

50209-40

[Pt 1.2]

**FOR SUBSEQUENT CORRESPONDENCE
SEE NEXT PART OF FILE**

Mr. Wershop

*Original on 50030-40
File this copy
50209-40
DUPLICATE
MW*

OTTAWA FILE
No. 50209-40
96 ✓
SECURITY CLASSIFICATION
SECRET

Letter No. 1848

Date August 20, 1952.

FROM: The Canadian Chargé d'Affaires a.i., Washington, D.C.
TO: THE UNDER-SECRETARY OF STATE FOR EXTERNAL AFFAIRS, CANADA

Reference.....

Subject: Departmental Memorandum Dated July 9, Entitled "Some Observations on our Defence Policy".

In Mr. Wrong's absence on vacation, I thought you might wish to have some preliminary comments in response to the request contained in your letter of August 13. Your letter will, of course, be brought to the attention of Mr. Wrong upon his return and he may wish to write to you further on this matter. This letter contains some comments submitted to me by Mr. Ignatieff who, under Mr. Wrong, has been responsible for handling Canada-United States defence problems in the Embassy.

Copies Referred To.....
.....
.....
.....
.....

2. The memorandum as a whole is a comprehensive and useful review of the more important problems arising out of our defence relations with the United States since the end of the war. However, some comment might be made upon the general observations contained in the paper, particularly those contained in paragraphs 7 and 8, in the light of Washington experience.

No. of Enclosures.....

3. The reference in paragraph 7 of the paper to the possibility of a shift in U.S. defence policy to a greater emphasis upon continental defence in the event of a Republican victory in the Presidential elections next November was made before the nominating convention of the Republican Party chose General Eisenhower as the Republican candidate. As the author of the Departmental paper obviously recognized, there would be a greater probability of a change in the U.S. defence policy if Mr. Taft would have been nominated as Republican candidate. However, it should be borne in mind that if General Eisenhower is elected President, and the Republican Party at the same time wins control of the Senate as well as the House of Representatives, General Eisenhower may have difficulties, as Presidents have in the past, in getting his way with the Senate. While it is safe to predict that General Eisenhower would seem to base his military and foreign policy upon a reliance on the alliance system and collective measures of security, and would resist pressures to place a great emphasis upon continental defence as favored by the Taft wing of the Republican Party, he would be faced with the fact that Senator Taft, who is at present Chairman of the Republican Policy Committee of the Senate, would be the dominant Republican figure in the Senate. Moreover, Senator Taft could count upon the support of those Republicans, particularly from the mid-West who, like himself, have been opposed to many aspects of the Democratic Party's programme for national defence and foreign aid.

Post File
No.....

- 2 -

4. In paragraph 8, mention is made of the continuing difficulty of obtaining from United States authorities a comprehensive statement of their continuing defence requirements, particularly in the Northeast region. It might be useful, in this connection, to review briefly the various stages which have to be traversed before a gleam in the eye of a U.S. planning officer becomes a formal request submitted to the Canadian Government, either through the Permanent Joint Board or the diplomatic channel. The first stage involves the planning activities of the Military Co-ordinating Committee. A preliminary study of defence plans in this Committee is usually followed by a survey on the ground, such as occurred, for instance, in the case of the Haines pipeline. The Departmental memorandum states that the U.S. military authorities appear to be reluctant to take us or the State Department into their confidence at this stage. It is certainly true that the State Department, with whom the Embassy has to deal on defence matters in Washington, does not come into the picture at that stage. However, it should be possible for the Canadian members of the M.C.C. to be taken into the confidence of their U.S. colleagues and in this way to obtain advance information about United States intentions in regard to any specific defence project of direct concern to Canada. To take the example of the Haines pipeline, I understand that the M.C.C. made a study some time ago of the defence plan for Alaska. This study revealed the necessity of providing assured oil supplies for the U.S. air bases and garrison in Alaska. I understand that it was following upon the study made in the M.C.C., that we were approached by the U.S. authorities with a request for permission to make a survey.

5. Whether a defence project, in fact, materializes or not remains at this planning stage a matter of speculation. In the next stage, the plan has to be considered by the U.S. Joint Chiefs of Staff and obtain their approval. Even at this stage, as the Departmental paper recognizes, military requirements are "not governed only by military needs, but by appropriations". Assuming that the Chiefs of Staff approve a given plan, the necessary appropriations to finance it are sought from Congress. It is not until appropriations are authorized to finance a project that the U.S. authorities are in a position to judge whether they are on firm ground in approaching the Canadian Government with a request for its cooperation in translating a military requirement into a defence facility. It is, therefore, only at this stage that the State Department usually receives a formal request from the Pentagon to make an approach to the Canadian Government. The State Department, however, have been in the practice of giving informal indication of a probable request as soon as they become aware of it, either through informal discussions in the P.J.B.D. or through diplomatic channels.

6. Part of the difficulties we encounter no doubt lies in the sheer magnitude of the governmental mechanism in Washington, as well as in its decentralization. Defence requirements are generated by the planning officers of the Army, Navy and Air Force and a difficult problem of co-ordination arises in relation to the Defence Department itself. Unless the matter is of such high security significance as would require the President's personal attention, it would not normally come before the National Security Council, which is the supreme authority established to advise the President on the integration of domestic, foreign and

- 3 -

military policies relating to national security. It is therefore usually left to less formal arrangements to secure the proper co-ordination of civil and military authority in Washington; the Secretariat of the U.S. Section of the P.J.B.D. appears to be the main instrument employed for P.J.B.D. matters. As a result, the military, perhaps, tend to have more influence in handling Canada-U.S. defence matters in Washington than they ~~now~~ have under the governmental arrangements which exist in Ottawa.

7. Among the factors which may affect the nature and extent of U.S. defence activities in Canada, it is perhaps necessary to bear in mind the consequences of changes in the international situation and in the technology of war. Both these factors have had, in the past few years, a substantial influence upon U.S. requirements in the Northeast region. It was probably due to U.S. assessments of the increased risk of war, following the Communist aggression in Korea, that the United States undertook the rapid development of a powerful Strategic Air Command base at Thule in Greenland. The new requests for facilities in Newfoundland, and especially at Torbay, stem apparently from requirements for servicing this base. So long as the United States defence authorities continue to attach importance to Thule in their SAC programme, it may be expected that we will continue to be faced with requests for facilities.

8. Changes in the technology of war, especially in regard to the range of aircraft, will also, no doubt, affect U.S. military requirements. The changeover from reliance on the B-36 and B-39 bombers to larger aircraft with a greater range such as the B-52 and B-60 (now in the prototype stage), may have substantial effects both on the type and extent of the facilities the United States may request from Canada. In this field of technology perhaps the Defence Research Board might be in the best position to suggest in advance the kind of developments that may be expected.

9. Finally, U.S. military requirements may be determined to a substantial extent by decisions taken in international organizations such as NATO. Agreed changes in the strategic concept governing military planning or changes in military plans themselves might well affect U.S. military requirements in Canada.

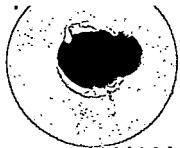
10. The comments made in this letter do not, in my judgment, justify any alteration in the conclusions of the Departmental paper which clearly sets out the line of policy which has and should govern the handling of requests from the United States for military facilities in Canada.

W.D. Matthews

Chargé d'Affaires a.i.

NUMBERED LETTER

FILE COPY



Canadian Embassy.....
Washington..D.C.....

FROM: THE UNDER-SECRETARY OF STATE FOR
EXTERNAL AFFAIRS, OTTAWA, CANADA.

Reference:.....

Subject: Canadian Policy Regarding U.S. Defence
Activities in Canada
.....
.....

Security: ...TOP SECRET.....

No: ...D... 1259.....

Date: ...July. 29, 1952.....

Enclosures: One.....

Air or Surface Mail:.....

Post File No:.....

Ottawa File No.	
50209-40	50209-40 ✓
52	52

References

DOWNGRADED TO SECRET
REDUIT A SECRET

I attach for your information a report dated June 23, 1952, from the Joint Planning Committee to the Chiefs of Staff Committee which provides a useful review of past and present U.S. defence activities in Canada. It mentions but does not discuss the current negotiations concerning Torbay and the Global Communication sites. It was prepared before the recent U.S. proposal concerning the Haines-Fairbanks pipeline.

2. The attached report is a revision of a report prepared last year and noted by the Chiefs of Staff Committee. It is not intended to submit this revised report to the Chiefs of Staff.

Internal
Circulation

M. H. WERSHOF

For the Acting Under-Secretary of State
for External Affairs

Distribution
to Posts

(THIS DOCUMENT IS THE PROPERTY OF HER MAJESTY'S CANADIAN GOVERNMENT)



CANADA

IN REPLY PLEASE QUOTE

No. CSC 1211-1 (JPC)

Department of National Defence

CHIEFS OF STAFF COMMITTEE

TOP SECRET

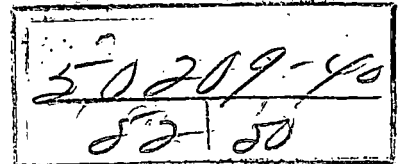
JOINT PLANNING COMMITTEE

ADDRESS REPLY TO.
SECRETARY
CHIEFS OF STAFF COMMITTEE.
OTTAWA.

703 40
14 July, 1952

Joint Planning Committee

Canadian Policy Regarding US Defence Activities in Canada



1. At the request of the Chairman JPC a previous report on the above subject was brought up to date by the JPS. The first draft of the revised report was considered by the JPC at its meeting on 3 July 52, (Item 23/52-4 refers) and certain amendments were requested.

2. The JPS has amended the revision as directed and a copy of the paper is attached for your retention.

J.P. Brennan
(J.P. Brennan), Major
Secretary

Joint Planning Committee

JPB/4972

DISTRIBUTION

- Copy No. 1 - Air Commodore Clements
- 2 - Brigadier Gibson
- 3 - Captain Storrs
- 4 & 5 - Colonel Turcot
- 6 - Group Captain Coleman
- 7 - Commander Stowell
- 8 - Mr. Glazebrook
- 9 - Secretary, JPC
- 10 - File

See also file 50209-40

Policy re Provision and Control of new U.S.
military installations in Canada.

TOP SECRET

COPY NO. 8

CSC 1211-1 (JFC)

23 June, 1952

CANADIAN POLICY REGARDING
UNITED STATES DEFENCE ACTIVITIES IN CANADA

Report by the Joint Planning Committee

to the

Chiefs of Staff Committee

- Appendices:
- "A" - Ogdensburg Agreement, 18 August, 1940
(Unclassified)
 - "B" - Text of Joint Statement Issued in Ottawa
and Washington on 12 February 1947.
 - "C" - Extracts from PJBD Journal Meeting
January - February, 1951.
 - "D" - Memorandum to the Cabinet - US Newfound-
land Bases.

OBJECT

1. To review Canadian policy on United States defence activities in Canada in the past and present.

INTRODUCTION

2. Joint participation has long been the principle governing Canadian policy with respect to United States military activities in Canada. Close collaboration with the US has been emphasized ever since the defence of North America from external attack emerged as a serious question. The Ogdensburg Agreement (Appendix "A") out of which grew the Permanent Joint Board on Defence emphasized joint responsibility, a theme which has dominated the work of the PJBD in the past twelve years. While Canada has been willing to cooperate with the US in joint defence, the Canadian Government has been insistent on the preservation and recognition of those Canadian rights which affect the sovereignty of Canada.

...../2

- 2 -

TOP SECRET

WORLD WAR II DEFENCE COLLABORATION
WITH THE UNITED STATES

3. Although the principles set out above were never consciously abandoned during World War II, US activities in Canada assumed such proportions that Canadian control was often in practice almost totally ineffective.

4. The main projects which the US undertook on Canadian soil were as follows:

- (a) Alaska Highway. This road was built by the US during 1942-1943 at a cost of approximately \$130,000,000.

The only Canadian contribution to the construction of the highway was the provision of rights of way and certain tax concessions. On its completion the highway was maintained by the US, using at first US troops and civilian labour from the US and Canada; later most of the troops were withdrawn.

At the end of the war, in accordance with a US/Canadian agreement made in 1942, ownership of the highway passed to Canada free of charge on the understanding that:

- (i) Canada would assume responsibility for its maintenance;
- (ii) at no time would there be imposed any discriminatory conditions in relation to the use of the road as between Canadian and US civilian traffic.

The Canadian Army assumed responsibility for the maintenance of the highway on 1 April 1946, as well as for that part of the Haines Road which lies in Canada and is at present responsible for its administration. The main highway is maintained on a year round basis but the

...../3

- 3 -

TOP SECRET

Haines road is not maintained during the winter. A six-wire telephone line from Edmonton to the Alaska boundary which had been installed as part of the general highway project, was bought by Canada in 1944 for \$1,342,208, and is now being operated by the Northwest Communication System (NCS), subsidiary to the Canadian National Telegraph.

An exchange of notes was concluded between the US and Canada in 1948, whereby some telephone and telegraph lines from Edmonton to the Alaska boundary were leased to the US for an annual rental of \$271,000.

- (b) Air Fields. The first series of airfields built as a joint project was the Northwest Staging Route from Edmonton to Alaska, which included 15 airfields, of which about one-half were built and operated by Canada. The Northeast Ferry Route, from The Pas through Churchill to Goral Harbour, Fort Chimo, and Frobisher Bay, was begun in 1942 and completed in 1944. There were also 9 airfields or flight strips on the Canol Route. At the end of the war, apprehension was felt that the US might claim post-war rights on the basis of wartime expenditure for construction and operation of these airfields. In view of this concern, it was agreed in April, 1944, out of the surplus of US funds held by the Canadian government at the time to pay the US a total of \$76,811,551 for airfields and other facilities in the North which had been provided by the US. The cost of all construction which could be regarded as having permanent value was therefore ultimately borne by Canada.

- (c) Weather Stations. In the course of the war, approximately 60 weather stations were established by the US forces in Canada. Of these about a third were abandoned before the end of the war and the remainder were either taken over by

00000/4

- 4 -

TOP SECRET

Canada and paid for out of the \$76,811,551 or closed down.

- (d) Canol Project. The Canol project was started by the US in June 1943. Its purpose was to provide a pipeline to bring crude oil from Norman Wells on the Mackenzie River to Whitehorse, a distance of some 600 miles. The Canadian Government was never convinced of the soundness of the project, and later events substantiated this view. Canol was completed in the spring of 1944 and was closed down about a year later having cost the US an estimated \$134,000,000. Some of the equipment was dismantled and sold on the public market; the remainder was abandoned.

5. During the height of US activity in 1943, in the general area between Edmonton and Alaska in the Mackenzie River valley and in Northern B.C., there were about 46,000 US civilians in addition to a number of US troops. At this time there were only 7000 Canadian civilians and a few hundred RCAF in the area.

6. By the end of 1946, Canada had taken over nearly all US military installations established on its soil during the war and it was agreed that the few which remained would be transferred to the Canadian Government when conditions warranted. Since that time the transfer has been completed except for one weather station, (Padloping) which is to be taken over by Canada when manpower is available.

POSTWAR DEFENCE COLLABORATION

7. Since the war the Canadian Government has resisted any military activities carried out on Canadian soil by the US authorities alone; this includes both installations and exercises. Canadian policy on defence collaboration is clearly set out in a statement issued in Ottawa and Washington on 12 February 1947 (Appendix "B"). While emphasizing the need

...../5

- 5 -

TOP SECRET

for collaboration by implication it defines the limits of this collaboration as follows:

- (a) Facilities are offered on a reciprocal basis. It has been the general rule that Canada has not agreed to grant rights in Canada to the US without obtaining, in theory at least, reciprocal privileges.
- (b) Each country determines the extent of its practical collaboration. In this, Canada reserves the final voice on the need or nature of any project in Canada.
- (c) Neither country is to take any action inconsistent with the charter of the United Nations.
- (e) Either country may at any time discontinue collaboration on any project.

8. These principles have been followed in making post-war arrangements for such problems as the establishment of US installations in Canada, joint exercises, SAC flights over Canada, and the Newfoundland leased bases, Installations and Exercises

9. Arctic Weather Stations. In 1946 a request by the US to open a number of weather stations in the Canadian Arctic, the first of which was to be opened within a few weeks, was not approved inasmuch as the Canadian Government was not prepared to collaborate on the project on such short notice. When the request was made again in 1947, Canada, having had time to give thorough consideration to the subject, granted the request. The conditions under which the stations have been operated are as follows:

- (a) Canada and the US have each supplied half the personnel.
- (b) Overall responsibility at each station has been vested in the Canadian civilian official in charge.
- (c) The Canadian Government has borne the cost of the pay

...../6

- 6 -

TOP SECRET

and subsistence of Canadian personnel and has provided all permanent installations.

- (d) With the exception of the air re-supply of bases which is shared by the USAF and the RCAF, most other costs including equipment, fuel, arctic supplies, and water transportation, have been borne by the US.
- (e) All permanent installations and improvements including those at adjacent air strips have remained the property of Canada.
- (f) All personnel on the stations have been required to observe the applicable laws of Canada and of the Northwest Territories subject to the Visiting Forces Act.

10. At the present time there are five weather stations jointly operated by the United States Weather Bureau and the Department of Transport, and in addition there are fourteen weather stations operated by the Department of Transport. The station at Padloping is still operated by the Americans alone, but this station is to be taken over eventually by the Department of transport.

11. Radar Sites. The Governments of Canada and the US agreed in the spring of 1951 to undertake the extension of the Continental Air Defence System. This extension involved the construction of 33 radar installations on Canadian soil, some of these installations to be manned by Canadian personnel and some by US personnel. Canadian policy on the above agreement, as reflected in the recommendation of the PJED dated 31 January 1951 (Appendix "C"), may be summarized as follows:

- (a) The Canadian Government will acquire all land for installations and will pay a share of the cost of building, operating and maintaining the stations (in this case the Canadian share is approximately one-third of the whole).

...../7

- 7 -

TOP SECRET

- (b) No leases are to be given to the US authorities but they will be granted rights of access.
- (c) When the stations have outlived their usefulness (in the opinion of both Governments) the immovable equipment (buildings and other permanent installations) will remain in the title of Canada.
- (d) The system as a whole will be jointly manned, although such will not be the case in respect to each separate station.
- (e) Canada will take over the manning of as many stations as her reserve of trained operators permit. Initially Canada will operate 14 stations.
- (f) Canada will also construct as many of the stations as possible - in some cases on US account.
- (g) As far as possible the stations which are to be built and manned by the US will be those which are most remote from populated areas.

12. There has been an exchange of notes between the US and Canada setting out, inter alia, the terms of occupancy of tenure of the US radar sites on Canadian soil.

13. In addition to the radar sites, the US has maintained three Loran stations in Newfoundland since the last war. These stations are to be turned over to the Department of Transport, however, not later than September, 1953.

14. Joint Exercises. The main conditions attached to all joint exercises are as follows:

- (a) There should be joint participation.
- (b) Publicity concerning US participation should be kept as limited as possible and should always be cleared with the Canadian authorities.

...../8

- 8 -

TOP SECRET

- (c) Permission for recurring projects is normally given on a one-time basis and for no more than a calendar year. Permanent blanket permission is rarely given by Canada and when it is given there is always a clause allowing termination at will.

- (d) Compliance with customs and immigration formalities.

15. Flights over Canada. US military aircraft flying over Canada may do so only on the authorization of the Canadian Government. Certain conditions are imposed on such flights. The most important of these conditions are as follows:

- (a) Publicity arrangements to be in accordance with the Joint Publicity Directive.
- (b) Canadian participation in planning and execution (in case of surveys).
- (c) Reservation of rights to include Canadian observers on any flights across Canadian territory.
- (d) Duplication of all photographs taken and copies of other data to be given to the Canadian Government.
- (e) In the case of SAC training flights, all flights to be at high level with no mass flights over Canadian cities.
- (f) No live bombs to be carried without specific permission on each particular flight.

Leased Bases

16. The leased bases in Newfoundland at Harmon, Argentia, McAndrew and Fort Pepperrell are in a special category and cannot be called joint projects. The rights enjoyed by the US forces in these areas cannot be taken as an indication of the privileges which the Canadian Government is normally prepared to give to US forces. The original US rights were defined in the Leased Bases Agreement signed by the UK and US on March 27, 1941. Canada inherited this 99-year agreement on the entry of Newfoundland into Canada. The PJBD assumed the task of reviewing the

...../9

- 9 -

TOP SECRET

original agreement and was able to recommend certain modifications which are explained in a memorandum to Cabinet dated 15 March 1951 (Appendix "D"). All Canadian legislation made necessary by the PJBD Recommendation (50/1) has been enacted.

17. The "Leased Bases Agreement" clearly authorizes the US to defend its base areas and in time of war or emergency to conduct military operations deemed desirable by the US. This authority involves rights and powers outside the leased areas as will be seen from the following extracts from the "Leased Bases Agreement" of 27 March 1941.

Article I. General Description of Rights.

(1) The United States shall have all the rights, powers and authority within the leased areas which are necessary for the establishment, use, operation and defence thereof, and appropriate for their control and the rights, powers and authority within the limits of territorial waters and air spaces adjacent to, or in the vicinity of, the leased areas, which are necessary to provide access to and defence of the leased areas, or appropriate for control thereof.

Article II. Special Emergency Powers.

When the United States is engaged in war or in time of other emergency, the Government of the United Kingdom agrees that the United States may exercise in the territories and surrounding waters and air spaces all such rights, power and authority as may be necessary for conducting any military operation deemed desirable by the United States, but these rights will be exercised with all possible regard to the spirit of the fourth clause of the Preamble.

18. Although the lease has not yet been signed the Canadian Government, on request of the US Government, has agreed to lease to the US certain property at Goose Bay. The US will receive some of the privileges given at the island bases but US authority is much more limited at Goose Bay. The lease is to run for 20 years rather than 99 years. The base is Canadian and the US Government is merely to be given a lease to certain lands within the area. Installations are subject to the approval of the RCAF, which has general administrative control.

...../10

- 10 -

TOP SECRET

19. At the present time the Canadian Government is considering a US request to extend the airfield facilities at Torbay, Newfoundland, to make it suitable for use by USAF fighter aircraft. No decision has been reached on this matter to date. The US has also requested permission to establish two new radio stations in Newfoundland to improve their global communications network, but here again negotiations are still under way.

Customs and Immigration Facilities.

20. US service personnel and equipment admitted to Canada for the purpose of any joint exercise or defence activity are required to comply with applicable Canadian customs and immigration formalities and clearance for such entry is obtained through diplomatic channels in each case, unless special arrangements are authorized. In certain cases, e.g., joint air defence training exercises, authority may be initially granted for obtaining customs and immigration clearance by local notification through service channels. This blanket authority is restricted to a definite period of time, usually less than a year, and to a specified activity. (In this connection, it should be noted that Canada does not consider valid the Twenty-second Recommendation of the PJBD, which authorized the defence authorities of both countries to make any necessary arrangements for cross-border movements). US service equipment brought into Canada under the clearance procedures described above is admitted with a minimum of formalities, which include a declaration that such equipment will remain the property of the US Government. With the exception of the leased bases, where US service personnel enjoy special customs privileges, there is no authority for free entry of goods intended for resale to US servicemen.

21. The US forces at the leased bases are not required to comply with the usual procedure for customs and immigration clearance. In general, goods imported into the bases for US use are cleared through

...../11

- 11 -

TOP SECRET

local notification. Although US forces at Churchill have no special customs concessions, the US personnel and equipment are able to enter on local notification. Similarly, US forces travelling up the Northwest Highway System are able to get clearances at border points on local notification.

CHANNELS OF COMMUNICATION

22. At its meeting of June 3 - 4, 1948, the PJBD considered the question of the channels of communication between the US and Canadian Governments in connection with defence plans and operations. As a result of these discussions, the Board issued a recommendation, the aim of which was to ensure both maximum speed in communication and systematic clearance by responsible officers and agencies of the two Governments. This recommendation has been approved by both the US and Canadian Governments. It reads as follows:

"Recommended Rules Concerning Channels of Communications between the US and Canadian Governments in connection with defence matters.

