. Argyle) |
| 59. | Secretary, PSOC | (Attn: Mr. J.C. Outram) |
| 60. | RCMP | (Attn: Commr. C.E. Rivett-Carnac) |
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| 65. | HQTS 2-70-99-5 | |
| 66. | S801-100-D100-5 | |
| 67. | DM Sec't 256-70-99-5 | |
| 68. | DM Sec't Subject File | |
| 69. - 80. | Spares | |

PROGRESS REPORT NO. 22 – DISTANT EARLY WARNING LINE

BMEWS

1. The Canada - United States Exchange of Notes, on the Ballistic Missile Early Warning System, has been completed. The Exchange of Notes is dated 13 July 1959.
2. Requirements in Canada are being handled under the procedure approved by P.C. 1959-4/793 of 25 June 1959, which authorizes the Department of National Defence to arrange, as agent of the U.S., for the provision of facilities and the acquisition of equipment, supplies and services to meet the needs of the U.S. for construction of USAF Air Defence requirements.
3. Procedures and arrangements for the application of the relief or remission of customs duties and excise taxes, etc., for BMEWS are the same as those applicable to the Distant Early Warning Line.

Personnel Employed on DEW Line in Canada

4. The breakdown of personnel employed in the Canadian sectors of the DEW Line as at 31 July 1959 is as follows:

CATEGORY	TOTAL U.S.	TOTAL CAN.	TOTALS	% U.S.	% CAN.
A. <u>LINE</u>					
Supervisors	16	30	46	35%	65%
Radicians	35	218	253	14%	86%
Mechanics	--	200	200	--	100%
Supply Clerks	--	27	27	--	100%
Warehouseman	--	18	18	--	100%
Supply Spec.	--	35	35	--	100%
Clerks (Male - Office and Main)	--	16	16	--	100%
TTY Oper	--	26	26	--	100%
Traffic Spec.	--	8	8	--	100%
Janitors	--	8	8	--	100%
Cooks	--	28	28	--	100%
Chefs	--	44	44	--	100%
Bakers	--	3	3	--	100%
Gen Helpers	--	47	47	--	100%
Eskimos	--	98	98	--	100%
Sub-Totals	51	806	857	6%	94%
B. <u>NEL-X</u>	--	12	12	--	100%
C. <u>DEW</u> <u>OFFICES</u>					
EDMT	2	57	59	3%	97%
MONT	4	62	66	6%	94%
FROT	--	10	10	--	100%
<u>GRAND</u> <u>TOTALS</u>	57	947	1004	6%	94%

NOTE: There are 33 Canadian Radicians currently undergoing training at Streator. These Radicians are not included in this report.

RCAF Liaison Officer – NEW YORK

5. W/C J.A. Wiseman is retiring from the RCAF and, consequently will be relinquishing his duties as RCAF Liaison Officer at NEW YORK after a number of years of very noteworthy and highly useful service to various Canadian departments and agencies.

6. W/C Wiseman will be succeeded at NEW YORK by W/C P.S. Turner who has been with RCAF Air Transport Command and who has had wide experience in the Canadian North.

Shipping – Long Range Ice Forecast

7. The same arrangements will apply to the 1959 season as were followed in 1958 for the purpose of performing aerial ice reconnaissance. The Department of Transport is to provide the necessary ice observers and ice forecasters and bear the cost of the aircraft charter for supplementary flights (over and above personnel carried on lateral DEW flights).

Air Carriers – New Contract

8. The new contracts for the period 1 July 1959 to 30 June 1960 have been considered by the Air Transport Board and referred to the U.S. authorities. However, no final decision has yet been reached and the old year contracts have again been temporarily extended.

Department of Transport Take-Over of Airstrips at Main DEW Sites

9. It is understood that Yukon Construction Ltd. have obtained the contract for DOT construction at CAMBRIDGE BAY in connection with the DOT take-over of the airfield at that location. The land area to be marked for DOT purposes is under discussion – it has been suggested that the POL storage and beaching areas should remain with the DEW station area. The USAF have proposed to DOT a draft marking agreement covering the DOT – DEW relationship between the airstrip and the main station.

10. No information is available as to the next main site airstrip which DOT may take-over. CAPE DYER has been considered but no advice has yet been received of any decision on this matter.

Construction

11. For the approved current construction programme the contract for the Canadian sector has been awarded to Mannix Co. Ltd. Interested Canadian Departments have approved the proposed 1960 construction season programme for the DEW Line with the stipulation that the construction work in Canada will be performed by Canadian contractors. The work proposed for the 1960 season is as follows:

<u>Location</u>	<u>Type of Building</u>	<u>Area</u>	<u>Estimated Cost</u>
CAPE PARRY	air freight/passenger terminal	6,160 sq. ft.)	\$1,281,000
)	
CAMBRIDGE BAY	"	")	
)	
HALL LAKE	"	")	\$1,079,000
)	
CAPE DYER	"	")	
)	
BROUGHTON ISLAND	Aircraft shelter	20,000 sq. ft.	\$2,360,000

POL from RCAF Sources

12. In the interest of co-operating with civil air carriers concerned in the development of the area of the DEW Line, the RCAF have been prepared to assist companies concerned to the greatest extent possible from their available supplies to cope with the increased activity attributable, in good part, to exploration for oil, etc. Assistance has now been provided to the point where the RCAF only have available for their own use the minimum quantities required for search and rescue work and certain essential transportation. Consequently, the Air Force have now been forced to advise applicants that aviation fuel cannot be provided from Service stocks.

13. RCAF planning for fuel replacement during the current shipping season is based only on their fuel stocks being built up to the search and rescue and minimum transportation requirements for their own purposes and does not include additional quantities which may be requested by any commercial operator.

14. The need for operators to undertake their planning on the basis of being responsible for their own fuel was noted in DOT Information Circular No. 0/32/57 of 19 November 1957 and this point was again emphasized in DND memorandum of 23 July 1958 headed "Use of DEW Line Facilities – Processing of Applications".

15. The same point has again been referred to, with respect to the operation of single-engine aircraft north of latitude 59° North, in DOT Information Circular 0/12/59 of June 24, 1959.

NORDAIR Service to CAPE DYER

16. Nordair were issued a license on 23 June 1959 to operate a Class 2 service to serve CAPE DYER. This license was issued with no prior arrangements having been made for the use of the DEW airstrip. Nordair has since written on this matter to the Department of National Defence and the question is now under discussion. It is most desirable that carriers considering applying for licenses should contact the RCAF in advance concerning their proposed usage of any DEW Line airstrip. Canada has an obligation in this regard under the Canada – US Exchange of Notes.

<G.Y. Loughead>

(G.Y. Loughead)

Chairman

DEW Line Co-Ordinating Committee

34. DEW Line Coordinating Committee Progress Report No. 23, 19 November 1959

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 23 – DISTANT EARLY WARNING LINE

19 November 1959

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| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughhead) |
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| 3. | DMO&P | (Attn: Col. A.J.B. Bailey) |
| 4. - 29. | VCAS/COps | (Attn: W/C H.F. Marcou) |
| 30. - 31. | Dept. of Northern Affairs | (Attn: Mr. V.F. Valentine) |
| 32. | Dept. of External Affairs | (Attn: Mr. J.J. McCardle) |
| 33. | Dept. of Finance | (Attn: Mr. H.A. Davis) |
| 34. | Director Employment Service | (Attn: Mr. W. Thomson) |
| 35. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 36. | Dept. of Citizenship & Immigration | (Attn: Mr. J.S. Cross) |
| 37. | Dept. of Defence Production | (Attn: Mr. F.A. Milligan) |
| 38. - 39. | Dept. of Transport | (Attn: Mr. J.E. Devine) |

INFORMATION

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|-----------|-----|--|--|
| 40. - 41. | DND | Chairman, Chiefs of Staff | |
| 42. | | CNS | (Attn: V/ADM H.G. DeWolf) |
| 43. | | CGS | (Attn: Lt. Gen. S.F. Clark) |
| 44. | | CAS | (Attn: A/M H. Campbell) |
| 45. | | Under-Secretary of State for
External Affairs | (Attn: Mr. N.A. Robertson) |
| 46. | DND | Chairman, DRB | (Attn: Mr. A.H. Zimmerman) |
| 47. | | Chairman, CJS(W) | (2540 Massachusetts Ave. N.W.
Washington, D.C.) |
| 48. | | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 49. | | CNTS/CEC | (Attn: CAPT (CE) J.B. Roper) |
| 50. | | DQMG(W&Q) | (Attn: Brig. H.L. Meuser) |
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| 52. | | DRB | (Attn: Chief Scientist) |
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| 59. | Secretary, PSOC | (Attn: Mr. J.C. Outram) |
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| 61. | Dept. of National Health and Welfare | (Attn: Dr. P.E. Moore) |
| 62. | Dept. of Public Works | (Attn: Mr. George T. Jackson) |
| 63. | Dept. of Mines & Technical Survey | (Attn: Deputy Minister) |
| 64. | Air Transport Board | (Attn: Mr. D.F. Quirt) |
| 65. | HQTS 2-70-99-5 | |
| 66. | S801-100-D100-5 | |
| 67. | DM Sec't 256-70-99-5 | |
| 68. | DM Sec't Subject File | |
| 69. - 80. | Spares | |

PROGRESS REPORT NO. 23 – DISTANT EARLY WARNING LINE

DEW Line – Provision of Weather Information

1. The Department of Transport and the USAF have had under discussion for some time a revision in the existing Memorandum of Understanding covering the provision of weather information at DEW Line stations.
2. A question has arisen as to whether or not sufficient information is available on local conditions by DEW Line operators to Canadian civilian aircraft.
3. In considering this situation, the Department of Transport have indicated that the problem of the provision of weather information to aircraft operators in the DEW Line areas is primarily one of communication and not the availability of the information. Weather information is available at the station on the line, at certain stations south of the line and could be made available at other stations upon request from the air operators.
4. Since the primary function of the DEW line is the detection of aircraft, the stations are not staffed to handle an information service for aircraft in the area. It would be much more satisfactory for the operators to contact one of the Department of Transport radio stations, where they exist in the area, and obtain the information from them.

Cambridge Bay – Airstrip

5. Following some difficulty in obtaining clarification of the actual area required by the Department of Transport, in connection with their takeover of the DEW airstrip, the RCAF will request the Department of Northern Affairs to transfer the airstrip area concerned from reservation for DND to DOT. Transport will request Northern Affairs for any additional land required for their operation of the airstrip.
6. The Department of Transport have stated that while their construction work at Cambridge is proceeding, they do not anticipate being able to be fully operative before April 1, 1960.
7. The DOT, following receipt from the USAF of a draft working agreement for the utilization of the airstrip at Cambridge Bay, have proposed to the USAF that instead of a formal working agreement an exchange of letters could appropriately cover the DOT operation at this point. In reply the USAF have suggested that a “Memorandum of Understanding” be adopted, which would clearly set out the various functions to be undertaken by those responsible for the airstrip and the DEW Line site.

TACAN – at Main Sites

8. Advice has been received that the USAF have under consideration a recommendation that TACAN installations are desirable at the four main sites in Canada. If USAF Headquarters approval is given for the proposed installation, the appropriate representations will be made to Canada, mindful of the existing exchange of notes between Canada and the US on TACAN.

Postal Arrangements

9. It is understood that the Post Office Department is entertaining the possibility of opening a Post Office at Cambridge Bay in the near future. If this plan is implemented the existing mail arrangements into that area in the DEW Line may come under review, and in this connection the Canadian Postal Corps have been requested to work in close liaison with the Post Office Department.
10. In order to assist in delivery of mail for Canadian Government employees stationed near DEW Line sites, a courtesy arrangement has been made whereby Federal Electric Corporation will convey into the area first and second class mail for Canadian Government personnel, on the understanding that the services provided as a courtesy will involve no liability other than normal safeguards for the delivery of the mail. This arrangement excludes insured, registered and parcel post mails, and the Corporation does not accept

pecuniary liability for loss or damage. For information purposes, a copy of the USAF directive to the Federal Electric Corporation is attached.

Construction – U.S. Fiscal Year 1961

11. Advice has been received that the USAF have included in their 1961 Military Construction Programme additional work planned as follows:

Cape Parry	– Heated Auto Storage	\$170,000
Cape Hooper	– Water Storage Tank	97,000
Hall Lake	– Heated Auto Storage	<u>267,000</u>
		\$534,000

Service by Nordair to Cape Dyer

12. Nordair Ltd., have advised the RCAF that they would like to increase their services into Cape Dyer and have requested hangar accommodation and living accommodation for crew members at the sites. It would not appear that the Company's request can be entertained by the existing DEW Line facilities and this matter has been drawn to the attention of the DOT before the Company are advised of the present position. The comments of the DOT have been requested because of the plan of that Department to take over the Cape Dyer airstrip if funds are provided in the 1960-61 DOT Estimates for necessary construction. The Nordair request has also been brought to the attention of the Air Transport Board.

Air Carriers – New Contract

13. The carriers are discussing final details with the DEW Line operators and it is anticipated that the contracts for July 1, 1959 to June 30, 1960, will be signed shortly. In the meantime, the carriers are being paid on the basis of contract for July 1, 1958 to June 30, 1959, which will subsequently be adjusted on the basis of the new contract. The new contracts include tariffs, certain guarantees by Federal Electric Corp., and provide that the Air Transport Board will interpret any disputes.

Eskimo Employment

14. Based on experience gained in the employment of Eskimos in the operation and maintenance of the DEW Line, the Federal Electric Corporation have drawn up a proposed revision of their plan for the employment of Eskimos. The Corporation have forwarded their proposal to the Department of Northern Affairs and a meeting is planned to discuss the new plan, following a review of the draft by departmental officials.

USAF Construction Criteria

15. The USAF have advised of new criteria for future USAF metal prefabricated buildings to be built in the Arctic. The new criteria, which are designed to provide greater fire protection, have been passed by the RCAF to Defence Construction Ltd.

Personnel Employed on DEW Line in Canada

16. The breakdown of personnel employed in the Canadian sectors of the DEW Line as at 25 September 1959 is as follows:

CATEGORY	TOTAL U.S.	TOTAL CAN.	TOTALS	% U.S.	% CAN.
A. <u>LINE</u>					
Supervisors	13	34	47	28%	72%
Radicians	48	219	267	18%	82%
Mechanics	--	192	191	-	100%
Supply Clerks	--	26	26	-	100%
Warehouseman	--	21	21	-	100%
Supply Spec.	--	32	32	-	100%
Clerks Office	--	15	15	-	100%
TTY Oper.	--	27	27	-	100%
Traffic Spec.	--	8	8	-	100%
Janitors	--	4	4	-	100%
Cooks	--	32	32	-	100%
Chefs	--	29	29	-	100%
Bakers	--	3	3	-	100%
Gen. Helpers	--	41	41	-	100%
Eskimos	--	98	98	-	100%
Sub-Totals	61	782	842	7%	93%
B. <u>NEL-X</u>	--	13	13	-	100%
C. <u>DEW</u> <u>OFFICES</u>					
EDMT	2	57	59	3%	97%
MONT	4	60	64	6%	94%
FROT	--	8	8	-	100%
GRAND TOTALS	67	920	986	7%	93%

NOTE: There are 38 Canadian students trained at STREATOR in Logistic and Radician classes during this period. This figure is not included in this report.

<G.Y. Loughhead>

(G.Y. Loughhead)

Chairman

DEW Line Co-Ordinating Committee

35. DEW Line Coordinating Committee Progress Report No. 24, 5 January 1960

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 24 – DISTANT EARLY WARNING LINE

5 January 1960

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| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughhead) |
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| 38. - 39. | Dept. of Transport | (Attn: Mr. J.E. Devine) |

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| 51. | | ADM(R) | (Attn: Mr. L.M. Chesley) |
| 52. | | DRB | (Attn: Chief Scientist) |

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| 59. | Secretary, PSOC | (Attn: Mr. J.C. Outram) |
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| 62. | Dept. of Public Works | (Attn: Mr. George T. Jackson) |
| 63. | Dept. of Mines & Technical Survey | (Attn: Deputy Minister) |
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| 65. | HQTS 2-70-99-5 | |
| 66. | S801-100-D100-5 | |
| 67. | DM Sec't 256-70-99-5 | |
| 68. | DM Sec't Subject File | |
| 69. - 80. | Spares | |

PROGRESS REPORT NO. 24 - DISTANT EARLY WARNING LINE

Improvement Programme – Airstrips

1. Following receipt of concurrence from the Department of Transport the USAF at Paramus, N.J., have been advised of approval for proposed improvements to facilities on the Line as follows:

- (a) Extending clavical runway at each intermediate site to accommodate aircraft up to C47 type. This will provide airstrips of 4,000 feet in length and the work would be undertaken by Federal Electric through the utilization of personnel and equipment available to that organization;
- (b) Modify the existing runway system to provide two strone beacons at each end of the runway. The work will be done by Federal Electric without recourse to outside systems.

Sources for Construction Materials

2. Defence Construction Ltd., have written to the Commander, USAF 4601 Support Wing, suggesting that they would be prepared to furnish a list of companies which might be interested in quoting on construction requirements for DEW Line work in the next construction season. DCL remark that if they

can be furnished with a list of the categories of materials and equipment which it is expected will be procured they will be able to provide a list of companies which would give greater satisfaction both to the USAF and to the building materials trade in Canada.

Airstrip at Cape Dyer

3. The Department of Transport in a letter dated December 9, 1959 to the USAF Central Coordinating Staff, Ottawa, have advised that they have decided their Department will not assume the responsibility for the operation of the Cape Dyer airstrip at the present time.

Establishment of Post Office – Cambridge Bay, N.W.T.

4. Progress Report No. 23 dated November 19, 1959, Para. IV, referred to the likelihood of the Post Office Department opening a Post Office at Cambridge Bay, N.W.T. It was noted that with the development of a regular postal service, the temporary arrangement which had been worked out with Federal Electric for handling mail to Cambridge Bay for personnel employed by Government departments would be re-examined.

5. Advice has been received that a new post office has been established at Cambridge Bay, N.W.T. effective December 1, 1959. The attached extract from the Post Office Weekly Bulletin of December 5, 1959 provides details of the new service.

6. With the establishment of this new service, the courtesy arrangement referred to in Progress Report No. 23 has been withdrawn for locations adjacent to the DEW Line Station at Cambridge Bay, N.W.T.

New Air Service – Pacific Western Airlines Ltd

Edmonton to Cambridge Bay, N.W.T.

7. Pacific Western Airlines Limited have established a twice monthly air service from Edmonton to Cambridge Bay. The Company advise that;

(a) fares are –

Edmonton to Cambridge Bay \$183. one way
Yellowknife to Cambridge Bay \$130. one way

(b) goods rates –

Edmonton to Cambridge Bay .75¢ per pound
Yellowknife to Cambridge Bay .60¢ per pound.

8. It has been indicated that support will lead to the development of the route with greater frequency than has been initially planned. The flights land at the townsite and not the DEW Line airfield.

9. The attention of all departments is directed to the availability of this service, so that it will be used by departmental personnel instead of the DEW contract service.

Requests for Assistance at DEW Sites

10. All Departments are requested to furnish early advice of requests for assistance which may be asked for in the 1960 summer season at any DEW Line sites, in order to assist the operators in planning their summer programmes.

Personnel Employed on DEW Line in Canada

11. The breakdown of personnel employed in the Canadian sectors of the DEW Line as at 27 November 59 is as follows:

CATEGORY	TOTAL U.S.	TOTAL CAN.	TOTALS	% U.S.	% CAN.
<hr/>					
A. <u>LINE</u>					
Supervisors	18	31	49	37%	63%
Radicians	39	200	239	16%	84%
Mechanics	-	215	215	-	100%
Supply Clerks	-	33	33	-	100%
Warehouseman	-	22	22	-	100%
Supply Spec.	-	32	32	-	100%
Clerks Office	-	14	14	-	100%
TTY Oper	-	29	29	-	100%
Traffic Spec.	-	6	6	-	100%
Janitors	-	9	9	-	100%
Cooks	-	27	27	-	100%
Chefs	-	49	49	-	100%
Bakers	-	5	5	-	100%
General	-	47	47	-	100%
Helpers					
Eskimos	-	97	97	-	100%
Sub. Totals	57	816	873	7%	93%

CATEGORY	TOTAL U.S.	TOTAL CAN.	TOTALS	% U.S.	% CAN.
B. <u>NEL-X</u>	-	13	13	-	100%
C. <u>DEW</u> <u>OFFICES</u>					
EDMT	2	56	58	3%	97%
MONT	5	65	70	7%	93%
FROT	-	6	6	-	100%
GRAND TOTALS	64	956	1020	6%	94%

NOTE: 41 Canadian Students attended Training Classes at Streator during this report period. This figure is not included in this report.

<G.Y. Loughead>

(G.Y. Loughead)

Chairman

DEW Line Co-Ordinating Committee

36. DEW Line Coordinating Committee Progress Report No. 25, 4 March 1960

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 25 - DISTANT EARLY WARNING LINE

4 Mar 60

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| 40. | Dept. of Health & Welfare | (Attn: Dr. H.A. Procter) |
| 41. | Air Transport Board | (Attn: Mr. J.R. Belcher) |

INFORMATION

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| 67. | HQTS 2-70-99-5 | |
| 68. | HQS 801-100-D100-2 | |
| 69. | DM Sec't 256-70-99-5 | |
| 70. | DM Sec't Subject File | |
| 71 - 80. | Spares | |

PROGRESS REPORT NO. 25 – DISTANT EARLY WARNING LINE

Sealift to Eastern Arctic

1. The USAF Central Coordinating Staff, Ottawa, have drawn attention to the fact that in the last sealift to the eastern section of the DEW Line for some of the material handled, packaging was inadequate, markings were not identifiable and representatives of Government Departments were not on hand to receive the cargo and advise as to its disposition. This resulted in some loss of cargo and delay in other cargo reaching its proper destination.

2. To prevent the re-occurrence of these experiences for the 1960 sealift, the USAF Central Coordinating Staff have advised the Department of Transport as follows:

“It is recommended that all Canadian departments shipping cargo destined for DEW Line stations be requested to make arrangements for receipt of the cargo at destination. Each piece of cargo should be packaged to withstand the vigorous handling and arctic weather conditions likely to be involved. Also, each piece of cargo should have clearly stencilled in letters 2 inches high, the following information on at least 2 sides and the top of each piece; (a) The Canadian department concerned (b) destination (c) piece number (d) weight (e) cubage. The accompanying documentation should be itemized by piece and not by contents, showing individual weight, cubes and

piece number. The 3121st Logistic Control Group detachment at Montreal or this office will be glad to provide information on USAF standard packaging and marking instructions if desired.”

Liaison Arrangements

3. The RCAF have been advised that due to a change in USAF establishments it has been decided to set up a new organization, referred to as USAF Air Materiel Command Electronics Systems Centre, Hanscom Field, Mass., which will be responsible for the work formerly under the USAF Electronics Defence Systems Division at New York.
4. Following a review of a requirement for RCAF liaison at the new centre at Hanscom Field, it has been decided that the RCAF liaison officer who has been filling the post at New York will move to the Electronics Systems Centre at Hanscom Field, effective 29 Feb 1960. The transfer of this officer from New York to Hanscom Field will not affect RCAF liaison arrangements at Paramus, N.J., in connection with the DEW Line operation.
5. The Department of Defence Production have stated that their liaison representative will move from New York to the new location at Bedford, Mass.