1. The subject matter of the communication determines the channels.
2. If the subject matter relates primarily to the detailed administrative or technical implementation of plans or policies previously agreed upon, or exploratory discussions, the service-to-service channel may be utilized. In this case, however, interested officers in other agencies should be informed.
3. The Department of External Affairs-State Department channel should be used whenever the subject matter involves:
 - (a) The determination of government policy;
 - (b) Proposed US projects or exercises in Canada or the extension or modification to a significant degree of such projects or exercises already authorized;
 - (c) Proposed Canadian-United States projects or exercises or modification to a significant degree of such projects or exercises already authorized;

...../12

- 12 -

TOP SECRET

- (d) International or third-country aspects;
- (e) The United Nations;
- (f) Public relations as prescribed by the publicity directives in effect in both countries;
- (g) Clearance with other agencies and especially other civilian agencies;
- (h) Notification to other interested officers or agencies." End of text.

23. The service channels to which reference is made in paragraph 2 of the directive include the following:

- (a) Direct communication between US and Canadian Armed Services.
- (b) The service attaches.
- (c) The Canadian Joint Staff Mission in Washington
- (d) Joint committees such as the Military Cooperation Committee.

24. The Armed Services channel is used mostly at PJED level by the respective Service members for the purpose of discussing procedure before a request is formally submitted to the other government for approval.

CONCLUSION

25. Although Canada has always endeavoured to uphold the principle of joint collaboration in all US defence activities in Canada, the extent of US activity in Canada during the Second World War was such as to make Canadian control almost totally ineffective.

26. In the post-war period Canada has made determined and successful efforts to regain control or, when appropriate, a share of control, over all defence activities on Canadian soil (with the exception of the US leased bases).

27. The principles which have governed joint collaboration were set forth in the Canada-US Joint Declaration of February 12, 1947 (Appendix "B").

28. With the acceleration of defence activity, Canada has been and will probably continue to be presented with many US proposals for defence projects in Canada. In dealing with these proposals Canada insists that

...../13

- 13 -

TOP SECRET

they be put up through recognized channels for approval and that there be agreed planning for the use of the projects in Canada, as required, and joint control where deemed necessary.

29. Approved Canada-US defence plans have been written in conformity with the policy outlined above.

TOP SECRET

APPENDIX "C" TO
CSC 1211-1 (JPC)
DATED 23 Jun 52

EXTRACT FROM PERMANENT JOINT BOARD ON DEFENCE
JOURNAL - MEETING JAN 30 TO FEB 1 (incl) 1951

R E C O M M E N D A T I O N S

1. That a plan for the extension and coordination of the air defence systems of the US and Canada substantially as set forth is feasible and acceptable, and should be implemented forthwith as a matter of great urgency.
2. That the implementation of such a plan in Canada be in accordance with the following general principles:
 - (a) Canada to acquire and retain title to all sites required in Canada for the system; the U.S. to be granted such rights of access, use and occupancy as may be required for its effective participation.
 - (b) The capital costs of construction (except housing for dependents), and of equipment and of communication facilities, to be shared in this joint enterprise on the basis of approximately two-thirds U.S. and one-third Canada. In order to facilitate implementation of the plan and to simplify administrative procedure, Canada to assume financial responsibility for the construction and equipping of the following stations and their associated control facilities:

Chatham, N.B.

Lac St. Joseph, P.Q.

Mont a Pica, P.Q.

Edgar, Ont.

McCarthy, P.Q.

Senneterre, P.Q.

...../2

- 2 -

TOP SECRET

APPENDIX "C" TO
CSC 1211-1 (JPC)
DATED 23 Jun 52

Holberg, B.C.

Feymount, Ont.

Falconbridge, Ont.

The U.S. to assume financial responsibility for the construction and equipping of the remaining stations and their associated control facilities.

- (c) The maintenance and operating costs as determined approximately to be shared two-thirds by the U.S. and one-third by Canada.
 - (d) Construction of the installations required by the plan to be carried out by Canadian agencies and contractors with Canadian labour and materials so far as practicable; electronic and other equipment manufactured in Canada to be used as far as practicable.
 - (e) The installations to be manned and operated initially by Canada and the U.S., respectively, as set forth in the plan; Canada may by agreement take over the manning and operation of additional stations.
 - (f) Neither Government to discontinue the operation of any part of the system without the prior concurrence of the other Government.
3. That detailed arrangements for the implementation of the plan be drawn up by the appropriate officials of the two countries.
4. That in view of the great urgency of the situation, all possible measures be taken to ensure that the projected system will be operating by the target date 1 July 1952.
5. That the capabilities of the system be kept under review in the light of current development.

APPENDIX "A" TO
CSC 1211-1 (JPG)
DATED 23 Jun 52.

OGDENSBURG AGREEMENT - 18 AUG 40

The Prime Minister and the President have discussed the mutual problem of defense in relation to the safety of Canada and the United States.

It has been agreed that a Permanent Joint Board on Defense shall be set up at once by the two countries.

This Permanent Joint Board on Defense shall commence immediate studies relating to sea, land and air problems including personnel and material.

It will consider in the broad sense the defense of the north half of the Western Hemisphere.

The Permanent Joint Board on Defense will consist of four or five members from each country, most of them from the services. It will meet shortly.

APPENDIX "B" TO
CSG 1211-1 (JPG)
DATED 23 Jun 52.

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

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

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

- (1) Interchange of selected individuals so as to increase the familiarity of each country's defence establishment with that of the other country.
- (2) General cooperation and exchange of observers in connection with exercises and with the development and tests of material of common interest.
- (3) Encouragement of common designs and standards in arms, equipment, organizations, methods of training and new developments. As certain United Kingdom standards have long been in use in Canada, no radical change is contemplated or practicable and the application of this principle will be gradual.
- (4) Mutual and reciprocal availability of military, naval and air facilities in each country; this principle to be applied as may be agreed in specific instances. Reciprocally each country will continue to provide, with a minimum of formality, for the transit through its territory and its territorial waters of military aircraft and public vessels of the other country.
- (5) As an underlying principle all cooperative arrangements will be without impairment of the control of either country over all activities in its territory.

...../2

APPENDIX "B" TO
CSC 1211-1 (JPG)
DATED 23 Jun 52.

- 2 -

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

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

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

...../3

APPENDIX "B" TO
GSC 1211-1 (JPC)
DATED 23 Jun 52

- 3 -

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

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

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

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

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

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

It will be noted that the principles of cooperation announced in the joint statement parallel closely the procedures which have long been applied between the nations of the British Commonwealth. Without formal agreements between Governments, we have had working arrangements

000000/45

000199

- 4 -

APPENDIX "B" TO
CSC 1211-1 (JPC)
DATED 23 Jun 52.

with the United Kingdom and other Commonwealth countries for the interchange of personnel, the exchange of observers, and so forth. The similar arrangements envisaged between Canada and the United States in no way interfere with or replace our Commonwealth connections in matters of defence training and organization. Given the geographical position in Canada, it is important that measures of cooperation should be undertaken both with the United States and the United Kingdom.

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

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

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

- 5 -

APPENDIX "B" TO
CSC 1211-1 (JPC)
DATED 23 Jun 52.

the North. Through such extension we will acquire the basic data that are needed to make more accessible the economic resources of this region and which will be valuable for defence purposes as well.

TOP SECRET

APPENDIX "D" TO
CSC 1211-1 (JPC)
DATED 23 Jun 52

MEMORANDUM TO THE CABINET

UNITED STATES NEWFOUNDLAND BASES

Recommendations of the Permanent Joint Board
on Defence, and Proposed Legislation

BRIEF HISTORY:

1. In April, 1950, Cabinet Defence Committee and Cabinet considered the PJBD's Recommendations of March 30, 1950. The question of revision of the Leased Bases Agreement had been referred to the PJBD following the sending of a request by the Canadian Government to the United States Government for modification of the Bases Agreement. In particular the Canadian request referred to income tax exemptions, customs and excise exemptions, postal privileges, and jurisdictional rights enjoyed by the U.S. under the Bases Agreement. It was the desire of Canada that the rights enjoyed by the U.S. at the Bases should be brought as nearly as possible into line with the Joint Defence Statement issued by the two governments on February 12, 1947 (Treaty Series, 1947, No. 43).
2. Cabinet Defence Committee on April 25, 1950, noted the Board's Recommendations with approval. Cabinet on April 27 indicated that the necessary legislation should be drafted before formal approval was considered.
3. The President of the United States approved the Recommendations on August 1, 1950.

BRIEF SUMMARY OF THE RECOMMENDATIONS (fuller summary
in Cabinet Document D243)

Income Taxes

4. On June 12, 1950, a new Double Taxation Convention between Canada and the U.S. was signed. When it comes into force it will replace certain exemption provisions now in the Bases Agreement. In addition the Board recommends that the U.S. waive exemptions on contractor's profits, U.S. civilian employees and their families.

COMMENT - This will place income tax exemptions of U.S. personnel in Newfoundland on the same basis as in the rest of Canada.

Customs and Excise

5. The U.S. to waive duty and tax exemptions on:
 - (a) contractor-owned equipment
 - (b) personal belongings and household effects of contractors and their U.S. employees other than on first arrival
 - (c) individual purchases in Canada by U.S. personnel.

TOP SECRET

...../2

TOP SECRET

- 2 -

APPENDIX "D" TO
CSC 1211-1 (JPC)
DATED 23 Jun 52.

6. Customs and excise exemptions for Post Exchanges and Service Clubs to continue, it being understood that the U.S. authorities will endeavour to increase purchases for these institutions in Canada and will take special steps to prevent abuse of privileges.

COMMENT - With the exception of privileges for PX's and Service Clubs, this recommendation in effect meets the Canadian Government's request.

Postal Privileges

7. Originally Canada asked for replacement of U.S. military postal facilities by Canadian Post Offices. This request was not met, but under the Board's Recommendations the U.S. will not establish normal civilian postal offices and will limit the use of the APO system strictly to mail destined to U.S. territory or to other U.S. APO's.

Jurisdiction

8. (1) The U.S. to waive all rights of jurisdiction, permitted under the Bases Agreement, over British subjects and over aliens other than U.S. personnel;

(ii) The U.S. to suspend for five years exercise of rights of jurisdiction over U.S. civilian personnel, subject to revival on notice thereafter or in event of war or other emergency;

(iii) The Canadian Government to seek to amend the Visiting Forces (USA) Act to permit of compulsory attendance of witnesses;

(iv) The Canadian Government to seek legislation to protect security interests of the U.S. forces in Canada, as required under the Bases Agreement.

COMMENT - The Board's Recommendation will permit of the extension of the Visiting Forces (USA) Act as revised to Newfoundland and will remove probably the most objectionable feature of the Bases Agreement, namely, the right of jurisdiction by U.S. courts over Canadian citizens. Revival of the rights of jurisdiction by U.S. Service courts over "followers of the camp" who are U.S. citizens can probably be met when the time comes, if ever.

OUTLINE OF LEGISLATION REQUIRED TO CARRY OUT THE PJED'S RECOMMENDATIONS

9. Following Cabinet's consideration in April, 1950, the Departments of External Affairs and National Defence have been engaged in working out draft legislation, in consultation with the other interested Departments. The drafts were shown informally to the U.S. Section of the PJED in February, 1951. The texts of the draft amendments are annexed to this memorandum, although they have not yet been officially cleared with the Department of Justice and will no doubt undergo further drafting changes. Following is an outline:

...../3

- 3 -

TOP SECRET

APPENDIX "D" TO
CSC 1211-1 (JPC)
DATED 23 Jun 52.

Customs

(In consultation with Department of
National Revenue; not yet approved
by Department of Finance)

10. Item No. 708 of the Customs Tariff (which gives free entry to military supplies of the "Imperial Government") would be replaced by a new Item No. 708 applicable to any government, on condition of reciprocal treatment and subject to authorization by the Governor in Council. This is, it is submitted, a desirable amendment quite apart from the PJBD Recommendations.

Postal Privileges

(In consultation with the Post Office
Department)

11. In order to legalize the U.S. military post offices in Newfoundland, it is proposed to add a new item (y) to section 7 of the Post Office Act. This would authorize the Postmaster General to make regulations governing postal services of Allied Forces in Canada.

Jurisdiction

(In consultation with officials of the
Department of Justice)

12. Almost every Section of the Official Secrets Act would be amended in order to extend its protection (limited at present to Canadian Government and Provincial Government secrets) to secrets belonging to other Commonwealth Governments or to an "associated state". The phrase "associated state" means any state that enters into an agreement with Canada relating to security and that is designated by the Governor in Council (e.g., any North Atlantic Treaty country.) It is submitted that these amendments are desirable quite apart from PJBD Recommendations.

13. A new Section 541A would be added to the Criminal Code to protect the property of "His Majesty's forces, or any forces cooperating therewith." This Section is desired for the benefit of Canadian forces, quite apart from the PJBD Recommendations.

14. A new section would be added to the Visiting Forces (USA) Act to provide for compulsory attendance of witnesses before U.S. courts-martial, under regulations to be made by the Governor in Council, in the same manner as now applies to courts-martial of the Canadian forces.

General Observation re Legislation

15. It is not necessary to decide now how many Bills will be necessary. The amendment to the Criminal Code, for example, could be included in the usual annual Criminal Code Amendment Bill.

EXCHANGE OF NOTES

16. If Cabinet approves the Recommendations and agrees in principle to the introduction of the necessary legislation, the Secretary of State

.... /4

TOP SECRET

APPENDIX "D" TO
CSG 1211-1 (JPC)
DATED 23 Jun 52.

- 4 -

for External Affairs proposes to enter into an Exchange of Notes with the U.S. as contemplated in the Recommendations, to record officially what the U.S. is giving up and what the Canadian Government will do. A draft of the Notes will be submitted to Cabinet in due course.

LETTER TO NEWFOUNDLAND GOVERNMENT

17. An important condition of the Recommendations is the following:

"That the Canadian Government, as a condition precedent to the waiver and suspension of the exercise of rights under Article IV and to the extension to Newfoundland of an amended Visiting Forces (USA) Act, give satisfactory assurances that the U.S. officials in Newfoundland will have a degree of jurisdiction comparable to that which they now in fact exercise. In this connection, the U.S. Section would regard the proposed letter from the Government of Canada to the Government of Newfoundland, with a reply from the Newfoundland Government that jurisdictional conditions would remain substantially as now exercised, as the basis for satisfactory assurances to be given by the Canadian Government."

18. The draft letter referred to reads as follows:

"It is contemplated extending the Visiting Forces (USA) Act to the Province of Newfoundland, including the U.S. leased Bases. Although the present Act does not interfere with the jurisdiction of Canadian courts and law enforcement authorities, it is the hope of the Government of Canada that those charged with law enforcement may rarely find it necessary to bring members of the United States forces before Canadian courts. In particular, it is hoped that, when an offence is by its nature essentially prejudicial to the discipline of the United States Armed Forces, when an offence is committed within the Leased Areas, or when an offence involves only members of the United States forces or only the property of the Government of the United States, the Canadian authorities will find it desirable to leave the wrong-doer to be dealt with by the United States Service courts and authorities.

...../5

- 5 -

TOP SECRET

APPENDIX "D" TO
GSC 1211-1 (JPC)
DATED 23 Jun 52.

"I hope that your Government will bring the Act to the attention of law enforcement authorities. I should be glad to learn the views of your Government on the question discussed in the preceding paragraph."

The wording of the letter is similar to the wording of a communication sent to all provincial governments in July, 1947, when the Visiting Forces (USA) Act was passed.

19. The Attorney General of Newfoundland indicated informally some time ago that such a letter would receive a satisfactory reply.

RECOMMENDATIONS FOR DECISIONS BY CABINET

20. (1) To approve the PJBD Recommendations and to authorize the notification of this approval to the U.S. Government;
- (2) To approve the proposals for introduction of legislation as set forth in this memorandum, subject, of course, to official consideration of the drafts by the Department of Justice;
- (3) To authorize the Secretary of State for External Affairs to enter into an Exchange of Notes with the U.S., subject to submission of the draft Notes to Cabinet;
- (4) To authorize the Minister of Justice to send the suggested letter to the Attorney General of Newfoundland at a time to be settled by the Ministers of Justice, National Defence, and External Affairs; this exchange of letters to be followed by a note to the U.S. Government giving the required assurances.

(SGD) L.B. Pearson,
Secretary of State
for External Affairs

(SGD) Brooke Claxton
Minister of National
Defence.

Department of External Affairs,
March 15, 1951.

TOP SECRET

4 July, 1952.

*file
Jue*

JOINT PLANNING COMMITTEE
MINUTES OF THE 23/52 MEETING

Confidential

23/52-4 CANADIAN POLICY REGARDING US. (Confidential)
DEFENCE ACTIVITIES IN CANADA
(CSC 1211-1 (JPC) dated 25 June 52)

SD 209-40
32

7. The External Affairs representative stated that his department wished to make several minor amendments to the present draft paper. The Army representative also noted the need for certain corrections.

8. The Committee agreed that these changes should be passed to the JPS and the final paper cleared secretarially.

TOP SECRET

July 3, 1952.

MEMORANDUM FOR MR. WERSHOF

Item 4 23/52 Meeting JPC - July 3

Canadian Policy Regarding U.S.
Defence Activities in Canada

At the request of the Chairman, JPC, the JPS have revised this paper, which was originally prepared in May 1952, in order to bring it up to date. It is for information only as far as we know and contains no significant changes from the 1951 version.

2. Mr. Phillips has suggested the following amendments:

- 1) Page 2 Para. 4(a) - Replace the second last sentence on the page with:

The Canadian Army assumed responsibility for the maintenance of the highway on 1 April 1946 as well as for that part of the Haines road which lies in Canada and is at present responsible for administration. The main highway is maintained on a year round basis but the Haines road is not maintained during the winter.

- 2) Page 3 para. 4(b) 12th line - Insert after April 1944; To pay

"Out of the surplus of U.S. funds held by the Canadian Government at the time",

(to indicate that we did not pay for the facilities because of our concern alone but also because of Maximum - Minimum Agreement)

...2

DOWNGRADED TO SECRET
REQUIRE A SECRET

- 3) Page 4 para.6 - delete and replace with:

"By the end of 1946, Canada had taken over nearly all U.S. military installations established on its soil during the war and it was agreed that the few which remained would be transferred to the Canadian Government when conditions warranted. Since that time the transfer has been completed except for one weather station (Padloping) which is to be taken over by Canada when manpower is available.

- 4) Page 4 para. 7(a) line 3 - insert after
obtaining

" , in theory at least, "

- 5) Page 5 para.8 - delete and replace with

"These principles have been followed in making post-war arrangements for such problems as the establishment of U.S. installations in Canada, joint exercises, SAC flights over Canada and the Newfoundland leased bases.

(editorial change to indicate that problems indicated are not exclusive)

- 6) Para.9(g)

Mr. Phillips does not know of any written condition or understanding to this effect.

- 7) Para.10 Second sentence.

The reference to the U.S. weather stations on the leased bases does not properly belong to the section on Arctic Weather Stations. Perhaps the paragraph could be reworded or this sentence placed elsewhere in the paper.

- 3 -

- 8) Para. 11 (1) - delete sub-para (a) since it does not appear in the PJBD recommendation.
- (2) - sub-para. (b) 2nd line, add after building:
- " , operating"
- (3) - sub-para. (f) 2nd line, add after permit:
- " , initially Canada will operate 14 stations".
- 9) Para. 13 - last line - change
- "November" to "September".
- 10) Para. 14 (b) (c) - please note suggested editorial changes.
- 11) Para. 15 - please note suggested editorial changes.
- 12) Para. 16 - first line
- If we refer to the leased bases and not areas it should read Harmon, Argentia, McAndrew and Fort Peppenell.
- 13) Para. 18
- Is this realistic now?
- 14) Para 20
- In view of uncertainty as to whether or not the U.S. plan to station a fighter squadron at Torbay permanently, it might be better to replace the first five words of line 3 with the following:
- "to make it suitable for use by"

(J. M. Cook)

000210

Defence Liaison/R.A. MacKay/elb

Ottawa, July 9, 1952

SECRET

MEMORANDUM FOR THE UNDER-SECRETARY

Some Observations on our Defence Policy

I thought it might be useful to put on paper some observations about our defence policy, particularly vis-a-vis the United States, should you be discussing with the Minister the Haines pipeline or other proposed installations in Canada.

2. During the war, for the first time, U.S. installations were constructed in Canada. Although the Government appears to have felt that it was undesirable to have U.S. installations in Canada, our construction industry was taxed to the limit and the United States were pressing for installations which were unnecessary for Canadian requirements. Thus we agreed to U.S. construction of the Crimson Route, the Canol pipeline system, and the Alaska Highway. My recollection is (although I have not checked the files) that the United States also did considerable construction in the way of improvements to existing airfields on the Northwest Route. We also permitted the United States to station forces in Canada for the protection of the Sault Ste. Marie locks. In no case, however, did we give the United States any long-term rights of occupation or use, all installations were for the emergency only.

3. Following the war we proceeded to liquidate all U.S. defence interests in Canada. We took over the Crimson Route, reimbursing the United States, partly on the basis of continuing

- 2 -

value to Canada. We took over the maintenance of the Alaska Highway, agreeing, however, that U.S. forces might have the right of passage over the Highway. The United States withdrew its forces from the Canadian side of Sault Ste. Marie. The only "unliquidated" item that remained was Canol; the United States still has the ownership of the 4-inch line from Skagway to the Highway and the 3-inch line from Whitehorse to the Alaska boundary, but the remaining lines appear to have been abandoned. The principles of joint defence in the immediate post-war era were set forth in the thirty-third and thirty-sixth recommendations of the PJBD, copies of which are attached.

4. The incorporation of Newfoundland raised new problems. We accepted the three U.S. bases and assured the United States that we had no intention of questioning their continued occupation of the bases and continued possession of necessary military rights. We did, however, question certain rights which we regarded as unnecessary and subsequently secured a modification of the Bases Agreement in these respects. One condition of the bargain, not expressly stated but implied, was the granting of a twenty-year lease to an area or areas within the Goose Bay Air Base, subject to Canadian command and control of the Base. This lease has not yet been formally completed but we should be able to complete it shortly. The fact is, of course, that U.S. lines of air communication to Europe lie across Newfoundland and Northeastern Canada, and we could hardly have expected the United States to withdraw from this area even under conditions of a quiescent world.

5. There have, of course, been profound changes in our defence situation and policy

3 . . .

- 3 -

during the past four years, because of the increasing tension in the international situation. On the whole, these changes indicate a growing maturity in foreign policy : we have come to accept a substantial measure of responsibility for the preservation of a world order which we feel is essential for the security of our way of life and the safety of Canada as a nation. Thus we are participating in resisting aggression in Korea and in countering threats to aggression in Europe. These new responsibilities are heavy and costly, and I am afraid the tendency is growing to carry them at some expense to the maintenance of effective autonomy at home. It is to this latter phase of our policy that the remainder of the paper is mainly directed.

6. During the last four years we have been under repeated requests from the United States for closer co-operation in joint defence of North America and for facilities to enable the United States to operate effectively abroad. Following is a summary of the more important requests dealt with or pending : (1)

- 1) Weather Stations -- The original proposal was that the United States would establish weather stations in Canada. This proposal was eventually modified to provide for joint weather stations, to which Canada would have command. Only one exclusively U.S. weather station (Padloping Island), built in wartime, appears to remain. Although friction between Canadian and U.S. personnel has sometimes occurred, largely because of pay differentials and seniority of

(1) A comprehensive paper on U.S. defence rights in Canada is being prepared in the Division.

- 4 -

the U.S. Second-in-Command over Canadian officers in charge, on the whole, this scheme seems to be working satisfactorily.

- 2) Loran Stations -- During the war certain Loran stations were established by the United States in Nova Scotia and Newfoundland. After the war the Nova Scotia stations were taken over by Canada, but only recently have we been able to persuade Transport to agree in principle to taking over Newfoundland stations although the United States has long been willing. The United States has also requested and been granted permission to survey sites for new Loran stations in the Arctic archipelago. No request for establishing stations has yet come forward.
- 3) Radar -- The original U.S. proposal was for the establishment of an extensive chain across Northern Canada. Over a two-year period this request was modified and an agreement was eventually reached for the establishment of thirty-one stations, most of them within reasonable access of settled areas along the following lines :
 - (a) Title to all sites to remain vested in Canada;
 - (b) the United States to pay for, roughly, two-thirds of the construction and operating costs, and Canada one-third;
 - (c) Canada to do the construction and Canadian materials to be used as far as practicable (all but eight stations in the Newfoundland-Labrador area are being constructed by Canada);

5 . . .

- 5 -

- (d) Canada to man at the outset thirteen stations (later amended to fourteen), the United States the remainder, although Canada can take over the manning of any further stations at any time. No plans are being made by the RCAF to man additional stations.

The United States has subsequently requested permission to survey sites in the Arctic islands for two additional stations (presumably for the protection of Thule Base, Greenland). The request for surveys has been granted.

At the last meeting of the Permanent Joint Board on Defence the United States proposed the establishment of six additional stations in Ontario to protect the U.S. Great Lakes area against low-flying aircraft which might get through the radar net approved and under construction. Three at least of these sites would be in settled areas in Southern Ontario. The United States defence authorities have been put off with requests for further information, but we shall certainly be under pressure for the establishment of these sites. These sites would not be covered by the existing agreement.

- 4) Frobisher -- The United States has requested and been granted the use of Frobisher as a staging and supporting field for Thule. Use is on a year-to-year basis, and if substantial improvements are made to the field, as is likely, it may be hard to get the U.S. forces out. The principle of Canadian command

6 . . .

- 6 -

and
/control has been maintained, the RCAF
agreeing to a Canadian Commanding
Officer, Canadian operation of the
control tower, and a small detachment
for maintenance purposes.

- 5) GLOBCOM Sites -- About a year ago the United States requested small sites in Newfoundland adjacent to Harmon Field and to Pepperrell for the establishment of global communication facilities. The original proposal was that the same terms and conditions as applied to the leased bases -- i.e., ninety-nine years, etc. -- should apply, but they were subsequently induced to modify this. The United States has since dropped the proposed sites near Pepperrell, but has added sites in or near Goose Bay. The final proposal accepted by the Ministers concerned and the United States is that the Goose Bay sites should be brought under the terms of the Goose Bay lease and that the United States have occupation of the Harmon site without fixed tenure, either Government having the right to terminate the arrangement subject to consideration by the PJBD, but in such circumstances the PJBD should have regard to the relationship of these facilities to the Goose Bay facilities. In effect, the United States has secured twenty-year tenure for these sites as well as Goose Bay.
- 6) Torbay -- As you know, the United States has informally proposed the development of Torbay as an air-head for supplying outlying stations of the Northeast Command

7 . . .

- 7 -

and as a fighter base with accommodation for one squadron. The Canadian Section of the PJBD was able to postpone formal presentation of the request by asking the United States to examine whether their needs could not be met elsewhere (e.g., the Harmon or Argentia bases). It can hardly be said however that the issue is dead. If the United States is granted permission to develop Torbay it will certainly demand some assurance of tenure.

- 7) Northeast Command -- Some time ago the Canadian Government, after prolonged consideration, agreed to the establishment of a U.S. Northeast Command for the Newfoundland - Northeast area of Canada. We were assured at the time that this was not an operational command but merely an administrative one. Indications are, however, that the command authorities assume (and perhaps rightly from their instructions) that it is an operational command. Certainly, under the U.S. Bases Agreement, the United States has the right to take measures to defend the bases. Nor is there any express limitation on the type of operations that may be mounted from the bases, even in peacetime.

The problem is how to reconcile the principle of Canadian command for the defence of Canadian territory (agreed to in Joint Defence plans), with the fact of U.S. rights to defend their own bases in Newfoundland. The problem is most acute in air defence, since air defence of the bases cannot be localized in the base areas and since in fact the only

8

- 8 -

important targets in the area (except St. John's) are the bases. The RCAF plans do not provide for the stationing of any air defence forces in Newfoundland, even in wartime. For some time this problem has been under discussion between the U.S. Northeast Command and the Canadian Atlantic Command (Halifax) and in the Chiefs of Staff. I understand the present tendency in the Chiefs of Staff is to propose that the U.S. Air Defence Forces in Newfoundland should be given responsibility for the defence of this area in Canadian territory by placing U.S. Air Defence Forces in the area for this purpose under the control of the Canadian Air Defence Command (Montreal). However, the U.S. Northeast Command comes directly under the Joint Chiefs of Staff and is responsible for protecting air transport and SAC operations through the area, responsibilities which complicate the problem.

- 8) SAC Operations over Canadian Territory or from Bases in Canadian Territory --
As you know, there have been special discussions on this problem.
- 9) Reciprocal Reinforcements in Air Defence --
At the request of the United States, arrangements have been made for reciprocal reinforcements on the initiative of Air Defence Commanders of Air Defence Forces of the two countries in the event of war -- the United States has pressed for the use of the term "emergency", which however we have avoided.
- 10) Interceptor Flights -- At the request of the United States, the PJBD recommended,

9 . . .

- 9 -

and both Governments approved, that the Air Defence Forces of either country under certain conditions might intercept unidentified aircraft over the other, but might not fire thereon. The USAF are now pressing for an extension of this right to permit of opening fire (a) on a plane committing, or manifestly intending to commit, hostile acts; or (b) in the event that the Air Defence Commander responsible for defence of the area authorizes such firing.

- (11) Haines Pipeline -- As you know, Cabinet has approved construction in principle, but apparently there was no support in Cabinet for Canadian participation. This may give the United States in effect a more or less permanent right-of-way across Canadian territory.

Some General Observations :

7. It may be that we shall receive fewer demands for new facilities in Canada now that the U.S. Defence acceleration seems to be slackening down. On the other hand, we should not overlook the possible shift in U.S. policy towards greater defence at home and lesser defence abroad should there be a Republican victory next November, and especially if the new President were Mr. Taft or a compromise candidate. A shift in the emphasis of policy towards continental defence would almost certainly result in more pressure for facilities in Canada, pressure which might be very difficult to withstand.

8. Certain other difficulties may be noted: We have repeatedly asked the U.S.

10 . . .

- 10 -

authorities for a full statement of their requirements in the Northeast region, but with little result. On different occasions we have been given to understand that nothing more is required, only to have new requests arise shortly thereafter. The fact is, of course, that the U.S. defence programme has been a developing one and that probably they have been unable to give us a final statement of requirements. We have also repeatedly asked to be informed well in advance of requests, but, again, with little result. The Haines pipeline is a specific example of how things are constantly done. We gave permission for the survey about two years ago, but we heard nothing more until the last meeting of the PJBD, when they came forward with a request for an answer in two weeks because of the alleged urgency of the requirement. I suppose the reason is that their requirements, like ours, are not governed only by military needs but by appropriations, and they cannot really say that any facility is a requirement until they have the appropriation. As soon as they get the appropriation for an item the military are often in a hurry to get it done. In part the reason is, no doubt, that the military authorities may have already waited a long time for approval by their own financial authorities, and are already impatient by the time the request is put forward to us. But in part the reason is the U.S. military authorities are very reluctant to take us -- or the State Department for that matter -- into their confidence at the planning stage. Again, the Haines pipeline is an example. This situation inevitably annoys Canadian officials and Ministers; the U.S. authorities in turn are liable to become impatient even by the necessary delay in "processing" a request. One further point is that the establishment of a U.S. facility in Canada

11 . . .

- 11 -

inevitably leads to subsidiary requests and sometimes to attempts by U.S. Service personnel to exercise control over Canadians in other ways. For example, there has been more than one incident at Goose when they have attempted to control Canadian ships. The situation in the Arctic is also in point. U.S. activities there now far surpass those of Canada, and there have been numerous incidents of U.S. military personnel "throwing their weight about". For example, some months ago the USAF at Thule ordered an RCAF plane on aerial photography over Canadian territory to stop taking photographs and land at Thule. (We heard of the incident only inadvertently, so no action was taken in the Department.) We may anticipate further expansion of the activities of the United States in this area, as indicated above with regard to radar and Loran (See attached photostat chart.)

9. On our part, I think we should recognize that certain other Departments, notably National Defence and Finance, are not very concerned with protecting Canadian sovereignty or autonomy. In fairness to National Defence, our new Defence policy has, of course, imposed on them very heavy responsibilities for operations abroad. In addition, the practice of the Cabinet is to impose an upper limit to defence expenditures, which is always substantially less than the programme which National Defence feels is essential to fulfil their responsibilities. National Defence has then to cut requirements. Naturally, they seek to avoid house-keeping or guard duties for the United States (e.g., radar stations), and tend to assume that their primary responsibilities are the definite commitments of participation abroad rather than protecting such intangibles as sovereignty or autonomy at home.

12 . . .

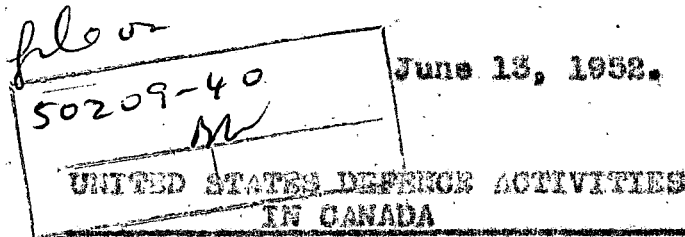
- 12 -

Conclusions -- It is clear that we cannot avoid close co-operation with the United States in the territorial defence of the Continent, and in facilitating its operations abroad in collective defence enterprises in which we are partners. I feel strongly, however, that we should follow as closely as possible the line of policy which was worked out during and especially after the war, which may be briefly summarized as follows:

- (a) The United States should be granted no long-term rights of occupation to defence sites in Canada;
- (b) As far as possible, facilities should be joint enterprises, in which Canada should maintain command and control;
- (c) Canadian command for the defence of Canadian territory (to make this effective we should be prepared to provide the major forces required for the defence of Canadian territory);
- (d) We should avoid entering into arrangements which would permit the stationing of U.S. forces in Canada and seek to liquidate existing arrangements permitting this (e.g., the manning of radar stations by U.S. personnel), the Bases Agreement and Goose Bay Lease excepted.

Defence Liaison Division (1)

Winston Churchill R.A.J. Phillips/th



The principle of joint participation has governed Canadian policy with respect to foreign military activities in Canada. The Ogdensburg Agreement, out of which grew the Permanent Joint Board on Defence (see separate note) emphasized the joint responsibility of Canada and the United States for the defence of North America, a theme which has dominated the work of the Board for the past twelve years. While Canada has cooperated fully with the United States in joint defence the Canadian Government has been insistent on the preservation and recognition of those Canadian rights which affect the sovereignty of Canada.

During the last war there were many U. S. defence activities and installations on Canadian soil, notably the Alaska Highway, a series of airfields, and weather stations. By the end of 1946 Canada had taken over nearly all

- 2 -

of these installations. The only exclusively U. S. installations which have remained in Canada since the last war are:

(a) The three areas in Newfoundland leased to the United States for 99 years under an agreement of 1941.

(b) Some land at the R.C.A.F. station at Goose Bay. A 20-year lease will soon be concluded with the United States for the use of the U.S.A.F. area at Goose Bay.

(c) Three Loran stations operated by the U. S. Coast Guard in Newfoundland will be transferred to the Department of Transport not later than September 1, 1953.

Canadian policy on defence collaboration in the post-war period was clearly set out in a statement issued in Ottawa and Washington on February 12, 1947 (attached as Appendix A). In accordance with this policy the following U.S. activities now take place on Canadian soil:

(1) Arctic Weather Stations. These are

. . . 3

- 5 -

jointly operated by Canada and the United States, each station being under the command of a Canadian officer. They are not a defence activity.

(2) Extension of the Continental Radar Defence System. Canada and the United

States have agreed to an extension of the continental radar defence system in Canada.

There was an exchange of notes dated August 1 and August 7, 1951, which has not been made public; we are now making enquiries to see if this exchange can be published. Extension will involve about thirty radar installations on Canadian soil, fourteen of which will be manned by the R.C.A.F. and the remainder by the U.S.A.F. There is an average of about two hundred men at each station. Canada is paying one-third of the cost, and the United States two-thirds of the cost of construction, operation, and maintenance. Most of the extended network should be in operation some time in 1953.

(3) Global Communications Sites. The United States was granted permission in November, 1951, to construct and operate two global communications sites in Newfoundland under conditions which have not been accepted by the United States. We are now proposing to bring the site near Goose Bay under the terms of the Goose Bay lease. We hope that the United States will agree to a flexible form of tenure for the site near Harmon Air Force Base which would, in effect, allow the station to continue in operation only as long as Canada agrees to its necessity.

- 4 -

(4) Torbay. The United States has obtained on short term lease (one year, terminable on thirty days' notice) all the unused buildings which were built at Torbay during the last war. The U.S.A.F. has established a General Depot at Torbay Airport and uses the airfield very extensively for administrative flights, since the nearby leased base at Pepperrell has no airfield of its own. Although no official request has been made, we have heard that the U.S.A.F. is considering asking for permission to undertake a \$50 million construction programme at Torbay.

(5) Frobisher Bay. In 1951 the United States was given permission to station about 150 men at Frobisher Bay to assist in U. S. operations in the Far North. The R.C.A.F. provides the commanding officer and operates the control tower.

(6) Pedloping Island Weather Station. This is the last of a series of weather stations still operated exclusively by the United States. Transfer to Canada has not been made because of shortage of Canadian technicians.

(7) Churchill. There is a detachment of U. S. troops at Churchill working with Canadian forces on testing and experiment in cold weather.

(8) Other U. S. Activities. There are integrated officers of the U. S. forces in Canadian headquarters and formations and integrated Canadian officers in the United

- 5 -

states. There is an exchange of students between the Staff Colleges of the two countries. U. S. students attend National Defence College but no Canadian students are at the U. S. National War College.

Procedures for the movement of ground forces, military equipment, aircraft and ships between the two countries have been much simplified during and since the war. Many joint exercises are carried out in Canada with a minimum of formality.

50209-40



Department of National Defence

CHIEFS OF STAFF COMMITTEE

IN REPLY PLEASE QUOTE

No. CSC 1211-1 (A/SEC)

RESTRICTED

8 March, 1952.

ADDRESS REPLY TO.
SECRETARY
CHIEFS OF STAFF COMMITTEE,
OTTAWA.

Under-Secretary of State
for External Affairs.

U.S. Request for Aircraft Approach Control
Zone - Argentina

1. I refer to your letter of 14 February, 1952 to which was attached a copy of Note No. 197 of 11 February, 1952 from the U.S. Embassy requesting the approval of the Canadian Government for the establishment of an aircraft approach control zone at the U.S. naval station at Argentina, Newfoundland.

2. The Chiefs of Staff have no objection to this proposal. The RCAF considers that from the air traffic control point of view the establishment of this approach control zone is desirable and if flight operations continue to increase it would become a necessity.

(H.S. Rayner)
Commodore, RCN,
Secretary.

GJJE/3729/sjp

SECRET

A. Ritchie

Del. Air Dr.

Mr. Worsley
Mr. Taylor
W.C.T.
File
m

Dr
March 7, 1952.

The Honourable Lionel Chevrier,
The Minister of Transport,
Ottawa, Ontario.

50209-40
581 ✓

My dear Colleague:

I refer to your letter of February 4 in connection with proposals to establish an extensive system of airways and air traffic control in north-eastern Canada, the Canadian Arctic and Greenland, jointly with the United States Air Force.

It was not made clear in the letter from my Deputy Minister to the Deputy Minister of your Department that in relation to this scheme, the RCAF would man and control that portion of the military air traffic control system established over Canadian territory while the adjacent segments outside Canadian territorial limits would be controlled by the United States. The respective areas of responsibility are delineated in the chart attached to the original Deputy Minister letter. This means that the facilities at Goose Bay and Frobisher (when set up) would be operated by RCAF personnel.

You will see from the foregoing that there is not involved in the present instance any extension of United States military activities in Canada.

Yours sincerely,

(Sgd) Brooke Claxton

c.c. Under Secretary of State
for External Affairs

11.3.28(us)

000229

subject file copy

TOP SECRET

February 16, 1952. *gib DRT*

50209-	40
58	/

MEMORANDUM FOR MR. MACKAY

RCAF-USAF proposal to establish a military network
of air traffic control in the Canadian north

Since our preliminary discussion concerning the attached correspondence from Mr. Chevrier to Mr. Pearson, I have been in touch with W/C Woolfenden of the RCAF who gave me the following information.

2. The proposal to establish a network of air routes and a system of air traffic control in North-eastern Canada, the Canadian Arctic and Greenland was originated by RCAF Air Transport Command. The purpose of the proposal is to expedite military air traffic flying out of Goose Bay to Frobisher Bay, Coral Harbor, other points in Northern Canada and to the USAF Base Thule, Greenland.
3. According to W/C Woolfenden, the USAF would provide all the men and equipment needed for the air routes and traffic control for flights out of Thule, and the RCAF would provide the men and equipment for the air routes and traffic control for flights originating from air fields in Canadian territory, with one exception.
4. The one air base for which the RCAF would not provide the required men and equipment is Frobisher Bay. I should think that this is related to the other question concerning Frobisher which is currently being considered in this Division namely the RCAF's action in turning over

2.....

- 2 -

to the USAF the operation of the flying control facilities at Frobisher.

5. I pointed out to W/C Woolfenden, that if the proposal for air routes and traffic control was a joint USAF-RCAF proposal, (as Mr. Chevrier stated in his letter to Mr. Claxton) then this Department should have been consulted. W/C Woolfenden agreed that we should be consulted on any joint USAF-RCAF project of this kind. He said at first that he was not sure that the proposal for air routes and traffic control was a joint project. Later, however, he agreed that in view of the arrangements proposed for Frobisher Bay, that in some respects, at least, the /been project was a joint one on which we should have/consulted. As I mentioned to you previously, W/C Woolfenden agreed to send us copies of the RCAF proposal and of the correspondence concerning it. He said also that S/L Austin would be available to discuss the question at our convenience. (I understood that S/L Austin attended discussions on this proposal at Goose Bay with USAF representatives).

ORT

Defence Liaison (1).



OFFICE OF
THE MINISTER OF TRANSPORT
OTTAWA, CANADA

*File
OK*

SECRET

Feb. 4th 1952

50209	40
58	50

The Hon. L. B. Pearson,
Secretary of State for External Affairs,
O T T A W A

My dear Colleague:-

I enclose for your attention a copy of a letter which I have to-day addressed to the Minister of National Defence.

This letter, which is self-explanatory, raises certain points of principle in connection with a joint R.C.A.F. - U.S.A.F. proposal to establish a military network of airways and air traffic control in the Canadian north.

I would welcome your comment.

Yours sincerely,

William Field

SECRET

Feb. 4th 1952

The Hon. Brooke Claxton,
Minister of National Defence,
O-T T A W A

My dear Colleague:-

My attention has been drawn to the communication from your Deputy Minister, informing the officials of my department regarding the intention of the R.C.A.F. in conjunction with the United States Air Force to establish an extensive system of airways and air traffic control in north-eastern Canada, the Canadian Arctic and Greenland.

While my officials will, of course, be prepared to co-operate with the R.C.A.F. in this regard should this plan become effective and will be replying in that sense directly to your Deputy Minister, I felt there were certain broader issues of principle than policy involved which merited an additional letter to you.

We are fortunate in having the U.S.A. as neighbors to deal with and we benefit very materially in the close co-operation that is developing with them in many spheres, including defence. Nevertheless in spite of good working arrangements in many respects, any substantial new step which involves increased U.S.A.F. activity within Canada needs to be reviewed carefully and considered fully at Cabinet level. The proposal regarding the new airways and air traffic control in the north is apparently a joint project and while the U.S.A.F. part of this activity may be limited to Greenland this was not clear from the letter. If, on the other hand, the U.S.A.F. is going to become engaged on a substantial scale with its own personnel in airway and air traffic control directly over a large area of the Canadian north, I suggest that the result needs to be examined in relation to the larger picture of increasing U.S. military activity within Canada and of substantial

- 2 -

plans which we know they have in regard to this. This broad consideration is quite apart from the fact that military air traffic control needs to be integrated with civil air traffic control and that I know my own officials are much happier working directly with the R.C.A.F. than with non-Canadian military transport.

It is quite probable that the proposal for the airways and air traffic control is both necessary and desirable. However, its implications in the matter of increased activity, personnel requirements, and costs are something that, of course, cannot be gleaned from the communication I have seen. Since my main concern, however, involves matters of external relations, I am sending a copy of this letter to the Minister of External Affairs.

Yours sincerely,

L. Chevrier

(FILE COPY)

Referred to:

The Commissioner, 50209-140
R.C.M.P.

11891
SECRET

Ottawa, January 24, 1952.

Your File No. S.15-24-30 Vol. 8
(C/PLANS/I)

The Deputy Minister,
Department of National Defence,
Ottawa, Ontario.

In a letter of January 21, A/C Clements asked if it might be confirmed, "as a matter of principle, that the contents of any plans, exercises or other activities which are processed through the Department of External Affairs, Defence Liaison Section, and which may result in requests for patrols of a police nature will be forwarded to the R.C.M.P. by your Section".

I agree that any information which we possess on U. S. activities in those parts of Canada in which the R.C.M.P. has policing responsibility should be passed to the R.C.M.P.; this has been our practice in the past. It is, of course, not always appropriate to pass on all the documentary material, but we endeavour to keep the R.C.M.P. informed of all relevant developments.

With regard to the specific question which the Commissioner of the R.C.M.P. raised in his letter to you of January 7, I may say that we acquainted the R.C.M.P. with the details of the radar extension plan at a meeting on October 3rd, 1951, and have since sent to them a copy of Appendix^A to the Journal of the Permanent Joint Board of January 29, 1951.

In general we use the working rule that External Affairs has responsibility for giving to other Departments, when appropriate, information which it has on foreign activities in Canada. The particular Departments to which this information is sent depends on their responsibility in the area and the activity concerned. I assume

- 2 -

that the Department of National Defence, for its part informs other Government Departments, when appropriate, of exclusively Canadian military activities in Canada.

I am sending a copy of this letter to the Commissioner, R.C.M.P.

R. A. MacKAY

for
Under-Secretary of State
for External Affairs.

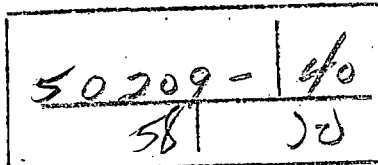
No.S.15-24-30 Vol.8 (C/PLANS/I)



Department of National Defence

OTTAWA, CANADA

21 January 1951



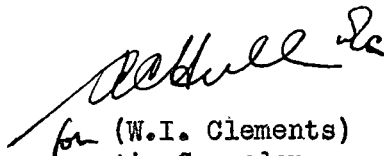
Dear Mr. Phillips:

Request by RCMP for Information of US Activities

Reference the conversation on 18 January 1952, between Mr. Phillips and Wing Commander Hull on this subject, attached hereto, is a copy of a letter received from Commissioner Nicholson of the RCMP.

May it be confirmed, as a matter of principle, that the content of any plans, exercises or other activities which are processed through the Department of External Affairs, Defence Liaison Section, and which may result in requests for patrols or services of a police nature, will be forwarded to the RCMP by your Section.

Yours sincerely,


for (W.I. Clements)
Air Commodore,
for Chief of the Air Staff.

Mr. R.A.J. Phillips,
Defence Liaison Section,
Department of External Affairs,
O t t a w a

C O P Y

REF No. G.825-8

ROYAL CANADIAN MOUNTED POLICE
Office of the Commissioner

D.1570-Q-17.