Air Carriers

6. Advice has been received that contracts have been approved for the period 1 Jul 1959 to 30 Jun 1960, with Canadian air carriers as follows:

<u>Company</u>	<u>Date</u>	<u>Estimated Expenditures</u>
Okanagan Helicopters Ltd.	30 Nov 1959	\$ 312,936
Pacific Western Airlines Ltd.	31 Dec 1959	3,880,834
Wheeler Airlines Ltd.	31 Dec 1959	4,758,532

Press Visits to DEW Line

7. Clearance has been arranged, through the Director of Public Relations, Department of National Defence, for travel to DEW Line of representatives of U.S. news media, as follows:

Don Ball of the Detroit Times and Robert L. Tonsing of the Denver Post. Clearance for these visits is with the provision that all their material is referred to the Director of Public Relations for security clearance.

Resolute Bay – Use of RCAF Facilities

8. Departments in planning any activities in the north during the coming summer season which might involve the use of Resolute Bay should take into account the fact that RCAF facilities at that station are now fully

taxed and it is extremely doubtful they will be capable of supporting further commercial operations. In connection with any proposed use of RCAF facilities at Resolute Bay, all enquiries should be addressed to RCAF Headquarters, Air Member for Technical Services, Attention S/L D.A. McConnell, Room 3001 "B" Building, Ottawa.

Eskimo Housing at DEW Sites

9. Arrangements have been made between the Department of Northern Affairs and the USAF section in charge of DEW Line management to have the 1960 building programme for Eskimo housing constructed through the Federal Electric Corporation, along with the other DEW Line construction for this year. Northern Affairs will purchase the materials and arrange for shipment to DEW shipping concentration points. Federal Electric through their construction sub-contractor, will erect the buildings. The work is being undertaken by Federal Electric on a cost recoverable basis.

Reimbursement for use of DEW Contractors Facilities

10. The United States Air Force have issued a new directive, dated 1 Jan 1960, covering the rates charged by Federal Electric Corporation for supplies, equipment and services to third parties. A copy of this directive is attached for the information and guidance of departments which expect to apply for use of DEW Line facilities.

Western Arctic Medical Survey

11. Arrangements are being made for the conduct during the spring of 1960 of the annual Western Arctic Medical Survey which touches the various DEW Line sites. A proposed itinerary has been worked out and assistance has been requested from Federal Electric facilities at a number of points.

Construction Programme – U.S. Fiscal year 1961(1 Jul 60 – 30 Jun 61)

12. The USAF have been advised through the RCAF liaison officer at Paramus, N.J., of approval for additional construction at certain DEW Line sites during the USAF fiscal year 1 Jul 1960 to 30 Jun 1961, on the basis of the work being carried out according to the arrangements which have been previously agreed to with the Department of Defence Production and Defence Construction Ltd, i.e., that construction work in Canada will be performed by Canadian contractors. The USAF have advised that with respect to this work, it is their intention to have the work at all sites carried out by a sub-contractor operating through the operation and maintenance contractor (Federal Electric).

13. Details of this work are as follows:

			*
Breevort Island	Whse, Sup. & Equip. Base	4000 SF	\$216
Cape Dyer	Tacon Station Fixed	1 ea.	66
Cape Hooper	Water Storage Tank	65000 gal.	97
Clinton Point	Whse, Sup. & Equip. Base	4000 SF	142
Fort Nelson	Whse, Sup. & Equip. Base	4000 SF	154
Nicholson			
Peninsula	Whse, Sup. & Equip. Base	4000 SF	156
Hall Lake	Shop, Heavy Equip.	4000 SF	175
Padloping Island	Water Storage Tank	65 TF	97
Shepard Bay	Whse, Sup. & Equip. Base	4000 SF	147
Tuktoyaktuk	Whse, Sup. & Equip. Base	4000 SF	<u>125</u>
			<u>\$1,375</u>

*All money in thousands of dollars (\$000).

Air Transportation in the Arctic Area

14. In connection with an enquiry into the present arrangements for air transportation in the Arctic, the Department of National Defence have advised the Chairman of the Transportation Sub-Committee (Advisory Committee on Northern Development) as follows:

“As the air transportation requirement to support the DEW Line is likely to play an important role in any discussions concerning commercial air services in the North, it might be desirable to recall at this time that the present transportation pattern to support the Line was developed in consultation with interested Canadian departments. The whole of the administrative arrangements and logistic support for the Line are based on the availability of regular and adequate vertical and lateral air support. It is apparent that the reliability of this service is of utmost importance and in good part this assurance is made possible by the airstrips provided at DEW sites and maintained by the operators of that facility.”

Department of Northern Affairs – Arctic Administration Office

15. The Department of Northern Affairs have advised that an office has been set up with responsibility for the eastern Arctic area in order to consolidate the various responsibilities of that Department through one central organization. The address of the new office is as follows:

C.M. Bolger, Esq.,
 Administrator of the Arctic,
 Department of Northern Affairs and National Resources,
 70-74 Elgin Street,
 Ottawa 4, Ontario.

Canadian Army Survey – Victoria and Banks Islands

16. Arrangements have been made for the RCAF to provide airlift support for the Canadian Army [s]urvey teams on Victoria and Banks Islands during the summer operation in 1960.

Place Names of DEW Sites

17. Following a review of the names applied to various DEW Line sites, the Canadian Board on Geographical Names has recommended a number of changes in the previous location designations. These changes have been passed to the USAF authorities administering the DEW Line. Attached is a list of the sites which has been amended to indicate the revisions which have been made in certain place names.

Sealift 1959 Season

18. A summary of the cargo delivered to DEW Line sites in 1959 by water routes is as follows (by S. tons):

Type of Cargo	ROUTES		
	<u>Mackenzie River</u>	<u>Foxe Basin</u>	<u>Baffin Island</u>
Vehicles & spares	121.7	28.9	131.2
Staple food	732.9	397.8	339.4
Building material (ex lumber)	1017.0	694.0	30.0
Lumber	106.0	76.0	5.0
POL drummed	601.7	892.9	2039.3
Anti-freeze, packaged POL and chemicals	26.7	2.8	37.2
General cargo	328.8	106.0	89.3
Bulk POL	<u>10749.1</u>	<u>4060.8</u>	<u>6434.9</u>
	13683.9	6259.2	9106.3

Personnel Employed on DEW Line in Canada

19. The breakdown of personnel employed in the Canadian sectors of the DEW Line as at 29 Jan 60 is as follows:

CATEGORY	TOTAL U.S.	TOTAL CAN.	TOTALS	% U.S.	% CAN.
A. <u>LINE</u>					
Supervisors	15	29	44	34%	66%
Radicians	44	213	257	17%	83%
Mechanics	-	226	226	-	100%
Supply Clerks	-	31	31	-	100%
Warehousemen	-	17	17	-	100%
Supply Spec.	-	25	25	-	-
Clerks Office	-	13	13	-	-
TTY Oper.	-	33	33	-	-
Traffic Spec.	-	7	7	-	-
Janitors	-	10	10	-	-
Cooks	-	29	29	-	-
Chefs	-	52	52	-	-
Bakers	-	5	5	-	-
General	-	49	49	-	-
Helpers					
Eskimos	-	98	98	-	-
Sub-Totals	59	837	896	7%	93%
<u>B. NEL-X</u>	-	13	13	-	100%
<u>C. DEW OFFICES</u>					
EDMT	1	58	59	2%	98%
MONT	3	62	65	5%	95%
FROT	-	6	6	-	100%
GRAND TOTALS	63	976	1039	6%	94%

NOTE: 56 Canadian students attended training classes at Streator during this report period. This figure is not included in this report.

Change of DEW Coordinating Committee Secretary

20. Due to a re-organization of the Deputy Minister's Secretariat, Mr. D.J. Leach has ceased to be Secretary of the DEW Coordinating Committee. He has been replaced by Miss P.M. Moss, Room 2322 "C" Building, Telephone 2-0732.

<G.Y. Loughead>

(G.Y. Loughead)

Chairman

DEW Line Co-ordinating Committee

4 Mar 60

REVISED DEW LINE SITE NAMES

<u>Code</u>	<u>Designation</u>	<u>Dew Site Name</u>	<u>Former Designation</u>
Bar	1	Komakuk Beach	Hershell Island
Bar	B	Stokes Point	
Bar	2	Shingle Point	
Bar	C	Tununuk	
Bar	3	Tuktoyaktuk	
Bar	D	Atkinson Point	
Bar	4	Nicholson Peninsula	
Bar	E	Horton River	
Pin		Cape Parry	
Pin	A	Pearce Point	
Pin	1	Clinton Point	
Pin	B	Clifton Point	
Pin	2	Cape Young	Hope Point
Pin	C	Bernard Harbour	
Pin	3	Lady Franklin Point	
Pin	D	Ross Point	
Pin	4	Byron Bay	Unnamed Point
Pin	E	Cape Peel	
Cam		Cambridge Bay	

<u>Code</u>	<u>Designation</u>	<u>Dew Site Name</u>	<u>Former Designation</u>
Cam	A	Sturt Point	
Cam	1	Jenny Lind Island	
Cam	B	Hat Island	
Cam	2	Gladman Point	King William Island
Cam	C	Matheson Point	
Cam	3	Shepherd Bay	
Cam	D	Simpson Lake	
Cam	4	Pelly Bay	West Simpson Peninsula
Cam	E	Keith Bay	East Simpson Peninsula
Cam	5	Mackar Inlet	West Melville Peninsula
Cam	F	Sarcpa Lake	Mid Melville Peninsula
Fox		Hall Beach	Hall Lake
Fox	1	Rowley Island	
Fox	A	Bray Island	
Fox	2	Longstaff Bluff	Foley Island
Fox	B	West Baffin Island	
Fox	3	Dewar Lakes	Mid Baffin Island
Fox	C	Ekalugad Fiord	
Fox	4	Cape Hooper	Henry Kater Peninsula
Fox	D	Kivitoo	
Fox	5	Broughton Island	
Fox	E	Durban Island	
Dye		Cape Dyer	

4 Mar 60

37. DEW Line Coordinating Committee Progress Report No. 26, 13 July 1960

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 26 – DISTANT EARLY WARNING LINE

13 Jul 60

DISTRIBUTION

MEMBERS

- | | | |
|-----------|------------------------------------|----------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughead) |
| 2. | DNPO | (Attn: Capt. J.A. Charles) |
| 3. | DMO&P | (Attn: Col. A.J.B. Bailey) |
| 4. - 29. | VCAS/COps | (Attn: W/C S.M. Strange) |
| 30. - 31. | Dept. of Northern Affairs | (Attn: Mr. V.F. Valentine) |
| 32. | Dept. of External Affairs | (Attn: Mr. W.H. Barton) |
| 33. | Dept. of Finance | (Attn: Mr. H.A. Davis) |
| 34. | Director Employment Service | (Attn: Mr. W. Thomson) |
| 35. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 36. | Dept. of Citizenship & Immigration | (Attn: Mr. J.S. Cross) |
| 37. | Dept. of Defence Production | (Attn: Mr. F.A. Milligan) |
| 38. - 39. | Dept. of Transport | (Attn: Mr. J.E. Devine) |
| 40. | Dept. of Health & Welfare | (Attn: Dr. H.A. Procter) |
| 41. | Air Transport Board | (Attn: Mr. J.R. Belcher) |

INFORMATION

- | | | | |
|-----------|-------------------|---------------------------|----------------------------------|
| 42. - 43. | DND | Chairman, Chiefs of Staff | |
| 44. | CNS | | (Attn: V/ADM H.G. DeWolf) |
| 45. | CGS | | (Attn: Lt. Gen. S.F. Clark) |
| 46. | CAS | | (Attn: A/M H. Campbell) |
| 47. | Chairman, DRB | | (Attn: Dr. A.H. Zimmerman) |
| 48. | Chairman, CJS (W) | | (2540 Massachusetts N.W., Wash.) |
| 49. | CNTS/CEC | | (Attn: CAPT J.B. Roper) |
| 50. | DQMG(W&Q) | | (Attn: Brig. H.L. Meuser) |
| 51. | ADM(R) | | (Attn: Mr. L.M. Chesley) |
| 52. | DRB | | (Attn: Chief Scientist) |
| 53. | CG/IS | | (Attn: Mr. P.S. Conroy) |
| 54. | ADM(A&P) | | (Attn: Mr. J.A. Sharpe) |

- | | | |
|-----------|---|---------------------------------------|
| 55. | JAG | (Attn: Brig. W.J. Lawson) |
| 56. | ADM(C&P) | (Attn: A/C C.F. Johns) |
| 57. | Chief Secretary | (Attn: Mr. A.S. Duncan) |
| 58. | ADM(R)/SREL | (Attn: Mr. J.V. Argyle) |
| 59. | Secretary, PSOC | (Attn: Mr. J.C. Outram) |
| 60. | RCMP | (Attn: Commr. C.E. Rivett-
Carnac) |
| 61. | Under-Secretary of State for
Ex. Affairs | (Attn: Mr. N.A. Robertson) |
| 62. | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 63. - 66. | Dept. of National Health & Welfare | (Attn: Dr. P.E. Moore) |
| 67. | Dept. of Public Works | (Attn: Mr. George T. Jackson) |
| 68. | Dept. of Mines & Technical Survey | (Attn: Deputy Minister) |
| 69. | Air Transport Board | (Attn: Mr. D.F. Quirt) |
| 70. | HQTS 2-70-99-5 | |
| 71. | HQS 801-100-D100-5 | |
| 72. | DM Sec't 256-70-99-5 | |

PROGRESS REPORT NO. 26 – DISTANT EARLY WARNING LINE

Operations Contract – Jul 1/60 to Jun 30/61

1. It is understood that Federal Electric Corporation has been awarded the USAF contract for the operation and maintenance of the DEW Line for a further year – Jul 1/60 to Jun 30/61. It is recalled that this company has had the contract for the operation of the Line since it was taken over after the construction phase.

Protestant Chaplain Service

2. It is reported that Federal Electric Corporation is having considerable difficulty in securing Protestant chaplains to provide this essential service in the Canadian sectors of the Line.

Correction – re Sealift 1960 Season

3. Progress Report #25 summarized cargo delivered to DEW Line sites in 1959 by water routes. This reference should have been to the 1960 shipping season and not the 1959 season as indicated; holders of the Report No. 25 should amend their copies. Revised tonnages are as follows:

<u>Type of Cargo</u> (small tons)	<u>Routes</u>		
	<u>Mackenzie River</u>	<u>Foxe Basin</u>	<u>Baffin Island</u>
Vehicles & spares	98	29	237
Staple foods	895	442	2161
Building material (less lumber)	1048	873	3011
Lumber	284	286	918
POL drummed	847	1760	4788
Antifreeze, packaged POL and chemicals	27	4	87
General cargo	293	64	654
Bulk POL	<u>11411</u>	<u>4974</u>	<u>27914</u>
	14903	8432	39770

Eskimo Housing at DEW Sites

4. By letter dated May 3, 1960, the Department of Northern Affairs and National Resources confirmed to the Commander 4601st Support Wing DEW at Paramus, N.J., the arrangements under which the construction of Eskimo housing for DEW Line Eskimo employees will be undertaken through the contractor employed on construction work related to the Line. The Canadian Cost Audit Inspection Division of the Office of the Comptroller of the Treasury will make the necessary arrangements with the United States Air Force audit agency for the supply of information for audit purposes.

Air Carrier Contracts Jul 1/60 to Jun 30/61

5. Under date of Apr 11, the RCAF Liaison Officer at Paramus forwarded to the Secretary of the Air Transport Board copies of the Federal Electric work statements covering the air transportation requirements for the Eastern and Central sectors and the helicopter requirements for the air carrier services.

6. The Chairman of the Air Transport Board by letter dated 3/60 to the Chief, USAF Central Coordinating Staff, Ottawa, confirmed that Pacific Western Airlines Ltd and Nordair Ltd have been selected to provide the fixed wing air transportation services required by the Federal Electric in the re-supply of the Eastern and Central sectors of the Line.

7. It is understood from the Secretary, Air Transport Board, that (a) Nordair will carry out the vertical and lateral requirements in the Eastern Sector and the DC3 or C46 lateral requirement in the Central Sector, and (b) Pacific Western Airlines will supply the vertical requirement in the Central Sector and also the lateral movement in this sector (ex DC3 or C46 portion).

Census – 1961

8. The Federal Electric has been advised that the RCMP will carry out a census of all persons in the Northwest Territories between Jan 1 and Jun 1 1961. In passing this information to Paramus, N.J., it was stated that the census will cover all Canadians in the NWT in whatever capacity they may be serving and will include the personnel on all DEW Line sites.

Construction Phase – Liability for Certain Provincial Taxes

9. The Western Electric Company, prime contractors during the construction phase of the DEW Line, has been attempting to obtain relief from certain provincial taxes which have been paid by Northern Construction and W.J. Stewart Co., contractors in the Western sector. Correspondence with the Province of British Columbia through the Department of Justice and correspondence with the Northwest Territories administration, has not resulted in the tax relief which was sought and the RCAF Liaison Officer, through whom Western Electric raised the question, has been advised that:

“If Western Electric are likely to pursue this question appropriate legal action by the Company would appear to be the only remaining means of attempting to obtain reimbursement”.

Construction – 1960

10. The most recent estimates of cost of work to be undertaken during the 1960 construction season are reported as follows:

	<u>Est. Cost</u>
Air Freight/Passenger Terminal Building	
DYE	\$ 368,284
FOX	324,437
CAM	301,817
PIN	301,817
Radio Terminal Building at DYE	\$ 253,058
Antenna Foundations for Two 60'	
Parabolic Antennae for DEW East at DYE	\$ 229,107

11. It is understood that construction contracts for the 1960 season will be awarded to two companies – Mannix and Brown & Root.

12. At a meeting in Paramus, N.J. on May 24/60, the Commander, 4601st Support Wing, USAF, stated that the foreseeable end of the major construction required for the DEW Line would be with the projected 1961 programme. They anticipate that the 1961 programme will be the last one of

any consequence and thereafter only minor improvements will be required. The work undertaken since the original construction phase and the Eskimo housing programme of the Department of Northern Affairs are making it possible to pull down the buildings remaining from the construction phase. The elimination of these old and worn out buildings will enable the sites to be cleaned up.

Assistance at DEW Sites

13. Arrangements have been made for (a) support which has been requested for the Canadian Army Survey party which will be operating at Victoria and Banks Islands area from Jun 1 to Sep 1 1960; (b) Spartan Air Services and Aerio Surveys Ltd in connection with the 1960 Mines and Technical Surveys operation of the Department of Mines and Technical Surveys; (c) 1960 topographical survey of Baffin Island by the Department of Mines and Technical Surveys.

14. At a recent meeting of the military commanders from the various DEW Line stations and other interested officials at Paramus, particular emphasis was given by the operators of the Line to the shortage of accommodation at all stations and an appeal was made to all agencies to keep to an absolute minimum the number of requests for visits to the Line which would result in requirements for accommodation and meals.

15. An additional point which was stressed at the meeting was the need for adequate pre-planning for all operations involving DEW Line sites in order to establish availability of assistance and to avoid last minute difficulties. In particular it was mentioned that some earlier pre-planning would have been useful in connection with a movement of Eskimo school children between various sites along the Line.

Cambridge Bay NWT Airstrip

16. The Department of Transport has advised that, while construction work is progressing, there have been some uncontrollable delays in certain areas and takeover of the airstrip by that Department cannot be effected until the various works have been completed. While the Department cannot make a firm commitment date they estimate that takeover will not be made before the late summer or early fall of 1960. In the meantime, the existing arrangements for use of the airfield, facilities, etc., will be followed.

Tuktoyaktuk – Floating Drydock

17. Arrangements have been made for a U.S. Navy floating drydock to be towed to Tuktoyaktuk during the summer of 1960. The drydock will be manned by personnel of Northern Transportation Co. and it will be used to

inspect and repair the vessels employed by Northern Transportation in the Central sector annual supply of the DEW Line. The drydock has 10,000 ton standard displacement with a docking area of 488'8" by 81'8". It has self-contained power equipment, machine shops, welding and sandblasting equipment, quarters and messing facilities. The latter will not be utilized in normal repair operations. In the drydocking season it will be operated by 5 NTC technicians supplemented by personnel of the cargo vessels to be drydocked.

18. To comply with Canadian Steamship Regulations, two DEW Line cargo vessels are scheduled in 1960 and the remaining in 1961 to undergo drydock inspection of hull, tail-shafts, etc. No further drydocking will be necessary until 1964, except in emergency.

19. It is estimated that repair costs will be no greater if carried out at Tuktoyaktuk than if done at a west coast port. Substantial savings and better utilization of the cargo vessels to be employed are foreseen.

20. The establishment of this drydock at Tuktoyaktuk will be unique for the Arctic. It could be used for emergency repairs of Canadian Government ships or any other vessels in the area in dire need of such service.

Possible Support by Air through Churchill

21. The USAF 4601st Support Wing has examined a proposal made by Transair Ltd via the USAF Central Coordinating Staff, Ottawa, for the support of the DEW Line from Churchill, Man. Following full consideration by the USAF, the Company has been advised that it not considered [that] the proposal would provide a more economical or efficient system of support for the DEW Line.

Runway Locator Beacons

22. Runway locator beacons are to be installed at the main stations to facilitate the alignment of aircraft during final approach prior to landing on the DEW airstrips. It is considered the use of these beacons will reduce (a) the number of times aircraft must proceed to an alternate, (b) time spent in executing missed approaches, and (c) missions aborted. This will in turn be reflected in reduced cost of airlift operations as the air carriers are paid based on flying time. The beacons will be of low frequency, low power (50 watts) non directional type. Coverage will extend for approximately ten miles from the antenna in all directions.

Personnel Employed on DEW Line in Canada

23. The breakdown of personnel employed in the Canadian sectors of the DEW Line at Apr 29/60 was as follows:

CATEGORY	TOTAL U.S.	TOTAL CAN	TOTALS	% U.S.	% CAN
(a) <u>LINE</u>					
Supervisors	17	28	45	38	62
Radicians	42	201	243	17	83
Inst. Tech.	--	4	4	--	100
Mechanics	--	234	234	--	100
Supply Clerks	--	33	33	--	100
Warehouseman	--	19	19	--	100
Supply Spec.	--	46	46	--	100
Clerks Office	--	12	12	--	100
TTY Oper.	--	28	28	--	100
Traffic Spec.	--	8	8	--	100
Janitors	--	8	8	--	100
Cooks	--	30	30	--	100
Chefs	--	51	51	--	100
Bakers	--	5	5	--	100
Gen. Helpers	--	42	42	--	100
Eskimos	--	95	95	--	100
 SUB TOTALS	 59	 844	 903	 7	 93
(b) NEL-X	--	13	13	--	100
(c) <u>DEW OFFICES</u>					
Edmt	2	57	59	3	97
Mont	3	62	65	5	95
Frot	--	5	5	--	100
 GRAND TOTALS	 64	 981	 1045	 6	 94

NOTE: 48 Canadian students attended training classes at Streator during this report period. This figure is not included in this report.