January 7th, 1952.

CONFIDENTIAL

Dear Mr. Drury:

Re: New Military Installations -
Northern Canada.

1. On September 24th, I wrote you concerning the United States Army exercise "Totem Pole" which had taken place in the Yukon, and asked if in any future exercises of this size it would be possible to have advance notice, so that any policing arrangements which seemed desirable could be planned for. You were good enough to reply on September 28th (your reference HQC 2135-40/338 Vol.2 -DMO & P 2a) and I notice that all Army Commands have now been instructed to let us, or the Provincial Police, know of any exercises which might require some police attention.

2. A related question has now come to light, and that is in respect to projected military installations in the North, which may involve the employment of a sizable labour force. Specifically, my attention has been drawn to joint installations which I believe are projected for locations on the Labrador Coast, one near Cartwright, one at Saglek Bay, and a third at Hopedale. Our Officer Commanding at St John's has learned, unofficially, that the construction of these Stations may involve a fairly large labour force which, in turn, will perhaps call for some police activity.

3. If these, or any similar projects in the North, are likely to result in requests for patrols or services of a police nature, I would be glad if you could let me have such information as is possible in advance, so that we might, in turn, make appropriate plans.

Yours very truly,

(Signed) (L.H. Nicholson),
Commissioner

C.M. Drury, Esq.,
Deputy Minister,
Department of National
Defence (Army)
OTTAWA, Ontario.

Copy No. 1 of three copies.



TOP SECRET AND PERSONAL

Washington, D. C.,
September 20, 1951.

50209-4
Sub. 58 Chron. Filed.....

DOWNGRADED TO SECRET
REVIEW A SECRET

Dear Arnold:

The long delay in answering your letter of July 30th on the question of a possible new deal with the United States covering their defence installations in Northeastern Canada is explained by the fact that it arrived after I had gone on leave and has only recently come to my attention. We have given the matter a good deal of consideration here. As you said in your letter, the main question is whether we hold sufficiently strong cards to make it practicable to re-open such issues as the length of the leases of the Newfoundland bases and the conditions which we have already undertaken to accept at Goose Bay. If there is little chance that we could persuade the Administration to consider a substantial modification of these arrangements, to put forward a comprehensive plan on the lines proposed in Mackay's memorandum would only cause irritation.

Our point of view reflects the best guess that we can make of how such a scheme would be received; this guess is based on past experience in the negotiations over the Newfoundland bases after the union of Newfoundland with Canada, and on the many other discussions of the last two or three years dealing with the use by U.S. forces of facilities in Canadian territory.

My judgment, in which Messrs. Matthews, Ignatieff, and Towe concur, is that we would have to pay altogether too high a price to secure the concurrence of the United States in an agreement covering/

A. D. P. Heeney, Esq.,
Under-Secretary of State for External Affairs,
Ottawa, Canada.

25.9.3/151

-2-

covering all the defence installations in Canadian territory which they already have or desire to establish. The price would involve the granting by us of terms at the new installations, such as Torbay or a comparable airport, which would be more difficult to explain satisfactorily to the Canadian public than the continuance unchanged of the 99-year tenure at the leased bases and of the arrangements agreed for Goose Bay. We think, therefore, that we should concentrate on securing satisfactory conditions at other installations in Canada where the U.S. may be the sole user or may share the use with the Canadian forces. In short, it seems to us politic to separate as far as possible from the other issues matters concerning the leased bases and the arrangements at Goose Bay, and to concentrate on arranging that additional U.S. requests should be granted only on terms that meet our wishes and are related to the general pattern of bilateral agreements between NATO countries for the use of defence facilities.

The principles at which we might aim can be summarized as follows:

1. Conditions of Tenure:

- (a) The agreements should cover the specific use of facilities and not the lease of territory;
- (b) The agreements should be for a limited duration, say the duration of the North Atlantic Treaty, and we should aim, at least as a maximum objective, at the inclusion of a right to terminate (or cancel) the agreement at any time during the original period at the request of either party;
- (c) User rights and facilities granted by Canada to the United States should be spelt out in the agreements and no general ceding of rights should be provided;
- (d) In the case of joint use of facilities, Canada should have the right to take over the full control and operation of any facility;

(e) When/

-3-

- (e) When facilities are to be jointly used by Canada and the U.S., there should be an obligation upon the United States to pay its share of the maintenance cost during the period of the agreement;
- (f) In the case of facilities for U.S. use only, agreements should automatically lapse in respect of any individual facility if during the period of the agreement the U.S. ceases to maintain the facility in operation.

2. Immunities and Privileges:

Immunities and privileges granted to U.S. personnel under all new defence agreements should conform to a standard agreement applicable throughout Canada. The NATO Forces Agreement of 1951, plus perhaps assurances covering post exchanges and service clubs, provides such a basis.

3. Financial Arrangements:

- (a) When user rights are granted by Canada for the exclusive use of the United States, the United States should provide all the funds, although the Canadian Government should furnish the land.
- (b) In defence agreements providing for joint use of the defence facilities, ad hoc arrangements should be made to share the cost.
- (c) Upon termination of the application of an agreement relating to a facility for the exclusive use of the United States, the United States should have a right to remove any movable installations. Anything remaining should become the property of the Canadian Government without cost. In the event of termination of an agreement by cancellation on Canadian initiative, some special provision will presumably have/

-4-

have to be made by Canada to provide the United States reasonable compensation for the installations.

The chief point of contention if we put forward proposals of this nature would be the suggestion that agreements incorporating them could be terminated at any time by either party. This would be likely to bring forth the usual arguments that Congress would not provide the funds without some assurance of security of tenure, and there would certainly be some substance in these arguments. I think, however, that this is a good position from which to begin. Indeed, if we took this stand and stuck to it vigorously, there might be a chance, though perhaps a remote one, that we could extract concessions involving changes in the leased-bases agreement as the price for modifying our position. There are, of course, a number of intermediate stages between an agreement which can be unilaterally terminated at any time and one that is firm for twenty years unless both parties concur in its termination or modification. There is a good deal to be said, at any rate as a negotiating technique, for starting at the suggested position even if we have to give quite a lot of ground later on.

Yours sincerely,



Copy elb

Defence Liaison/R.A.J. Phillips/cln

Ottawa, September 11, 1951

TOP SECRET

NOTE FOR FILE

*Original on
50216-40*

50209-40

*seen by Mr MacKay
Mr Worsley*

Sub. 58

U.S. Activities in Newfoundland

Air Commodore Godwin gave me an oral report today on the meetings which he and his colleagues had with representatives of the U.S. Northeast Command yesterday.

2. He said that the Commander-in-Chief, Northeast Command, wishes to change the site of the present storage facilities at Goose Bay to an area closer to the actual runways (Air Commodore Godwin also informed me of this by letter and provided a chart which is on the Goose Bay File). It was now the view of Northeast Command that the hazard to the base through having the storage facilities close to the centre was considerably less than the hazard of movement from a more distant storage space to the runways.

3. I told Air Commodore Godwin that I did not think that External Affairs would have any comments on this move since it was a highly technical question. Authority had been given for the construction of the storage space and its actual position within the agreed area was not of political concern to us.

4. The USAF intends to instal at Goose Bay, as well as at Harmon and Pepperrell, a new type of radar known as "Omnirange". He said that this only affected us as far as frequencies are concerned and this matter was being ironed out with the telecommunications authorities in National Defence and Transport. I said that we were interested to know of this development but did not think that we would have any views to put forth.

2 . . .

DOWNGRADED TO SECRET
REDUIT A SECRET

- 2 -

5. Air Commodore Godwin reported that the U.S. now wishes to send substantial numbers of people to Torbay towards the end of the year and that these would require considerable accommodation. They are radar operators being posted to Northeast Command this winter. Unfortunately the stations will not be ready - or nearly ready - to receive them, but it seems that the posting date cannot be changed. They are semi-trained troops who will take further radar training at Pepperrell while awaiting posting to the actual stations. Air Commodore Godwin estimated that the last of them would be at Torbay for a year. He asked if it would be in order to grant the USAF the use of the vacant housing at Torbay.

6. I pointed out to Air Commodore Godwin that since the U.S. request for a lease of additional space at Torbay had come through diplomatic channels and had been considered by Cabinet Defence Committee last spring, I thought that we would certainly have to send a further request for any new lease of a substantial area through diplomatic channels. Air Commodore Godwin agreed and prompted the U.S. Air Attache to take steps to see that the U.S. Embassy presents a request through diplomatic channels.

/S/ R.A.J. PHILLIPS

Defence Liaison Division (1)

Defence Liaison (1) J.A.McCordick/dtg

August 29, 1951

CONFIDENTIAL

Copy on

50199-40

MEMORANDUM FOR THE MINISTER

Tenure of United States
Bases on Foreign Territory

50209-40	
49	49

I submit below such information as we have on the conditions of tenure applying to military bases which the United States maintains in certain foreign countries.

PHILIPPINES

Article XXIX of the Agreement on United States bases in the Philippines which entered into force on March 26, 1947 states that:

"The present Agreement shall enter into force upon its acceptance by the two Governments and shall remain in force for a period of ninety-nine years subject to extension thereafter as agreed by the two Governments."

ICELAND

2. Article XII of the Defence Agreement within the framework of the North Atlantic Treaty, which was signed at Reykjavik on May 5, 1951, states in part that:

"Either Government may at any time, on notification to the other Government, request the Council of the North Atlantic Treaty Organization to review the continued necessity for the facilities and their utilization, and to make recommendations to the two Governments concerning the continuation of this Agreement. If no understanding between the two Governments is reached as a result of such request for review within a period of six months from the date of the original request, either Government may at any time thereafter give notice of

2 . . .

- 2 -

its intention to terminate the Agreement, and the Agreement shall then cease to be in force twelve months from the date of such notice."

FRANCE
(North Africa)

3. Recently Mr. de Laboulaye of the French Embassy gave Mr. Ritchie the following information:

The Bases Agreement, which was signed in June, 1951, provided that the French state purchase the land on which the bases are to be constructed. The United States will be responsible for the total cost of construction and all expenses. The United States Government has not been granted a base by the French Government, and the Agreement is subject to termination at one year's notice after which the entire installations revert to the French Government with the exception of moveable objects.

DENMARK
(Greenland)

4. The United States and Denmark have reached an Agreement for the defence of Greenland, which came into force on June 8, 1951. This Agreement, which replaces the Agreement signed in Washington on April 9, 1941, refers in its preamble to the membership in NATO of both parties, to their responsibility under NATO for the defence of the North Atlantic Treaty area and to the request of NATO for the negotiation of arrangements for the use of NATO forces in the defence of Greenland and the rest of the NAT area.

5. The Agreement makes detailed provision for United States and Danish rights and responsibilities in the defence areas, while Article XIV (2) provided that:

"This Agreement, being in implementation of the North Atlantic Treaty, shall remain in effect for the duration of the North Atlantic Treaty."

3 . . .

- 3 -

UNITED
KINGDOM

6. Last April Canada House informed us that the position regarding United States bases in the United Kingdom was as follows:

- A) In the case of capital charges for the construction of facilities, the United States pays half the cost;
- B) In the case of the maintenance of existing facilities, the United States pays the "extra cost" resulting from the use of those facilities by United States forces;
- C) In no case has the United Kingdom granted leases or assured rights of occupancy to United States forces.

The United Kingdom has attempted to avoid recognition of any eventual United States claim to all or part of the "residual value" of any installations to the financing of which the United States may have contributed. The only exception to date had been certain living accommodation where the United Kingdom has apparently admitted that a settlement will be required for the residual value of the substantial improvements made by the United States. The above remarks do not apply to office accommodation and certain other properties taken over by the United States Government in London where leases have been granted.

50209-40
Sub. 50 Chron. ✓ Filed. . . .

Copy No. 5 of five copies

Ottawa, August 23, 1951

TOP SECRET

MEMORANDUM FOR THE MINISTER

Canada - U.S. Defence Relations
in the Newfoundland Area

Present U.S. facilities in
the Newfoundland - Northeast area are broadly
as follows:

(a) The three leased bases:

- (i) Argentia - Navy and Naval Air;
- (ii) Harmon - Air;
- (iii) Pepperrell - Army garrison
and HQ Northeast Command.

(neither Harmon nor Argentia
are serviceable for heavy
bombers)

- (b) Goose Bay -- We have promised a twenty-
year lease to areas within the base;
meantime construction of facilities and
extension of runways is rapidly going
forward. Goose is under command of the
RCAF.

2. The U.S. has made clear at Service
levels that present facilities are far from
adequate for the fulfilment of SAC operations or
to handle the expected volume of traffic in the
event of emergency. Requests for the following
are pending or anticipated:

2 . . .

DOWNGRADED TO SECRET
REDUIT A SECRET

- 2 -

- (a) Frobisher -- A field in the area of Frobisher is deemed essential for logistic support, and as a weather alternate, for Thule (Greenland). The U.S. has requested permission to station 250 or 300 personnel at this field (which is being temporarily used this summer), and has asked whether we would be agreeable to their taking over Frobisher entirely sometime during 1952 subject to return to the Canadian Government on request. Frobisher is important as a weather station and for supplying other weather stations. It is under RCAF command.
- (b) Torbay or an alternative -- Another airfield is required in the Newfoundland area for Strategic Air Command and Military Air Transport operations, especially for traffic proceeding to the Mediterranean. Surveys of Torbay and other possible sites are now being conducted. A request for permission to develop a field is anticipated within a few weeks. Since there is no field in Eastern Canada with runways strong enough to handle the newest types of heavy bombers and transport planes, it is anticipated that any heavy construction will be provided. It is understood that estimates of the USAF development of Torbay are of the order of \$80 millions. It is not improbable that the U.S. will ask permission to develop Torbay now and another field later.
- (c) Gander -- The U.S. has asked for assurance of use of Gander and Torbay

3 . . .

- 3 -

in the event of war emergency, and this has been given them subject to RCAF requirements. No special facilities have been requested at Gander, but may be. At Torbay, the U.S. has been granted permission to install ground approach facilities and has been granted year-to-year leases to a hangar and other buildings by the Department of Transport with the consent of National Defence and External.

- (d) Communication sites -- The U.S. has asked for two communication sites outside existing bases for their global communication system, and have hinted that further requests will be forthcoming. These will be tenant stations of existing bases but will be some distance from them so as to prevent radio interference. Occupation of these sites for twenty years has been requested.

3. It is suggested that Canada now holds perhaps as good cards as it ever will if it is desired to attempt a re-negotiation of the Leased Bases Agreement with a view to reducing the period of tenure. Some alternative would, of course, be necessary, and it is suggested that a bilateral agreement under cover of NATO, to include all U.S. facilities and rights in the area, might be considered.

4. A case for re-negotiation might be made on the following grounds:

- (a) That the Leased Bases Agreement was arrived at when Newfoundland was under

4 . . .

- 4 -

U.K. suzerainty, a condition which no longer obtains;

- (b) that the ninety-nine year lease arrangement for bases on Canadian soil are in fact discriminatory as between Canada and other NATO countries, the only other bases of long-term leases being the Bermuda and West Indian bases which are in colonial areas; *
- (c) that the underlying assumption of defence relations between the U.S. and Canada since the Ogdensburg Agreement of 1940 is that we are permanent allies in so far as continental defence is concerned, and that lease-hold arrangements of the duration of the Bases Agreement are quire unnecessary;
- (d) that sooner or later the Canadian public are almost certain to resent such a restriction on the sovereignty of Canada and it would be preferable to avoid the development of a situation which might impair effective joint defence arrangements.
- (e) It would be preferable to bring all U.S. facilities and U.S. rights in the Newfoundland - Northeast area under a single overall agreement under a general NATO cover.

5. An agreement along the following lines is suggested as a target:

★

5 . . .

- 5 -

- (a) The U.S. to be granted a twenty-year use as from 1949 to any new facilities in the Newfoundland - Northeast area of Canada which the two Governments agree to be necessary for the exclusive use of the U.S. in the interests of joint defence or fulfilment of responsibility under the North Atlantic Treaty.
- (b) The U.S. to have full administrative control and command of any new facilities established for its exclusive use.
- (c) The U.S. to pay the full capital and recurring costs of facilities established for its exclusive use.
- (d) In the case of facilities for joint use, Canada to have command (as at Goose Bay) and to contribute an agreed portion of capital and operating costs (say 33 1/3 or 50%).
- (e) Overall defence of the area to be a Canadian responsibility, and forces stationed there for purposes of area defence to be under Canadian command.
- (f) Local defence of particular facilities to be the responsibility of the force having command of the facility (e.g., local defence of the U.S. bases to be a U.S. responsibility; defence of Goose and Torbay to be a Canadian responsibility).
- (g) Occupation of the present leased bases to be put on the same tenure as that

6 . . .

- 6 -

for other facilities used exclusively by the U.S. (i.e., twenty years as from 1949) subject to continuance thereafter if both Governments agree to be necessary in the interests of common defence or fulfilment of responsibilities under the North Atlantic Treaty.

- (h) It might also be a convenient opportunity for Canada to acquire use, for the same period, of a suitable area for training purposes in the United States.

6. If it should be desirable to endeavour to reach a general agreement as suggested above, we should probably adopt temporarily "go slow" tactics in granting the U.S. any further facilities in the Newfoundland - Northeast area. It is also thought that on a matter of such high political importance perhaps the initial approach should be made at a high level; e.g., informally by yourself to Mr. Acheson, or the Prime Minister to the President. Certainly any initial approach at Service levels or through ordinary diplomatic channels would likely be turned down.

A.D.P.H.

Copy No. 1 of three copies

The Minister
You agreed that Defence Liaison/R.A. MacKay/elb
the revision of the Ottawa, August 3, 1951
Statement be deferred

- but you shd. see TOP SECRET

this attachment

SEEN

L. B. PEARSON

AUG 15 1951

MEMORANDUM FOR THE UNDER-SECRETARY *OR*

Aug 9
Revision of Joint (U.S. - Canada)
Statement on Defence, 1947

50209-46

58

When the Minister was in Washington early in June he raised with Mr. Acheson the question as to whether it would not be desirable to have the Joint Statement of 1947 revised. Mr. Acheson agreed. We have had an enquiry from the State Department as to whether we propose to bring up the question of revision at the PJBD meeting the third week of August.

2. I have discussed the matter with General McNaughton. We both feel that to attempt a revision at this time might not be wise. Although the Joint Statement antedated both the accession of Newfoundland and the North Atlantic Treaty, which raises new problems with regard to U.S. facilities in Canada, the statement still, I think provides us with a fairly firm basis of principle to protect Canadian sovereignty. In fact we have not perhaps insisted on the letter of the Joint Statement ourselves in some cases; e.g., the promise of a lease for areas in Goose Bay, and the Radar Agreement which will permit U.S. command of radar stations until they are taken over by Canada.

3. One serious objection to proceeding with a revision at this time is that the Government has not come to any decision on policy with regard to:

2 . . .

DOWNGRADED TO SECRET
REDUIT A SECRET

9-8-16 (SS)

7.8.28 (22)

000254

- 2 -

- (a) Command for defence of the Newfoundland - Northeast area of Canada;
- (b) whether, if new sites are granted the U.S. in this area, the sites are to be under Canadian command; or
- (c) whether any contribution should be made to new sites to be developed in the area. (A list of outstanding or anticipated requests is appended.)

OK
PMM

In view of these circumstances I am inclined to feel it would be premature to proceed with a revision of the Joint Statement of 1947 just at this time. The Minister may, however, think the time appropriate, and he may have some views as to how the Statement should be revised. You may wish to have a word with him. If the PJBD is to consider the matter at its next meeting, it will be necessary to notify the U.S. members promptly.

Adm

Defence Liaison Division.

Ottawa, August 3, 1951

TOP SECRET

Outstanding and anticipated Requests
for U.S. Defence Facilities in Canada

1. Goose Bay -- We have agreed to a twenty-year lease to an area or areas within the Base, but completion is being held up pending agreement between the USAF and the RCAF on metes and bounds. There is no reason to anticipate difficulty in reaching agreement.
2. Request for three global communication sites in Newfoundland -- These would be tenant stations of existing bases but the U.S. contend that these communication facilities must be outside the bases in order to avoid interference with reception. We have received a hint that a request for further sites in Newfoundland may be forthcoming.
3. Two radar sites in the Northern Arctic, which would be part of the Greenland chain rather than part of the chain projecting the recent radar agreement.
4. Request for air gunnery range in Lake Erie -- The Province of Ontario and the Department of Fisheries are averse to granting this request lest it interfere with fishing activities, but they have been asked to reconsider in the light of additional information.
5. Request for the large-scale development of Torbay or an alternative field in Newfoundland is almost certain to be forthcoming as soon as surveys now underway are completed.
6. Request for our consent in advance to the evacuation of civilians down the Alaska Highway

2 . . .

- 2 -

in the event of emergency -- The note covering this request is not very clear but seems to imply advance provision of facilities for accommodating evacuees, including probably the stationing of some personnel along the Highway.

RAM

Defence Liaison Division.

Ext. 181 C

DUPLICATE

OTTAWA FILE

No.

50209-40

58

SECURITY CLASSIFICATION

SECRET

Letter No. D-2631

Date... July 30, 1951

FROM: THE UNDER-SECRETARY OF STATE FOR EXTERNAL AFFAIRS, CANADA

TO: The Canadian Ambassador, Washington, D.C.

Reference..... Your WA-2753 of July 6, 1951

Subject:.... Radar Defence Agreement

1. Quite apart from the current negotiations about the radar agreement, I think that it is necessary to comment on the following remark by Mr. Tate, Assistant Legal Adviser of the State Department. He said (para. 1 of your telegram) that P.J.B.D. Recommendations "are not contractual obligations in law, but more in the nature of parallel statements of intent."

2. As you know, this is not our view of P.J.B.D. Recommendations. We have always understood that, if a P.J.B.D. Recommendation called upon the two governments to assume reciprocal obligations, and if the two governments notified to each other their formal approval of the Recommendation, this created a contract just as valid as any other kind of international agreement. Of course, if a P.J.B.D. Recommendation by its terms did not purport to recommend reciprocal obligations, but merely advised each government to pursue independently identical courses of action, it might be argued that there was no intent in that particular case to create anything resembling a contract.

3. We do not wish at the moment to precipitate a formal discussion with the State Department of the status in international law of P.J.B.D. Recommendations. However, in order that there may be no misunderstanding, I would suggest that Ignatieff, at the first convenient opportunity, tell Tate that we completely disagree with his interpretation of the status of P.J.B.D. Recommendations.

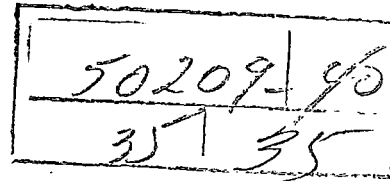
4. For your information and possibly for background use from time to time, I enclose a departmental memorandum dated July 25, entitled "Status of P.J.B.D. Recommendations". It summarizes briefly what has been done in the past in the matter of translating Recommendations in Exchanges of Notes. It seems to us that what has happened in the past supports our view that it has never been regarded as essential to supplement Recommendations with Exchanges of Notes in order to create obligations. A great many important Recommendations creating reciprocal obligations have not been supplemented by Exchanges of Notes and it is difficult to believe that this would have been the case if the governments had thought that Recommendations were "not contractual obligations in law, but more in the nature of parallel statements of intent". The fact that in a few cases

...2

- 2 -

there have been Exchanges of Notes does not alter anything; no doubt it was thought convenient to have Notes in those cases.

Under-Secretary of State
for External Affairs.



DOWNGRADED TO SECRET
REDUIT A SECRET

Ottawa, July 30, 1951

Dear Hume,

I enclose a copy of a brief memorandum by the Defence Liaison Division raising the question whether we might consider approaching the U.S. for a new deal on installations in the Newfoundland - Northeast areas of Canada.

I should be very glad to have your comments. I think the main question is whether we hold sufficiently strong cards to think of re-opening the whole question at the present time. Your opinion on this point would be most useful.

Yours sincerely,

(SGD.) A. D. P. HEENEY

A. D. P. Heeney.

H. H. Wrong, Esquire
Canadian Ambassador
Canadian Embassy
Washington, D. C.

Mr. MacKay.

Copy No. 1 of three copies

it wd. be well
worth while getting
started on a memo

Defence Liaison/R.A. MacKay/elb

Ottawa, July 27, 1951

Top Secret

50209	35135
-------	-------

MEMORANDUM FOR THE UNDER SECRETARY

Canada - U.S. Defence Relations in
the Newfoundland Area

The following requests for U.S.
installations in Northeast Canada are pending or
anticipated:

- (a) Development of Torbay or another com-
parable airport (rough estimate of cost
probably about \$80 millions).
- (b) Development of Frobisher for staging
and supply purposes (rough estimate of
cost about \$10 millions).
- (c) Sites for global communications (we
have already received a request for three
sites: two which would be tenant stations
of Harmon; one which would be tenant
station of Pepperrell. Mr. Morgan hinted
that requests for further sites might be
forthcoming. All these sites are for the
exclusive use of the U.S.).
- (d) We have already promised the U.S. a
lease to an area or areas in Goose Air
Base, but the lease arrangement is un-
completed because of the uncertainty about
metes and bounds of the U.S. area.
- (e) Use of Gander in the event of war as far
as facilities permit -- although no re-

2 . . .

Mr. MacKay
Read and returned
Thank you 2

- 2 -

quest for establishment of facilities has been made, it may reasonably be anticipated that either the U.S. will want to establish some facilities, or the RCAF will need to establish facilities which might be made available to the USAF.

2. There will be two fundamental issues to be decided:

- (1) Tenure -- We have promised a twenty-year lease at Goose, this being the definite term for the North Atlantic Treaty; the U.S. asks for similar tenure for global communication sites.
- (2) With respect to privileges and immunities, whether the convention on the status of NATO forces or the Newfoundland Bases Agreement will apply. As you know, the U.S. defence authorities are trying to hold on to the privileges and immunities of the Bases Agreement as far as existing bases are concerned; the request for global communication sites argues that the privileges and immunities of the Bases Agreement should apply to these sites as well, since the stations will be tenant stations of existing bases; we gave the U.S. a general undertaking that they would have at Goose privileges and immunities comparable to those for the other bases.

3. Two further unsettled problems are:

- (a) Command for defence of the Newfoundland area;
- (b) whether we should make any contribution to facilities we might use in common, e.g., Torbay and Frobisher.

3 . . .

- 3 -

4. It is evident that the U.S. really needs further facilities in the Newfoundland and Northeast areas of Canada. I wonder if we hold sufficiently good cards to press for a new deal to cover U.S. installations (including the leased bases in the whole area) to provide for uniformity with respect to (a) tenure, and (b) privileges and immunities. Could we, for example, try to put the whole arrangement under a NATO canopy somewhat along the following lines:

- (a) Tenure of the existing U.S. bases to be reduced to twenty years as from the ratification of the North Atlantic Treaty, subject to continuation thereafter if both governments agree to be necessary for the fulfilment of obligations under NATO or for North American defence.
- (b) Any new sites granted the U.S. should not be granted on leasehold tenure, but the U.S. should have rights of use for same period (i.e., twenty years plus continuation if agreed to by both governments).
- (c) With respect to sites used jointly (e.g., Torbay and Frobisher), the U.S. to share use for the same period, Canada to contribute to capital and recurring costs on an agreed basis.
- (d) Privileges and immunities for the U.S. forces in the area to be governed by the NATO convention on the status of forces, plus perhaps assurances with respect to PX's and Service clubs.

4 . . .

- 4 -

- (e) Command -- This might or might not be covered in the written agreement, but should certainly be settled in principle as part of the overall arrangement.

5. If you think there is any merit in the above suggestion, we might get busy on a memorandum for the Minister. We might try this out on Mr. Wrong.

RAH.

Defence Liaison Division.

SECRET

302 09/40
58
Sub... Cited... Filed...

Comm. Div./A.J.Pick/MB

July 26, 1951

File

MEMORANDUM FOR DEFENCE LIAISON DIVISION (1)

I have read your Circular Document No. A. 52/51 on " U. S. Installations on Canadian Soil". As you may perhaps intend to revise this from time to time I have one or two minor comments to make.

2. In the first paragraph it says that the United States has four leased bases in Newfoundland. The next paragraph then refers to three different areas. Would it not be simpler and less confusing to state that there are three United States leased bases in Newfoundland at Argentia, Pepperrell and ~~at~~ Harmon Field? It is true that there are both naval and air aspects of the base activities at Argentia, but I think that it is essentially one base in a single area.

3. Secondly, it might perhaps be misleading to describe the base at Pepperrell as an air base. I think it is operated by the Army Air Corps but there is no airfield at Pepperrell. The layman is likely to assume that an air base must include an airfield. The nearest field is, of course, Torbay which is still a Canadian installation.

A.J. Pick
Commonwealth Division.

(COPY)

Defence Liaison(1)RAJ Phillips/bw

CONFIDENTIAL

Ottawa, July 25, 1951.

File 50209-40
88

STATUS OF P.J.B.D. RECOMMENDATIONS

Since it was founded in August, 1940, the Permanent Joint Board on Defence has adopted forty-five Recommendations all but two of which were approved by the Canadian and U.S. Governments. (The Twelfth Recommendation on the appointment of a war industry member to the Board was withdrawn. The Thirtieth Recommendation on the use of non-rigid airships was not approved by the Canadian Government).

Of the subjects covered by these forty-five Recommendations, only two have been dealt with in exchanges of notes supplementing the original Recommendation. The Twenty-Fourth Recommendation proposed the construction of the Alaska Highway. This was a one sentence Recommendation which avoided all reference to detail of the implementation of the principles put forward: "the Board accordingly, as a matter pertaining to the joint defence of Canada and the United States, recommends the construction of a highway along the route that follows the general line of airports, Fort St. John-Fort Nelson-Watson Lake-Whitehorse-Boundary-Big Delta, the respective termini connecting with existing roads in Canada and Alaska." There were some ten recorded exchanges of correspondence related to the construction of the highway, but these exchanges of notes, etc., were in no sense a contractual confirmation of the Board's Recommendation; on the contrary, they were supplementary to a very brief statement which the Board had consciously left for elaboration through diplomatic channels.

The post-war disposition of defence projects was dealt with in the Twenty-Eighth and Thirty-Third Recommendation of the P.J.B.D. The Thirty-Third Recommendation was confirmed in an exchange of notes on November 22 and December 20, 1944, initiated by the Canadian Embassy in Washington. Both countries accepted the Thirty-Third Recommendation subject to a Canadian proviso concerning expenses related to the custody and demolition of facilities. This is the only clear case of a P.J.B.D. Recommendation being followed by a confirmatory exchange of notes; even here it may be argued that one factor prompting the exchange was to record a Canadian modification to the Recommendation.

Recommendation 50/1 on the leased bases in Newfoundland will probably be followed by an exchange of notes for which the Recommendation specifically provided. This is a special case in that the Board recommended a number of principles the implementation of which would require extensive legislative action in Canada as well as agreement, through an exchange of letters, between the Canadian Federal Government and the Provincial Government in Newfoundland. The exchange of notes will probably not take place until these steps, or most of them, have been completed. The exchange of notes cannot, therefore, be regarded as a simple confirmation or legalization of the Recommendation.

Some of the Recommendations of the Board have involved substantial expenditures by both countries including appropriations by Congress.

The Second Recommendation of August 26, 1940, recommended the selecting and preparing of bases in Newfoundland to permit the air operation of one hundred and twenty-one U.S. aircraft.

The Fifth Recommendation of August 27, 1940, by implication, involved the expenditure by the United States of funds for the improvement of railway facilities, water transport, roads, air transport communications in Newfoundland and between Newfoundland and Canada.

The Eighth Recommendation recommended "that the United States initiate as expeditiously as practicable such portions of the increased defence of Newfoundland, covered by the Second Recommendation of the Board...as may be found to fall within the limits of bases now being acquired by the United States".

The Tenth Recommendation proposed the establishment by Canada of the airports comprising the Northwest staging route. The extension of this route was later given a high priority and in the Twenty-Ninth Recommendation of the P.J.B.D., the United States was assigned responsibility for extensive construction in Canada in order to assist in the early completion of the route. There were some exchanges of notes and exchanges of letters concerning the development of the Northwest staging route, but this correspondence supplemented the Board's general recommendations rather than confirmed it. In fact, the U.S. accepted responsibilities for expenditures on this project before and without relation to exchanges of notes.

The Sixteenth Recommendation recommended that the United States should procure railroad rolling stock for its military requirements in Newfoundland.

The Eighteenth Recommendation recommended that the United States should proceed with the installation of under-water defences in the Argentia-Ship Harbour area.

The Twentieth Recommendation, by implication, recommended that both Canada and the United States should embark on a programme of road improvement in Newfoundland.

The Twenty-First Recommendation laid down the general principles for the maintenance of facilities built by one Government and occupied by the forces of the other. This Recommendation, without any exchange of notes in confirmation, governed the relationship between the United States and Canada throughout and since the war.

All the Recommendations so far listed were passed before the United States entered the war.

The Twenty-Sixth Recommendation recommended the construction of the North Atlantic ferrying route (Crimson route). As a result, the United States, without the conclusion of an exchange of notes, undertook the construction of the airfields at the Pas, Churchill, South Hampton Island, Frobisher Bay, Fort Chimo and Mingan. (Later the Canadian Government undertook construction of the airfield at the Pas).

In the Thirty-First and Thirty-Second Recommendations, the Board defined Canadian and U.S. responsibilities for the maintenance, defence, and control of airfields across Canada. As a result, the United States confirmed its responsibility for the maintenance, defence, and control of the airfields connected with the Canol project, on the Alaska Highway, and on the Northeast ferrying route.

The Thirty-Sixth Recommendation of the P.J.B.D. outlined general principles of post-war defence co-operation. These principles were not confirmed in any exchange of notes, but in modified form they were enunciated in a joint statement by the Prime Minister of Canada and the President of the United States on February 12, 1947. As far as we have been able to find out, this joint statement is the only Canada-U.S. defence agreement which has ever been registered by the United Nations. The statement was followed by a confidential exchange of notes in interpretation of one paragraph. This exchange, of course, was not registered.

SUBJECT FILE:



50209 - 46	
58	66

SECRET

*Copy on
9770-A-46
"H" file*

CIRCULAR DOCUMENT

OTTAWA, July 23, 1951.

NO. A. 52/51

U.S. Installations on Canadian Soil

It may be useful to review the present situation regarding U.S. installations on Canadian soil. The main ones are the four leased bases in Newfoundland. In addition, there are some U.S. forces attached to stations owned and operated by the Canadian services. There are also weather and Loran stations.

(1) Newfoundland Leased Bases

Under the Leased Bases Agreement of 1941, the United States leased from the United Kingdom three areas for the development of bases in Newfoundland which was not then, of course, part of Canada. These bases include the naval and air bases at Argentia, Pepperrell Air Base near St. John's, and Harmon Air Force Base near Stephenville. The terms of the Leased Bases Agreement are listed in the Canada Treaty Series, 1941, No. 2.

(UNCLASSIFIED)

When Newfoundland entered Canada in 1949, U.S. rights at those bases were not affected, but by mutual agreement they were modified in 1951. An explanation of the modifications in the rights is contained in a statement by the Canadian Prime Minister in the House of Commons on May 1, 1951. (UNCLASSIFIED)

(2) Other Forces in Canada

The largest U.S. forces outside the leased bases are stationed at Goose Bay which is an R.C.A.F. station. In 1944, the Canadian Government secured a long-term lease on Goose Bay from the Newfoundland Government. The agreement provided that the base would be available to U.S. and U.K. Service aircraft "for the duration of the war and for such time thereafter as the Governments agreed to be necessary or advisable in the interests of common defence". The agreement also provided that during the same period, the Government of Canada may permit the Governments of the United States and the United Kingdom to erect buildings at

To the Heads of
Canadian Posts Abroad
excluding Consulates.

-2-

Goose Bay for the accommodation of aircraft and military personnel. U.S. forces have remained at Goose Bay, side by side with Canadian forces, since the war. Recently the U.S. has requested permission to enlarge its facilities substantially, and arrangements are being made to segregate U.S. forces and facilities there. This has raised questions of tenure which are not yet settled. Goose Bay Air Base is under overall Canadian command and no buildings or installations may be erected without approval of the R.C.A.F. (SECRET)

In April of this year, the United States asked for permission to make surveys at Torbay Airport (at St. John's) and indicated that it wished to have a lease there. The Canadian Government gave permission for the surveys and suggested that the general question of U.S. requirements should be discussed at a meeting of the Permanent Joint Board held early in May. At this meeting, it was made clear that the Canadian Government was not prepared to give a lease at Torbay or at any other area, on the Island of Newfoundland but that it was willing to co-operate in providing whatever facilities were clearly required for joint defence or under NATO arrangements. (cf. Heads of Divisions meeting May 21, 1951). The United States has also been granted permission to conduct reconnaissance surveys of the Island of Newfoundland in order to find out if there is any air-field site on the Island suitable for development as an addition to the leased bases which are now overtaxed. (cf. Heads of Divisions meeting July 3, 1951). No decision has been reached on the terms of tenure for additional U.S. facilities or on the financial commitment, if any, which Canada will undertake in connection with the development of these facilities, but this problem is now being actively studied. (SECRET)

There are about one hundred U.S. personnel of all ranks at Churchill, Manitoba, which is a Canadian experimental and training station. Churchill was built in 1943 as a key station in the "Crimson Staging Route". It was taken over from the United States by the Canadian Government in 1944, compensation being paid for facilities of continuing use. The U.S. personnel at Churchill (as well as a few United Kingdom personnel) work in co-operation with the Canadians in testing equipment, etc., in cold weather conditions. The Commander at Churchill is a Canadian colonel; normally an officer of the rank of about major commands the U.S. troops subject to the authority of the Canadian commanding officer. (SECRET)

(3) Weather Stations

During the war, the United States built a number of weather stations and airfields as well as the major projects of the Alaska Highway and the Canol Pipeline. The Alaska Highway was turned over to Canada, and the pipeline was dismantled. All the weather stations which the U.S. built on Canadian soil during the war and which remain in use are now operated by the Department of Transport, excepting the one at Padloping Island. This is to be taken over when Canadian manpower is available to run it. (CONFIDENTIAL)

-3-

In 1947, Canada and the United States embarked on a joint weather station programme in the Arctic. Owing to shortages of personnel, they were manned initially half by Canadians, half by U.S., but always with a Canadian commanding officer. The weather stations have always been entirely civilian in character. All except five of the Northern weather stations have now been taken over by Canada and these five are all North of 74 degrees. They are Eureka, Resolute, Isachsen, Mould Bay, and Alert. At each of these, Canada is responsible for providing the officer in charge, half the personnel, their pay and subsistence, and the permanent installations. The United States provides half the personnel, and assumes all other costs such as those in connection with temporary installations, equipment, fuel, and transportation. In actual fact, some of the transportation is now provided by Canada since the R.C.A.F. is sharing with the U.S.A.F. responsibilities for the airlifts of which there are two a year. The R.C.A.F. is planning to assume, eventually, full responsibility for the air supply of the joint stations although the U.S.A.F. may continue to provide some assistance. (CONFIDENTIAL)

During the war, the United States built three Loran Stations in Newfoundland as part of a chain in the North Atlantic. For some time, the United States has been anxious to transfer the responsibility for running these stations to Canada. It is hoped that agreement in principle for the transfer may be reached soon, but it will not be physically possible to take over these three stations in 1951. (CONFIDENTIAL)

(4) General

Individual officers have been exchanged between the two countries. Consequently, there are a few U.S. officers in Ottawa and attached to units elsewhere in the country. Similarly, there are Canadian officers working with the U.S. forces in the United States, mostly in Washington. (UNCLASSIFIED)

Requests for new U.S. facilities in Canada, for any substantial expansion of existing facilities, or for movement of U.S. forces, must be taken up through diplomatic channels. (CONFIDENTIAL)

The total number of U.S. Service personnel of all ranks now in Canada is about 5,600 of which nearly 4,400 are at the leased bases in Newfoundland and about 1,000 at Goose Bay. (SECRET)

RA Mackay

In The

Secretary of State
for External Affairs.

Original on
50221-A-40
SECRET

MEMORANDUM TO MR. MacKAY

U.S. Request for Facilities

50209-40
Sub. 58 Chron. ... Filed....

I am returning Bryce's letter.

This is a very reasonable statement from the Treasury point of view and there is no doubt that some of the argument is incontestable. All the same I stick to my original position that, very generally, our control over the situation and our ability to limit the tenure will largely be measured by what we contribute to capital and maintenance costs. I agree with Bryce on the subject of "nominal command". But it is not "nominal" command we are concerned with; it is actual command based, as Bryce himself has put it, on "Canada ... furnishing an appreciable fraction of the manpower employed ...". My understanding is that SAC will need some squadron of fighter cover. If this is the case and if we were to provide them, would not that be "an appreciable fraction of the manpower employed"?

2. Bryce's argument that the Canadian public are not likely to understand the question of restrictions over U.S. tenure, etc., and the expenditure of public money on ensuring them is a rather hard one to shoot down because dollars and cents are competing with the somewhat abstract question of long term political relationships. Nevertheless, if it is the military decision (and preferably a NATO decision) that a number of fighter squadrons must be stationed in Northeast Canada, would the Canadian public really feel that it was up to the U.S. to provide them while we send all our squadrons over to Europe? Would it not be more acceptable politically (if not to the RCAF!) to look after as much of what NATO decides are the minimum defense requirements of this country ourselves? The integrated force loses nothing by Canada furnishing requirements in Canada and releasing U.S. squadrons for Europe.

3. There is no quarrel at all with Bryce's penultimate paragraph. This is recognized in Principle No.5 of the Joint Statement of Feb. 12, 1947.

4. What is the next move? Does the paper or a

- 2 -

revision thereof go to sub-panel or do we thrash the question out further intradepartmentally?

A.G.S. GRIFFIN

A.G.S. GRIFFIN

Ext. 1

Refer Sec COS (Exempt)
Defense Production (1)

To Sec
Economic Dev
22 July 51
J. 7
J. 26
J. 13

OTTAWA FILE
No. 50209-46
35 32
SECURITY CLASSIFICATION
RESTRICTED

Letter No. 2401

Date...July 20, 1951...

FROM: The Canadian Embassy, Washington, D.C.

TO: THE UNDER-SECRETARY OF STATE FOR EXTERNAL AFFAIRS, CANADA

Reference... Your letter No. D.-2544 of July 17, 1951.

Subject: United States Military Preparedness (Military Construction Legislation) ...

Your request for information as to the identity of the bill containing a request by the U.S. Navy for authority to spend \$3.256 million for construction at Argentia, Newfoundland, has led us to re-examine the text of bill HR.4524. We find that the request for authority to construct facilities at Argentia to the value of \$3.256 million is made in bill HR.4524, on page 36, lines 12 and 13, under Aviation Facilities of the U.S. Navy. We regret that we led you astray on this point in our letter No. 2302 of July 10. The reference to Argentia, however, appears to be the only construction project planned in Canada which is mentioned explicitly in the bill.

2. No further material is being released at the present time on the hearings on bill HR.4524. We understand from the officials in the House Armed Services Committee that the Department of Defence is presently editing the testimony for security clearance and that when it is complete and when the testimony has been further edited by the Committee, it will be released as a Congressional document. The material will be sent to you, of course, as soon as it is available.

3. Since no supplementary information is publicly available on the United States Navy's plans with respect to Argentia, it must be concluded that Ed Hadley based his article dated July 9, which appeared in the Montreal Star, exclusively on the text of bill HR.4524 itself.

Copies Referred

To.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

Post File

No.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

The Embassy.

S E C R E T

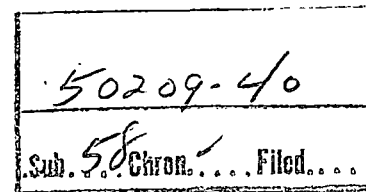
C
O
P
Y

DEPARTMENT OF FINANCE

Original on
50221-A-40

Ottawa, July 20, 1951.

Dr. R. A. MacKay,
Defence Liaison Division,
Department of External Affairs,
Ottawa, Ontario.



Dear Dr. MacKay:-

I told you that I would write you about the paper that you and Mr. Griffin prepared on the United States request for facilities in Canadian territory, having in mind particularly requirements at Torbay. Anything I say here, I must emphasize, is my own view, as I have not been able to discuss it with the Minister, Dr. Clark, or Mr. Deutsch, all of whom are, of course, interested.

The main point I should like to make is that I feel we should not undertake substantial capital expenditures simply for the purpose of getting a nominal command of a base, or for getting a nominal right to terminate "user rights", to be given to the United States in lieu of a lease. It seems to me that the question of command must depend on whether Canada is furnishing an appreciable fraction, at least, of the manpower employed in and around the base in question. If the base is entirely, or almost entirely, for U.S. needs and manned by U.S. personnel, it seems to me that it is almost certainly going to be under U.S. command in substance and probably in theory, and that there is little to be gained by our undertaking substantial costs of construction on it. On the other hand, if the base is primarily a Canadian airport or a Canadian base, such as Gander and Goose are, then I think we can and should be in command, and that if it is necessary for us to assume some share of capital costs to clinch this, we should be prepared to do so. Undoubtedly there will be cases shading in between these two clear-cut extremes, and we will have to use judgment in deciding what is sensible in such cases, but broadly speaking, my own feeling, perhaps naturally since I am in the Treasury, is that it is not worth while making substantial capital expenditures, nor undertaking more or less artificial operational responsibilities, in order to get nominal command.

..2

- 2 -

In regard to "user rights", we should, I think, try to have them limited in so far as possible in theory, and no doubt in this case the Americans will be sufficiently desirous of getting bases that they will be prepared to accept some limitation. However, it seems to me that it is not worthwhile our paying any substantial amount in capital costs in order to secure such limitations on "user rights", as I do not believe that in fact we will feel prepared to exercise any restrictions on them if they are within our powers. Moreover, I think the existence of such restrictions and our rights to exercise them are not likely to be understood to any marked degree by the Canadian public, and from a political point of view, are hardly likely to be worth the expenditure of many millions of dollars. I would think instead that some fuzziness of formula might well be used to obscure the extent to which we have in fact granted the Americans the equivalent of a long-term lease.

There are, of course, political issues in this of which I am perhaps a poor judge. Nevertheless it seems to me that in this day and age we have to recognize unpalatable realities, one of which is that for better or for worse we must throw in our lot with the United States and recognize the need for her to have strategic bases from which to deploy the power on which our safety as well as theirs seems now to rest.

I am asking to have this paper and a copy of this letter passed on to Mr. Armstrong and Mr. Deutsch when they return to Ottawa around the end of this month..

Yours truly,

(Sgd.) R.B. Bryce.

Ext. 181B

FILE COPY

OTTAWA FILE

No. 50209-40

SECURITY CLASSIFICATION

RESTRICTED

Letter No. D- 7544

Date. July 17, 1951.

FROM: THE UNDER-SECRETARY OF STATE FOR EXTERNAL AFFAIRS, CANADA

TO: THE CANADIAN AMBASSADOR, WASHINGTON, D.C.

Reference. Your Letter No. 2302 of July 10, 1951.

Subject: U.S. Military Preparedness (Military Construction Legislation)

1. Your letter under reference and the enclosures were very useful. We have since seen another interesting newspaper report dated July 9, from the Montreal Star, a copy of which is attached. You will note that it refers to requests for authority to spend 3.256 million for construction at Argentina. I would conclude that this refers to another Bill before Congress, since I cannot find in H.R. 4524 any reference to construction in Canada. Paragraph 3 of your letter confirms my impression.