<G.Y. Loughead>

(G.Y. Loughead)

Chairman

DEW Line Co-ordinating Committee

13 Jul 60

38. DEW Line Coordinating Committee Progress Report No. 27, 21 December 1960

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 27 – DISTANT EARLY WARNING LINE

21 Dec 60

DISTRIBUTION

MEMBERS

- | | | |
|----------|------------------------------------|----------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughhead) |
| 2. | DNPO | (Attn: Capt. J.C. Little) |
| 3. | DMO&P | (Attn: Col. H.H.A. Parker) |
| 4 - 29. | VCAS/COps | (Attn: W/C S.M. Strange) |
| 30 - 31. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 32. | Dept. of External Affairs | (Attn: Mr. W.H. Barton) |
| 33. | Dept. of Finance | (Attn: Mr. H.A. Davis) |
| 34. | Director Employment Service | (Attn: Mr. W. Thomson) |
| 35. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 36. | Dept. of Citizenship & Immigration | (Attn: Mr. J.S. Cross) |
| 37. | Dept. of Defence Production | (Attn: Mr. F.A. Milligan) |
| 38 - 39. | Dept. of Transport | (Attn: Mr. J.E. Devine) |
| 40. | Dept. of Health & Welfare | (Attn: Dr. H.A. Procter) |
| 41. | Air Transport Board | (Attn: Mr. J.R. Belcher) |

INFORMATION

- | | | |
|----------|-------------------|-------------------------------------|
| 42 - 43. | DND | Chairman, Chiefs of Staff |
| 44. | CNS | (Attn: V/ADM H.G. DeWolf) |
| 45. | CGS | (Attn: Lt. Gen. S.F. Clark) |
| 46. | CAS | (Attn: A/M H. Campbell) |
| 47. | Chairman, DRB | (Attn: Dr. A.H. Zimmerman) |
| 48. | Chairman, CJS (W) | (2540 Massachusetts N.W.,
Wash.) |
| 49. | CNTS/CEC | (Attn: CAPT J.B. Roper) |
| 50. | DQMG(W&Q) | (Attn: Brig. H.L. Meuser) |
| 51. | ADM(R) | (Attn: Mr. L.M. Chesley) |
| 52. | DRB | (Attn: Chief Scientist) |
| 53. | CG/IS | (Attn: Mr. W.M. Thomson) |
| 54. | ADM(A&P) | (Attn: Mr. J.A. Sharpe) |

- | | | |
|----------|---|-------------------------------|
| 55. | JAG | (Attn: Brig. W.J. Lawson) |
| 56. | ADM(C&P) | (Attn: A/C C.F. Johns) |
| 57. | Chief Secretary | (Attn: Mr. A.S. Duncan) |
| 58. | ADM(R)/SREL | (Attn: Mr. J.V. Argyle) |
| 59. | Secretary, PSOC | (Attn: Mr. J.C. Outram) |
| 60. | RCMP | (Attn: Commr. C.W. Harvison) |
| 61. | Under-Secretary of State for
Ex. Affairs | (Attn: Mr. N.A. Robertson) |
| 62. | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 63 - 66. | Dept. of National Health & Welfare | (Attn: Dr. P.E. Moore) |
| 67. | Dept. of Public Works | (Attn: Mr. George T. Jackson) |
| 68. | Dept. of Mines & Technical Survey | (Attn: Deputy Minister) |
| 69. | Air Transport Board | (Attn: Mr. D.F. Quirt) |
| 70. | HQTS 2-70-99-5 | |
| 71. | HQS 801-100-D100-5 | |
| 72. | DM Sec't 256-70-99-5 | |
| 75 - 80. | Spares | |

PROGRESS REPORT NO. 27 – DISTANT EARLY WARNING LINE

Eskimo Housing at DEW Sites

1. Arrangements have been made by the Department of Northern Affairs with the Federal Electric Corporation to have the Corporation carry out certain work required to rectify construction deficiencies in Eskimo housing for DEW Line Eskimo employees. The work will be carried out as part of the Federal Electric contract with the USAF for the maintenance and operation of the DEW Line and Northern Affairs will pay for the cost of the work direct to Federal Electric as reimbursement to maintenance contract.
2. In addition, the Department of Northern Affairs have completed arrangements with the Federal Electric Corporation under which the Company will undertake physical responsibility for a continuing maintenance program for Eskimo housing at DEW Line stations in Canada. Reimbursement will be made on the basis of actual cost of work done and submission of quarterly invoices to the Department of Northern Affairs.

Accommodation for Transients at certain DEW Sites

3. The Department of Northern Affairs have advised that they are planning to provide an element of living accommodation for up to four transient individuals in new small office buildings which that Department will be constructing in 1961-62 and subsequent years. This living accommodation will be included in the construction of buildings required for office accommodation in locations where the Department have three or more officers

in the community. It appears that the first provision of such space will be at Cambridge Bay in 1961-62. Other DEW Line points such as Hall Lake and Tuk Tuk will be given consideration in future programmes.

DEW Line Logistics Support System

4. A review of the logistics support arrangements and improvements which have been made in the system since the early days of the DEW Line may be of some interest. Attachment 1 to this report (copy of a memorandum dated 29 Jun 60 from the USAF 4601st Support Wing (DEW)) gives a résumé of developments in this connection.

Inadequate Advice re Use of DEW Landing Strips

5. Information has been provided by our Liaison Officer at Paramus, N.J., that on several occasions Nordair Ltd. have operated charter flights into DEW Line sites without advising RCAF Headquarters of their proposed use of the facilities. This is completely contrary to the agreed procedure set out in the Canada-U.S. exchange of notes, which state that proposals and arrangements for the use of these air-strips shall be submitted to the RCAF. Nordair Ltd. have been advised on a number of occasions of the requirements for pre-arrangement. The Company's disregard of this matter has been drawn to the attention of the Administrator of the Arctic, Department of Northern Affairs, as the charter flights were undertaken on behalf of that Department.

Responsibilities of USAF 4601st Support Wing (DEW)

6. Advice has been received that due to a re-organization of certain responsibilities in the USAF, the 4601st Support Wing (DEW) at Paramus, N.J., now reports to the USAF 64th Air Division, rather than directly to USAF Air Defence Command. Attachment 2 to this report shows the USAF regulation which defines the mission, organization and responsibilities of 4601st Support Wing (DEW).

Additional Construction – 1961 Season

7. The USAF have been advised, through the RCAF Liaison Officer at Paramus, N.J., of approval for additional construction at certain DEW sites during the U.S. fiscal year 1 Jul 61 to 30 Jun 62. This approval was given under the arrangements previously agreed by the Department of Defence Production and Defence Construction Ltd., i.e. that construction work in Canada will be performed by Canadian contractors.

8. Details of the programme for the 1961 construction season are as follows:

<u>Station</u>	<u>Scope</u>	<u>Description</u>
i. Durban Island DEW Station	65,000 gal. Heated Water Storage Tank	25 ft. dia. x 18 ft. high Insulated steel tank on concrete foundations with aluminum siding and roofing.
ii. Cape Hooper DEW Station	65,000 gal. Heated Water Storage Tank	14' x 14' steel frame, insulated panel pump and boiler house. Insulated circulating hot water lines between boiler house and modules.
iii. Brevoort Island Rearward Relay Station	40' x 100' Supply and Equipment Warehouse	Insulated metal panel, steel frame construction, concrete floor and foundation. Heated with oil-fired forced warm air furnace. Automatic fire alarm detection system. Fluorescent lighting.
iv. Ft. Nelson Rearward Relay Station	40' x 100' Supply and Equipment Warehouse	
v. Shepherd Bay DEW Station	40' x 100' Supply and Equipment Warehouse	
vi. Clinton Point DEW Station	40' x 100' Supply and Equipment Warehouse	
vii. Nicholson Peninsula DEW Station	40' x 100' Supply and Equipment Warehouse	
viii. Tuktoyaktuk DEW Station	40' x 100' Supply and Equipment Warehouse	
ix. Hall Beach DEW Station	4000 SF Heavy Equipment Shop	50 ft. extension of existing double butler building.

	(DLM)	Concrete foundation and floor. Slab on grade. Insulated metal sidings and roofing panels. Forced warm air heating. Fluorescent lighting. Automatic fire alarm detection system.
x. Cape Dyer DEW Station	Tacan Facility	Tacan antenna located on top of existing 400' AA tower transmitting equipment to be installed in existing electronics equipment module.

Estimated cost of the above items is \$1,373,000.

Cambridge Bay NWT Airstrip

9. Details of the takeover arrangements for the operation of the former DEW Line airstrip at Cambridge Bay were worked out by the Federal Electric Corporation and representatives of the Department of Transport at a recent meeting in Edmonton. The meeting considered points which required clarification and, following agreement reached by the meeting, the Department of Transport have, effective 21 Nov 60, assumed responsibility for maintenance and operation of the airstrip, taxiways, ramps, access roads and associated equipment. Where the Department of Transport have not been able to take over any other specific support items, arrangements have been made for Federal Electric and the Department of Transport to cooperate fully in the maintenance of those services essential to the operation of the airstrip for DEW Line support.

10. Based on the takeover by DOT, the Department of Northern Affairs have transferred to the DOT a specific land area which was originally reserved in favour of the Department of National Defence at the time of the construction of the DEW Line.

Payment of Landing Fees for DEW Contract Aircraft

11. The Department of Transport have advised the USAF under date of 27 Jul that, while it is their policy to collect landing fees from all commercial aircraft at all licenced airports, the provisions of the DEW Line Note #306 specifically exempt civilian aircraft under contract to the USAF for DEW Line support which lands at Cambridge Bay or any other site. The Department of Transport also advised the USAF that at sites other than DEW Line commercial carriers under contract to the USAF for DEW Line support are not exempt from landing charges and that the Department of Transport position is

that such aircraft are subject to landing fees at Frobisher airport in the same manner as at any other licenced airport in Canada.

Air Transport Board – Applications for Licences Involving DEW Line Locations

12. As it was observed that in Sep 60 several notices of hearings had been published for applications for licences involving DEW Line locations, the attention of the Secretary of the Air Transport Board was drawn to the paragraph of the Canada-U.S. exchange of notes which requires that any proposed use of USAF operated airstrips by Canadian air carriers is to be submitted to the RCAF. This action was taken as experience has shown some carriers are inclined to assume that far more can be done for them at DEW Line sites than is possible. It was noted there is a minimum of services available at the sites and under USAF arrangements they can only be provided if plans have been made in advance, except on occasions of absolute emergency.

Chaplain Services

13. In view of the difficulties experienced by Federal Electric Corporation in arranging Protestant Chaplains for the Canadian sectors of the DEW Line, they are proposing that the U.S. Chaplaincy Service or U.S. Protestant clergy take over this responsibility. This matter has been drawn to the attention of the Deputy Minister of Northern Affairs and National Resources.

Federal Electric Corporation

14. The USAF have advised that Federal Electric Corporation will continue as operations and maintenance contractors of DEW Main and DEW East for the U.S. fiscal year 1962 (1 Jul 61 to 30 Jun 62). It has also been indicated that “steps should be taken to assure a complete review at USAF HQ level no later than Aug 61 of the procurement actions proposed for the U.S. fiscal year 1963”. The need for coordination with Canadian authorities in planning in this connection has been stressed to the USAF by the Department of Defence Production and the DEW Coordinator.

15. An indication has been received that Federal Electric are examining their administrative offices in Canada in order to establish whether any savings might be effected by office consolidation; they have not yet submitted their findings to the USAF.

DEW Rearward Communications

16. At an interdepartmental meeting held 3 Sep 60 the RCAF Chief of Telecommunications gave information received from the USAF on certain communication requirements which were being planned or investigated.

17. It was stated that the present rearward communications from the DEW Line come south from the eastern and western ends of the Line, ie through Alaska or through Cape Dyer, and the USAF now propose to provide an additional rearward link through the central section, a concept which was originally included in the early planning for the Line but which was not proceeded with at the time of the original construction programme. The new rearward link has been investigated on the basis of satisfying a military requirement and coming from Site Pin 3 (Lady Franklin Point) to connect with a commercial facility at Yellowknife. The possibility of routing the link south from Tuk Tuk was considered but was ruled out as being too far west to give the support required and as not providing much in addition to the link already rearward from Alaska. The USAF have indicated that they might desire to have the whole link provided by a commercial carrier and it is understood the USAF may request the RCAF to explore this possibility with Canadian telecommunication companies. The RCAF telecommunicators are working in close cooperation with the Department of Transport in this whole matter and any Canadian commercial interest will be taken into account in discussions with Canadian communication companies.

18. The exchange of notes on DEW Line stipulates that all proposals for construction or major additions shall be discussed with the appropriate Canadian authorities and it is generally felt that the DEW exchange of notes would adequately provide for a new rearward communication link, except that the relevant paragraphs concerning construction and telecommunications would probably require modification along the lines considered necessary for the DEW East project.

Use of Facilities and/or Requests for Assistance 1961-62

19. All departments and agencies are requested to make known as soon as possible their requirements for DEW facilities or for other assistance which may be needed in the 1961 summer season at any of the DEW Line sites in Canada. Early planning is necessary in order to establish the availability of assistance and to permit the Line operators to plan their own summer programmes.

Personnel Employed on DEW Line in Canada

20. The breakdown of personnel employed in the Canadian sectors of the DEW Line at 28 Oct 60 was as follows:

CATEGORY	TOTAL U.S.	TOTAL CAN.	TOTALS	%U.S.	%CAN.
A. LINE					
Supv.	12	35	47	26	74
Radicians	44	207	251	18	82
Inst. Tech.	--	4	4	--	100
Mechanics	--	214	214	--	100
Supply Clerks	--	40	40	--	100
Warehouseman	--	8	8	--	100
Supply Spec.	--	44	44	--	100
Clerks, Office	--	18	18	--	100
TTY Operators	--	17	17	--	100
Traffic Spec.	--	6	6	--	100
Janitors	--	8	8	--	100
Cooks	--	31	31	--	100
Chefs	--	53	53	--	100
Gen. Helpers	--	47	47	--	100
Bakers	--	6	6	--	100
Eskimos	--	95	95	--	100
SUB TOTALS	56	833	889	6	94
B. NEL-X	--	13	13	--	100
C. DEW OFFICES					
Edmt	1	50	51	2	98
Mont	3	55	58	5	95
Frot	--	1	1	--	100
GRAND TOTALS	60	952	1,012	6	94

NOTE: 34 Canadian students attended training classes at Streator during this report period; this figure is not included in the above breakdown.

<G.Y. Loughead>

(G.Y. Loughead)

Chairman

DEW Line Coordinating Committee

Attachment 1

to DEW
Progress Report No. 27

Headquarters
4601ST SUPPORT WING (DEW) (ADC)
United States Air Force
Federal Electric Corporation
Paramus, New Jersey

Jun 29 1960

LOG

Improved DEW Line Logistic Support

F/L D.L. Washington
RCAF Liaison Officer
4601st Support Wing (DEW)
Paramus, New Jersey

1. The following information relative to improvement brought about in logistic support to the DEW Line as a result of changes in the logistic concept are provided for furtherance to Mr. Loughhead per his request.
2. During the first year of DEW Line operation, supply support was provided by Ladd Air Force Base (Alaskan Air Command) for the POW, BAR, CAM and PIN sectors, and by Frobisher Air Force Station (8th Air Force, SAC) for the FOX and DYE Sectors. Although we did not develop statistics to indicate effectiveness of this support, all agencies concerned agreed that improvement must be immediately forthcoming or the DEW Line mission would be seriously jeopardized. As examples to illustrate this point: in the Western sectors, an average of over six months lapsed between the time a requirement generated on the Line and the time the material was received by the station. In the Eastern sectors this situation was about as critical.
3. Beginning in December 1957, U. S. and Canadian agencies met to discuss changes in the support concept; and in March 1958, AMC amended FEC's contract to include the operation of a Central Control Point for logistic support. The CCP was established at Project Headquarters in Paramus and eliminated Ladd and Frobisher from their original DEW Line support responsibilities. The CCP received demands from the six main stations by teletype, performing all necessary editing, research and screening and then placed the requirements on the appropriate DOD supply agency.
4. The first requisition was placed by the CCP on 15 May, 1958. Basically this is the present system of supplying the DEW Line insofar as

receipt and placement of requisitions is concerned. This method has proved dramatically effective. On the date the CCP became operational, there were in existence some 5,250 building and outside plant systems of which 88 were out of commission because of lack of parts. Two years later with the systems increased to approximately 5,300 only 8 were out of commission for parts. The average time out has been reduced from 41 days to 9 days.

5. In the Electronic category, consisting of some 930 systems, outages were reduced from 44 to 4 during the same period; and time out was reduced from 39 to 6 days. We have had several days in the last six months in which all electronic systems have been totally operational.

6. In conjunction with the establishment of the CCP at Project headquarters, DEW offices were established at Ladd [Air Force Base [AFB], Edmonton and Montreal. These served primarily as staging points for the trans-shipment of supplies from point of origin to destination. In addition, they served as staging areas for personnel traveling to and from the Line.

7. With the establishment of the CCP and the DEW offices, FEC also took over the responsibility, by subcontract, for air transportation carriers between the DEW offices and the Line, thus placing under a single manager the complete logistic function. Present operations call for vertical flights on a scheduled basis between each DEW office and a corresponding Main station. For example, flights leave Montreal twice a week for either FOX or DYE or both, depending upon the amount of cargo to be moved. In the same manner, flights leave Edmonton for PIN or CAM and leave Ladd for BAR or POW. Lateral transportation on the Line is provided contractually on a cargo-available basis and is at the disposal of the Sector Superintendent. Thus each DEW Line station is accessible, weather permitting, within a maximum of two days from one of the three DEW offices.

8. In addition to the staging function, authority has been granted FEC to place procurement personnel at the DEW offices. These have authority to buy designated categories of material, and material to meet emergencies, in the local areas. Included among these are perishable foods, low cost consumable parts, etc. Also, USAF has established call contracts on agencies in the Edmonton, Montreal and Fairbanks areas to provide on a periodic basis certain categories of supplies which are readily available, e.g. compressed gases. This has reduced procurement time and transportation time and costs in many instances by a considerable amount.

9. Having placed upon the contractor these logistic functions, the next step was the establishment of a contract maintenance capability which was beyond that of the stations originally. Facilities were established at FOX and BAR for this type of maintenance on buildings and outside plants and at Montreal through sub-contract with ITTESCO for repair and calibration of

electronic equipment. Thus, the assumption of these logistic functions by the contractor, plus the placement of an electronic data processing system at the Project Headquarters, have contributed to maintaining the DEW Line on an operational status 100% of the time with a reliability factor of 99+%.

(Signed) Charles G. Burns Lt Col USAF

for and in the absence of
ANDREW J. REYNOLDS
Colonel, USAF
Commander

Attachment 2

to DEW
Progress Report No. 27

64ADR 20-2

REGULATION	HEADQUARTERS 64TH AIR DIV (DEF)
NUMBER	20-2 Stewart Air Force Base, New York
	31 October 1960

Organization – General

MISSION, ORGANIZATION, AND RESPONSIBILITIES OF THE 4601st SUPPORT WING (DISTANT EARLY WARNING)

PURPOSE: This regulation defines the mission, organization, and responsibilities of the 4601st Support Wing.

1. Mission. To discharge all contractual administration responsibilities of the United States Air Force with the Federal Electric Company concerning the operation, maintenance, and support of the Distant Early Warning (DEW) System including the DEW EAST extension and to insure adequate support of the contractor in all areas by all military agencies. To monitor the operation and supervision by the contractor of the Cape Lisburne-Cape Dyer portion of the DEW System.

2. Organization. The 4601st Support Wing (DEW) is organized directly under Headquarters 64th Air Division (Defense).

3. Command Relationships. The Commander, 4601st Support Wing (DEW) will coordinate, as necessary and appropriate, with the Commander, USAF, CCS (C), AAC, MATS, MSTS, SAC, AMC, and appropriate subordinate commanders thereof, as well as participating U.S. Army and U.S. Navy agencies on matters affecting the DEW System.
4. Responsibilities and Functions. The Commander, 4601st Support Wing (DEW) will exercise command over all personnel assigned or attached, and will be responsible for the following:
 - a. Representing the Commander, 64th Air Division (Defense) on all matters pertaining to the discharge of U.S. Air Force responsibilities for the administration of the DEW Line contract and for the operation, maintenance, and support of the Cape Lisburne-Cape Dyer portion of the DEW System.
 - b. Insuring responsiveness of contractor operations to meet the requirements of the North American Air Defense System.
 - c. Serving as the single point of contact for the contractor with all U.S. and Canadian military or governmental agencies.
 - d. Supervising performance by the contractor in the operation and maintenance of the DEW System and housekeeping facilities in conformance with the terms of the O&M contract, Federal Statutes and military directives.
 - e. Assuring adequate and timely support of the contractor by all U.S. military agencies through coordination and liaison with appropriate commands.
 - f. Budgeting and funding for the operation and maintenance of the DEW System.
 - g. Providing guidance and assistance to the contractor on all [word?] of DEW System operation and maintenance and rendering such decisions over policies and procedures as may be necessary to insure continuity in the DEW System.
 - h. Providing military weapons controllers to each main station in the Cape Lisburne-Cape Dyer portion of the DEW System, who will be responsible to Commander, 4601st Support Wing (DEW) for the following:
 - (1) Insuring conformance of contractor operations with approved operational procedures.
 - (2) Operating the Data Centers.
 - (3) Rendering such guidance to the contractor as may be necessary concerning operational matters.

5. Direct Communications. Direct communication is authorized between the Commander, 4601st Support Wing (DEW) and those commanders cited in paragraph 3, above. Information copies of all correspondence affecting policy will be furnished Commander, 64th Air Division (Defense).

FOR THE COMMANDER:

(Signed)

WALTER L. SMITH
Captain, USAF
Director of Administrative
Services

39. DEW Line Coordinating Committee Minutes of the 13th Meeting, 17 January 1961

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

MINUTES

of the 13th Meeting of the Committee held in
Room 2725 "A" Building, NDHQ, on Tuesday,
17 January, 1961 at 1430 hours

PRESENT

Chairman	Mr. G.Y. Loughead	ADM(F) DND
Members	W/C S.M. Strange	VCAS/COps DND
	Mr. G.W. Rowley	Dept. Northern Affairs
	Mr. R.E. Reynolds	Dept. External Affairs
	Mr. T.H. Bennett	rep. Dept. of Finance
	Mr. W. Roberts	rep. Director Employment Services
	Mr. J.S. Cross	Citizenship & Immigration
	Col. B. Lake	rep. Dept. Defence Production
	Mr. J.E. Devine	Dept. of Transport
	Mr. M. Card	Dept. of Defence Production
	Air Transport Board	Mr. J.R. Belchar

ALSO PRESENT

Inspector W.G. Fraser	RCM Police
Col. B. Lake	Dept. Defence Production
F/L R.B. Wybou	VCAS/COps DND
Mr. J.F. Anderson	ADM(F) DND

RECORDING

SECRETARY

Miss P.M. Moss	DM Secretariat DND
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CONTENTS

- I. Approval of the Minutes of the 12th Meeting
- II. USAF Proposed Amendment to Logistics Plan re Dewline Administration and Airlift
- III. Status of Canadian Personnel in Canadian Sectors of the Dewline

DEW Coord Committee – Minute of 13th Meeting held 17 Jan 61

APPROVAL OF THE MINUTES OF THE 12TH MEETING

1. Decision - The minutes of the 12th meeting were approved without amendment.

USAF PROPOSED AMENDMENT TO LOGISTICS PLAN RE DEWLINE ADMINISTRATION AND AIRLIFT

2. Mr. Loughhead said that the meeting had been called to discuss a USAF proposal contained in a letter dated 11 Jan 61 (see Appendix "A") concerning certain amendments to the existing administrative and logistic arrangements for the elimination of the DEW offices at Montreal and Edmonton and the consolidation of the functions of these offices into a new Winnipeg office. A deadline of 1 Jul 61 had been given for the phasing-in of this proposal. The proposal states in part:

"The Winnipeg office will perform cargo and personnel stagings, purchasing, material control and all other functions now performed by the Montreal and Edmonton DEW offices, for the Sectors located in Canada. A combination air and rail transportation system, depending on category of the cargo, will be used. This concept has no relation to the annual resupply operation nor is that operation affected or changed by this DEW office consolidation".

Copies of extracts from the USAF proposal were distributed to the members.