2. I should be grateful for any light you could throw on the background to the newspaper story which I am enclosing.

R. A. MacKAY

Jw Acting Under-Secretary of State
for External Affairs.

Copies Referred
To.....
Secretary, ...
..Chiefs of Staff
.....
D.M. Defence
..Production.

Economic Div.

No. of Enclosures

One

Post File

No.

Defence Liaison/R.A. Mackay/elb

Ottawa, July 11, 1951

TOP SECRET

File NAM

MEMORANDUM FOR FILE NO. 50209-40

(more complete memorandum on files
nos. 50212-40 and 50030-9-40)

**DOWNGRADED TO SECRET
REDUIT A SECRET**

Defence of the Newfoundland Area

I had a session with Air Commodore
Bryans this morning on the above subject and the
following points emerged:

- (1) At present neither the RCAF nor the
Army are planning to station in peacetime
any defence forces in Newfoundland other
than the small establishment at Goose Bay,
which is engaged mainly in administration
and housekeeping, and a very small estab-
lishment, including a Commanding Officer,
at Frobisher.
- (2) Mobilization -- Mobilization plans call
for the stationing of Maritime squadrons
at Gander, and fighter squadrons at Goose
after "M-Day", if needed.
- (3) Command -- Goose and Frobisher are presently
under Canadian command, and will continue to
be, but no requirements have been laid down
for command at Torbay or Gander. If the
Joint Statement of 1947 is implemented, the
RCAF will need to provide command at each
station, even if these are used by the USAF.

I have been shown, on a personal basis by
A/V/M James, the plan of command for the

2 . . .

-2-

whole area, which would provide for Canadian command, at least for defence of the area. I understand that this has been put before the CAS, but has not yet been approved. In discussions with National Defence or other Departments this plan should not be mentioned until we hear about the matter officially.

- (4) Defence of the Newfoundland-Labrador Area
National Defence planning up to the present would appear to leave defence of the Island of Newfoundland by default to the Americans.

Under the Bases Agreement of 1941, the U.S. is entitled to take the necessary means, including operations outside the base area, for the defence of the bases. The attitude of our planners appears to be that it is too complicated to separate responsibility for the defence of the U.S. bases from the general defence of the whole area, that Canada has no forces to spare for the defence of this area, and that, consequently, the simplest solution is to leave it all to the Americans. A case can, of course, be made out for this on the grounds that, except for the presence of U.S. forces and facilities in the Newfoundland area, there would be no worthwhile targets for an enemy. I am not sure, however, that this argument would be a good selling point to convince the Canadian people, that the Canadian Government should leave the defence of Newfoundland to the Americans. Moreover, if the U.S. have responsibility for defence of Newfoundland, they will be entitled to request some control over civil defence.

Defence Liaison Division.

000279

EXT. 230

ORIGINAL

MESSAGE FORM
INCOMING

File No. 50209-40		
35	#3	L
Security Classification		
RESTRICTED		

J. V.

D-1	
1	
2	
3	
4	
5	
6	
7	<i>AR</i>
8	
9	
10	

11 JUL 1951

FROM: THE CANADIAN AMBASSADOR TO THE UNITED STATES
TO: THE SECRETARY OF STATE FOR EXTERNAL AFFAIRS, CANADA

System
CYPHER - AUTO

No. WA-2779

Date: July 10, 1951.

Priority

Reference: Your EX-1365 of July 5th.

Departmental
Circulation

Subject: United States defence installations in
Canada.

1. The material on the \$6.5 billion Military
Construction Authorization Bill has been sent to
you in today's bag with our letter No. 2302
dated July 10th.

Done

Date

References

*Arrived,
File
AR
17/7*

Done

Date

000280

Letter No. **2302**
Date... **July 10, 1951.**

To see: *Edwards*
Done July 17
BW

35		10
SECURITY CLASSIFICATION		
RESTRICTED		

FROM:	The Canadian Embassy, Washington, D.C.
TO:	THE UNDER-SECRETARY OF STATE FOR EXTERNAL AFFAIRS, CANADA
Reference:	Your EX-1365 of July 5, 1951.
Subject:	United States military preparedness (military construction legislation)
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

12 JUL 1951

In your teletype under reference you asked for information regarding the military construction bill on which Hearings are presently being held in Congress.

2. The military construction bill (HR.4524, four copies attached) contains proposed authorization for expenditures by the Department of Defence totalling approximately \$6.5 billion. The actual appropriation of funds for these construction projects, however, is to be carried over through the fiscal year 1952 into the fiscal year 1953. Appropriations for the financing of \$4.6 billion worth of the projects listed in the authorized bill have been requested in the President's \$60.5 billion budget for the Department of Defence for fiscal year 1952 submitted to Congress on April 30 (our letter No. 1456 of May 3, paragraph 5). Funds for the remaining \$1.9 billion (approximately) worth of construction projects will not be asked for until the 1953 budget of the Department of Defence is sent to Congress next year.

3. The construction projects enumerated in the bill are to be situated either in the continental United States or in such territories abroad as Alaska, Okinawa, Japan, etc. There is no reference in the bill to United States military construction on Canadian territory. The sections of relevance in this respect are sections 102, 202, and 302 which deal, in very general terms, with the construction of classified military installations outside the United States. These sections are worded as follows:

X "The Secretary of the [Army, Navy, and Air Force, respectively], under the direction of the Secretary of Defence, is authorized to establish or develop classified military installations and facilities by the construction, conversion, installation, or equipment, of temporary public works, including buildings, facilities, appurtenances, and utilities, in a total amount of

Copies Referred To.....

No. of Enclosures
.....5.....

Post File
No.....

/\$302,234,000 (Army); \$126,362,800 (Navy); \$1,071,638,000 (Air Force) respectively/".

4. The Hearings before the House Armed Services Committee are being held in executive session and therefore the complete record of the meetings will not be released. However, the prepared statements of Administration leaders, excluding their supporting testimony, will no doubt be declassified in many cases. We hope to be able to obtain and to send you in due course the material on this bill which will be released by the House Armed Services Committee. We have now obtained one copy (attached) of Mr. Lovett's prepared remarks which were referred to in the New York Times' article of June 28 mentioned in your teletype under reference. The passage concerning the construction of overseas bases occurs in Mr. Lovett's discussion of certain "ground rules" to be used in evaluating the need and urgency of individual projects. One of these ground rules is given by Mr. Lovett in the following terms:

"That estimates for overseas base construction should be considered and included in a public works request in such a manner as to permit achieving an equitable distribution of the costs between countries whose defence capabilities were increased thereby".

This is a very general statement of the United States position with respect to military construction abroad, and is, I think, quite straightforward.

5. We shall keep you informed of subsequent developments with respect to this proposed measure.

J. J. Malin
The Embassy.

82D CONGRESS
1ST SESSION

H. R. 4524

IN THE HOUSE OF REPRESENTATIVES

JUNE 20, 1951

Mr. VINSON introduced the following bill; which was referred to the Committee on Armed Services

A BILL

To authorize certain construction at military and naval installations, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3

TITLE I

4

SEC. 101. The Secretary of the Army, under the direc-
5 tion of the Secretary of Defense, is hereby authorized to
6 establish or develop military installations and facilities by
7 the construction, conversion, installation, or equipment of
8 temporary or permanent public works, including buildings,
9 facilities, appurtenances, and utilities, as follows:

CONTINENTAL UNITED STATES

FIELD FORCE FACILITIES

(First Army Area)

Fort Devens, Massachusetts: Training facilities and utilities, \$725,200.

Fort Dix, New Jersey: Troop housing and supporting facilities, hospital, training facilities, land acquisition, and utilities, \$43,287,709.

Camp Edwards, Massachusetts: Training facilities, \$591,500.

Fort Jay, New York: Storage facilities and utilities, \$867,000.

Camp Kilmer, New Jersey: Troop housing and supporting facilities, training facilities, land acquisition, and utilities, \$6,261,520.

Pine Camp, New York: Training facilities, \$693,500.

Camp Wellfleet, Massachusetts: Training facilities and land acquisition, \$941,800.

(Second Army Area)

Bethany Beach, Delaware: Troop supporting facilities and utilities, \$805,450.

Camp Breckinridge, Kentucky: Storage and training facilities, \$379,650.

Fort Campbell, Kentucky: Troop housing and supporting facilities, training facilities, and utilities, \$34,688,000.

A. P. Hill Military Reservation, Virginia: Training facilities, \$411,000.

Fort Holabird, Maryland: Training facilities and utilities, \$2,362,800.

Indiantown Gap Military Reservation, Pennsylvania: Troop supporting and training facilities, \$2,152,900.

Fort Knox, Kentucky: Troop housing and supporting facilities, facilities for Army Field Forces Board, facilities for the Armored Center, training facilities, hospital, and utilities, \$40,746,100.

Fort George G. Meade, Maryland: Troop housing and supporting facilities, training facilities, and utilities, \$18,077,500.

Camp Pickett, Virginia: Troop housing and supporting facilities, training facilities, and utilities, \$1,083,500.

(Third Army Area)

Fort Benning, Georgia: Troop housing and supporting facilities, hospital, bridge, training facilities and utilities, \$33,003,740.

Camp Blanding, Florida: Troop supporting facilities and utilities, \$5,722,700.

Fort Bragg, North Carolina: Troop housing and supporting facilities, hospital, training facilities, land acquisition, facilities for Army Field Force Board and utilities, \$62,179,200.

4

1 Camp Gordon, Georgia: Troop housing and supporting
2 facilities, training facilities, and utilities, \$13,114,350.

3 Fort Jackson, South Carolina: Troop supporting facili-
4 ties, training facilities and utilities, \$1,606,480.

5 Camp Mackall, North Carolina: Training facilities,
6 \$515,000.

7 Camp McCain, Mississippi: Land acquisition, troop sup-
8 porting facilities and utilities, \$5,400,200.

9 Fort McClellan, Alabama: Troop housing, training
10 facilities, Women's Army Corps Center, Chemical Corps
11 school and supporting facilities and utilities, \$28,667,950.

12 Fort McPherson, Georgia: Army Headquarters building
13 and utilities, \$3,360,000.

14 Camp Rucker, Alabama: Troop supporting facilities,
15 and utilities, \$1,387,380.

16 Camp Shelby, Mississippi: Land acquisition, troop sup-
17 porting facilities and utilities, \$7,355,450.

18 Camp Stewart, Georgia: Troop supporting facilities, and
19 utilities, \$3,712,500.

20 (Fourth Army Area)

21 Fort Bliss, Texas: Troop housing, training facilities,
22 research and development facilities, facilities for the Artillery

5

1 School and supporting facilities, land acquisition, and utilities,
2 \$33,451,830.

3 Camp Bowie, Texas: Land acquisition, troop supporting
4 facilities, and utilities, \$8,382,300.

5 Camp Chaffee, Arkansas: Troop supporting facilities,
6 training facilities, land acquisition and utilities, \$4,526,600.

7 Camp Gruber, Oklahoma: Land acquisition, troop sup-
8 porting facilities, and utilities, \$9,913,700.

9 Fort Hood, Texas: Troop housing and supporting fa-
10 cilities, training facilities, bridge, and utilities, \$11,490,900.

11 Fort Sam Houston, Texas: Troop housing and support-
12 ing facilities, and utilities, \$1,032,000.

13 Camp Polk, Louisiana: Troop supporting facilities,
14 training facilities, and utilities, \$392,300.

15 Camp Joseph T. Robinson, Arkansas: Land acquisition,
16 troop supporting facilities and utilities, \$4,321,300.

17 Fort Sill, Oklahoma: Troop housing and supporting
18 facilities, training facilities and utilities, \$24,285,730.

19 Camp Swift, Texas: Land acquisition, troop supporting
20 facilities and utilities, \$5,831,600.

21 (Fifth Army Area)

22 Camp Atterbury, Indiana: Troop supporting facilities
23 and utilities, \$885,000.

1 Camp Carson, Colorado: Troop supporting facilities and
2 utilities, \$561,700.

3 Fort Custer, Michigan: Troop supporting facilities,
4 training facilities and utilities, \$4,942,600.

5 Headquarters, Fifth Army, Chicago, Illinois: Acquisi-
6 tion and alteration of garage building, \$300,000.

7 Fort Leavenworth, Kansas: Academic building and
8 utilities, \$3,332,000.

9 Fort Leonard Wood, Missouri: Troop supporting and
10 training facilities, and utilities, \$2,287,700.

11 Camp Lucas, Michigan: Troop housing and supporting
12 facilities, and utilities, \$412,300.

13 Camp McCoy, Wisconsin: Troop supporting facilities
14 and utilities, \$1,702,100.

15 Fort Riley, Kansas: Troop supporting facilities, hos-
16 pital, and utilities, \$8,540,100.

17 Fort Sheridan, Illinois: Cold storage and meat cutting
18 plant, \$554,500.

19 Vicinity of Ludington, Michigan: Troop training facili-
20 ties, land acquisition, and utilities, \$440,200.

21 (Sixth Army Area)

22 Camp Cooke, California: Troop housing and supporting
23 facilities, training facilities, and utilities, \$2,412,500.

24 Hanford, Washington: Troop housing, supporting facili-
25 ties, and utilities, \$4,017,000.

1 Fort Huachuca, Arizona: Training facilities, and utili-
2 ties, \$565,000.

3 Camp Irwin, California: Troop housing and supporting
4 facilities, training facilities, and utilities, \$8,492,300.

5 Fort Lewis, Washington (including Yakima Training
6 Center): Troop housing and supporting facilities, training
7 facilities, and utilities, \$47,223,900.

8 Fort MacArthur, California: Training facilities, and
9 utilities, \$248,600.

10 Fort Ord, California: Troop housing and supporting
11 facilities, training facilities, and utilities, \$63,588,900.

12 Presidio of San Francisco, California: Training facilities,
13 hangar, and incinerator, \$344,960.

14 Camp Roberts, California: Troop supporting facilities,
15 training facilities, and utilities, \$4,313,300.

16 Camp San Luis Obispo, California: Training facilities,
17 \$601,100.

18 Camp Stoneman, California: Laundry and dry cleaning
19 plant, \$516,000.

20 Camp White, Oregon: Land acquisition, troop support-
21 ing facilities, and utilities, \$11,285,300.

22 Yuma, Arizona: Troop housing and supporting facili-
23 ties, research and development facilities, and utilities,
24 \$1,796,200.

1 (Military Academy)
2 United States Military Academy, New York: Laundry
3 building, sewage disposal plant and rehabilitation of Camp
4 Buckner water supply system, \$3,158,000.

5 TECHNICAL SERVICE FACILITIES

6 (Ordnance Corps)
7 Aberdeen Proving Ground, Maryland: Troop housing
8 and supporting facilities, Ordnance Corps operational and
9 research and development facilities, land acquisition, and
10 utilities, \$37,864,400.

11 Anniston Ordnance Depot, Alabama: Storage and
12 operational facilities, and utilities, \$12,542,000.

13 Augusta Arsenal, Georgia: Operational facilities and
14 utilities, \$1,013,000.

15 Benicia Arsenal, California: Storage and operational
16 facilities and utilities, \$6,927,200.

17 Black Hills Ordnance Depot, South Dakota: Storage
18 facilities, and utilities, \$1,475,200.

19 Blue Grass Ordnance Depot, Kentucky: Storage, and
20 operational facilities, and utilities, \$6,973,900.

21 California Institute of Technology, California: Research
22 and development facilities, acquisition of land and utilities,
23 \$1,453,030.

24 Detroit Arsenal, Michigan: Research and development

1 facilities, acquisition of land and buildings, and utilities,
2 \$3,009,000.

3 Erie Ordnance Depot, Ohio: Storage and supporting
4 facilities and utilities, \$6,283,900.

5 Frankford Arsenal, Pennsylvania: Storage and support-
6 ing facilities, research and development facilities, and utilities,
7 \$12,943,700.

8 Letterkenny Ordnance Depot, Pennsylvania: Storage
9 facilities, supporting facilities, land acquisition, and utilities,
10 \$15,176,500.

11 Lima Ordnance Depot, Ohio: Storage facilities, support-
12 ing facilities, and utilities, \$432,600.

13 Malta Test Station, New York: Research and develop-
14 ment facilities, acquisition of land, and utilities, \$160,000.

15 Milan Arsenal, Tennessee: Additional water supply fa-
16 cilities, \$116,000.

17 Mount Rainier Ordnance Depot, Washington: Storage
18 and supporting facilities, and utilities, \$5,218,200.

19 Muroc Air Force Base, California: Range bombing
20 facility, \$105,000.

21 Navajo Ordnance Depot, Arizona: Storage and support-
22 ing facilities, and utilities, \$1,075,400.

1 Picatinny Arsenal, New Jersey: Research and develop-
2 ment and operational facilities, and utilities, \$5,591,000.

3 Pueblo Ordnance Depot, Colorado: Storage and support-
4 ing facilities, and utilities, \$6,554,000.

5 Raritan Arsenal, New Jersey: Storage and supporting
6 facilities, and utilities, \$4,346,000.

7 Ravenna Arsenal, Ohio: Ammunition maintenance
8 building, \$425,000.

9 Red River Arsenal, Texas: Troop housing, storage
10 facilities, training facilities, supporting facilities, and utilities,
11 \$12,561,100.

12 Redstone Arsenal, Alabama: Troop housing, training
13 facilities, research and development facilities, supporting
14 facilities, and utilities, \$26,574,500.

15 Rock Island Arsenal, Illinois: Research and develop-
16 ment facilities, and utilities, \$3,290,900.

17 Rossford Ordnance Depot, Ohio: Storage facilities, sup-
18 porting facilities, and utilities, \$10,379,533.

19 San Jacinto Ordnance Depot, Texas: Storage facilities,
20 supporting facilities, and utilities, \$254,000.

21 Savanna Ordnance Depot, Illinois: Storage facilities,
22 supporting facilities, and utilities, \$3,472,000.

1 Seneca Ordnance Depot, New York: Storage facilities,
2 supporting facilities, and utilities, \$1,093,600.

3 Sierra Ordnance Depot, California: Storage facilities,
4 supporting facilities, and utilities, \$1,668,700.

5 Sioux Ordnance Depot, Nebraska: Storage facilities, sup-
6 porting facilities, and utilities, \$2,149,400.

7 Springfield Armory, Massachusetts: Research and de-
8 velopment facilities and utilities, \$310,000.

9 Terre Haute Ordnance Depot, Indiana: Storage facili-
10 ties, supporting facilities, and utilities, \$1,982,200.

11 Tooele Ordnance Depot, Utah: Storage facilities, sup-
12 porting facilities, and utilities, \$5,242,500.

13 Umatilla Ordnance Depot, Oregon: Storage facilities,
14 supporting facilities, and utilities, \$4,272,100.

15 Watertown Arsenal, Massachusetts: Research and de-
16 velopment facilities, firing ranges, and utilities, \$5,113,800.

17 Watervliet Arsenal, New York: Supporting facilities and
18 utilities, \$275,500.

19 White Sands Proving Ground, New Mexico: Troop
20 housing, training facilities, research and development facili-
21 ties, storage facilities, supporting facilities, and utilities,
22 \$15,156,400.

1 Wingate Ordnance Depot, New Mexico: Storage and
2 supporting facilities and utilities, \$3,995,000.

3 (Quartermaster Corps)

4 Atlanta General Depot, Georgia: Storage facilities and
5 utilities, \$1,260,000.

6 Auburn General Depot, Washington: Storage and
7 administrative facilities and utilities, \$7,324,000.

8 Belle Meade General Depot, New Jersey: Storage facili-
9 ties and utilities, \$16,800,000.

10 Columbus General Depot, Ohio: Troop housing, shops,
11 and utilities, \$600,000.

12 Jeffersonville Quartermaster Depot, Indiana: Shops and
13 utilities, \$942,000.

14 Fort Lee, Virginia: Troop housing, training facilities,
15 guard house, and utilities, \$3,291,700.

16 Memphis General Depot, Tennessee: Storage facilities
17 and utilities, \$5,040,000.

18 New Cumberland General Depot, Pennsylvania: Post
19 engineer and storage facilities and utilities, \$1,980,000.

20 Richmond Quartermaster Depot, Virginia: Post engi-
21 neer facilities, storage facilities, utilities, and land acqui-
22 sition, \$3,733,000.

23 Schenectady General Depot, New York: Post engineer
24 facilities, storage facilities, and utilities, \$3,387,400.

1 Sharpe General Depot, California: Storage facilities,
2 supporting facilities, and utilities, \$10,411,100.

3 Utah General Depot, Utah: Storage facilities, and utili-
4 ties, \$7,229,000.

5 Fort Worth Quartermaster Depot, Texas: Storage facili-
6 ties, supporting facilities, and utilities, \$5,040,000.

7 (Chemical Corps)

8 Army Chemical Center, Maryland: Storage facilities,
9 research and development facilities, supporting facilities,
10 and utilities, \$7,704,715.

11 Deseret Chemical Depot, Utah: Storage facilities, and
12 acquisition of land, and utilities, \$1,585,400.

13 Camp Detrick, Maryland: Troop housing, storage, re-
14 search and development and supporting facilities, and utili-
15 ties, \$29,603,750.

16 Eastern Chemical Depot, Maryland: Storage facilities,
17 and utilities, \$79,500.

18 Midwest Chemical Depot, Arkansas: Storage and de-
19 contamination facilities and utilities, \$740,000.

20 Rocky Mountain Arsenal, Colorado: Storage and oper-
21 ational facilities and utilities, \$738,400.

22 (Signal Corps "A")

23 Decatur Signal Depot, Illinois: Storage facilities, sup-
24 porting facilities, and utilities, \$4,256,000.

1 Lexington Signal Depot, Kentucky: Troop housing,
2 storage facilities, supporting facilities, and utilities, \$6,-
3 037,000.

4 Fort Monmouth, New Jersey: Troop housing, hospital,
5 research and development laboratory, storage facilities, train-
6 ing facilities, supporting facilities, and utilities, \$29,519,500.

7 Philadelphia Signal Corps Procurement and Distribution
8 Agency: Acquisition and conversion of Pennsylvania Ath-
9 letic Club, \$4,000,000.

10 Sacramento Signal Depot, California: Storage facilities,
11 supporting facilities, and utilities, \$7,066,000.

12 Signal Corps Photographic Center, New York: Troop
13 housing, storage facilities, supporting facilities, acquisition of
14 land and buildings, and utilities, \$3,077,000.

15 Tobyhanna Signal Depot, Pennsylvania: Completion of
16 Signal Corps Depot, \$3,872,600.

17 (Signal Corps "B")

18 Two Rock Ranch, California: Troop housing, family
19 housing, supporting facilities, and utilities, \$491,700.

20 Vint Hill Farms, Virginia: Warehouse and utilities,
21 \$155,000.

22 (Corps of Engineers)

23 Army Map Service, Omaha, Nebraska: Warehouse,
24 \$260,000.

1 Baton Rouge Engineer Depot, Louisiana: New Engi-
2 neer Depot, including acquisition of land, \$2,500,000.

3 Fort Belvoir, Virginia: Troop housing, acquisition of
4 land, hospital, training facilities, research and development
5 facilities, supporting facilities, and utilities, \$24,292,500.

6 Casad Engineer Depot, Indiana: Warehouse and sup-
7 porting facilities, \$2,268,000.

8 Granite City Engineer Depot, Illinois: Storage facili-
9 ties, supporting facilities, and utilities, \$4,788,500.

10 Marion Engineer Depot, Ohio: Storage facilities, sup-
11 porting facilities, and utilities, \$3,483,000.

12 (Transportation Corps)

13 Boston Staging Area, Massachusetts: Staging area
14 facilities, acquisition of land, and utilities, \$4,281,000.

15 Fort Eustis, Virginia: Troop housing, training facilities,
16 supporting facilities, acquisition of land, and utilities,
17 \$45,903,000.

18 Hampton Roads Staging Area, Virginia: Staging area
19 facilities, acquisition of land, and utilities, \$7,470,800.

20 Marietta Transportation Corps Depot, Pennsylvania:
21 Storage facilities, supporting facilities, acquisition of land,
22 and utilities, \$4,129,200.