3. Mr. Loughhead thought the proposal should be considered in two parts, firstly that dealing with air transport arrangements and secondly that dealing with administrative arrangements. He said discussion at this meeting would be concerned with the airlift which is of major importance to the Air Transport Board and the Department of Transport. He referred to paras 17 and 18 of the Canada-U.S. exchange of notes covering transportation and resupply arrangements for the DEWLINE, stating that details of the proposal would have to be worked out under this agreement. All expenses are borne by the USAF and Federal Electric's position would not be affected. In answer to a query, he affirmed that the USAF had stated that vertical operations only were concerned. Sealift operations via Fox Basin, Baffin Land, and airlift operations via the McKenzie would not be prejudiced by the proposal.
4. Mr. Rowley (Department of Northern Affairs) hoped this would result in an attempt being made to combine civil and military requirements. Mr. Belcher (Air Transport Board) did not think Federal Electric would ever agree to this, they are customers and the service provided under the contracts is the minimum necessary to satisfy the Federal Electric requirement. The

Board's experience has shown that efforts to combine civil and military lead to trouble. Mr. Loughead commented that the contract under which the carriers operate does not permit them to handle any commercial business, hence the approvals which have to be obtained to permit non-DEWLINE use of the carriers' aircraft. Mr. Rowley suggested that if Federal Electric put their requirements into poundage instead of aircraft a way might be found to utilize space for passengers. He confirmed he had in mind passengers from the civilian population generally and not only from government departments. He said his department will advance their views to the Air Transport Board. Mr. Belchar saw problems in this as the civilian population is now used to scheduled services from Winnipeg to Churchill. A schedule from Churchill north will be dealt with in mid-February 61 in a series of hearings in Winnipeg. W/C Strange thought it might be worthwhile to restrict the pickup of passengers where another carrier is flying the same route. Mr. Loughead remarked that it should be understood that the proposed new carrier arrangement involved flying:

- (a) from Winnipeg to the four main sites; and
- (b) from Churchill to the same locations.

As far as he was aware the proposed DEW service did not include a service from Winnipeg to Churchill.

5. Mr. Devine asked if the lateral airlift will remain unchanged. He said sealift moved 100,000 tons in the past year. Mr. Loughead thought that Federal Electric and USAF have been moving and would continue to move everything possible by sealift. Mr. Belchar said this would no doubt have come out in the proposal under discussion.

6. In reply to Mr. Rowley's request for information with regard to support of DEWLINE east of Cape Dyer across Greenland, he was advised by Mr. Belchar that Eastern Provincial is operating in Greenland at the present time.

7. Mr. Loughead said that, based on the discussion, he would propose to acknowledge the USAF letter saying the matter had been discussed, recognizing the two distinct divisions of concern, the first to be worked out by the Air Transport Board and the second to be contingent on agreement being reached on the first consideration, and referring to the possibility of having to request an extension of the 1 Jul 61 phasing-in deadline.

8. Decision - Agreed that:

- (a) the Department of Northern Affairs and any other Departments interested will advance their views to the Air Transport Board not later than 1 Feb 61 so that they may

be taken into early account in their consideration of the new vertical airlift arrangements; and

- (b) reply to be made to the USAF along the lines indicated by Mr. Loughhead and copies of the reply be distributed to the Committee members. (See Appendix "B").

9. Action - ADM(F) DND (Attn: Mr G.Y. Loughhead)

STATUS OF CANADIAN PERSONNEL

10. Mr. Longhead said the level of employment of Canadians on DEWLINE continues to be good. At 25 Nov 60 there were 94% Canadian civilian employees in the Canadian sectors and this percentage had been maintained at the end of Dec 60. A detailed statement is attached at Appendix "C".

<P.M. Moss>

(P.M. Moss)

Recording Secretary

DEW Coordinating Committee

19 Jan 61

APPENDIX "A"

UNITED STATES AIR FORCE
CENTRAL COORDINATING STAFF CANADA
1327A Wellington Street
OTTAWA, Ontario, Canada

11 January 1961

Office of the Deputy Minister
Department of National Defence
Ottawa, Ontario

(Attention: Mr. G.Y. Loughhead)

Dear Mr. Loughhead:

A study has been made to determine a more economical method of logistically supporting the DEW Line by air. The results of this study were briefed to members of your staff on 23 December 1960. Subsequent to that date the approval to proceed with this new concept has been obtained up through the Office of Assistant Secretary of Air for Materiel, Mr. Taylor.

The concept consists of establishing a centralized office at Winnipeg, Manitoba. This single office can effectively perform cargo and personnel

staging, purchasing, material control, and all other functions now performed by the Montreal and Edmonton DEW Offices. Under this concept transportation will consist of a combination air and rail service; that is, the transportation of all passengers, mail, perishable foods and high priority cargo is to be accomplished by direct airlift from Winnipeg to the Canadian portions of the Line (CAM, PIN, FOX and DYE Sectors); the balance of the required cargo would go by rail from Winnipeg to Churchill, Manitoba, thence by airlift from Churchill to the same four main stations. Implementation of this plan will result in a net savings of approximately \$888,000. the first year, and approximately \$977,000, each succeeding year. This estimate is based upon current labor prices and the currently approved filed charter tariff rate for the Canadian carriers operating out of Winnipeg and Churchill.

The implementation of this concept will require an amendment to ADCM 400-2 and a revision of contract air carrier * service (see Attachment #1). Your comments and/or concurrence are [therefore] requested to proceed with the amendment of Air Defence Command Log Manual 400-2 in accordance with the aforementioned concept.

Sincerely,

*Attachment not included here.

(Sgd) ROBERT TAYLOR, 3D
Major General, USAF
Chief, USAF CCS-C

1 Atch
Letter to ATB
Regarding Air
Carrier Service

APPENDIX "B"

C530-100-80/9

Major General Robert Taylor,
Chief,
USAF Central Coordinating Staff,
1327A Wellington Street
Ottawa.

19 January, 1961

Dear General Taylor:

I refer to your letter of January 11, 1961, in which you advise of the approval of the United States Assistant Secretary of Air for Material and request comments and/or concurrence in the changes proposed in certain aspects of the logistic support of the sectors of the Distant Early Warning Line which are located in Canada. The proposals in question are those summarized in para. 2 of your letter and which were outlined in greater detail in the

briefing given to me on December 23, 1960, and in the folder which was left with me entitled "Proposed DEW Office Consolidation (Canada)".

In considering the concept of establishing a centralized office in Winnipeg, the interested Canadian departments noted that a number of possible alternative arrangements had been considered and concluded that the implementation of this proposal would depend upon the development of a satisfactory basis for meeting the new requirement for air carrier service. In addition, it is assumed that this proposal is of a long term nature. In this connection it was noted that you have taken action to acquaint the Chairman, Air Transport Board with the new requirement.

I would like to advise that the interested Canadian departments accept the concept of change in the DEW support arrangements, as outlined in your letter, and will do their best to assist in its implementation subject to the conclusion of satisfactory arrangements for air transportation and on the understanding that the operation will continue to be governed by the relevant sections of the Canada - United States Exchange of Notes on the DEW Line, dated May 5, 1955.

As I am sure you are aware, the question of the air carrier requirement will have to be dealt with by the Air Transport Board and the Department of Transport as a matter of urgency, but it is expected that the new requirement may take some time to work out. To assist in working out a satisfactory solution, it would be most helpful to the Board in their dealing with this problem to receive the logistics details and work statement covering personnel and tonnage requirements as well as the phasing in plan as soon as possible. The urgency of this material being received quickly cannot be over emphasized, if the new arrangements are to be effective July 1, 1961.

In advising you of Canadian concurrence in these changes in the logistics arrangements, it is with the understanding that under the new plan the volume of purchasing in Canada will not decrease and that there will be no significant changes in the percentage of Canadian employed on the Line.

It is also understood that any air carrier operating out of Churchill will be self-supporting.

It is assumed that these new arrangements will eventually be reflected in specific changes which will be proposed to the existing agreed Logistic Manual, ADCM 400-2. These should be forwarded through the usual channels.

Yours sincerely,

(Sgd) G.Y. Loughhead
for (E.B. Armstrong)
Deputy Minister

APPENDIX "C"

EFFECTIVE: 30 December 1960

STATUS OF DEWLINE PERSONNEL EMPLOYED IN CANADA

<u>CATEGORY</u>	<u>TOTAL</u> <u>U.S.</u>	<u>TOTAL</u> <u>CAN.</u>	<u>TOTALS</u>	<u>% U.S.</u>	<u>% CAN.</u>
A. <u>LINE</u>					
Supv.	11	35	46	24	76
Radicians	45	191	236	19	81
Inst. Techs.	--	4	4	--	100
Mechanics	--	206	206	--	100
Supply Clerks	--	42	42	--	100
Warehousemen	--	10	10	--	100
Supply Spec.	--	38	38	--	100
Clerks, Office	--	18	18	--	100
TTY Oper.	--	15	15	--	100
Traffic Spec.	--	7	7	--	100
Janitors	--	9	9	--	100
Cooks	--	31	31	--	100
Chefs	--	53	53	--	100
Gen. Helpers	--	48	48	--	100
Bakers	--	6	6	--	100
Eskimos	--	96	96	--	100
SUB TOTALS	56	809	865	6	94
B. NEL-X	--	13	13	--	100
C. DEW OFFICES					
Edmt.	--	47	47	--	100
Mont.	3	52	55	5	95
Frot.	--	2	2	--	100
GRAND TOTALS	59	923	982	6	94

NOTE: 43 Canadian students attended training classes at Streator during this period. This figure is not included in this report.

40. DEW Line Coordinating Committee Progress Report No. 28, 27 April 1961

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 28 – DISTANT EARLY WARNING LINE

27 Apr 61

DISTRIBUTION

MEMBERS

- | | | |
|-----------|------------------------------------|----------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughhead) |
| 2. | DNPO | (Attn: Capt. J.C. Littler) |
| 3. | DMO&P | (Attn: Col. H.H.A. Parker) |
| 4. - 29. | VCAS/COps | (Attn: W/C S.M. Strange) |
| 30. - 31. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 32. | Dept. of External Affairs | (Attn: Mr. W.H. Barton) |
| 33. | Dept. of Finance | (Attn: Mr. H.A. Davis) |
| 34. | Director Employment Service | (Attn: Mr. W. Thomson) |
| 35. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 36. | Dept. of Citizenship & Immigration | (Attn: Mr. J.S. Cross) |
| 37. | Dept. of Defence Production | (Attn: Mr. M. Card) |
| 38. - 39. | Dept. of Transport | (Attn: Mr. J.E. Devine) |
| 40. | Dept. of Health & Welfare | (Attn: Dr. H.A. Procter) |
| 41. | Air Transport Board | (Attn: Mr. J.R. Belcher) |

INFORMATION

- | | | | |
|-----------|-------------------|---------------------------|-------------------------------------|
| 42. - 43. | DND | Chairman, Chiefs of Staff | |
| 44. | CNS | | (Attn: V/ADM H.S. Rayner) |
| 45. | CGS | | (Attn: Lt. Gen. S.F. Clark) |
| 46. | CAS | | (Attn: A/M H. Campbell) |
| 47. | Chairman, DRB | | (Attn: Dr. A.H. Zimmerman) |
| 48. | Chairman, CJS (W) | | (2540 Massachusetts N.W.,
Wash.) |
| 49. | CNTS/CEC | | (Attn: CAPT J.B. Roper) |
| 50. | DQMG(W&Q) | | (Attn: Brig. H.L. Meuser) |
| 51. | ADM(R) | | (Attn: Mr. L.M. Chesley) |
| 52. | DRB | | (Attn: Chief Scientist) |
| 53. | CG/IS | | (Attn: Mr. W.M. Thomson) |
| 54. | ADM(A&P) | | (Attn: Mr. J.A. Sharpe) |
| 55. | JAG | | (Attn: Brig. W.J. Lawson) |

- | | | |
|-----------|---|-------------------------------|
| 56. | ADM(C&P) | (Attn: A/V/M C.F. Johns) |
| 57. | Chief Secretary | (Attn: Dr. R.W. James) |
| 58. | ADM(R)/SREL | (Attn: Mr. J.V. Argyle) |
| 59. | Secretary, PSOC | (Attn: Mr. J.C. Outram) |
| 60. | RCMP | (Attn: Cmmr. C.W. Harvison) |
| 61. | Under-Secretary of State for
Ex. Affairs | (Attn: Mr. N.A. Robertson) |
| 62. | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 63. - 66. | Dept. of National Health & Welfare | (Attn: Dr. P.E. Moore) |
| 67. | Dept. of Public Works | (Attn: Mr. George T. Jackson) |
| 68. | Dept. of Mines & Technical Survey | (Attn: Deputy Minister) |
| 69. | Air Transport Board | (Attn: Mr. D.F. Quirt) |
| 70. | HQTS 2-70-99-5 | |
| 71. | HQS 801-100-D100-2 | |
| 72. | DM Sec't 256-4 | |
| 75. - 80. | Spares | |

PROGRESS REPORT NO. 28 – DISTANT EARLY WARNING LINE

27 Apr 61

Federal Electric Corporation

Relocation of Administrative Offices in Canada and new Airlift Arrangements

- Further to the discussion at a DEW Coordinating meeting held 17 Jan 61, Federal Electric are proceeding with plans for the setting up of a new administrative office in Winnipeg, Manitoba. This office will consolidate the whole of the administrative work for the Canadian sectors of the DEW Line, which was formerly divided between Edmonton and Montreal. The company are proceeding on the basis that the change will be in effect by 1 Jul 61.
- While the Federal Electric address at Winnipeg is not yet known, it will be supplied as soon as possible. Information will also be supplied, as available, for the new vertical airlift arrangements from Winnipeg and Churchill via TransAir Ltd.
- All departments are reminded that from 1 Jul 61 transportation to the DEW Line will be from Winnipeg and/or Churchill. After that date there will be no TransAir flights to the DEW Line from Montreal and Edmonton.

Eskimo Housing at DEW Sites

- Arrangements have been made for Federal Electric Corporation to carry out, on behalf of the Department of Northern Affairs, maintenance work on Eskimo housing as may be required during the period 1 Jul 61 - 30 Jun 62.

This extends for another year our earlier arrangement which has worked quite satisfactorily. Northern Affairs pay Federal Electric for the cost of the work performed and accounts in connection with the work are made available to the Cost Audit Inspection Division, Office of the Comptroller of the Treasury, for audit purposes. It might be noted that in the period 1 Jul 60 - 30 Jun 61, Federal Electric undertook work on Eskimo housing for the Department of Northern Affairs totalling about \$276,000.

Maintenance of Mechanized Equipment at DEW Sites

5. Northern Affairs have also requested that arrangements be made for Federal Electric to maintain, service and repair mechanized equipment at certain DEW Line sites. This request is based on the Department's view that they could not sustain the employment of a qualified equipment mechanic at certain sites to maintain their facilities in a good state of repair on an economic basis.

Requests for Airlift on Contract Aircraft

6. As requests for the carriage of personnel and/or material on DEW Line support aircraft are received from time to time, to assist departments in appreciating the position of the USAF when such assistance is sought it is desired to refer to the Department of Transport – USAF understanding on the use of civilian transport within Canada. A copy of this understanding is attached as Appendix "A".

Nordair Service to Foxe

7. Advice has been received from the Air Transport Board that a licence has been issued to Nordair Ltd to operate a Class II service to site Foxe on the Dew Line. In advising the company of this approval the Air Transport Board have stated as follows:

"We would remind you that you will have to obtain permission from the Royal Canadian Air Force to use the Foxe Airport prior to inaugurating a service to that point."

Departmental Liaison with Local Offices

8. Arrangements have been made from time to time to have authorized officials of certain departments make requests directly on the local offices of Federal Electric at Edmonton and Montreal, rather than through the DEW Coordinator at Ottawa, e.g. for transportation on DEW contract air carriers. In view of Federal Electric's new administrative office at Winnipeg, it would be appreciated if departments would review their current lists of officials authorized to make requests on Federal Electric at Edmonton and Montreal. The results of the departmental reviews should be forwarded, with any proposed changes, to the Chairman, DEW Coordinating Committee.

Personnel Employed on DEW Line in Canada

9. The breakdown of personnel employed in the Canadian sectors of the DEW Line at 28 Feb 61 was as follows:

CATEGORY	TOTAL U.S.	TOTAL CAN.	TOTALS	%U.S.	%CAN.
A. LINE					
Supv.	15	37	52	29	71
Radicians	49	179	228	21	79
** Inst. Techs.	--	4	4	--	100
** Wire Techs.	--	15	15	--	100
Radio Techs.	--	18	18	--	100
Mechanics	--	211	211	--	100
Supply Clerks	--	47	47	--	100
Warehousemen	--	8	8	--	100
Supply Spec.	--	34	34	--	100
Clerks, Office	--	17	17	--	100
TTY Oper.	--	17	17	--	100
Traffic Spec.	--	8	8	--	100
Janitors	--	8	8	--	100
Cooks	--	28	28	--	100
Chefs	--	36	36	--	100
Gen. Helpers	--	49	49	--	100
Bakers	--	6	6	--	100
Eskimos	--	94	94	--	100
SUB TOTALS	64	816	880	7	93
B. NEL-X	--	13	13	--	100
C. DEW OFFICES					
Edmt.	--	45	45	--	100
Mont.	3	50	53	6	94
Frot.	--	2	2	--	100
GRAND TOTALS	67	926	993	7	93

NOTE: 43 Canadian students attended training classes at Streator during this period. This figure is not included in this report.

<G.Y. Loughhead>

(G.Y. Loughhead)

Chairman

DEW Line Coordinating Committee

APPENDIX “A”

EXTRACT FROM PJBD, AUG ‘59

UNDERSTANDING ON THE USE OF CIVIL AIR TRANSPORT WITHIN CANADA

At the request of the Department of Transport – Canada, discussions have taken place with representatives of the United States Air Force, acting for the Department of Defense, with a view to arriving at an agreement relative to the use of Canadian civil air carriers and United States military aircraft for the transportation of certain cargo and personnel within Canada. Such negotiations have taken place.

It is agreed that:

1. Canadian civilian carriers will be used by the U.S. Armed Forces for transporting cargo and civilian personnel, from point-to-point within Canada when such service is available as needed and would fulfill United States military requirements effectively and economically. The Department of Transport recognizes that circumstances will sometimes be such that it will not be practicable for the U.S. Armed Forces to employ civil carriers for the purposes indicated.

2. The Department of Transport assures that services provided to the U.S. Armed Forces by Canadian civil carriers will not be withdrawn or reduced during times of emergency without the agreement of the U.S. Armed Forces.

3. Procedures will be developed for periodic notifications by U.S. Forces to the Air Transport Board whenever United States military aircraft have been used in lieu of Canadian civil carriers for the purposes set forth in paragraph 1. The notification will indicate the circumstances surrounding such use.

(SGD) EARL C. HEDLUND

For the Department of Defense

EARL C. HEDLUND, Colonel, USAF
Acting Director of Transportation
Office, Deputy Chief of Staff, Materiel

(SGD) J.R. BALDWIN

For the Department of
Transport

J.R. Baldwin
Deputy Minister of Transport.

41. DEW Line Coordinating Committee Progress Report No. 29, 15 June 1961

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE PROGRESS REPORT NO. 29 – DISTANT EARLY WARNING LINE

15 Jun 61

DISTRIBUTION

MEMBERS

- | | | |
|----------|------------------------------------|----------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughhead) |
| 2. | DNPO | (Attn: Capt. J.C. Littler) |
| 3. | DMO&P | (Attn: Col. H.H.A. Parker) |
| 4 - 29. | VCAS/COps | (Attn: W/C S.M. Strange) |
| 30 - 31. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 32. | Dept. of External Affairs | (Attn: Mr. W.H. Barton) |
| 33. | Dept. of Finance | (Attn: Mr. H.A. Davis) |
| 34. | Director Employment Service | (Attn: Mr. W. Thomson) |
| 35. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 36. | Dept. of Citizenship & Immigration | (Attn: Mr. J.S. Cross) |
| 37. | Dept. of Defence Production | (Attn: Mr. M. Card) |
| 38 - 39. | Dept. of Transport | (Attn: Mr. J.E. Devine) |
| 40. | Dept. of Health & Welfare | (Attn: Dr. H.A. Procter) |
| 41. | Air Transport Board | (Attn: Mr. J.R. Belcher) |

INFORMATION

- | | | | |
|----------|-------------------|---------------------------|-------------------------------------|
| 42 - 43. | DND | Chairman, Chiefs of Staff | |
| 44. | CNS | | (Attn: V/ADM H.S. Rayner) |
| 45. | CGS | | (Attn: Lt. Gen. S.F. Clark) |
| 46. | CAS | | (Attn: A/M H. Campbell) |
| 47. | Chairman, DRB | | (Attn: Dr. A.H. Zimmerman) |
| 48. | Chairman, CJS (W) | | (2540 Massachusetts N.W.,
Wash.) |
| 49. | CNTS/CEC | | (Attn: Capt. J.B. Roper) |
| 50. | DQMG(W&Q) | | (Attn: Brig. H.L. Meuser) |
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| 52. | DRB | | (Attn: Chief Scientist) |
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| 54. | ADM(A&P) | | (Attn: Mr. J.A. Sharpe) |
| 55. | JAG | | (Attn: Brig. W.J. Lawson) |

- | | | |
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| 63 - 66. | Dept. of National Health & Welfare | (Attn: Dr. P.E. Moore) |
| 67. | Dept. of Public Works | (Attn: Mr. George T. Jackson) |
| 68 - 69. | Dept. of Mines & Technical Survey | (Attn: Deputy Minister and
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Division) |
| 70. | Air Transport Board | (Attn: Mr. D.F. Quirt) |
| 71. | HQTS 2-70-99-5 | |
| 72. | HQ S 801-100-D100-2 | |
| 73. | DM Sec't 256-4 | |
| 74 - 75. | Spares | |

PROGRESS REPORT NO. 29 – DISTANT EARLY WARNING LINE

15 Jun 61

Federal Electric Corporation

Relocation of Administrative Offices in Canada and new Airlift Arrangements

1. Federal Electric Corporation have advised that the Company's new administrative office in Winnipeg (to replace the two offices formerly at Montreal and Edmonton) will commence operation on July 3, 1961. Addresses will be as follows:

- (a) From now until 1 July the Federal Electric address in Winnipeg is as follows:

Name of Individual (if applicable)
Federal Electric Corporation
P.O. Box 1052
Main Station
Winnipeg, Manitoba.

- (b) On 1 July the mailing address for all mail for the Winnipeg DEW Office will be as follows:

Federal Electric Corporation
Winnipeg International Airport
Winnipeg, Manitoba.

- (c) The address for the Winnipeg DEW Office for express and freight will be:

Federal Electric Corporation
Hangar No. 9
Winnipeg International Airport
Winnipeg, Manitoba.

Vertical Flights

2. The tentative schedule of vertical flights to the Line with the takeover of this operation by Transair is -

Monday and Thursday, one flight each to DYE and FOX;
Tuesday and Friday, one flight each to PIN and CAM.

Flights planned to depart Winnipeg 2159 hours local for DYE and PIN and 2259 hours local for FOX and CAM. This information could be used for planning but on promulgation it should be noted as subject to change.

3. Provision is being made for direct vertical flights from Winnipeg to the four DEW Line main stations in Canada carrying passengers, perishables, and high priority cargoes. Low priority and bulk cargoes will be trans-shipped by mail from Winnipeg to Churchill, Manitoba. From this point the supplies will be flown to the Line by direct flights utilizing cargo carrying aircraft only. It is understood that passengers will not be able to be transported by these aircraft from this point.

4. At Churchill, Federal Electric plan to have only one representative. It is understood that the contractual arrangement with the air carrier from that point will provide for a self supported operation by the carrier operating fairly independent from government owned facilities.

Lateral Flights

5. The Air Transport Board advises that arrangements are proceeding toward a contract being entered into between Federal Electric and Nordair for the lateral flight requirements on the DEW Line. These flights will naturally tie in with the vertical flights which will be undertaken by Transair Ltd.

RCAF Liaison Officer, USAF/AMC/ESC. Hanscom Field

5. Because of the deletion of the above position from the RCAF Liaison Programme in June 1961, other arrangements for the transmission of information relative to the DEW and BMEWS projects have had to be made. Accordingly the RCAF Liaison Officer at the 2601st Support Wing, Paramus, NJ, assisted by CJS(W) staff as necessary, will be responsible for obtaining information affecting Canadian Government Departments on all aspects of the operation and maintenance of the DEW Line. Liaison requirements with Canada by the BMEWS Project Office will be met through the USAF Central Coordinating Staff-Canada and, if necessary, CJS(W). The Canadian requirements for liaison on BMEWS and any other liaison duties which have been handled in the past by the Liaison Officer at Hanscom now will be handled by CJS(W).

6. An RCAF officer will be permanently located at Hanscom Air Force Base to facilitate obtaining security clearances for Canadians visiting Hanscom controlled projects.

SEALIFT 1961 SEASON

Type of Cargo (Small Tons)	Dew <u>Alaska</u>	Mackenzie <u>Pin Sector</u>	Mackenzie <u>River</u>	Foxe <u>Basin</u>	Baffin <u>Island</u>
Vehicles and spares	44	56	73	39	189
Staple Foods	146	145	248	117	743
Building Materials (less lumber)	324	224	322	147	1,178
Lumber	149	108	196	89	547
P.O.L. Drummed	1,257	1,102	1,791	1,302	4,743
Packaged P.O.L. and Chemicals	1	1	2	1	5
General Cargo	214	194	334	279	966
Bulk P.O.L.	6,722	8,015	14,928	7,039	34,451
Retrograde Cargo	<u>64</u>	<u>240</u>	<u>829</u>	<u>252</u>	<u>1,525</u>
	8,921	10,085	18,723	9,265	44,347

<G.Y. Loughhead>

(G.Y. Loughhead)

Chairman

DEW Line Coordinating Committee

42. DEW Line Coordinating Committee Progress Report No. 30, 17 August 1961

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 30 – DISTANT EARLY WARNING LINE

17 Aug 61

DISTRIBUTION

MEMBERS

- | | | |
|-----------|------------------------------------|----------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughhead) |
| 2. | DNPO | (Attn: Capt. J.C. Littler) |
| 3. | DMO&P | (Attn: Col. H.H.A. Parker) |
| 4. - 29. | VCAS/COps | (Attn: W/C S.M. Strange) |
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| 34. | Director Employment Service | (Attn: Mr. W. Thomson) |
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| 37. | Dept. of Defence Production | (Attn: Mr. M. Card) |
| 38. - 39. | Dept. of Transport | (Attn: Mr. J.E. Devine) |
| 40. | Dept. of Health & Welfare | (Attn: Dr. H.A. Procter) |
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| 46. | CAS | | (Attn: A/M H. Campbell) |
| 47. | Chairman, DRB | | (Attn: Dr. A.H. Zimmerman) |
| 48. | Chairman, CJS (W) | | (2540 Massachusetts N.W.,
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| 49. | CNTS/CEC | | (Attn: Capt. J.B. Roper) |
| 50. | DQMG(W&Q) | | (Attn: Brig. H.L. Meuser) |
| 51. | ADM(R) | | (Attn: Mr. L.M. Chesley) |
| 52. | DRB | | (Attn: Chief Scientist) |
| 53. | CG/IS | | (Attn: Mr. W.M. Thomson) |
| 54. | ADM(A&P) | | (Attn: Mr. J.A. Sharpe) |

- | | | |
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| 56. | ADM(C&P) | (Attn: A/V/M C.F. Johns) |
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| 68. - 69. | Dept. of Mines & Technical Survey | (Attn: Deputy Minister and
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| 70. | Air Transport Board | (Attn: Mr. D.F. Quirt) |
| 71. | HQTS 2-70-99-5 | |
| 72. | HQ S 801-100-D100-2 | |
| 73. | DM Sec't 256-4 | |
| 74. - 75. | Spares | |

DEW PROGRESS REPORT

RCAF Liaison Officer at Paramus, N.J.

1. F/L D. Washington has completed a very successful tour of duty at Paramus, where he rendered useful assistance to Government Departments, to USAF 4601 Support Wing and to Federal Electric Corporation. F/L M.W. McCrank has succeeded F/L Washington at Paramus; a copy of his terms of reference is attached for information. F/L McCrank served on the DEW Line and consequently brings to his work at Paramus on-the-spot knowledge of conditions in the area and normal work-a-day contacts with the operators. His address is –

F/L M.W. McCrank
RCAF Liaison Officer
4601st Support Wing (DEW)(ADC)
Route 17,
Paramus, N.J., USA.

Provision of Avgas in DEW Line Area

2. On the recommendation of the Department of Northern Affairs, arrangements have been made for supplying small quantities of aviation gasoline to aircraft operators whose activities in the area of the DEW Line are associated with exploration work which the Department of Northern Affairs considers to be in the national interest. In making their suggestion, the

Department of Northern Affairs proposed that requests for the provision of this fuel (100 – 150 barrels a year) would be under the official sponsorship of that Department and that billings would be made to the Department for subsequent collection from the aircraft operators.

As operators of aircraft into DEW sites are required to clear the proposed use of airfields at the sites through the RCAF, requests for the use of airfields and any sponsorship by Northern Affairs (re exploration work) will be brought together by Northern Affairs and forwarded by them through RCAF channels.

Cambridge Bay

3. It has been suggested to the Departments of Northern Affairs and Transport that an examination be made of the responsibility for supply to commercial aircraft operators of avgas, accommodation, messing, etc, at Cambridge Bay. Requests continue to be made for support from DEW Line sources at this point, even though operation of the airfield has been taken over by the Department of Transport.

DEW Line – Chaplains

4. Due to the non-availability of Canadian Protestant Chaplains for service on the DEW Line, Federal Electric have employed Rev. H.C. Hand, a U.S. citizen, for the Pin-Cam sectors. For the Fox - Dye sectors, they have appointed Rev. J.L. Priest, a Canadian citizen, who will be on duty 1 Oct 61.

Airlift – Passenger Carriage not Available from Churchill

5. A number of Departments have enquired about transportation of personnel from Churchill to the main DEW sites on the DEW contract carrier Trans AirLtd. Advice has been received from Paramus that passengers are not permitted on the cargo flights operating out of Churchill. Although transportation schedules may show Churchill as a refuelling stop, this stop would only be made on rare occasions which would be determined to a great extent by weather on the Line at the time of flight. Federal Electric are very reluctant to provide passenger service out of Churchill as it would result in wasted space of a flight should the pilot elect to overfly Churchill. Accordingly, all Departments should plan on flights from Winnipeg in making any requests for transportation of their personnel.

Passenger and Freight Rates on DEW Contract Air Carrier

6. Attached for information is the recently revised schedule of charges for passengers and freight on the DEW contract air carrier. This revision came into effect on 15 Jul 61.

Personnel Employed on DEW Line in Canada

7. The [breakdown] of personnel employed in the Canadian sectors of the DEW Line at 28 Jul 61 was as follows:

CATEGORY	TOTAL U.S.	TOTAL CAN.	TOTALS	%U.S.	%CAN.
A. <u>LINE</u>					
Supv.	13	40	53	25	75
Radicians	42	179	221	19	81
Inst. Techs.	--	4	4	--	100
Wire Techs.	--	15	15	--	100
Radio Techs.	--	24	24	--	100
Mechanics	--	217	217	--	100
Supply Clerks	--	33	33	--	100
Warehousemen	--	16	16	--	100
Supply Spec.	--	36	36	--	100
Clerks, Office	--	18	18	--	100
TTY Oper.	--	17	17	--	100
Traffic Spec.	--	7	7	--	100
Janitors	--	9	9	--	100
Cooks	--	29	29	--	100
Chefs	--	45	45	--	100
Gen. Helpers	--	45	45	--	100
Bakers	--	5	5	--	100
Eskimos	--	107	107	--	100
SUB TOTALS	55	846	901	6	94
B. NEL-X					
	--	13	13	--	100
C. DEW OFFICERS					
Wint.	4	69	73	5	95
Frot.	--	2	2	--	100
GRAND TOTALS	59	930	989	6	94

NOTE: 28 Canadian students attended training classes at Streator during this period. This figure is not included in the totals of this report.

<G.Y. Loughhead>
 (G.Y. Loughhead)
 Chairman
 DEW Line Coordinating Committee

TERMS OF REFERENCE

Officer's Position RCAF Liaison Officer
4601st Support Wing
(DEW)(ADC) USAF
Paramus, New Jersey

Rank and Trade

RESPONSIBILITIES

- 1 Under direction to interpret Canada/USA DEW Line agreements and established policies for the benefit of the USAF, its contractors, and Canadian military and governmental agencies; and to act on behalf of the RCAF, and the Chairman, Distant Early Warning Coordinating Committee, Department of National Defence, Ottawa, on all phases of the operation and maintenance of the DEW Line. 5%

NOTE: CJS(W) is to be furnished copies of correspondence concerning policy regarding DEW Line operation and maintenance.

- 2 To obtain information affecting the RCAF and Canadian Government departments on all aspects of the operation and maintenance of the DEW Line under the cognizance of 4601st Support Wing (DEW) (ADC) USAF. This includes, but is not limited to, such matters as Canadian employment statistics, security matters, construction activities meteorological services, NWT ordnance, employment of Eskimos, etc. 10%
- 3 To arrange clearances as a representative of the RCAF, DDP, and the Directorate of Industrial Security with 4601st Support Wing (DEW) (ADC) USAF for civilian and military personnel who are visiting US defence projects under the control of the 4601st Support Wing, Paramus, N.J. 20%
- 4 To assist 4601st Support Wing (DEW) (ADC) USAF, when requested, on DEW Line operational policies and procedures. 10%
- 5 To accompany 4601st Support Wing personnel on periodic visits to the DEW Line. 10%
- 6 To perform other related duties as required. 45%

RESPONSIBLE TO

- 1 (a) The Director of Air Defence and Strike Operations, AFHQ, Ottawa, and to the Chairman, Distant Early Warning Coordinating Committee, Department of National Defence, Ottawa, on all matters

relevant to the operation and maintenance of the DEW Line which come under the cognizance of the 4601st Support Wing.

- (b) The Air Member, Canadian Joint Staff, 2450 Massachusetts Avenue, N.W., Washington 8, D.C. for pay and allowances.

43. DEW Line Coordinating Committee Progress Report No. 31, 2 May 1962

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 31 – DISTANT EARLY WARNING LINE

DISTRIBUTION

2 May 62

MEMBERS

- | | | |
|-----------|------------------------------------|----------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughhead) |
| 2. | DNPO | (Attn: Capt. J.C. Littler) |
| 3. | DMO&P | (Attn: Col. H.H.A. Parker) |
| 4. - 29. | VCAS/COPs | (Attn: F/L E.J.R. Nourse) |
| 30. - 31. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 32. | Dept. of External Affairs | (Attn: Mr. W.H. Barton) |
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| 55. | JAG | | (Attn: Brig. W.J. Lawson) |
| 56. | ADM(C&P) | | (Attn: A/V/M C.F. Johns) |

- | | | |
|-----------|--|---|
| 57. | Chief Secretary | (Attn: Dr. R.W. James) |
| 58. | ADM(R)SREL | (Attn: Mr. J.V. Argyle) |
| 59. | Secretary, PSOC | (Attn: Mr. J.C. Outram) |
| 60. - 61. | RCMP | (Attn: Cmmr. C.W. Harvison) |
| 62. | Under-Secretary of State for
External Affairs | (Attn: Mr. N.A. Robertson) |
| 63. | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 64. - 67. | Dept. of National Health & Welfare | (Attn: Dr. P.E. Moore) |
| 68. | Dept. of Public Works | (Attn: Mr. George T. Jackson) |
| 69. - 70. | Dept. of Mines & Technical
Survey | (Attn: Deputy Minister and
Financial Services
Division) |
| 71. | Air Transport Board | (Attn: Mr. D.F. Quirt) |
| 72. | HQTS 2-70-99-5 | |
| 73. | HQS 801-100-D100-2 | |
| 74. | DM Sec't 256-4 | |
| 75. - 76. | Spares | |

DEW LINE PROGRESS REPORT

2 May 62

Overall Operation and Maintenance Responsibility

1. At the Feb 1962 meeting of the Permanent Joint Board on Defence the U.S. was advised that Canada agrees to the manning and operation by the U.S. of the Canadian sectors of the DEW Line for an additional three-year period (1963-66) beyond the two three-year periods already agreed upon, on the same terms and conditions as had been previously agreed. When the Canadian position was stated the U.S. raised the question of the Canadian Government wishing to take over the operation of the Canadian sector(s) if a Canadian firm were awarded the operation and maintenance contract, leaving the matter of financing to be resolved separately.

Operation and Maintenance Contract 1 Jul 62 to 30 Jun 63

2. Under date of 6 Apr 62 the RCAF Liaison Officer at Paramus N.J. advised that the USAF have authorized the extension of the Federal Electric Corporation contract for the operation and maintenance of the DEW Line for the period 1 Jul 62 to 30 Jun 63. It is recalled word had been received in Jan 62, that the contract for this period would likely go up for competitive tendering. It has been stated that it is the intention of the USAF to call for competitive proposals for the USAF fiscal year FY 64 (1 Jul 63 to 30 Jun 64).

Operation of Airstrips at Dyer, Hall Beach, Cape Parry

3. The USAF Central Coordinating Staff in Oct 61 raised the question of the Department of Transport taking over the operation of the DEW Line

airstrips at Dyer, Hall Beach (Foxe) and Cape Parry on a basis similar to that worked out for the airstrip at Cambridge Bay. In reply the USAF were advised that the Department of Transport are not making any plans to proceed with any additional assumption of responsibility at this time for the remaining airstrips at DEW Line main sites.

Construction Programme – 1962 Construction Season

4. Approval was given by letter of 7 Dec 61 to the proposed construction program for the 1962 construction season at DEW Line sites. The work will be on the basis of Federal Electric being responsible for the accomplishment of the projects through an amendment to their operation and maintenance contract. The program was concurred in on the strict understanding that it will be carried out according to the arrangements which have been previously agreed to with the Department of Defence Production and Defence Construction (1951) Ltd. These arrangements include a requirement for the construction work in Canada to be performed by Canadian contractors. Details of the program are attached at Appendix "A".

Federal Electric Corporation – Change in Officials

5. Mr. R.H. Cruzen, Vice President of Federal Electric Organization, has retired and has been succeeded by Mr. F.B. Martin. Congratulations on his retirement and thanks for a job well done were extended to Mr. Cruzen at Paramus, N.J., by Federal Electric and by the USAF at several functions on 18 and 19 Apr 62.

TACAN Facility at Cape Dyer

6. It has been agreed that the approved installation of the TACAN facility at Cape Dyer, which will be the responsibility of Federal Electric, can be carried out under the conditions of the exchange of notes applicable to the DEW Line.

Accommodation for Visitors at Sites

7. Federal Electric have drawn attention to the scarcity of accommodation for personnel visiting the DEW Line and to the fact that with the greatly increased activity of the spring and summer seasons, space will become a critical problem, especially at the DYE main station. Federal Electric have requested that they be provided with a minimum of two weeks notice of a proposed visit, whenever this is at all possible.

Rearward Communications – Central Canada Link

8. Action has been taken by the USAF to initiate negotiations through the Canadian Commercial Corporation for the construction of a proposed tropospheric scatter system which would provide additional rearward

communications for the DEW Line by the establishment of a Central Canada link. (The discussions are based on the southern terminal being at Hay River, in preference to Yellowknife, because of better access to high quality southward links from Hay River.) The need to have a clear understanding on the tax position of the new link has been drawn to the attention of RCAF and DDP.

Personnel Employed on DEW Line in Canada

9. The breakdown of personnel employed in the Canadian sectors of the DEW Line at 30 Mar 62 was as follows:

CATEGORY	TOTAL U.S.	TOTAL CAN.	TOTALS	%U.S.	%CAN.
A. LINE					
Supervisors	14	40	54	26	74
Radicians	45	197	242	19	81
Inst. Technicians	--	4	4	--	100
Wire Technicians	--	23	23	--	100
Radio Technicians	--	28	28	--	100
Cable Technicians	--	2	2	--	100
Switchboard Oper.	--	5	5	--	100
Mechanics	--	210	210	--	100
Supply Spec., Jr.	--	27	27	--	100
Supply Spec., Inter.	--	14	14	--	100
Supply Spec., Sr.	--	50	50	--	100
Clerks, Office	--	18	18	--	100
Teletype Oper.	--	16	16	--	100
Traffic Spec.	--	6	6	--	100
Janitors	--	9	9	--	100
Cooks	--	30	30	--	100
Chefs	--	50	50	--	100
Gen. Helpers	--	46	46	--	100
Bakers	--	6	6	--	100
Eskimos	--	94	94	--	100
Sub-Totals	59	875	934	6	94
B. NEL-X	--	13	13	--	100
C. DEW Office					
Wint.	3	74	77	4	
<u>Grand Totals</u>	62	962	1,024	6	94

NOTE: 25 Canadian Students attended training classes at Streator during this period. This figure is not included in the totals of this report.

Form of Designation of DEW Main Sites

10. It has been noted in various items of correspondence that the main DEW Line sites in the Canadian sector are sometimes referred to as "RCAF Station Cambridge", etc. This practice can lead to confusion as these in fact are not RCAF stations. The reference should be to "DEW Station, Cambridge Bay", etc.

<G.Y. Loughhead>

G.Y. Loughhead

DEW Line Coordinating Committee

APPENDIX "A"

<u>Station</u>	<u>Scope</u>	<u>Description</u>
1. Cape Dyer DEW Station	40' x 100' Supply and Equipment Warehouse	Insulated metal panel steel frame, raised concrete floor, oil-fired warm air furnace, automatic fire alarm and detection system, fluorescent lighting.
	Heated Auto Storage, (2 buildings) 40' x 47' @ Lower Camp, 40' x 74' @ Upper Camp	Insulated (Type N) metal panel, steel frame, concrete slab on grade, oil-fired warm air furnace, automatic fire alarm and detection system, fluorescent lighting.
	Civil Engineer Maintenance Shop (50' x 100')	Insulated (Type N) metal panel, steel frame, raised concrete floor, oil-fired warm air furnace, automatic fire alarm and detection system, fluorescent lighting, toilet and lavatory facilities.

<u>Station</u>	<u>Scope</u>	<u>Description</u>
2. Hall Beach DEW Station	40' x 100' Supply and Equipment Warehouse	Same as Cape Dyer DEW Station
	Heated Auto Storage (40' x 92')	Same as Cape Dyer DEW Station
	Civil Engineer Maintenance Shop (50' x 100')	Same as Cape Dyer DEW Station except that concrete floor is placed on grade.
3. Cambridge Bay DEW Station	Heated Auto Storage (40' x 74')	Same as Cape Dyer DEW Station
	Civil Engineer Maintenance Shop (50' x 100')	Same as Cape Dyer DEW Station
4. Cape Parry DEW Station	Heated Auto Storage (40' x 74')	Same as Cape Dyer DEW Station
	Civil Engineer Maintenance Shop (50' x 100')	Same as Cape Dyer DEW Station

The estimated cost of the above listed items is \$1,723,000.00.

44. DEW Line Coordinating Committee Progress Report No. 32, 10 September 1962

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 32 – DISTANT EARLY WARNING LINE

DISTRIBUTION

10 Sep 62

MEMBERS

- | | | |
|-----------|---|-----------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughead) |
| 2. | DNO | (Attn: CAPT L.L. Atwood) |
| 3. | DMO&P | (Attn: Col. H.H.A. Parker) |
| 4. - 29. | VCAS/COps | (Attn: G/C W. Weiser) |
| 30. - 31. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 32. | Dept. of External Affairs | (Attn: Mr. L.A.D. Stephens) |
| 33. | Dept. of Finance | (Attn: Mr. H.A. Davis) |
| 34. | Director of Employment Service | (Attn: Mr. W. Thomson) |
| 35. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 36. | Dept. of Citizenship and
Immigration | (Attn: Mr. J.S. Cross) |
| 37. | Dept. of Defence Production | (Attn: Mr. Merv Card) |
| 38. - 39. | Dept. of Transport | (Attn: Mr. J.E. Devine) |
| 40. | Dept. of Health and Welfare | (Attn: Dr. H.A. Procter) |
| 41. | Air Transport Board | (Attn: Mr. J.R. Belcher) |

INFORMATION

- | | | |
|-----------|-------------------------------|------------------------------------|
| 42. - 43. | DND Chairman, Chiefs of Staff | (Attn: A/C/M F.R. Miller) |
| 44. | CNS | (Attn: V/ADM H.S. Rayner) |
| 45. | CGS | (Attn: Lt. Gen. G. Walsh) |
| 46. | CAS | (Attn: A/M H. Campbell) |
| 47. | Chairman, DRB | (Attn: Dr. A.H. Zimmerman) |
| 48. | Chairman, CJS(W) | (2450 Massachusetts N.W.,
Wash) |
| 49. | CNTS/DN Wks | (Attn: CAPT. J.M. Doull) |
| 50. | DQMG(W&Q) | (Attn: Brig. H.L. Meuser) |
| 51. | ADM(R) | (Attn: Mr. L.M. Chesley) |
| 52. | DRB | (Attn: Chief Scientist) |
| 53. | CG/IS | (Attn: Mr. W.M. Thomson) |
| 54. | ADM(A&P) | (Attn: Mr. J.A. Sharpe) |

- | | | |
|-----------|--|---|
| 55. | JAG | (Attn: Brig. W.J. Lawson) |
| 56. | ADM(C&P) | (Attn: A/V/M C.F. Johns) |
| 57. | Chief Secretary | (Attn: Dr. R.W. James) |
| 58. | ADM(R)SREL | (Attn: Mr. J.V. Argyle) |
| 59. | Secretary, PSOC | (Attn: Mr. J.C. Outram) |
| 60. - 61. | RCMP | (Attn: Cmmr. C.W. Harvison) |
| 62. | Under-Secretary of State for
External Affairs | (Attn: Mr. N.A. Robertson) |
| 63. | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 64. - 67. | Dept. National Health & Welfare | (Attn: Dr. P.E. Moore) |
| 68. | Dept. of Public Works | (Attn: Mr. George T. Jackson) |
| 69. - 70. | Dept. of Mines & Technical Surveys | (Attn: Deputy Minister and
Financial Services
Division) |
| 71. | Air Transport Board | (Attn: Mr. D.F. Quirt) |
| 72. | HQTS 2-70-99-5 | |
| 73. | HQS 801-100-D100-2 | |
| 74. | DM Sec't 256-4 | |
| 75. - 76. | Spares | |

DEW LINE PROGRESS REPORT

10 Sep 62

Air Carrier Contracts

1. Under date 17 Aug 62 the Air Transport Board confirmed to Federal Electric Corporation the Board's approval of contracts for the period 1 Jul 62 to 30 Jun 63 as follows:

Vertical airlift	-	Transair Ltd.
Special airlift	-	Pin Sector - Transair Ltd.
Lateral resupply	-	Nordair Ltd.
Special airlift	-	Fox Sector - Nordair Ltd.

DEW Line – Estimated Expenditures in Canada

2. A statement of the expenditures on the DEW Line in Canada is attached showing actual Canadian expenditures for the U.S. fiscal year 1962 (1 Jul 61 - 30 Jun 62) and estimated expenditures for 1963 (1 Jul 62 - 30 Jun 63).

Rearward Communications Link – DEW site PIN 3 to Hay River, N.W.T.