23 New Orleans Port of Embarkation, Louisiana: Ware-
24 house and acquisition of land, \$123,000.

1 Oakland Army Base, California: Troop housing, cargo
2 terminal facilities, supporting facilities, and utilities,
3 \$5,156,000.

4 Fort Story, Virginia: Training facilities and utilities,
5 \$2,344,900.

6 Wilmington Ammunition Loading Point, North Caro-
7 lina: Ammunition loading terminal, including acquisition of
8 land, \$22,805,000.

9 York River Ammunition Loading Point, Virginia: Am-
10 munition loading terminal, including acquisition of land,
11 \$21,409,000.

12 (Adjutant General Corps)

13 St. Louis, Missouri: Military Personnel Records Center,
14 including acquisition of land, \$22,700,000.

15 (Army Medical Service)

16 Army Medical Center, District of Columbia and Mary-
17 land: Research and development facilities, supporting facili-
18 ties, and utilities, \$2,094,800.

19 Brooke Army Medical Center, Texas: Supporting fa-
20 cilities, laboratory facilities, and utilities, \$1,579,600.

21 Fitzsimons Army Hospital, Colorado: Hospital ward
22 and utilities, \$474,000.

23 Louisville Medical Depot, Kentucky: Supporting facili-
24 ties and utilities, \$859,500.

1 Madigan Army Hospital, Washington: Troop housing,
2 hospital facilities, and utilities, \$2,075,000.

3 (General)

4 Depot facilities, Continental United States: Storage,
5 administrative, shop, operational and supporting facilities,
6 and utilities, \$100,000,000.

7 Various locations: For restoration or replacement of fa-
8 cilities damaged or destroyed and provision for other urgent
9 construction requirements, \$27,000,000.

10 OUTSIDE CONTINENTAL UNITED STATES

11 (Alaskan Area)

12 Alaska, general: Troop housing, tactical and supporting
13 facilities, petroleum pipeline, ammunition dock and support-
14 ing facilities, and utilities, \$61,223,800.

15 Big Delta, Alaska: Family housing, troop housing,
16 supporting facilities, utilities, Arctic Test Branch and Arctic
17 Indoctrination School, \$13,506,200.

18 Eielson Air Force Base, Alaska: Troop supporting
19 facilities, and utilities, \$1,571,900.

20 Ladd Air Force Base, Alaska: Troop housing and sup-
21 porting facilities, and utilities, \$10,370,800.

22 Fort Richardson, Alaska: Troop supporting facilities
23 and utilities, \$12,009,930.

1 Skagway, Alaska: Flood control facilities, \$84,000.

2 Whittier, Alaska: Troop supporting facilities, and utili-
3 ties, \$5,688,500.

4 (Far East Command Area)

5 Okinawa: Family housing, troop housing, hospital,
6 school, storage and supporting facilities, and utilities,
7 \$60,466,000.

8 (Caribbean Area)

9 Mindi Docks, Canal Zone: Access road and railroad
10 spur, \$120,000.

11 Fort Brooke, Puerto Rico: Rehabilitation of Rodriques
12 General Hospital, \$300,000.

13 (General)

14 Various locations: For restoration or replacement of
15 facilities damaged or destroyed and provision for other urgent
16 construction requirements, \$10,000,000.

17 SEC. 102. The Secretary of the Army, under the direc-
18 tion of the Secretary of Defense, is authorized to establish or
19 develop classified military installations and facilities by the
20 construction, conversion, installation, or equipment of tem-
21 porary public works, including buildings, facilities, appurte-
22 nances, and utilities, in a total amount of \$302,234,000.

23 TITLE II

24 SEC. 201. The Secretary of the Navy, under the direc-
25 tion of the Secretary of Defense, is authorized to establish

1 or develop naval installations and facilities by the con-
2 struction, conversion, installation, or equipment of temporary
3 or permanent public works, including buildings, facilities,
4 appurtenances, and utilities, as follows:

5 CONTINENTAL UNITED STATES

6 FLEET FACILITIES

7 Naval Amphibious Base, Coronado, California: Acquisi-
8 tion of land, \$825,000.

9 Naval Station, Key West, Florida: Dredging at Sub-
10 marine Base and additional berthing facilities, \$2,347,250.

11 Naval Amphibious Base, Little Creek, Virginia: Devel-
12 opment of facilities for amphibious training; acquisition of
13 land, \$41,279,730.

14 Fleet Air Defense Training Center, Point Loma, Cali-
15 fornia: Development of facilities, \$4,600,000.

16 Naval Station, San Diego, California: Electronics store-
17 house, \$2,322,100.

18 Naval Station, Treasure Island, California: Barracks,
19 mess hall, and galley, \$9,108,000.

20 AVIATION FACILITIES

21 Naval Air Station, Alameda, California: Additional
22 aviation facilities, \$20,132,000.

23 Naval Air Facility, Annapolis, Maryland: Additional
24 aviation facilities, \$141,900.

25 Naval Auxiliary Landing Strip, Arlington, Washing-

1 ton (Auxiliary for Naval Air Station, Whidbey Island,
2 Washington) : Additional aviation facilities, \$4,792,700.
3 Naval Air Station, Atlantic City, New Jersey: Addi-
4 tional aviation facilities, \$3,966,200.
5 Marine Corps Auxiliary Landing Strip, Beaufort, South
6 Carolina (Auxiliary for Marine Corps Air Station, Cherry
7 Point, North Carolina) : Additional aviation facilities,
8 \$3,987,500.
9 Naval Auxiliary Air Station, Bronson Field, Florida:
10 Acquisition of land, \$5,500.
11 Naval Air Station, Brunswick, Maine: Development of
12 master jet field, \$20,140,900.
13 Marine Corps Air Facility, Peterfield Point, Camp
14 Lejeune, North Carolina: Helicopter air facilities,
15 \$6,291,000.
16 Naval Auxiliary Landing Strip, Capron, Virginia
17 (Auxiliary for Naval Auxiliary Air Station, Oceana, Vir-
18 ginia) : Additional aviation facilities, \$4,097,500.
19 David Taylor Model Basin, Carderock, Maryland: Aero-
20 dynamics research and development facilities, \$2,103,000.
21 Naval Auxiliary Air Station, Cecil Field, Florida: De-
22 velopment of master jet field, \$21,117,600.
23 Naval Auxiliary Air Station, Chase Field, Texas: Addi-
24 tional aviation facilities, \$4,330,000.
25 Marine Corps Air Station, Cherry Point, North Caro-

1 lina: Development to support jet operations; Bureau of
2 Aeronautics training and advance base gear facilities; East
3 Coast, \$29,226,900.
4 Naval Air Station, Chincoteague, Virginia: Develop-
5 ment of jet field, \$12,827,100.
6 Naval Auxiliary Air Station, Corry Field, Florida:
7 Acquisition of land and aviation easements, \$5,500.
8 Naval Auxiliary Landing Strip, Crows Landing, Cali-
9 fornia (Auxiliary for Naval Air Station, Moffett Field,
10 California) : Additional aviation facilities, \$1,479,500.
11 Marine Corps Air Station, El Toro, California: Addi-
12 tional aviation facilities, \$19,869,100.
13 Naval Auxiliary Landing Strip, Fallon, Nevada,
14 (Auxiliary for Naval Air Station, Moffett Field, California) :
15 Additional aviation facilities, \$4,484,700.
16 Naval Air Facility, Glynco, Georgia: Advanced Combat
17 Information Center School facilities; additional aviation
18 facilities, \$14,690,000.
19 Naval Air Station, Grosse Ile, Michigan: Additional
20 aviation facilities, \$4,796,000.
21 Naval Air Station, Jacksonville, Florida: Additional
22 aviation facilities; helicopter overhaul facilities, \$12,756,000.
23 Naval Air Development Center, Johnsville, Pennsyl-
24 vania: Research and development and supporting facilities,
25 including acquisition of land, \$5,112,250.

- 1 Naval Air Station, Key West, Florida: Additional avia-
- 2 tion facilities, \$3,867,400.
- 3 Naval Auxiliary Air Station, Kingsville, Texas: Addi-
- 4 tional aviation facilities, \$5,360,000.
- 5 Naval Air Station, Lakehurst, New Jersey: Additional
- 6 aviation facilities, \$5,511,000.
- 7 Naval Air Facility, Litchfield Park, Arizona: Addi-
- 8 tional aviation facilities, \$6,780,000.
- 9 Naval Air Technical Training Center, Memphis, Ten-
- 10 nessee: Additional aviation facilities, \$13,330,000.
- 11 Naval Air Station, Miami, Florida: Additional aviation
- 12 facilities, \$1,012,000.
- 13 Naval Air Station, Minneapolis, Minnesota: Additional
- 14 aviation facilities, \$275,000.
- 15 Naval Auxiliary Air Station, Miramar, California: De-
- 16 velopment of master jet field; Bureau of Aeronautics training
- 17 and advance base gear facilities, West Coast, \$9,415,450.
- 18 Marine Corps Auxiliary Landing Strip, Mojave, Cali-
- 19 fornia (Auxiliary for Marine Corps Air Station, El Toro,
- 20 California): Additional aviation facilities, \$1,523,500.
- 21 Naval Air Station, Niagara Falls, New York: Addi-
- 22 tional aviation facilities, \$2,750,000.
- 23 Naval Air Station, Norfolk, Virginia: Additional avia-
- 24 tion facilities, \$13,125,200.

- 1 Naval Air Station, Oakland, California: Additional avia-
- 2 tion facilities, \$550,000.
- 3 Naval Auxiliary Air Station, Oceana, Virginia: Devel-
- 4 opment of master jet field, \$21,177,500.
- 5 Naval Air Test Center, Patuxent River, Maryland: Ad-
- 6 ditional research and development and test facilities, opera-
- 7 tional facilities and supporting utilities, \$15,681,700.
- 8 Naval Air Station, Pensacola, Florida: Additional avia-
- 9 tion facilities; additional development of jet training field,
- 10 Fort Barancas, Florida; \$7,939,500.
- 11 Naval Air Material Center, Philadelphia, Pennsylvania:
- 12 Additional development and test facilities, \$598,700.
- 13 Naval Air Missile Test Center, Point Mugu, California:
- 14 Sea test range and test evaluation facilities, including support-
- 15 ing facilities, services and accessory construction; \$8,844,100.
- 16 Naval Air Station, Quonset Point, Rhode Island: Ad-
- 17 ditional aviation facilities, \$9,966,000.
- 18 Naval Air Station, San Diego, California: Additional
- 19 aviation facilities; \$12,328,600.
- 20 Naval Auxiliary Air Station, Sanford, Florida: Addi-
- 21 tional aviation facilities; \$4,015,000.
- 22 Naval Auxiliary Landing Strip, Sanford, Maine (Aux-
- 23 iliary for Naval Air Station, Brunswick, Maine): Additional
- 24 aviation facilities; \$4,337,300.

- 1 Marine Corps Air Facility, Santa Ana, California: Ad-
- 2 ditional aviation facilities; \$1,270,000.
- 3 Marine Corps Auxiliary Landing Strip, Santa Maria,
- 4 California, (Auxiliary for Marine Corps Air Station, El Toro,
- 5 California): Additional aviation facilities; \$4,187,700.
- 6 Naval Auxiliary Air Station, Saufley Field, Florida:
- 7 Additional aviation facilities; \$1,447,500.
- 8 Naval Air Station, South Weymouth, Massachusetts:
- 9 Additional aviation facilities; \$2,482,600.
- 10 Naval Aeronautical Turbine Laboratory, Trenton, New
- 11 Jersey: Turbine engine testing facilities; \$8,400,000.
- 12 Naval Auxiliary Landing Strip, Webster Field, Mary-
- 13 land: Additional aviation facilities; \$4,350,000.
- 14 Naval Air Facility, Weeksville, North Carolina: Addi-
- 15 tional aviation facilities; \$1,320,000.
- 16 Naval Air Station, Whidbey Island, Washington: Addi-
- 17 tional aviation facilities; \$16,558,300.
- 18 Naval Auxiliary Air Station, Whiting Field, Florida:
- 19 Additional aviation facilities; \$2,167,000.
- 20 Naval Air Station, Willow Grove, Pennsylvania: Addi-
- 21 tional aviation facilities; \$5,335,000.
- 22 Marine Corps Auxiliary Landing Strip, Wilmington,
- 23 North Carolina (Auxiliary for Marine Corps Air Station,
- 24 Cherry Point, North Carolina): Additional aviation facili-
- 25 ties; \$3,898,000.

MARINE CORPS FACILITIES

- 1 Marine Corps Depot of Supplies, Albany, Georgia:
- 2 Depot facilities; \$20,332,700.
- 3 Headquarters Battalion, Headquarters Marine Corps,
- 4 Henderson Hall, Arlington, Virginia: Acquisition of land;
- 5 \$1,100.
- 6 Marine Corps Depot of Supplies, San Francisco, Cali-
- 7 fornia (Barstow Annex, Barstow, California): Bachelor civil-
- 8 ian quarters; \$300,000.
- 9 Marine Barracks, Camp Lejeune, North Carolina:
- 10 Warehouses; ramps and piers for landing craft; bridge over
- 11 Intra-Coastal waterway, Onslow Beach crossing; reproduc-
- 12 tion shop; additional electric power generating facilities,
- 13 Cherry Point electrical generating plant; \$10,592,200.
- 14 Marine Corps Training Camp, Niland-Twenty-Nine
- 15 Palms Area, California: Facilities for Marine Corps Artil-
- 16 lery Training; \$7,150,000.
- 17 Marine Barracks, Camp Pendleton, Oceanside, Califor-
- 18 nia: Warehouses, Chappo Flats; correction of deficiencies in
- 19 raw water supply; architectural and engineering services for
- 20 utilities for permanent camp; \$12,885,300.
- 21 Marine Corps Recruit Depot, Parris Island, South Caro-
- 22 lina: Increase electric generating capacity; post dry-clean-
- 23 ing plant; new bridge to mainland; \$738,100.
- 24

- 1 Marine Corps Schools, Quantico, Virginia: Post maintenance shops; Administration Building; additional floor on
- 2 amphibious warfare school; \$2,499,300.

4 COMMUNICATION FACILITIES

- 5 Naval Communication Station, Annapolis, Maryland:
- 6 Additional facilities; \$943,500.
- 7 Naval Communication Station, Cheltenham, Maryland:
- 8 Additional facilities; bachelor officers' quarters and additional barracks and messing facilities; \$1,669,300.
- 9
- 10 Naval Communication Station, Washington, District of
- 11 Columbia: Reconstruction and modernization of facilities;
- 12 \$605,000.
- 13 Naval Communication Station, Winter Harbor, Maine:
- 14 Terminal equipment building; \$150,000.
- 15 Thirteenth Naval District: Radio direction finder
- 16 facilities for supplementary communication requirements;
- 17 \$262,900.

18 SERVICE SCHOOL FACILITIES

- 19 Naval Academy, Annapolis, Maryland: Renovation and
- 20 improvement of academic buildings; extension of mess hall
- 21 and gallery; \$3,449,200.
- 22 Naval Training Center, Great Lakes, Illinois: Development of service schools; naval accounts disbursing office
- 23 building; \$6,295,000.
- 24

- 1 Fleet Sonar School, Key West, Florida: School building; \$2,788,500.

- 3 Post Graduate School, Monterey, California: Development of interim facilities; development of permanent facilities, engineering school; \$6,615,000.

- 6 Naval Training Station, Newport, Rhode Island: Brig;
- 7 \$412,500.

- 8 Naval War College, Newport, Rhode Island: Electronic command evaluator; \$400,000.

- 10 Naval Training Center, San Diego, California: Additional training facilities; \$6,057,100.

- 12 Naval Receiving Station, Seattle, Washington: Riprap protection for timber sea wall; additional steam generating facilities; \$528,400.

15 ORDNANCE FACILITIES

- 16 Naval Ammunition Depot, Charleston, South Carolina:
- 17 Enlargement of ammunition issue and transshipment facilities; improvement of waterfront facilities, including dredging; \$913,000.

- 20 Naval Ammunition Depot, Crane, Indiana: Production facilities for three-inch gun ammunition; \$5,000,000.

- 22 Allegheny Ballistics Laboratory, Cumberland, Maryland: Plant facilities; \$383,900.

- 24 Naval Proving Ground, Dahlgren, Virginia: Plate fuze

- 1 battery testing facilities; acquisition of range station sites;
- 2 dormitories for civilians; arctic weather test room;
- 3 \$3,218,100.
- 4 Fleet Air Defense Training Center, Dam Neck, Vir-
- 5 ginia: Facilities for testing VT fuzes over waves; \$220,000.
- 6 Naval Ammunition Depot, Fallbrook, California: Addi-
- 7 tional storage capacity for inert materials; \$220,000.
- 8 Naval Ammunition Depot, Hastings, Nebraska: Addi-
- 9 tional magazines and inert storehouses; extension of railroad
- 10 tracks; \$20,369,400.
- 11 Naval Ammunition Depot, Hawthorne, Nevada: Addi-
- 12 tional water-storage facilities; additional magazines and inert
- 13 storehouses; \$5,474,300.
- 14 Naval Ammunition Depot, Hingham, Massachusetts:
- 15 Improvements to structures and facilities; additional inert
- 16 material storage; \$462,000.
- 17 Naval Powder Factory, Indian Head, Maryland: Addi-
- 18 tional inert material storage; boiler and turbine generator
- 19 replacement; \$2,330,000.
- 20 Naval Ordnance Plant, Indianapolis, Indiana: Elec-
- 21 tronic laboratory; \$357,500.
- 22 Naval Ordnance Test Station, Inyokern, California:
- 23 Permanent dormitory facilities; aerodynamic ballistic track
- 24 range; completion of aerodynamics field laboratory; high
- 25 velocity launching facilities, San Clemente Island; counter-

- 1 measures test range; underwater photography facilities;
- 2 range for development and assessment of aircraft fire control
- 3 systems; facilities for aircraft ranges; supply and fiscal de-
- 4 partment office and storage building; aviation ordnance test
- 5 buildings; barracks and bachelor officers quarters, including
- 6 messing facilities; simulated altitude and all-weather testing
- 7 facilities; VT fuze range; additional inert material storage;
- 8 heavy duty repair shops; main power feeder and substation;
- 9 \$14,240,500.
- 10 Naval Ordnance Unit, Key West, Florida: Underwater
- 11 ordnance test building; \$694,100.
- 12 Naval Ordnance Depot, Puget Sound, Keyport, Wash-
- 13 ington: Additional storage capacity for inert materials; Net
- 14 preparation facilities (Indian Island Annex); additional pier
- 15 facilities; additional magazines and inert storehouses; addi-
- 16 tional boiler (heating) capacity and change to oil, Bangor
- 17 Annex; \$5,945,600.
- 18 Naval Ammunition Depot, McAlester, Oklahoma: Addi-
- 19 tional magazines and inert storehouses; \$24,886,400.
- 20 Naval Net Depot, Melville, Rhode Island: Additional
- 21 inert materials storage; \$110,000.
- 22 Naval Magazine, Port Chicago, California: Improve-
- 23 ment to water supply system tidal area; additional high
- 24 explosive magazines; additional magazines and inert store-
- 25 houses; \$2,135,900.

1 Pennsylvania State College, Pennsylvania: Additional
2 facilities for underwater laboratory; \$850,000.

3 Naval Ammunition Depot, Shumaker, Arkansas: Addi-
4 tional magazines and inert storehouses; completion of rocket
5 production facilities; \$45,679,800.

6 Naval Gun Factory, Washington, District of Columbia:
7 Water supply and fire protection facilities at Piney Point
8 Torpedo Testing Range; complete building numbered two
9 hundred and thirteen; \$1,018,400.

10 Naval Ordnance Laboratory, White Oak, Maryland:
11 Completion of antisubmarine test vessel; modernization and
12 completion of aeroballistic facilities; ignition and propellant
13 laboratory; ammunition development facilities; relocation of
14 underwater acoustic calibration facility; additional storage for
15 inert materials; \$1,885,900.

16 Naval Mine Depot, Yorktown, Virginia: Additional
17 barracks; additional storage for inert materials; additional
18 magazines for high explosives; \$1,590,600.

19 SHIPYARD FACILITIES

20 Naval Engineering Experiment Station, Annapolis,
21 Maryland: Improve utilities system; extend fresh water
22 facility; \$2,689,500.

23 Naval Shipyard, Boston, Massachusetts: Improve power
24 plant; \$2,310,000.

25 Naval Shipyard, Bremerton (Puget Sound), Washing-

1 ton: Replace boilers numbered five to eight, inclusive, in
2 central power plant; improvements to drydocks numbered
3 one and two; air compressor in west end of industrial area;
4 \$1,204,500.

5 Naval Shipyard, Brooklyn, New York: Rebuild Caisson
6 seat, drydock numbered one; modernize floor of drydock
7 numbered two; reconstruct drydock numbered three (first
8 increment); \$5,695,800.

9 David Taylor Model Basin, Carderock, Maryland: Heat-
10 ing facilities to support three meter wind tunnel; thirty-six
11 inch variable pressure water tunnel; \$1,820,500.

12 Naval Shipyard, Mare Island, California: Extend portal
13 crane tracks; electric and electronic shops; modernization
14 of electrical distribution and generation systems; \$9,436,500.

15 Naval Shipyard, Norfolk (Portsmouth), Virginia: Elec-
16 trical, electronic and ordnance shops; \$8,033,300.

17 Naval Boiler Test Laboratory, Philadelphia, Pennsyl-
18 vania: Two additional cranes; additional boiler testing fa-
19 cilities; \$5,131,500.

20 Naval Shipyard, Philadelphia, Pennsylvania: Water
21 treatment facilities; replace eight old boilers in central power
22 plant with two new boilers; two fifty-ton electric jib cranes
23 drydock numbered three; reconstruct drydock numbered one;
24 \$6,313,200.

- 1 Naval Electronics Laboratory, Point Loma, California:
- 2 Model range building for antenna testing; \$233,200.
- 3 Naval Shipyard, Portsmouth, New Hampshire: Stor-
- 4 age battery building; rebuild caisson, drydock numbered two;
- 5 electrical test laboratory; \$4,185,500.
- 6 Naval Shipyard, San Francisco, California: Modernize
- 7 drydocks numbered two and three; \$630,800.
- 8 Naval Radiological Defense Laboratory, San Francisco,
- 9 California: New Laboratory building; \$8,580,000.
- 10 SUPPLY FACILITIES
- 11 Naval Shipyard, Boston, Massachusetts (Fuel Facility):
- 12 Aviation gasoline and jet fuel bulk storage; \$2,766,500.
- 13 Naval Advance Base Depot, Davisville, Rhode Island:
- 14 Storage facilities; \$1,670,900.
- 15 Electronics Supply Office, Great Lakes, Illinois: Elec-
- 16 tronics supply office building; \$4,053,100.
- 17 Naval Supply Depot, Great Lakes, Illinois: Warehouses
- 18 and office space; \$3,740,000.
- 19 Naval Advance Base Depot, Gulfport, Mississippi: Stor-
- 20 age facilities; \$4,400,000.
- 21 Naval Supply Depot, Jacksonville, Florida: Storage and
- 22 supply handling facilities; \$17,919,800.
- 23 Naval Supply Depot, Newport, Rhode Island, Melville;
- 24 Fuel Facility: Aviation gasoline and jet fuel bulk storage;
- 25 fuel oil bulk storage; cold storage plant; \$12,804,000.