3. Canadian National Telecommunications have received a USAF contract through the Canadian Commercial Corporation for the installation of

a microwave system rearward communications link from DEW site Pin 3 to Hay River, N.W.T.

Use of Frobisher

4. The Federal Electric Corporation has decided to close down their operation at Frobisher Bay. They will use Hall Beach (Fox) as an alternate for Cape Dyer flights.

Repatriation of Eskimo Patients via Contract Aircraft

5. While commercial air carriers are normally used to transport individuals who require hospital admission, in emergencies patients from the CAM and DYE sectors are occasionally flown to Winnipeg on DEW contract aircraft for emergency treatment. Rather than require these patients to proceed to Edmonton or Montreal in order to return by commercial air carrier, it has been arranged to permit such personnel brought to Winnipeg for treatment to return to their points of origin via the DEW Line contract aircraft.

Personnel Employed on DEW Line in Canada

6. The breakdown of personnel employed in the Canadian sectors of the DEW Line as at 29 Jul 62 was as follows:

CATEGORY	TOTAL U.S.	TOTAL CAN.	TOTALS	% U.S.	% CAN.
A. <u>LINE</u>					
Supervisors	12	38	50	24	76
Radicians	42	195	237	18	82
Inst. Technicians	--	4	4	--	100
Carrier Technicians	--	21	21	--	100
Radio Technicians	--	25	25	--	100
Cable Technicians	--	2	2	--	100
Switchboard Oper.	--	5	5	--	100
Mechanics	--	192	192	--	100
Sup. Spec., Jr.	--	32	32	--	100
Sup. Spec., Int.	--	14	14	--	100
Sup. Spec., Sr.	--	42	42	--	100
Clerks, Office	--	22	22	--	100
Teletype Oper.	--	17	17	--	100
Traffic Spec.	--	8	8	--	100
Janitors	--	7	7	--	100
Cooks	--	27	27	--	100
Chefs	--	42	42	--	100
General Helpers	--	42	42	--	100

CATEGORY	TOTAL U.S.	TOTAL CAN.	TOTALS	% U.S.	% CAN.
Bakers	--	5	5	--	100
Eskimos	--	94	94	--	100
Sub-totals	54	834	888	6	94
B. NEL-X	--	13	13	--	100
C. DEW Office					
Wint.	3	67	70	4	96
<u>Grade Totals</u>	57	914	971	6	94

NOTE: 45 Canadian logistic and radician students attended training classes at Streator during the period 29 Jun 62 to 29 Jul 62. This figure is not included in the totals of this report.

<G.Y. Loughhead>

G.Y. Loughhead

DEW Line Coordinating Committee

APPENDIX "A"

DEW LINE EXPENDITURES IN CANADA

As of 1 Jul 62

	<u>CANADIAN EXPENDITURES</u>	
	<u>Actual</u> <u>FY 62</u>	<u>Estimate</u> <u>FY 63</u>
I. PERSONNEL	<u>\$10,567,852</u>	<u>\$9,599,736</u>
Salaries	10,444,221	9,494,479
Station allowance	32,196	17,200
Payroll taxes	90,675	88,057
Professional & consulting fees	760	- 0 -
II. SUBSISTENCE SUPPLIES	<u>790,025</u>	<u>773,056</u>
III. L/P SUPPLIES, MATERIAL & EQUIPMENT	<u>243,774</u>	<u>471,075</u>
Ground POL	19,894	24,393
Office supplies	4,516	5,888
Medical supplies & services	51,665	47,200

CANADIAN EXPENDITURES		
	<u>Actual</u> <u>FY 62</u>	<u>Estimate</u> <u>FY 63</u>
Expendable supplies, material & replacement pts	111,924	329,934
Morale & safety	2,080	460
Laundry & dry cleaning	38,000	45,500
Fire, police & security	15,695	17,700
IV. CONTRACTUAL MAINTENANCE OF EQUIPMENT	<u>431,716</u>	<u>182,690</u>
V. COMMERCIAL COMMUNICATIONS	<u>12,721</u>	<u>20,520</u>
Telephone, teletype & TWX	1,953	18,120
Postage	768	2,400
VI. COMMERCIAL TRANSPORTATION OF THINGS	<u>4,190,500</u>	<u>5,130,223</u>
Air transportation	4,083,638	4,889,323
Terminal costs	88,000	105,100
Freight charges	18,862	135,800
VII. ESTIMATE OF TRAVEL REQUIREMENTS	<u>83,664</u>	<u>82,440</u>
VIII. MISC. NON-PERSONAL OBLIGATIONS	<u>20,633</u>	<u>7,890</u>
Employment advertising	70	200
Recruiting costs	1,475	3,500
Household moving	11,112	1,940
Misc. sub-contractors	6,679	2,250
Taxes other than payroll	1,297	- 0 -
IX. GFE (For Sealift)	<u>4,778,965</u>	<u>4,414,860</u>
POL	1,364,193	1,620,400
Transportation	3,414,772	2,794,460
X. MODIFICATION & REPAIR OF REAL PROPERTY	<u>447,404</u>	<u>277,440</u>
XI. EXCHANGE STORES	<u>240,529</u>	<u>267,198</u>
XII. MILITARY CONSTRUCTION PROGRAM	<u>429,085</u>	<u>938,080</u>
<u>GRAND TOTAL</u>	<u>\$22,236,868</u>	<u>\$22,165,208</u>

45. DEW Line Coordinating Committee Minutes of the 14th Meeting, 21 November 1962

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

MINUTES

of the 14th Meeting of the Committee held in
Room 2725 "A" Building, NDHQ, on Wednesday,
21 November, 1962 at 1000 hours

PRESENT

Chairman	Mr. G.Y. Loughhead	ADM(F) DND
Members	Mr. G.W. Rowley	Dept. of Northern Affairs
	Mr. A.K. Menzies	Dept. of External Affairs
	Mr. W. Thomson	Director, Employment Services
	Mr. H.S. Johnstone	Dept. of Labour
	Mr. J.R. Quirt	Air Transport Board
	Mr. M. Card	Dept. of Defence Production

ALSO PRESENT

G/C F.N. Sheffield	DAirP
W/C P.W. Holloway	DAirP
Mr. W.G. Devonish	DCom
Mr. S.I. Comach	Dept. of Defence Production
Mr. F.J. Corrigan	Dept. of Defence Production
Mr. J.S. Nutt	Dept. of External Affairs

RECORDING

<u>SECRETARY</u>	Miss P.M. Moss	DM Secretariat DND
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CONTENTS

- I. Approval of the Minutes of the 13th Meeting
- II. Proposed New DEW Line Operation and Maintenance
Contract Arrangements
- III. SAC Positive Control System of Communication (GREEN
PINE)
- IV. DEW Line Intermediate "I" Sites
- V. Status of Canadian Personnel

DEW Coord Committee – Minute of 14th Meeting held 21 Nov 62

APPROVAL OF THE MINUTES OF THE 13TH MEETING

1. Decision - The minutes of the 13th meeting were approved without amendment.

**PROPOSED NEW DEW LINE OPERATION AND
MAINTENANCE CONTRACT ARRANGEMENTS**

2. The members were supplied with minutes of the Bidders Conference FY-64, Operation and Maintenance of the DEW System, held 16-17 Oct 62 at Griffiths AFB, N.Y. This conference had been called by the USAF to obtain tenders for the US fiscal year 1964 and opened up operation of the DEW Line to competitive bidding for the first time. Mr. Loughhead invited the DDP members, who had been present at the conference as observers, to expand on any aspects of the conference of particular interest to the meeting.

3. Mr. Corrigan (DDP) reported that he considered the USAF had made quite clear to the prospective bidders the Canadian requirements and conditions which have been agreed to for the operation and maintenance work in the Canadian Sectors. He noted in particular that:

- (a) Bids would be for the operation and maintenance of DEW Line as a whole, but that US bidders would be authorized, but not required to present proposals for the operation of the Canadian Sectors which provide for a joint venture or some other form of association with Canadian firms.
- (b) DDP had agreed and so advised the USAF that they might confine bidding for the DEW Line to US bidders.
- (c) It had been stipulated that the successful contractor will be required to comply with the applicable inter-governmental agreements relating to Canadian participation in the operation and manning of the Line (including those requiring the use of Canadian sources for water and air transportation and for POL supply for DEW sites; also that preference be given to qualified Canadians in the performance of services at the Canadian sites).
- (d) All the relevant Canada - US agreements were available at Rome N.Y. to all the bidders.
- (e) It was evident that a number of Canadian companies had worked out some form of consortia arrangements with prospective US bidders.

- (f) Interested prospective bidders had visited the Line for familiarization and the next step would be for the submission of their technical proposals by 27 Dec 62. The USAF would then make an appraisal of the technical proposals in order to establish which ones are technically acceptable. Those submitting technical proposals which were acceptable would then be given one month to submit price proposals.

4. Mr. Rowley referred to the employment of Canadians in Alaska. Mr. Comach said the companies are querying this as they are not primarily engaged in electronics in Alaska and Greenland. Mr. Loughhead observed that the committee is concerned with employment of Canadians in the Canadian sectors of the DEW Line and not with employment of Canadians in Alaska.

5. In reply to a query by Mr. Rowley on the possibility of the bidders changing transportation arrangements, Mr. Loughhead said transportation is included in an agreed logistics plan and this transportation plan cannot be altered without prior Canadian approval. Mr. Rowley enquired whether bidders would be able to consider supplying some of the sites on the Alaskan coast by means of the McKenzie River route. Mr. Corrigan said there was no discussion about this at the conference.

6. Mr. Menzies (External Affairs) referred to the McNamara (US) directive recently published. Mr. Card (DDP) said that this directive does not apply to US activities in foreign countries covered by diplomatic notes or treaties, nor is there a need to apply balance of payment programs to subcontracts.

7. Mr. Corrigan asked if it was considered that DDP should sit in on the technical appraisals of the bidders proposals. This will take from two weeks to a month and will be held towards the end of Dec 62. Mr. Loughhead thought there might be some merit in the RCAF sitting in on these appraisals and said he would refer the matter to that Service.

8. Decision - The Committee:

- (a) noted the minutes of the Bidders Conference held 16-17 Oct 62;
- (b) agreed to request a copy of the DEW Logistics Manual, ADCM 400-2, dated 1 Oct 62, referred to on page 31 of those minutes;
- (c) agreed to request the RCAF to consider sending representation to the technical appraisals of bidders' proposals.

9. Action - (b) and (c) ADM(F) (Attn: Mr. G.Y. Loughhead)

SAC POSITIVE CONTROL SYSTEM OF COMMUNICATION (GREEN PINE)

10. W/C Holloway, at the invitation of the Chairman, addressed the committee on GREEN PINE, a system of communications in the Arctic in support of Strategic Air Command. He said that under the terms of Order in Council PC 2307 and other agreements, SAC is authorized to fly up to 18 aircraft a day over the Canadian Arctic in peacetime; in wartime SAC will be permitted after consultation, to fly their aircraft directly across Canada. GREEN PINE is [an] ultra high frequency system and provides a positive means of controlling these aircraft.

11. W/C Holloway reviewed the conditions which led up to GREEN PINE and said the plans call for UHF transmitting and receiving equipment to be installed at a total of 14 northern sites, 6 of them being in Canada, 4 at the main DEW Sites (Cape Parry, Cambridge Bay, Fox-Hall Beach, and Cape Dyer), and 2 at Hopedale Labrador, and Argentia Newfoundland. The RCAF have examined the operational and technical requirement as stated by the USAF and with ministerial concurrence have advised the USAF of their agreement with the new communications plan.

12. The USAF have been advised that it is not considered any existing Canada - US exchange of notes appropriately covers the new USAF SAC UHF positive control communications plan and that a formal exchange of notes is required. The new exchange of notes will have to be comprehensive and include the conditions governing the program and the general conditions which are typical in Canada - US exchange of notes.

13. The phasing of the program follows. Other than for the erection of antennae it will not require additional personnel, real estate or construction:

- (a) Provision of the necessary point-to-point communications and relatively simple terminal equipment which will permit the direct control by SAC of existing UHF transmitting and receiving equipment. This phase has been completed and became operational on 10 May 62. Work was carried out with Western Electric as the prime contractor and is understood to have involved equipment costs at the six Canadian sites of some \$220,000.
- (b) Installation of high power, 1 KW, amplifiers and associated antennae at each of the remote sites. The estimated cost is \$1.2 million and the target date is 1 Nov 63.

- (c) Provision of more reliable tropospheric scatter communications to and from the remote sites on the DEW Line, through the installation at these five sites of two 60 foot antennae. Estimated cost is \$2.7 millions and target date is Oct 64.

14. The USAF will have the draft note forwarded through the State Department/External Affairs net. W/C Holloway said the RCAF will be happy to assist in drafting the provisions or in negotiating the final agreement and distributed copies of a paper showing standard conditions for such Canada/US agreements. In answer to Mr. Corrigan, he said the maintenance for GREEN PINE will be done by the host organization throughout.

15. Decision - Noted and agreed that the interested departments will be provided with copies of the US draft note covering GREEN PINE when it is made available.

16. Action - ADM(F) (Mr. G.Y. Loughead)

DEW LINE INTERMEDIATE "I" SITES

17. Mr. Loughead advised the meeting that the USAF had been considering a recommendation to abandon the Intermediate sites on the DEW Line, the need for which may now be redundant because of improved equipments at main and auxiliary sites. The original suggestion has been deferred pending the outcome of an overall air defence study. The USAF has been asked to define 'abandoning' for this purpose.

18. Decision - Noted.

19. Action - ADM(F) (Mr. G.Y. Loughead)

STATUS OF CANADIAN PERSONNEL

16. Mr. Loughead said the level of employment of Canadians on DEWLINE continues to be good. At 30 Sep 62 95% of the personnel employed at the Canadian Sectors were Canadians.

<P.M. Moss>

(P.M. Moss)

Recording Secretary

DEW Coordinating Committee

23 Nov 62

EFFECTIVE: 30 September 62

STATUS OF DEWLINE
PERSONNEL EMPLOYED IN
CANADA

<u>CATEGORY</u>	<u>TOTAL</u> <u>U.S.</u>	<u>TOTAL</u> <u>CAN.</u>	<u>TOTALS</u>	<u>% U.S.</u>	<u>% CAN.</u>
<u>A. LINE</u>					
Supervisors	10	39	49	20	80
Radicians	35	198	233	15	85
Inst. Technicians	--	4	4	--	100
Carrier Technicians	--	19	19	--	100
Radio Technicians	--	21	21	--	100
Cable Technicians	--	2	2	--	100
Switchboard Oper.	--	5	5	--	100
Mechanics	--	206	206	--	100
Sup. Spec., Jr.	--	27	27	--	100
Sup. Spec., Int.	--	18	18	--	100
Sup. Spec., Sr.	--	41	41	--	100
Clerks, Office	--	24	24	--	100
Teletype Oper.	--	17	17	--	100
Traffic Spec.	--	6	6	--	100
Janitors	--	8	8	--	100
Cooks	--	30	30	--	100
Chefs	--	44	44	--	100
General Helpers	--	41	41	--	100
Bakers	--	6	6	--	100
Eskimos	--	97	97	--	100
Sub-totals	45	853	898	5	95
B. NEL-X	1	12	13	8	92
<u>C. DEW OFFICE</u>					
Wint.	3	69	72	4	96
GRAND TOTALS	49	934	983	5	95

NOTE: 14 Canadian Students attended training classes at Streator during the period 24 August 62 to 30 September 62. This figure is not included in the totals of this report.

46. DEW Line Coordinating Committee Minutes of the 15th Meeting, 24 January 1963

DISTANT EARLY WARNING COORDINATING COMMITTEE

MINUTES

of the 15th Meeting of the Committee held in
Room 2725 "A" Building, NDHQ, on Thursday,
24 January, 1963, at 1400 hours

PRESENT

Chairman	Mr. G.Y. Loughead	ADM(F) DND
Members	LCDR C.A. Hamer	RCN/DNO
	W/C P.W. Holloway	RCAF/VCAS/Cops
	Mr. J.S. Nutt	Dept. of External Affairs
	Mr. B.H. Hardie	Dept. of Labour
	Mr. J.R. Quirt	Air Transport Board
	Mr. M. Card	Dept. of Defence Production
	Mr. J.E. Devine	Dept. of Transport

ALSO PRESENT

Mr. T.C. Jones	Dept. of Defence Production
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RECORDING

<u>SECRETARY</u>	Miss P.M. Moss	DM Secretariat, DND
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- I. Approval of the Minutes of the 14th Meeting
- II. Proposed BMEWS Tropospheric Scatter
Link from Thule to DEW Station Fox (Hall Lake)
- III. Proposed USAF Construction Program
1963 DEW Line Sites
- IV. Proposed New DEW Line Operation and Maintenance
Contract Arrangements – Technical Appraisals of
Bidders Proposals
- V. Status of Canadian Personnel

DEW Coord Committee – Minute of 15th Meeting held 24 Jan 63

APPROVAL OF THE MINUTES OF THE 14TH MEETING

1. Decision - The minutes of the 14th meeting were approved without amendment.

PROPOSED BMEWS TROPOSPHERIC SCATTER LINK FROM THULE TO DEW STATION FOX (Hall Lake)

2. The Committee were advised of the receipt by the RCAF of a request from the USAF Central Coordinating Staff, Ottawa, for approval of a 24 channel tropospheric scatter radio system from Thule, Greenland, to Station Fox (Hall Lake) on the DEM Line. The Minister of National Defence had concurred in this USAF request as coming within the context of the exchange of notes on BMEWS. General discussion on this request followed.
3. Decision - The Committee noted the decision of the Minister of National Defence.

PROPOSED USAF CONSTRUCTION PROGRAM 1963 AT DEW LINE SITES

4. The Committee was provided with copies of a memorandum from the USAF, Paramus, dated 6 Dec 62 (copy attached at Appendix "A"), giving the proposed USAF construction program for 1963 at DEW Line sites. The program included:
 - (a) replacement of old construction phase living quarters;
 - (b) provision of tropospheric scatter facilities at certain DEW sites associated with a BMEWS rearward communication link from Thule to DEW site Fox (Hall Beach);
 - (c) improvement of lateral communications to give higher quality transmission.
5. Mr. Loughhead said that the Minister of DND had concurred in the program and that DND officials are satisfied that it is covered by the Canada/US exchange of notes on the DEW Line and BMEWS. In reply to a query by Mr. Nutt (External Affairs) he said approval of this program does not constitute approval of GREEN PINE and that GREEN PINE would be the subject of a further Canada/US exchange of note. He noted however that the increased quality of communications would be available for GREEN PINE requirements once approval for GREEN PINE is given. He also assured Mr. Nutt on the question of ownership and said that as the facilities will be owned

by the USAF the tax position is clear, i.e. the facilities would be exempt from Canadian taxes as provided for in the exchange of notes.

6. Mr. Card (DDP) said since part of this construction program is concerned with BMEWS, Defence Construction Limited would like to have some reference made to the fact that under Clause V of the BMEWS note they are the responsible agency for construction and related technical services. Mr. Loughhead requested DDP to make this the subject of a letter to him; he would then include an appropriate paragraph in the reply to the USAF.

7. Referring to telecommunications, Mr. Devine (DOT) drew attention to the need to comply with para 12 of the BMEWS exchange of notes and, in particular to subpara (b) of para 12.

8. Mr. Nutt asked if any thought had been given to a general Canada/US communications agreement instead of individual notes on each requirement, eg, BMEWS, DEW LINE, TACAN. W/C Holloway felt a separate exchange of notes gives each interested Department an opportunity of examining the proposal. Mr. Loughhead thought it possible that a general agreement might be considered at some future time.

9. Mr. Jones (DDP) observed that requests for electronic services should be made early in the planning stage so that the prime contractor is not left in circumstances which oblige DDP to acquiesce; this has occurred in the past.

10. Decision – The Committee agreed:

- (a) to the proposed USAF construction program 1963 at DEW Line sites as set out in USAF memorandum of 6 Dec 62; and
- (b) DDP will advise DND by letter of the remarks they wish to have included in the reply to the USAF.

11. Action – DDP (Mr. M. Card)

PROPOSED NEW DEW LINE OPERATION AND MAINTENANCE CONTRACT ARRANGEMENTS – TECHNICAL APPRAISALS OF BIDDERS PROPOSALS

(Previous reference – Item II of 14th Meeting)

12. Mr. Jones said that Mr. Corrigan (DDP) is at present attending the technical appraisals of the bidders proposals for the operation and maintenance work in the Canadian sectors for next year's contracts. The proposals are being screened in the first instance for technical capability. It will then be agreed which companies will be invited to submit tenders. He understood that quite a number of corporations have asked to be included.

13. Decision – Noted.

STATUS OF CANADIAN PERSONNEL

14. Mr. Loughead tabled a schedule showing personnel employed at the Canadian Sectors of the DEW Line as at 26 Dec 62. He noted the level of employment of Canadians had remained high and was 96% at 26 Dec 62. A copy of the schedule is attached at Appendix "B".

15. Decision – Noted.

<P.M. Moss>

(P.M. Moss)

Recording Secretary

DEW Coordinating Committee

29 Jan 63

APPENDIX "A"

HEADQUARTERS
4601ST SUPPORT WING (DEW) (ADC)
UNITED STATES AIR FORCE
FEDERAL ELECTRIC CORPORATION
PARAMUS, NEW JERSEY

Reply to:

Attn of: 46011DC

Dec 6 1962

Subject: FY-1963 Military Construction Program for
Various New DEWLINE Facilities, Canada

To: 4601CLO

1. Tentative approval has been given this headquarters by our higher authority to construct certain new facilities at various DEW Stations located in Canada. It is planned to construct these facilities during the 1963 construction season. Federal Electric Corporation, the DEWLINE O&M Contractor, will be responsible for the proper accomplishment of these projects through an amendment to the present O&M contract. In this connection, fixed-price labor sub-contracting may be utilized as required. Scope and description of the program is as follows:

	<u>Station</u>	<u>Scope</u>	<u>Description</u>
1.	Cape Dyer DEW Station	Covered Walkway (1235 LF)	Uninsulated, 12 gage, 5'-10" span, 7'-10" rise, covered accessway from DEW Drop facility to Module Area, Upper Camp.
2.	Hall Beach DEW Station	Dormitory, 100 Men (45' x 125')	Insulated (Type N) Metal panel, steel frame, concrete slab on grade, oil fired warm air furnace, automatic fire alarm and detection system, fluorescent lighting. Complete toilet and laundry facilities.
		North American Tropospheric Scatter Facilities consisting of the following:	
		a. 3000 KW Power Planet	Insulated (Type N) metal panel, concrete slab on grade, 6-500 KW diesel generators w/vapor phase cooling, heat exchangers, hot water heating distribution lines, automatic fire alarm and detection system, fluorescent lighting.
		b. 4800SF Tropospheric Communications Building	Insulated (Type N) metal panel, concrete slab on grade, RF shielded, oil fired warm air furnace, automatic fire alarm and detection system, fluorescent lighting, Dormitory, toilet and lavatory facilities. Waveguide supports to adjacent antennas.
		c. Antenna Foundations for the two (2) 120 foot parabolic antennas	Reinforced concrete on gravel pad, to suit new Tropospheric antennas as selected by the electronic installation contractor.

		d. 3 ea. 250,000 gallon diesel oil storage tanks	Steel tanks on gravel pads with necessary pipeline connections to existing diesel oil distribution system.
		e. Access roads, gravel pads, electrical distribution lines for the above listed items	
3.	Cape Parry DEW Station	Dormitory, 100 Men (45' x 125')	Insulated (Type N) Metal panel, steel frame, raised concrete floor, oil fired warm air furnace, automatic fire alarm and detection system, fluorescent lighting. Complete toilet and laundry facilities.
4.	Dewar Lakes DEW Station	Antenna foundations for two (2) 60 foot parabolic antennas	Reinforced concrete on gravel pad to suit new tropospheric antennas as selected by the electronic installation contractor. Waveguide supports including cattle pass or O.H. bridge type crossings as required from new antennas to existing Module building train.
5.	Shepherd Bay DEW Station	Antenna Foundations for two (2) 60 foot parabolic antennas	Same description as Item 4, above.
6.	Gladman Point	Antennae Foundations for two (2) 60 foot parabolic antennas	Same description as Item 4, above
7.	Byron Bay DEW Station	Antenna Foundations for two (2) 60 foot parabolic antennas	Same description as Item 4, above.
8.	Clinton Point DEW Station	Antenna Foundations for two (2) 60 foot parabolic antennas	Same description as Item 4, above.

The estimated cost of the above listed items is \$2,930,000.00.

2. Full cognizance has been taken of all the provisions of paragraphs 1, 3 and 5 of the Diplomatic Agreement between the Governments of the United States and Canada, entitled "Statement of Conditions to Govern the Establishment of a Distant Early Warning System in Canadian Territory", dated 5 May 1955.

3. It is requested that coordination and concurrence be obtained from the appropriate Canadian authorities to permit construction in Canada of all facilities listed in paragraph number one, above.

(SGD) Richard E. Bowman
RICHARD E. BOWMAN
Colonel, USAF
Commander

Copies to:
CCS, Ottawa, Canada
ADC (ADIEC)
64 Air Div (64IRP-MC)
FEC

APPENDIX "B"

STATUS OF DEWLINE PERSONNEL EMPLOYED IN CANADA

EFFECTIVE: 26 December 62

CATEGORY

<u>A. LINE</u>	<u>TOTAL</u> <u>U.S.</u>	<u>TOTAL</u> <u>CAN.</u>	<u>TOTALS</u>	<u>%U.S.</u>	<u>%CAN.</u>
Supervisors	11	39	50	22	78
Radicians	25	171	196	13	87
Inst. Technicians	--	4	4	--	100
Carrier Technicians	--	16	16	--	100
Radio Technicians	--	26	26	--	100
Cable Technicians	--	2	2	--	100
Switchboard Oper.	--	5	5	--	100
Mechanics	--	213	213	--	100
Sup.Spec., Jr.	--	25	25	--	100
Sup.Spec., Inter.	--	18	18	--	100
Sup.Spec., St.	--	42	42	--	100
Clerks, Office	--	18	18	--	100
Teletype Oper.	--	16	16	--	100
Traffic Spec.	--	6	6	--	100
Janitors	--	9	9	--	100
Cooks	--	26	26	--	100
Chefs	--	48	48	--	100

<u>CATEGORY</u>	<u>TOTAL</u> <u>U.S.</u>	<u>TOTAL</u> <u>CAN.</u>	<u>TOTALS</u>	<u>%U.S.</u>	<u>%CAN.</u>
A. <u>LINE</u>					
General Helpers	--	45	45	--	100
Bakers	--	4	4	--	100
Eskimos	--	97	97	--	100
Sub-totals	36	830	866	4	96
B. NEL-X	1	11	12	8	92
C. DEW Office					
Wint	3	68	71	4	96
<u>Grand Totals</u>	40	909	949	4	96

NOTE: 27 Canadian Students attended training classes at Streator during the period 28 November 1962 to 26 December 1962. This figure is not included in the totals of this report.

(SGD) H.O. Johnson
Administrator, Employment

47. DEW Line Coordinating Committee Progress Report No. 33, 20 June 1963

DISTANT EARLY WARNING CO-ORDINATING COMMITTEE

PROGRESS REPORT NO. 33 – DISTANT EARLY WARNING LINE

20 Jun 63

DISTRIBUTION

MEMBERS

- | | | |
|-----------|---|----------------------------|
| 1. DND | ADM(F) | (Attn: Mr. G.Y. Loughhead) |
| 2. | DNO | (Attn: CAPT L.L. Atwood) |
| 3. | DMO&P | (Attn: Col. H.H.A. Parker) |
| 4. - 29. | VCAS/COPs | (Attn: G/C W. Weiser) |
| 30. - 31. | Dept. of Northern Affairs | (Attn: Mr. G.W. Rowley) |
| 32. | Dept. of External Affairs | (Attn: Mr. A.K. Menzies) |
| 33. | Dept. of Finance | (Attn: Mr. H.A. Davis) |
| 34. | Director of Employment Service | (Attn: Mr. W. Thomson) |
| 35. | Dept. of Labour | (Attn: Mr. H.S. Johnstone) |
| 36. | Dept. of Citizenship and
Immigration | (Attn: Mr. J.S. Cross) |
| 37. | Dept. of Defence Production | (Attn: Mr. M. Card) |
| 38. - 39. | Dept. of Transport | (Attn: Mr. J.E. Devine) |
| 40. | Dept. of Health and Welfare | (Attn: Dr. H.A. Proctor) |
| 41. | Air Transport Board | (Attn: Mr. D.F. Quirt) |

INFORMATION

- | | | | |
|-----------|-----|---------------------------|------------------------------------|
| 42. - 43. | DND | Chairman, Chiefs of Staff | (Attn: A/C/M F.R. Miller) |
| 44. | | CNS | (Attn: VADM H.S. Rayner) |
| 45. | | CGS | (Attn: Lt. Gen. G. Walsh) |
| 46. | | CAS | (Attn: A/M C.R. Dunlop) |
| 47. | | Chairman, DRB | (Attn: Dr. A.H. Zimmerman) |
| 48. | | Chairman, CJS(W) | (2450 Massachusetts N.W.,
Wash) |
| 49. | | CNTS/DN Wks | (Attn: CDR H.D. McFarland) |
| 50. | | DQMG(W&Q) | (Attn: Brig. H.L. Meuser) |
| 51. | | ADM(R) | (Attn: Mr. L.M. Chesley) |

- | | | |
|-----------|--|--|
| 52. | DRB | (Attn: Chief Scientist) |
| 53. | CG/IS | (Attn: Mr. W.M. Thomson) |
| 54. | ADM(A&P) | (Attn: Mr. J.A. Sharpe) |
| 55. | JAG | (Attn: Brig. W.J. Lawson) |
| 56. | ADM(C&P) | (Attn: A/V/M C.F. Johns) |
| 57. | Chief Secretary | (Attn: Dr. R.W. James) |
| 58. | ADM(R)SREL | (Attn: Mr. J.V. Argyle) |
| 59. | Secretary, PSOC | (Attn: Mr. E.D. Lane) |
| 60. - 61. | RCMP | (Attn: OC 'G' Div. Ottawa) |
| 62. | Under-Secretary of State for
External Affairs | (Attn: Mr. N.A. Robertson) |
| 63. | Secretary to Cabinet | (Attn: Mr. R.B. Bryce) |
| 64. - 67. | Dept. of National Health & Welfare | (Attn: Dr. P.E. Moore) |
| 68. | Dept. of Public Works | (Attn: Mr. G.T. Jackson) |
| 69. - 70. | Dept. of Mines & Technical
Surveys | (Attn: Deputy Minister and
Financial Services Div.) |
| 71. | Air Transport Board | (Attn: Mr. D.F. Quirt) |
| 72. | HQTS 2-70-99-5 | |
| 73. | HQS 801-100-D100-2 | |
| 74. | DM Sec't 256-4 | |
| 75. - 80. | Spares | |

DEW LINE PROGRESS REPORT

20 Jun 63

Air Carrier Contracts

1. Advice has been received from the Air Transport Board that the Board is prepared to approve an extension of the current contracts, for the period Jul-Aug-Sep 63 at the same rates and conditions, for the support of the Canadian Sector of the DEW Line for the following companies:

Okanagan Helicopters
TransAir Limited
Nordair Limited

2. After 30 Sep 63, negotiations for the DEW Line air carrier contracts will be conducted through the USAF Military Air Transport Service rather than through the operating contractor, Federal Electric Corporation.

3. The Air Transport Board has advised that a memorandum of understanding has been signed, dated 1 Apr 63, setting the agreed procedure in the matter of procurement of commercial air service for the DEW Line. The

agreement was signed by the Chairman, Air Transport Board, and by the Commander, Military Air Transport Service USAF.

Sea-Lift – Frequencies

4. In reply to a request from the Department of Transport, clearance has been arranged for the use of certain frequencies in order to assist in the operation of the 1963 summer sea lift.

Dew Site – FOX-D

5. Information has been received that the module train and radar equipment at DEW intermediate site FOX-D Kivitoo were destroyed by fire on 12 Apr 63. It is not proposed to re-activate the site.

Dew Line Intermediate Sites (SECRET)

6. The RCAF, from the technical standpoint, have concurred in dropping the intermediate sites from the operational requirement for the DEW Line on the understanding that this action will not affect the basic purpose and function of the Line. This concurrence does not refer to the need for the U.S. authorities to outline to the Canadian authorities their desire to implement the “operational” proposal and to work out with the appropriate Canadian authorities the various detailed arrangements attendant upon the deactivation of the sites. Under date of 28 May 63 the official proposal was received from the US Embassy.

Construction Program – 1963

7. Pursuant to the discussion at the DEW Line Coordinating Committee on 24 Jan 63, the USAF were advised by letter dated 29 Jan 63 of Canadian concurrence in the proposed construction for 1963, as outlined in USAF letter dated 6 Dec 62 from Commander, 4601st Support Wing, USAF ADC. It was stated that the DEW Exchange of Notes would apply to the work generally but that the BMEWS Exchange of Notes would govern the tropospheric scatter portion of the construction program. In advising the USAF of Canadian concurrence, the following comments from the Department of Defence Production were included:

“the BMEWS Note, (para 5), also refers to “related technical services”, and I suggest that the appropriate U.S. authorities should be reminded of our continuing interest in this aspect. The appropriate Canadian agency concerned is Defence Construction (1951) Limited, whose officers plan to visit Paramus very shortly to ensure continued close liaison on both the construction and related technical service areas.”

Improvements in Lateral Communications 1963 & 1964

8. The USAF, under dates of 2 Apr 63 and 10 May 63, suggested a proposal for the improvement of lateral communications on the Line. The proposal was to increase the reliability and quality of transmission by providing additional equipment and to upgrade the existing tropospheric system from dual diversity to quadruple diversity operation. The RCAF concurred in the proposal; it was also concurred in by the Ministers of National Defence and Defence Production.

9. Accordingly, on 22 May 63 the USAF were advised that their proposal had been concurred in and that it properly came under the terms of the DEW Canada-U.S. Exchange of Notes, dated 5 May, 1955, as follows:

“The program for US fiscal years 1963 and 1964 has been examined and it is concurred in. In view of the urgency of the program, the Department of Defence Production have agreed to the USAF request that the DEW maintenance contractor be permitted to design the construction requirements of the program. This is on the understanding that the USAF are prepared to invite only Canadian contractors for the construction at Canadian sites in accordance with existing practices. In addition, regarding the procurement of materials, equipment and supplies, it is expected that Canadian companies will be given equal opportunity in accordance with the DEW Line Agreement and established practices.”

10. Details of the program by sites are:

	<u>Canadian Sites</u>	<u>Funds Required</u> <u>(Approx.)</u>
FOX -5	Broughton Island	\$ 159,000
“ 4	Cape Hooper	106,000
“ 3	Dewar Lake	206,000
“ 2	Longstaff Bluff	136,000
“ 1	Rowley Island	136,000
CAM -5	Makar Inlet	221,000
“ 4	Pelly Bay	221,000
“ 3	Shepherd Bay	171,000
“ 2	Gladman Point	164,000
“ 1	Jenny Lind Isle	136,000
CAM	Cambridge Bay	463,000
PIN -4	Byron Bay	168,000
“ 3	Lady Franklin Point	240,000
“ 2	Cape Young	183,000
“ 1	Clinton Point	136,000
PIN	Cape Parry	463,000

		Funds Required (Approx.)	
	<u>Canadian Sites</u>		
BAR -4	Nicholson Peninsula	146,000	
" 3	Tuktoyaktuk	202,000	
" 2	Shingle Point	146,000	
" 1	Komakuk Beach	210,000	
DYE	Cape Dyer	<u>1,476,000</u>	\$5,489,000
DYE -1	Qaqatoq, Greenland	\$103,000	
2	Ice Cap #1 "	121,000	
3	Ice Cap #2 "	121,000	
4	Kulusuk "	250,000	
5	Keflavik Iceland	125,000	
BAR	Barter Island, Alaska	<u>150,000</u>	\$870,000

Operation and Maintenance Contract – 1 Jul 63 to 30 Jun 64

11. Advice has been received from the USAF that the operation and maintenance contract has been awarded on a competitive tender basis to Federal Electric Corporation for the US fiscal year 1 Jul 63 to 30 Jun 64. The contract is of a Cost-Plus-Incentive-Fee type with option for renewal for the two years beginning 1 Jul 64 and 1 Jul 65. The contract price for the whole Line for the period 1 Jul 63 to 30 Jun 64 is approximately \$19,000,000, of which about 67% is applicable to the Canadian sectors. This amount does not include air or sea lift costs. It is recalled that the Department of Defence Production participated in the examination of proposals received in connection with this operation and maintenance contract.

Personnel Employed on DEW Line in Canada

12. The breakdown of personnel employed in the Canadian sectors of the DEW Line as at 20 Apr 63 was as follows:

CATEGORY	TOTAL U.S.	TOTAL CAN	TOTAL	% U.S.	% CAN.
A. <u>LINE</u>					
Supervisor	9	41	50	18	82
Radicians	21	195	216	10	90
Inst. Technicians	--	2	2	--	--
Radio Technicians	--	27	27	--	--
Carrier Technicians	--	20	20	--	--
Cable Technicians	--	2	2	--	--
Switchboard	--	5	5	--	--
Operators					
Mechanics	--	213	213	--	--

CATEGORY	TOTAL U.S.	TOTAL CAN	TOTAL	% U.S.	% CAN.
Sup. Spec. Jr.	--	28	28	--	--
Sup. Spec. Int.	--	16	16	--	--
Sup. Spec. Sr.	--	39	39	--	--
Clerks, Office	--	20	20	--	--
Teletype Operators	--	15	15	--	--
Traffic Spec.	--	2	2	--	--
Janitors	--	10	10	--	--
Cooks	--	32	32	--	--
Chefs	--	49	49	--	--
General Helpers	--	43	43	--	--
Bakers	--	6	6	--	--
Eskimos	--	97	97	--	--
Sub-totals	30	862	892	4	96
B. NBL-X	1	11	12	8	92
C. DEW Office					
WINT	3	65	68	4	96
<u>Grand Totals</u>	34	938	972	3	97

NOTE: 28 Canadian Students attended training classes at Streator during the period 26 March 63 to 26 April 63. This figure is not included in the totals of this report.

<G.Y Loughead>

(G.Y. Loughead)

Chairman

DEW Line Coordinating Committee

48. DEW Line Coordinating Committee Minutes of the 16th Meeting, 12 June 1963

DISTANT EARLY WARNING COORDINATING COMMITTEE

MINUTES

of the 16th Meeting of the Committee held in
Room 2413 "A" Building, NDHQ, on Wednesday,
12 June, 1963, at 1400 hours

PRESENT

Chairman	Mr. G.Y. Loughhead	ADM(F) DND
Members	LCDR C.A. Hamer	RCN/DNO
	Lt. Col. R.E. Newton	Army/DMO&P
	F/L R.E. Laird	RCAF/VCAS/COps
	Mr. J.R. Quirt	Air Transport Board
	Mr. J.S. Cross	Dept. of Citizenship and Immigration
	Mr. M. Card	Dept. of Defence Production
	Mr. M. Campbell	National Employment Service
	Mr. A.D. Rowe	Dept. of External Affairs
	Mr. H.A. Davis	Dept. of Finance
	Dr. H.A. Procter	Dept. of Health and Welfare
	Mr. G.W. Rowley	Dept. of Northern Affairs & National Resources
	Mr. H.S. Johnstone	Dept. of Labour
	Mr. E.P. Flynn	Dept. of Transport

RECORDING

<u>SECRETARY</u>	Miss P.M. Moss	DM Secretariat DND
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<u>ALSO PRESENT</u>	Mr. F.D. Millar	DND/Supt. of Properties
	W/C P.W. Holloway	RCAF/CPlansI
	F/L M.W. McCrank	RCAF 4601st Support Wing
	Mr. F.J. Corrigan	Dept. of Defence Production
	Mr. W.A. Empke	Dept. of Finance
	Mr. J.C. Smith	Dept. of Transport

US REPRESENTATION

Col. R.E. Bowman)
Lt. Col. A.E. Kennedy) 4601st Support Wing
Maj. J. Burns) Paramus, NJ
Col. H.E. Webster)
Lt. Col. W.B. Duty)
Mr. E.K. Curran) Headquarters 64th Air
Mr. T.W. Perran) Division, Stewart AFB, NY
Mr. F.A. Smith)
Lt. Col. Boldt	HDQTS ADC, Ent AFB, Colorado
Mr. Peter J. Creaco	HDQTS ROAMA, Griffiss AFB, NY
RADM (Ret) FBC Martin	Fed. Elec. Corp., Paramus, NJ
Mr. R. Gray	Fed. Elec. Corp., Paramus, NJ
Col. G.G. White	USAF CCS-C, Ottawa

C O N T E N T S

- I. DEACTIVATION OF THE DEW LINE INTERMEDIATE SITES
 - (a) Real Property
 - (b) Labour
 - (c) Transportation
 - (d) Petroleum, Oil and Lubricants
 - (e) Material Other than POL
 - (f) Health Arrangements
 - (g) Future Use of Intermediate Sites
 - (h) Security
- II. OPERATION AND MAINTENANCE CONTRACT 1 JUL 63/64
- III. SAC POSITIVE CONTROL SYSTEM OF COMMUNICATIONS (GREEN PINE)

DEW COORD COMMITTEE – MINUTE OF 16TH MEETING
HELD 12 JUN 63

DEACTIVATION OF THE DEW LINE INTERMEDIATE SITES

1. Mr. Loughead welcomed the U.S. visitors and said he was pleased to see such a large representation. He referred to the purpose of the meeting which was to look at the effect of the deactivation by the U.S. of the 20 intermediate DEW sites, as indicated to the Canadian Government in a diplomatic note No. 300 dated 28 May 63. The meeting would also serve, he said, to initiate discussions between the U.S. representatives and Canadian Government officials in the areas of concern to Canadian departments, e.g. transportation, employment, logistics.
2. Col. Webster (USAF) referred to Diplomatic Note 306 which gives the terms under which these sites are to be abandoned. Generally, he said, structures will remain and items within structures will be removed. In line with the Canada - U.S. disposal arrangements, any items which will remain will be offered to the Canadian Government in the first instance and the final residue offered to whatever agency is designated by the Canadian Government. Communications-electronic equipment, vehicles and other machinery that is self-propelled, power plants, generators, small UAL equipment (desks, typewriters, labour saving devices), rubber demountable tanks for fuel storage, etc., will be removed. It is proposed to leave the Doppler antennae at these sites, which range from 100' to 400' in height. U.S. would like to have the abandonment completed by this fall but if this is not possible, will request permission to return in the Spring or as soon as convenient.
3. It was indicated that the RCAF has no requirement for the antennae towers and that they would be brought to the attention of the Department of Transport and the Department of Northern Affairs and National Resources. The USAF will furnish details of these antennae to the DEW Line Coordinator.

Real Property

4. Col. Webster (USAF) said it would be helpful in the transfer of these sites if the 4601st Support Wing could deal with one Canadian agency. Mr. Millar (Department of National Defence) did not think there would be any particular problem in this respect as the sites are reserved for the Department of National Defence by the Department of Northern Affairs and National Resources; DND will arrange for notification to any Government agencies involved.

5. Mr. Millar said that he and Mr. Flynn (Department of Transport) had met with the USAF officers and as a start had agreed on definitions for structures, appurtenances to structures, utilities and utility components. It had been agreed that utility service systems which might suffer damage from the elements will be rendered inactive and where applicable will be drained. He said he had no knowledge of a DND requirement for the "I" sites. The Chairman remarked that he understood the "I" sites are of no interest to DND. Mr. Rowley thought that other Government agencies might be interested in five of them and undertook to contact these agencies. It was agreed that station plans, layouts, and as-built plans will be turned over to DND. There might be a requirement for the 40 kw generators at the sites for which a future use is found. Where ultimate disposal by CADC cannot be effected, Mr. Rowley said there is no requirement to return the sites to the basic snow and ice condition but noted that property of a hazardous nature, e.g. antennae, would require consideration. The USAF undertook to supply DND with a list showing the antennae at each site.

6. With regard to handover, it was agreed that this will be done progressively utilizing simple handover certificates and will require joint inspection before handover.

Labour

7. Mr. Loughhead (Department of National Defence) said he understood that Federal Electric Corporation had been the successful bidders for the DEW Line contract for 1 July 63/64, with USAF option of renewal. Mr. Johnstone (Department of Labour) said in this connection Federal Electric has put their proposals on wage rates and hours of work before the Department of Labour and that the proposal is concerned, in part, with deactivation of the "I" sites.

8. RADM Martin (Federal Electric Corporation) said there are about four people at each "I" site making a total of approximately 80 that will be affected by the close-down. Phase-out will be linked with availability of shipping and personnel will be required for custody of the sites until materiel can be moved. The plan is to use these personnel, on a seniority basis as far as trade requirements will permit, to take care of attrition at the main DEW Line sites during the phase-out.

9. It was agreed that the USAF officers concerned will meet with Mr. Campbell (National Employment Service) to discuss, in general terms, the employment of labour released as the result of the closing down of the "I" sites.

Transportation

10. It was noted that reduction in lateral airlift requirements will eliminate the weekly flight to "I" sites, the requirement for prepositioned aircraft, the helicopter support for the eastern sector and the Beaver flight out

of PIN. In reply to a question, Mr. Quirt (Air Transport Board) was advised that the current work statements include support of the "I" sites but that MATS will be informed of the reduced lateral requirement when deactivation is finalized. Mr. Flynn (Department of Transport) referred to the effect that this deactivation will have on this [year's] sealift. It was acknowledged that the distribution of equipment on the DEW Line will probably increase the total sealift time for this year but that future time would obviously be reduced.

11. It was reported that the Department of Transport representatives and USAF officers had met and agreed that all requests for POL products for "I" stations would be cancelled immediately. The Canadian Commercial Corporation had been contacted and had not foreseen any problem with regard to contracts. Avgas and lubricating oil, which is in barrels, can be moved from the "I" sites and used to meet the requirements of the main stations. The possibility of selling the oil back to Imperial was considered and it was agreed that this would have to be done through CADC. Mr. Loughhead said he understood such quantities of oil might be disposed of through a U.S. government agency; he was advised that this cannot be done in the area concerned.

Petroleum, Oil and Lubricants

12. Col. Bowman (USAF) referred to the problem of disposing of surplus oil. The metal tanks at the sites have a capacity of 20,000 gallons and there are four metal tanks at most sites; there are also 14 rubber tanks at the 20 sites. Every effort will be made to reduce oil storage to a minimum and anything shipped up this summer will be brought back. In any event there will be at least two feet of residue at the bottom of each metal tank which will be [unusable] for the purpose it was intended. They would like to dump the excess oil but acknowledged that contamination would result. The possibility of using it for heating DNA houses was introduced. Mr. Rowley said generally speaking there are no villages in the vicinity of the sites although at two sites there is a permanent population fairly close. Disposal by burning or to CADC was also mentioned. Mr. Millar said that oil would not come under the section of Diplomatic Note 306 dealing with properties as it is a chattel.

13. It was agreed that the Department of Transport and the appropriate U.S. authorities will relate the recovery value of the oil to the tanker costs which would be incurred, this aspect of the problem to be dealt with first, it being acknowledged that the problem of disposal of at least 2 feet residual oil at the bottom of each metal tank still remains. The question of final disposition would have to be considered by the Department of Northern Affairs and National Resources.

Materiel Other than POL

14. The USAF representative reported that materiel required at various sites will be redirected laterally across the DEW Line. If it is not required on the Line it will be offered first to interested U.S. Government agencies then to the Canadian Government and ultimately to CADC. It was agreed that the U.S. will deliver a list of all types of equipment and approximate quantities which will be surplus. The list will be studied by DND and referred to CADC, the Department of Transport and the Department of Northern Affairs and National Resources. It was noted that under Diplomatic Note 306 until such equipment is taken over by CADC it is the responsibility of the owner, i.e., USAF.

Health Arrangements

15. It was noted that the closing of the "I" sites would not affect health arrangements for the Eskimos as there are no medical personnel at the sites.

Future Use of Intermediate Sites

16. Mr. Rowley (Department of Northern Affairs) suggested that the sites be visited so that their potential use might be assessed. He thought some of them might be suitable for scientific purposes and asked if a list is available showing what exists at each site. Col. Webster (USAF) agreed to furnish such a list showing length of runways, roads, buildings, etc. It was stated that any sites taken over for scientific work would finally become the responsibility of the Department of Northern Affairs and National Resources.

Security

17. The meeting acknowledged that if the SECRET classification is retained, a breach of security through movement of personnel from the "I" sites is almost inevitable and agreed to recommend to the Department of External Affairs and to the proper U.S. authorities that the security classification of deactivation of the DEW Line "I" sites be downgraded. Such a recommendation will be made by the Department of National Defence.

OPERATION AND MAINTENANCE CONTRACT 1 JUL 63/64

18. Col. Bowman (USAF) said the DEW Line contract for 1 Jul 1963/64 had been let on a competitive basis for the first time and advised that Federal Electric were the successful tenderers. This has resulted in a reduced manning force at some of the sites. It will also result in less [flexibility], i.e. anything outside the terms of the contract will become an addition to the contract for which payment must be made. Whereas medical arrangements for the Eskimo employees will not be altered, small charges might be made for treating

transient Eskimos. The ability of Federal Electric to assist in oil exploration work at a number of sites will continue within their capabilities. In answer to Mr. Loughhead, Col. Bowman (USAF) said the cost of operation and maintenance of the Canadian Sector of the Line represents 67% of the \$19M contract. Both sealift and airlift are over and above this, nor does it include the military construction program. To date there are \$3,000,000 of add-ons and there might be more.

SAC POSITIVE CONTROL SYSTEM OF COMMUNICATIONS (GREEN PINE)

19. Mr. Loughhead said that the final notice on GREEN PINE is still being awaited. He asked if the airlift contract will be placed through Federal Electric or directly by MATS, and if by MATS, will it be placed with the Canadian Commercial Corporation. The USAF representatives were unable to indicate how MATS handles its contracts in Canada but understood that in the past they have not dealt with the CCC. Col. Bowman (USAF) said his organization will administer the airlift contract but will not administer the sealift contract.

20. Mr. Loughhead thanked the U.S. representation for their visit and cooperation and said he hoped the excellent relations which have existed on the DEW Line will continue under the new operation and maintenance contract arrangements for the year beginning 1 Jul 63. The meeting then adjourned.

<P.M. Moss>

(P.M. Moss)

Recording Secretary

DEW Coordinating Committee

17 Jun 63

List of Dew Line Sites¹

List of Acronyms

DEW = DEW Line

DEW AUX = DEW Line Auxilliary Site

DEW "I" SITE = DEW Line Intermediate Site

DEW MAIN = DEW Line Main Site

DEW REAR COM = DEW Line Rearward Communication Site

NWS = North Warning System

NWS LRR = North Warning System Long Range Radar Site

NWS SRR = North Warning System Short Range Radar Site

NWS LSS = North Warning System Logistic Support Site

N/A DEW = Not Applicable To The Dew Line

N/A NWS = Not Applicable To The North Warning System

LAT/LON = Latitude And Longitude

/ = also known as

Note: References marked with * are approximate or are of a geographic place of the same name.

DEW or NWS SITE # and LAT/LON	SITE TYPE	GEOGRAPHICAL PLACE NAME	NWS SITE EST.	DEW OPERATION CEASED
COB M 55 15 49N 162 53 08W	ALEUTIAN DEW LRR N/A NWS	COLD BAY ALASKA	.	30 SEP 69
COB 1 52 58 30N 168 51 20W	ALEUTIAN DEW LRR N/A NWS.	NIKOLSKI ALASKA	.	30 SEP 69.
COB 2 53 58 12N 166 52 46W	ALEUTIAN DEW LRR N/A NWS.	DRIFTWOOD BAY ALASKA	.	30 SEP 69.
COB 3 54 35 32N 164 52 34W	ALEUTIAN DEW LRR N/A NWS.	CAPE SARICHEF	.	30 SEP 69.

¹ From L. Wilson, "The DEW Line Sites in Canada, Alaska & Greenland,"
<http://www.lswilson.ca/dewline.htm>.

DEW or NWS SITE # and LAT/LON	SITE TYPE	GEOGRAPHICAL PLACE NAME	NWS SITE EST.	DEW OPERATION CEASED
COB 4 55 58 41N 160 30 01W	ALEUTIAN DEW LRR N/A NWS.	PORT MOLLER ALASKA	.	30 SEP 69.
COB 5 56 58 38N 158 39 09W	ALEUTIAN DEW LRR N/A NWS.	PORT HEIDEN ALASKA	.	30 SEP 69
AGE-X	DEW REAR COM N/A NWS	ANCHORAGE ALASKA	.	1963
NEL-X	DEW REAR COM N/A NWS	FORT NELSON BC	.	1963
LIZ-1	DEW "UNK" SITE N/A NWS	CAPE LISBURNE ALASKA	.	UNK
LIZ-A 69.01.27N 163.51.26W	DEW "I" SITE N/A NWS	CAPE SABINE ALASKA	.	1963
LIZ-2 69 44 08N 163 00 59W	DEW AUX NWS LRR	POINT LAY ALASKA	89/90	.
LIZ-B 70 17 33N 161 54 12W	DEW "I" SITE N/A NWS	ICY CAPE ALASKA	.	1963
LIZ-3 70 36 34N 159 52 05W	DEW AUX NWS SRR	WAINWRIGHT ALASKA	1994	APR 1995
LIZ-C 70 48 32 N 158 15 15W	DEW "I" SITE N/A NWS	PEARD BAY ALASKA	.	1963
POW-MAIN 71 19 38N 156 38 10W	DEW MAIN NWS LRR	POINT BARROW ALASKA	89/90	.
POW-A 71 03 26N 154 43 28W	DEW "I" SITE N/A NWS	CAPE SIMPSON ALASKA	.	1963
POW-1 70 54 37N 153 14 23W	DEW AUX NWS SRR	LONELY ALASKA	1994	OCT 1990
POW-B 70 34 34N 152 15 46W	DEW "I" SITE N/A NWS	KOGRU ALASKA	.	1963

DEW or NWS SITE # and LAT/LON	SITE TYPE	GEOGRAPHICAL PLACE NAME	NWS SITE EST.	DEW OPERATION CEASED
POW-2 70 29 54N 149 53 22W	DEW AUX NWS LRR	OLIKTOK POINT ALASKA	89/90	.
POW-C 70 24 09N 148 40 38W	DEW "I" SITE N/A NWS	POINT MCINTYRE ALASKA	.	1963
POW-3 70 10 38N 146.51.14W	DEW AUX NWS SRR	FLAXMAN ISLAND ALASKA / BULLEN POINT	1994	APR 1995
POW-D 69 58 27N 144 50 15W	DEW "I" SITE N/A NWS	BROWNLOW POINT ALASKA / KANGIGIVIK POINT / AGILGUAGRUK, / COLLINSON POINT, / CAMDEN BAY, / NUVUBAQ in Inupiat	.	1963
BAR-MAIN 70 07 49.5N 143 38 21W	DEW MAIN NWS LRR	BARTER ISLAND ALASKA	15 NOV 1990	.
BAR-A 69 53 09N 142 18 28W	DEW "I" SITE N/A NWS	DEMARICATION BAY / NUVAGAPAK POINT	.	1963
BAR-1 69 35 53N 140 11 00W	DEW AUX NWS SRR	KOMAKUK BEACH YUKON	OCT 1990	04 AUG 1993
BAR-B 69 19 49N 138 44 13W	DEW "I" SITE NWS SRR	STOKES POINT YUKON	JUL 1991	.
BAR-2 68 55 23N 137 15 32W	DEW AUX NWS LRR	SHINGLE POINT YUKON	JUN 1989	JUN 1989
BAR-C 69 0010N 134 40 00W	DEW "I" SITE N/A NWS	TUNUNUK CAMP YUKON	.	1963
BAR-BA3 68 53 44N 133 56 12W	N/A DEW NWS SRR	STORM HILLS NWT	NOV 1990	.

DEW or NWS SITE # and LAT/LON	SITE TYPE	GEOGRAPHICAL PLACE NAME	NWS SITE EST.	DEW OPERATION CEASED
BAR-3 69 26 35N 132 59 55W	DEW AUX NWS SRR	TUKTOYAKTUK NWT	SEP 1990	13 SEP 1993
BAR-D 69 57 00N* 131 27 00W*	DEW "I" SITE N/A NWS	ATKINSON POINT NWT	.	1963
BAR-DA1 69 36 30N 130 54 00W	N/A DEW NWS SRR	LIVERPOOL BAY NWT	NOV 1990	.
BAR-4 69 55 38N 128 58 13W	DEW AUX NWS SRR	NICHOLSON PENNINSULA NWT	OCT 1990	09 SEP 1993
BAR-E 70 00 59N 126 56 05W	DEW "I" SITE NWS SRR	HORTON RIVER NWT / MALLOCH HILLS	JUN 1991	1963
PIN-MAIN 70 10 17N 124 43 30W	DEW MAIN NWS LRR	CAPE PARRY NWT	AUG 1989	AUG 1989
PIN-A 69 49N* 122 44W*	DEW "I" SITE N/A NWS	PEARCE POINT NWT	.	1963
PIN-1 69 35N 120 44W	DEW AUX N/A NWS	CLINTON POINT NUNAVUT	.	03 SEP 1993
PIN-1BD 69 20 40N 121 40 25W	N/A DEW NWS SRR	KEATS POINT NUNAVUT	JUL 1991	.
PIN 1BG 69 16 00N 119 13 00W	N/A DEW NWS SRR	CROKER RIVER NUNAVUT	AUG 1991	.
PIN-B 69 13 00N* 118 38 00W*	DEW "I" SITE N/A NWS	CLIFTON POINT NUNAVUT	.	1963
PIN-2 68 56N 116 56W	DEW AUX N/A NWS	CAPE YOUNG NUNAVUT	.	31 AUG 1993
PIN-2A 68 50 23N 116 58 57W	N/A DEW NWS SRR	HARDING RIVER NUNAVUT	SEP 1991	.

DEW or NWS SITE # and LAT/LON	SITE TYPE	GEOGRAPHICAL PLACE NAME	NWS SITE EST.	DEW OPERATION CEASED
PIN-C 68 46 00N* 114 42 00W*	DEW "I" SITE N/A NWS	BERNARD HARBOUR NUNAVUT	1963	.
PIN-CB 68 45 19N 114 56 16W	N/A DEW NWS SRR	BERNARD HARBOUR NUNAVUT	SEP 1991	.
PIN-3 68 28 45N 113 13 32W	DEW AUX NWS LRR	LADY FRANKLIN POINT NUNAVUT	JUN 1989	JUN 1989
PIN-D 68 31 00N* 111 10 00W*	DEW "I" SITE N/A NWS	ROSS POINT NUNAVUT	.	1963
PIN-4 68 55 00N* 108 30W*	DEW AUX N/A NWS	BYRON BAY NUNAVUT	.	21 AUG 1993
PIN-DA 68 29 08N 110 51 48W	N/A DEW NWS SRR	EDINBURGH ISLAND NUNAVUT	OCT 1991	.
PIN-EB 69 01 30N 107 48 10W	N/A DEW NWS SRR	CAPE PEEL WEST NUNAVUT	OCT 1991	.
CAM-MAIN 69 07 18N 105 08 07W	DEW MAIN NWS LRR/LSS	CAMBRIDGE BAY NUNAVUT	SEP 1989	SEP 1989
CAM-A3A 68 57 51N 103 45 24W	N/A DEW NWS SRR	STURT POINT NUNAVUT	OCT 1991	.
CAM-1 68 39 00N 101 45 00W	DEW AUX N/A NWS	JENNY LIND ISLAND NUNAVUT	.	.
CAM-1A 68 44 31N 101 51 17W	N/A DEW NWS SRR	JENNY LIND ISLAND NUNAVUT	OCT 1990	1992
CAM-B 68 19 10N 100 05 08W	DEW "I" SITE NWS SRR	HAT ISLAND NUNAVUT	SEP 1991	1963
CAM-2 68 40 35N 97 48 12W	DEW AUX NSW SRR	GLADMAN POINT NUNAVUT	OCT 1990	1992

DEW or NWS SITE # and LAT/LON	SITE TYPE	GEOGRAPHICAL PLACE NAME	NWS SITE EST.	DEW OPERATION CEASED
CAM-C 68 52 10N 95 09 25W	DEW "I" SITE N/A NWS	MATHESON POINT NUNAVUT	.	1963
CAM-CB 68 38 26N 95 52 23W	N/ADEW NWS SRR	GJOA HAVEN NUNAVUT	OCT 1990	.
CAM-3 68 47 34N 93 27 27W	DEW AUX NWS LRR	SHEPHERD BAY NUNAVUT	JUL 1989	JUL 1989
CAM-D 68 35 33N 91 59 01W	DEW "I" SITE NWS SRR	SIMPSON LAKE NUNAVUT / SITE 25	SEP 1991	.
CAM-4 68 26 19N 89 4304W	DEW AUX NWS SRR	PELLEY BAY NUNAVUT	SEP 1991	1992
CAM-E 68 17 00N* 88 16 00W*	DEW "I" SITE N/A NWS	KEITH BAY NUNAVUT	.	1963
CAM-5 68 21N 85 45W	DEW AUX N/A NWS	MACKAR INLET NUNAVUT	.	1992
CAM-5A 69 39 21N 85 34 22W	N/A DEW NWS SRR	CAPE MCLOUGHLIN NUNAVUT	JUL 1992	.
CAM-F	DEW "I" SITE N/A NWS	SCARPA LAKE NUNAVUT / SITE 29	.	1963
CAM-FA 69 06 50N 83 32 19W	N/A DEW NWS SRR	LAILOR RIVER NUNAVUT	AUG 1992	.
FOX.MAIN 68 45 43N 81 14 42W	DEW MAIN NWS LRR/LSS	HALL BEACH NUNAVUT / SITE 30	SEP 1989	SEP 1989
FOX-1 69 03 29N 79 03 15W	DEW AUX NWS SRR	ROWLEY ISLAND NUNAVUT	AUG 1991	.
FOX-A 69 13 33N 77 13 31W	DEW "I"SITE NWS SRR	BRAY ISLAND NUNAVUT / SITE 32	AUG 1991	.

DEW or NWS SITE # and LAT/LON	SITE TYPE	GEOGRAPHICAL PLACE NAME	NWS SITE EST.	DEW OPERATION CEASED
FOX-2 68 53 56N 75 08 54W	DEW AUX NWS SRR	LONGSTAFF BLUFF NUNAVUT / SITE 33	NOV 1990	1991
FOX-B 68 37 14N 73 12 58W	DEW "I" SITE NWS SRR	NUDLUARDJUK LAKE NUNAVUT / WEST BAFFIN	OCT 1991	.
FOX-3 68 39 01N 71 14 05W	DEW AUX NWS LRR	DEWAR LAKES NUNAVUT	JUL 1989	JUL 1989
FOX-C 68 46 00N* 68 37 00W*	DEW "I" SITE N/A DEW	EKALUGAD NUNAVUT	.	1963
FOX-CA 68 38 51N 69 07 47W	N/A DEW NWS SRR	KANGOK FJORD NUNAVUT	SEP 1992	.
FOX-4 68 28 21N 66 48 01W	DEW AUX NWS SRR	CAPE HOOPER NUNAVUT / SITE 37	DEC 1990	1991
FOX-D 67 56 00N 64 52 00W	DEW "I" SITE N/A NWS	KIVITOO NUNAVUT	.	1963
FOX-5 67 32 12N 63 47 17W	DEW AUX NWS SRR	BROUGHTON ISLAND NUNAVUT / QIKIQTARJUAQ / SITE 39	DEC. 1990	1991
FOX-E 67 05 00N 62 13 00W	DEW "I" SITE N/A NWS	DURBAN ISLAND NUNAVUT / PADLOPING	.	1963
DYE-MAIN 66 39 52N 61 21 27W	DEW MAIN NWS LRR	CAPE DYER NUNAVUT / SITE41	AUG 1989	AUG 1989
DYE-1 66.9N* 53.7W*	DEW AUX N/A NWS	QAQQATOQAAQ GREENLAND / Sisimiut	N/A	1990/91
DYE-2 66 23N 46 11W	DEW AUX N/A NWS	ICE CAP 1	N/A	01 Oct 1988

DEW or NWS SITE # and LAT/LON	SITE TYPE	GEOGRAPHICAL PLACE NAME	NWS SITE EST.	DEW OPERATION CEASED
DYE-3 65 11N 43 49W	DEW AUX N/A NWS	ICE CAP 2	N/A	1990/91
DYE-4 65 31 32N 37 10 31W	DEW AUX N/A NWS	KULUSUK GREENLAND	N/A	1990/91
DYE-5	LRR N/A NWS	ROCKVILLE ICELAND / H1	.	.
BAF-2 64 57 28N 63 34 46W	N/A DEW NWS SRR	CAPE MERCY NUNAVUT	JUL 1992	.
BAF-3 (RES-X-1) 63 20 20N 64 09 28W	DEW REAR COM NWS LRR	BREVOORT ISLAND NUNAVUT	OCT 1988	.
BAF-4A 62 30 23N 64 31 03W	N/A DEW NWS SRR	LOKS LAND NUNAVUT	AUG 1992	.
BAF-5 (RES-X) 61 35 47N 64 38 25W	DEW REAR COM NWS SRR	RESOLUTION ISLAND NUNAVUT	SEP 1991	1963
LAB-1 59 59 15N 64 09 55W	N/A DEW NWS SRR	CAPE KAKIVIAK LABRADOR	JUL 1992	.
LAB-2 58 29 17N 62 35 08W	N/A DEW NWS LRR	SAGLEK LABRADOR	NOV 1988	.
LAB-3 57 07 48N 61 26 22W	N/A DEW NWS SRR	CAPE KIGLAPAIT LABRADOR	AUG 1992	.
LAB-4 55 44 30N 60 25 42W	N/A DEW NWS SRR	BIG BAY LABRADOR	SEP 1992	.
LAB-5 54 42 53N 58 21 30W	N/A DEW NWS SRR	TUKIALIK LABRADOR	OCT 1992	.
LAB-6 53 33 08N 56 49 46W	N/A DEW NWS LRR	CARTWRIGHT LABRADOR	NOV 1988	JUN 1968

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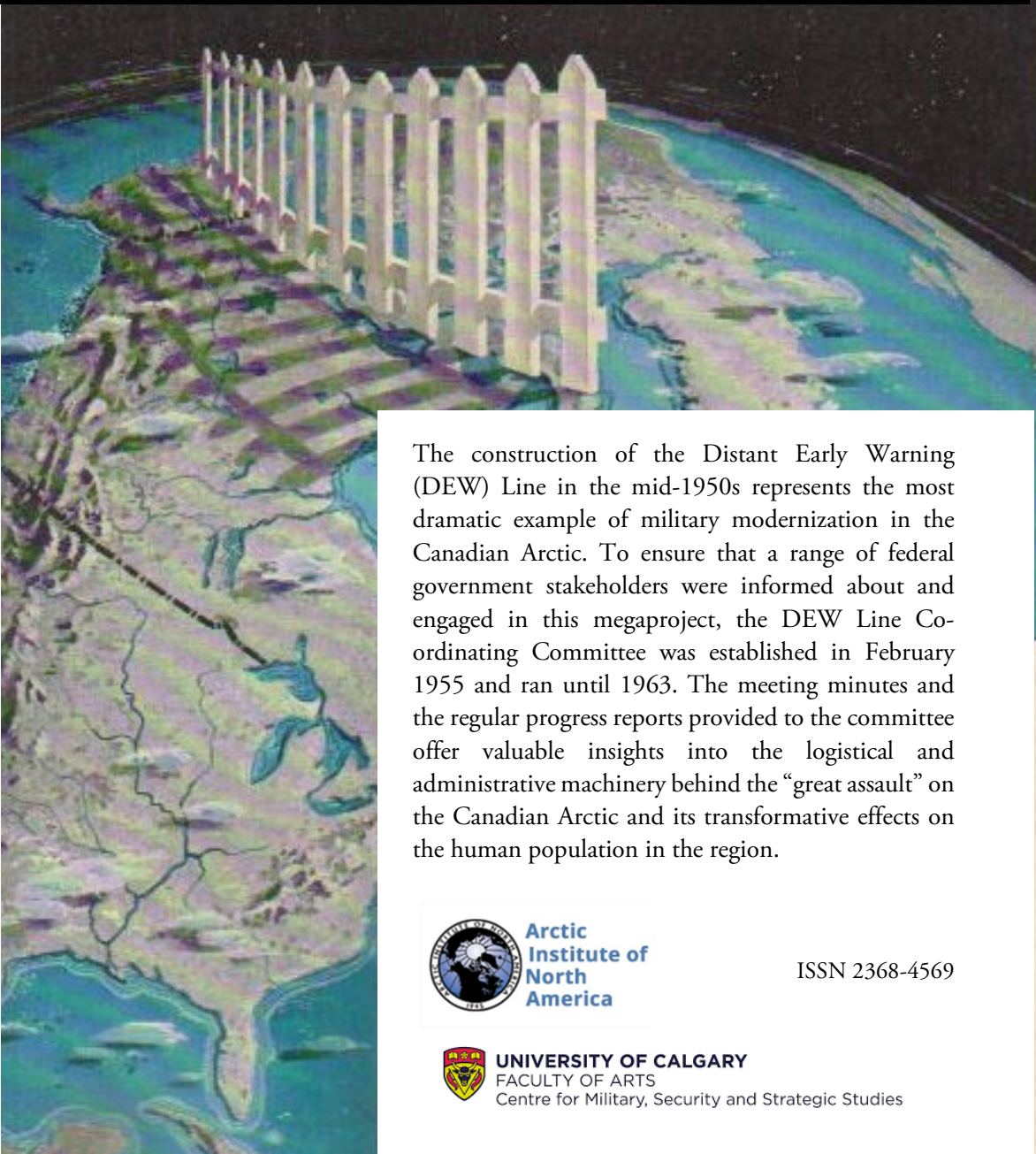


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THE DISTANT EARLY WARNING (DEW) LINE COORDINATING COMMITTEE

Minutes and Progress Reports, 1955-63

Edited by P. Whitney Lackenbauer and Matthew Farish



The construction of the Distant Early Warning (DEW) Line in the mid-1950s represents the most dramatic example of military modernization in the Canadian Arctic. To ensure that a range of federal government stakeholders were informed about and engaged in this megaproject, the DEW Line Coordinating Committee was established in February 1955 and ran until 1963. The meeting minutes and the regular progress reports provided to the committee offer valuable insights into the logistical and administrative machinery behind the “great assault” on the Canadian Arctic and its transformative effects on the human population in the region.



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