- 1 Naval Supply Center, Norfolk, Virginia: Bulk storage
- 2 of aviation gasoline, jet fuel, and fuel oil, at Yorktown
- 3 Annex, Cheatham Annex, and Craney Island; \$12,764,400.
- 4 General Service Supply Office, Philadelphia, Pennsyl-
- 5 vania: Office building; \$2,054,600.
- 6 Casco Bay Fuel Facility, Portland, Maine: Aviation
- 7 gasoline and jet fuel bulk storage; fuel oil bulk storage (first
- 8 increment); \$21,569,900.
- 9 Navy Bulk Fuel Facility, Portland, Maine Area: Avi-
- 10 ation gasoline and jet fuel bulk storage and acquisition of
- 11 land; \$3,520,000.
- 12 MEDICAL FACILITIES
- 13 Naval Medical Center, Bethesda, Maryland: Construc-
- 14 tion of addition to medical research laboratory; \$1,650,000.
- 15 Naval Medical Supply Depot, location undetermined:
- 16 Construction of new facilities; \$8,415,000.
- 17 Naval Hospital, Long Beach, California: Three hundred
- 18 bed hospital (temporary construction); \$3,889,000.
- 19 Naval Hospital, Newport, Rhode Island: Enlargement
- 20 of operating room suite, messhall and galley, building num-
- 21 bered five; improvements to heating plant; \$789,200.
- 22 Naval Hospital, Norfolk Area: Permanent eight-hun-
- 23 dred-bed hospital, including acquisition of land; \$16,025,000.

1 Naval Hospital, Portsmouth, Virginia: Modernization
2 of power plant; \$385,000.

3 Naval hospital, Great Lakes, Illinois: Four hundred bed
4 addition in temporary construction; five hundred bed addi-
5 tion to building numbered 1 in permanent construction,
6 \$3,900,000.

7 Naval Hospital, San Diego, California: One thousand
8 bed addition in permanent construction, \$9,650,000.

9 YARDS AND DOCKS FACILITIES

10 Naval Advance Base Depot, Davisville, Rhode Island:
11 Barracks, messhall and galley, \$3,055,800.

12 Naval Advance Base Depot, Gulfport, Mississippi:
13 Troop housing and personnel facilities, \$2,000,000.

14 Naval Inspector of Materials, Munhall, Pennsylvania:
15 Acquisition of land and improvements, \$137,500.

16 Public Works Centers, Norfolk, Virginia: Addition to
17 transportation shop; heavy equipment repair shop,
18 \$1,674,800.

19 Naval Advance Base Depot, Port Hueneme, California:
20 Barracks, messhall and galley, \$4,000,000.

21 Various locations: For restoration or replacement of
22 facilities damaged or destroyed and provision for other urgent
23 construction requirements, \$5,000,000.

1 OFFICE OF NAVAL RESEARCH FACILITIES

2 Naval Research Laboratory, Anacostia, District of Col-
3 umbia: Extension of building numbered 2; development
4 of research facilities, \$4,075,200.

5 Oceanographic Research Laboratory, Woods Hole,
6 Massachusetts: Laboratory buildings, \$792,000.

7 OUTSIDE CONTINENTAL UNITED STATES

8 FLEET FACILITIES

9 Naval Station, Adak, Alaska: Facilities for Net Depot;
10 generation and distribution of utilities to dock area; dental
11 clinic; \$3,210,000.

12 Naval Operating Base, Guam, Marianas Islands: Tracks
13 for gantry crane; \$227,700.

14 Naval Operating Base, Kodiak, Alaska: Completion of
15 bulk fuel distribution facilities; electronics building; improve-
16 ments to station access road; extension of utilities systems;
17 dredging Women's Bay; heating and auxiliary power plant;
18 barracks; laundry extension; \$7,677,800.

19 Naval Ordnance Facility, Okinawa: Mine and net stor-
20 age buildings; \$55,000.

21 Naval Base, Pearl Harbor, Territory of Hawaii: Com-
22 missary store building; \$825,000.

23 Naval Station, Sangley Point, Philippine Islands: Cold
24 storage building; \$498,300.

1 Naval Station, Subic Bay, Philippine Islands: Dispensary (twenty beds); Alava dock; refrigerated storehouse; fencing and lighting for security; filtration plant and water system; administration building; drainage and resurfacing of streets; \$6,961,100.

6 Fleet Activity, Yokosuka, Japan: Dredging and extension of quay wall at Forrestal Causeway; Marginal wharf along Sherman Seawall; \$2,557,500.

9 AVIATION FACILITIES

10 Naval Air Station, Agana, Guam, Marianas Islands: Additional aviation facilities; \$6,847,800.

12 Naval Station, Argentia, Newfoundland: Additional aviation facilities; \$3,256,000.

14 Naval Air Station, Barber's Point, Territory of Hawaii: Additional aviation facilities; \$4,185,500.

16 Naval Air Station, Guantanamo Bay, Cuba: Additional aviation facilities; \$2,785,200.

18 Naval Air Station, Kodiak, Alaska: Additional aviation facilities; \$2,956,800.

20 Naval Air Station, Kwajalein, Marshall Islands: Additional aviation facilities; \$11,926,650.

22 Naval Air Facility, Naha, Okinawa: Additional aviation facilities; \$4,928,300.

1 Naval Station, Sangley Point, Philippine Islands: Additional aviation facilities; \$5,956,300.

3 MARINE CORPS FACILITIES

4 Naval Air Station, Kaneohe, Territory of Hawaii: Camp for one Marine Air Group; \$4,206,000.

6 COMMUNICATION FACILITIES

7 Naval Communication Station, Guam, Marianas Islands: Permanent communication facilities; \$12,155,200.

9 Naval Communication Station, Kodiak, Alaska: Consolidated communication facilities including buildings, accessory construction and collateral; \$14,537,900.

12 Naval Communication Facility, Londonderry, North Ireland: Additional facilities; \$550,000.

14 Naval Communication Station, Philippine Islands: Consolidated communication facilities; \$5,189,500.

16 ORDNANCE FACILITIES

17 Naval Ammunition Depot, Balboa, Canal Zone: Improvement of trestle and loading platform at Mindi Pier; \$407,000.

20 Naval Mine and Net Depot, Guantanamo Bay, Cuba: Ammunition handling pier; improvement of roads and magazine access; \$2,381,500.

1 Naval Ammunition Depot, Lualualei, Territory of
2 Hawaii: Sewage disposal plant; \$660,000.

3 SHIPYARD FACILITIES

4 Naval Shipyard, Pearl Harbor, Territory of Hawaii:
5 Extension of building, numbered nine; welding facilities on
6 repair basin quays; extension of fire protection; drydock
7 numbered two, \$636,000.

8 SUPPLY FACILITIES

9 Naval Supply Center, Guam, Marianas Islands: Addi-
10 tional petroleum oil and lubricants facilities; warehouse;
11 \$5,487,000.

12 MEDICAL FACILITIES

13 Naval Hospital, Coco Solo, Canal Zone: Auxiliary
14 water line from Fort Gulick; auxiliary power line from Naval
15 Air Station; \$161,700.

16 Naval Operating Base, Guam, Marianas Islands: Dental
17 clinic building; \$420,000.

18 Naval Hospital, Yokosuka, Japan: Barracks; \$321,800.

19 YARDS AND DOCKS FACILITIES

20 Guam, Marianas Islands: Acquisition of easements for
21 roads and utilities, \$385,000.

22 Trust Territories, Pacific: Acquisition of land; \$1,-
23 772,000.

24 Various locations: For restoration or replacement of

1 facilities damaged or destroyed and provision for other urgent
2 construction requirements, \$2,000,000.

3 SEC. 202. The Secretary of the Navy, under the di-
4 rection of the Secretary of Defense, is authorized to establish
5 or develop classified military installations and facilities by
6 the construction, conversion, installation or equipment of
7 temporary public works, including buildings, facilities, appur-
8 tenances, and utilities, in a total amount of \$126,362,800.

9 TITLE III

10 SEC. 301. The Secretary of the Air Force, under the
11 direction of the Secretary of Defense, is hereby authorized
12 to establish or develop installations and facilities by the
13 construction, conversion, installation, or equipment of tem-
14 porary or permanent public works, including buildings,
15 facilities, appurtenances, and utilities, as follows:

16 CONTINENTAL UNITED STATES

17 OPERATIONAL SUPPORT FACILITIES

18 Alexandria Municipal Airport, Alexandria, Louisiana:
19 Airfield pavements, fuel storage and dispensing facilities,
20 communications, navigational aids and airfield lighting facili-
21 ties, operational facilities, training facilities, troop facilities,
22 family housing, administrative and supporting facilities, utili-
23 ties, land acquisition, medical facilities, storage facilities, and
24 shops, \$6,548,000.

1 Altus Municipal Airport, Altus, Oklahoma: Airfield
2 pavements, fuel storage and dispensing facilities, communi-
3 cations, navigational aids and airfield lighting facilities, oper-
4 ational facilities, aircraft maintenance facilities, training facili-
5 ties, troop facilities, family housing, administrative and sup-
6 porting facilities, utilities, land acquisition, medical facilities,
7 storage facilities, and shops, \$17,842,000.
8 Andrews Air Force Base, Camp Springs, Maryland:
9 Airfield pavements, fuel storage and dispensing facilities,
10 hazard removal, aircraft maintenance facilities, training facili-
11 ties, troop facilities, administrative and supporting facilities,
12 utilities, medical facilities, and storage facilities, \$17,541,000.
13 Ardmore Airfield, Ardmore, Oklahoma: Airfield pave-
14 ments, fuel storage and dispensing facilities, communications,
15 navigational aids and airfield lighting facilities, operational
16 facilities, aircraft maintenance facilities, training facilities,
17 troop facilities, family housing, administrative and supporting
18 facilities, utilities, land acquisition, storage facilities, and
19 shops, \$14,188,000.
20 Barksdale Air Force Base, Shreveport, Louisiana: Air-
21 field pavements, fuel storage and dispensing facilities, com-
22 munications facilities, operational facilities, aircraft main-
23 tenance facilities, troop facilities, administrative and support-
24 ing facilities, utilities, land acquisition, medical facilities,
25 storage facilities, and shops, \$18,331,000.

1 Bergstrom Air Force Base, Austin, Texas: Airfield
2 pavements, fuel storage and dispensing facilities, communica-
3 tions and airfield lighting facilities, operational facilities, air-
4 craft maintenance facilities, training facilities, troop facilities,
5 administrative and supporting facilities, utilities, storage facili-
6 ties, and shops, \$16,465,000.
7 Biggs Air Force Base, El Paso, Texas: Airfield pave-
8 ments, fuel storage and dispensing facilities, airfield lighting
9 facilities, operational facilities, aircraft maintenance facilities,
10 training facilities, troop facilities, administrative and support-
11 ing facilities, utilities, and storage facilities, \$7,883,000.
12 Burlington Airport, Burlington, Vermont: Airfield pave-
13 ments, fuel storage and dispensing facilities, operational
14 facilities, aircraft maintenance facilities, family housing,
15 administrative and supporting facilities, utilities, land acquisi-
16 tion, and storage facilities, \$1,069,000.
17 Camp Beale, Marysville, California: Fuel storage and
18 dispensing facilities, communications facilities, troop facili-
19 ties, family housing, administrative and supporting facilities,
20 utilities, medical facilities, storage facilities, and shops,
21 \$39,314,000.
22 Camp Wolters, Mineral Wells, Texas: Airfield pave-
23 ments, fuel storage and dispensing facilities, troop facilities,
24 family housing, administrative and supporting facilities,

1 utilities, medical facilities, storage facilities and shops,
2 \$14,807,000.

3 Campbell Air Force Base, Hopkinsville, Kentucky,
4 Airfield pavements, fuel storage and dispensing facilities,
5 communications and airfield lighting facilities, operational
6 facilities, troop facilities, family housing, administrative and
7 supporting facilities, utilities, and shops, \$3,026,000.

8 Carswell Air Force Base, Fort Worth, Texas: Airfield
9 pavements, fuel storage and dispensing facilities, communica-
10 tions facilities, operational facilities, aircraft maintenance fa-
11 cilities, troop facilities, administrative and supporting fa-
12 cilities, utilities, land acquisition, medical facilities, and stor-
13 age facilities, \$22,297,000.

14 Castle Air Force Base, Merced, California: Fuel storage
15 and dispensing facilities, communications facilities, opera-
16 tional facilities, aircraft maintenance facilities, training fa-
17 cilities, troop facilities, administrative facilities, utilities, stor-
18 age facilities, and shops, \$9,979,000.

19 Charleston Airfield, Charleston, South Carolina: Airfield
20 pavements, fuel storage and dispensing facilities, communi-
21 cations, navigational aids and airfield lighting facilities, opera-
22 tional facilities, aircraft maintenance facilities, training facil-
23 ities, troop facilities, family housing, administrative and sup-
24 porting facilities, utilities, land acquisition, medical facilities,
25 storage facilities, and shops, \$28,444,000.

1 Davis-Monthan Air Force Base, Tucson, Arizona: Air-
2 field pavements, fuel storage and dispensing facilities, airfield
3 lighting facilities, operational facilities, aircraft maintenance
4 facilities, training facilities, troop facilities, administrative
5 and supporting facilities, utilities, storage facilities, and
6 shops, \$19,139,000.

7 Dover Air Force Base, Dover, Delaware: Airfield pave-
8 ments, fuel storage and dispensing facilities, operational facil-
9 ities, training facilities, troop facilities, family housing, ad-
10 ministrative and supporting facilities, utilities, land acquisi-
11 tion, medical facilities, storage facilities, and shops, \$26,-
12 229,000.

13 Duluth Municipal Airport, Duluth, Minnesota: Airfield
14 pavements, fuel storage and dispensing facilities, communica-
15 tions facilities, operational facilities, training facilities, troop
16 facilities, family housing, administrative and supporting
17 facilities, utilities, storage facilities, and shops, \$2,177,000.

18 Ent Air Force Base, Colorado Springs, Colorado: Troop
19 facilities, family housing, administrative and supporting fa-
20 cilities, utilities, and shops, \$2,300,000.

21 Fairchild Air Force Base, Spokane, Washington: Air-
22 field pavements, fuel storage and dispensing facilities, com-
23 munications facilities, operational facilities, aircraft mainte-
24 nance facilities, troop facilities, administrative and supporting

- 1 facilities, utilities, land acquisition, medical facilities, storage
- 2 facilities, and shops, \$23,023,000.
- 3 Forbes Air Force Base, Topeka, Kansas: Airfield pave-
- 4 ments, fuel storage and dispensing facilities, communications
- 5 and airfield lighting facilities, aircraft maintenance facilities,
- 6 training facilities, troop facilities, family housing, adminis-
- 7 trative and supporting facilities, utilities, land acquisition,
- 8 storage facilities, and shops, \$20,341,000.
- 9 Friendship International Airport, Baltimore, Maryland:
- 10 Airfield pavements, fuel storage and dispensing facilities,
- 11 communications, navigational aids and airfield lighting facili-
- 12 ties, operational facilities, aircraft maintenance facilities,
- 13 training facilities, troop facilities, family housing, adminis-
- 14 trative and supporting facilities, utilities, medical facilities,
- 15 storage facilities, and shops, \$43,478,000.
- 16 Geiger Field, Spokane, Washington: Airfield pave-
- 17 ments, fuel storage and dispensing facilities, airfield lighting
- 18 facilities, operational facilities, family housing, administrative
- 19 and supporting facilities, utilities, and storage facilities,
- 20 \$896,000.
- 21 George Air Force Base, Victorville, California: Airfield
- 22 pavements, communications and airfield lighting facilities,
- 23 operational facilities, troop facilities, administrative and sup-
- 24 porting facilities, utilities, land acquisition, and storage facili-
- 25 ties, \$4,099,000.

- 1 Grandview Airport, Kansas City, Missouri: Airfield
- 2 pavements, fuel storage and dispensing facilities, communi-
- 3 cations, navigational aids facilities, airfield lighting and
- 4 hazard removal, operational facilities, aircraft maintenance
- 5 facilities, training facilities, troop facilities, family housing,
- 6 administrative and supporting facilities, utilities, medical fa-
- 7 cilities, storage facilities, and shops, \$19,019,000.
- 8 Gray Air Force Base, Killeen, Texas: Airfield pave-
- 9 ments, fuel storage and dispensing facilities, troop facilities,
- 10 family housing, utilities, and shops, \$2,463,000.
- 11 Greater Pittsburgh Airport, Coraopolis, Pennsylvania:
- 12 Fuel storage and dispensing facilities, aircraft maintenance
- 13 facilities, troop facilities, family housing, administrative and
- 14 supporting facilities, utilities, storage facilities, and shops,
- 15 \$2,556,000.
- 16 Great Falls Air Force Base, Great Falls, Montana:
- 17 Operational facilities, troop facilities, utilities, medical facili-
- 18 ties, and storage facilities, \$10,151,000.
- 19 Greenville Air Force Base, Greenville, South Carolina:
- 20 Airfield pavements, fuel storage and dispensing facilities,
- 21 navigational aids facilities, operational facilities, aircraft
- 22 maintenance facilities, troop facilities, family housing, admin-
- 23 istrative and supporting facilities, utilities, land acquisition,
- 24 and storage facilities, \$15,031,000.
- 25 Hamilton Air Force Base, San Rafael, California: Air-

1 field pavements, airfield lighting facilities, operational facilities,
2 ties, aircraft maintenance facilities, administrative and
3 supporting facilities, utilities, storage facilities, and shops,
4 \$3,429,000.

5 Hammer Field, Fresno, California: Airfield pavements,
6 fuel storage and dispensing facilities, communications, navigational
7 aids and airfield lighting facilities, operational
8 facilities, aircraft maintenance facilities, training facilities,
9 troop facilities, family housing, administrative and supporting
10 facilities, utilities, land acquisition, medical facilities, storage
11 facilities, and shops, \$22,303,000.

12 Hanscom Airport, Bedford, Massachusetts: Airfield
13 pavement, fuel storage and dispensing facilities, communications,
14 navigational aids and airfield lighting facilities, hazard
15 removal, operational facilities, aircraft maintenance facilities,
16 troop facilities, family housing, administrative and supporting
17 facilities, utilities, land acquisition, medical facilities,
18 storage facilities, and shops, \$3,770,000.

19 Hensley Naval Air Station, Dallas, Texas: Airfield
20 pavements, fuel storage and dispensing facilities, operational
21 facilities, aircraft maintenance facilities, troop facilities, family
22 housing, administrative and supporting facilities, utilities, and
23 storage facilities, \$3,022,000.

24 Hunter Air Force Base, Savannah, Georgia: Airfield
25 pavements, fuel storage and dispensing facilities, communi-

1 cations facilities, operational facilities, aircraft maintenance
2 facilities, troop facilities, administrative and supporting facilities,
3 ties, utilities, storage facilities, and shops, \$24,451,000.

4 Kinross Airfield, Sault Sainte Marie, Michigan: Airfield
5 pavements, fuel storage and dispensing facilities, communications,
6 airfield lighting facilities and hazard removal, operational
7 facilities, aircraft maintenance facilities, training facilities,
8 ties, troop facilities, family housing, administrative and supporting
9 facilities, utilities, medical facilities, storage facilities,
10 and shops, \$6,166,000.

11 Lake Charles Airport, Lake Charles, Louisiana: Airfield
12 pavements, fuel storage and dispensing facilities, operational
13 facilities, aircraft maintenance facilities, training facilities,
14 troop facilities, family housing, administrative and supporting
15 facilities, utilities, medical facilities, storage facilities, and
16 shops, \$12,817,000.

17 Langley Air Force Base, Hampton, Virginia: Airfield
18 pavements, fuel storage and dispensing facilities, communications,
19 navigational aids and airfield lighting facilities, operational
20 facilities, troop facilities, administrative and supporting
21 facilities, utilities, storage facilities, and shops, \$19,282,000.

22 Larson Air Force Base, Moses Lake, Washington: Air-
23 field pavements, fuel storage and dispensing facilities, airfield
24 lighting facilities, operational facilities, administrative and

1 supporting facilities, utilities, storage facilities, and shops,
2 \$1,760,000.

3 Lawson Air Force Base, Columbus, Georgia: Airfield
4 pavements, fuel storage and dispensing facilities, navigational
5 aids and airfield lighting facilities, operational facilities, air-
6 craft maintenance facilities, training facilities, troop facilities,
7 administrative and supporting facilities, utilities, storage fa-
8 cilities, and shops, \$9,058,000.

9 Limestone Air Force Base, Limestone, Maine: Airfield
10 pavements, fuel storage and dispensing facilities, operational
11 facilities, aircraft maintenance facilities, troop facilities, fam-
12 ily housing, administrative and supporting facilities, utilities,
13 storage facilities, and shops, \$19,181,000.

14 Lincoln Municipal Airport, Lincoln, Nebraska: Airfield
15 pavements, fuel storage and dispensing facilities, communi-
16 cations facilities, operational facilities, aircraft maintenance
17 facilities, training facilities, troop facilities, family housing,
18 administrative and supporting facilities, utilities, storage
19 facilities, and shops, \$29,451,000.

20 Lockbourne Air Force Base, Columbus, Ohio: Airfield
21 pavements, fuel storage and dispensing facilities, operational
22 facilities, aircraft maintenance facilities, training facilities,
23 troop facilities, administrative and supporting facilities,
24 utilities, land acquisition, storage facilities, and shops,
25 \$18,094,000.

1 MacDill Air Force Base, Tampa, Florida: Airfield
2 pavements, fuel storage and dispensing facilities, operational
3 facilities, aircraft maintenance facilities, troop facilities,
4 administrative and supporting facilities, utilities, medical
5 facilities, and storage facilities, \$9,914,000.

6 March Air Force Base, Riverside, California: Fuel
7 storage and dispensing facilities, operational facilities, air-
8 craft maintenance facilities, troop facilities, administrative
9 and supporting facilities, utilities, medical facilities, and
10 storage facilities, \$15,390,000.

11 McChord Air Force Base, Tacoma, Washington:
12 Airfield pavements, fuel storage and dispensing facilities,
13 operational facilities, troop facilities, administrative and
14 supporting facilities, utilities, storage facilities, and shops,
15 \$8,797,000.

16 McGhee-Tyson Airport, Knoxville, Tennessee: Airfield
17 pavements, communications facilities, operational facilities,
18 aircraft maintenance facilities, training facilities, troop facili-
19 ties, family housing, administrative and supporting facilities,
20 utilities, land acquisition, storage facilities, and shops,
21 \$2,797,000.

22 McGuire Air Force Base, Wrightstown, New Jersey:
23 Airfield pavements, fuel storage and dispensing facilities,
24 hazard removal, operational facilities, troop facilities, ad-
25 ministrative and supporting facilities, utilities, land acqui-

1 tion, medical facilities, storage facilities, and shops,
2 \$23,773,000.

3 Mitchel Air Force Base, Hempstead, New York: Troop
4 facilities, utilities, \$1,191,000.

5 Morrison Field, West Palm Beach, Florida: Airfield
6 pavements, fuel storage and dispensing facilities, communica-
7 tions and airfield lighting facilities, operational facilities.
8 aircraft maintenance facilities, training facilities, troop facili-
9 ties, family housing, administrative and supporting facilities.
10 utilities, land acquisition, and storage facilities, \$8,320,000.

11 Mountain Home Air Force Base, Mountain Home
12 Idaho: Airfield pavements, fuel storage and dispensing fa-
13 cilities, communications and airfield lighting facilities, opera-
14 tional facilities, aircraft maintenance facilities, training facili-
15 ties, troop facilities, administrative and supporting facilities.
16 utilities, storage facilities, and shops, \$21,109,000.

17 Newcastle County Airport, Wilmington, Delaware: Air-
18 field pavements, fuel storage and dispensing facilities, hazard
19 removal, aircraft maintenance facilities, troop facilities, family
20 housing, administrative and supporting facilities, and utilities,
21 \$1,631,000.

22 Niagara Falls Airport, Niagara Falls, New York: Air-
23 field pavements, fuel storage and dispensing facilities, com-
24 munications facilities, operational facilities, training facilities,
25 troop facilities, family housing, administrative and supporting

1 facilities, utilities, land acquisition, and storage facilities,
2 \$2,451,000.

3 Offutt Air Force Base, Omaha, Nebraska: Airfield pave-
4 ments, fuel storage and dispensing facilities, communications
5 and airfield lighting facilities, operational facilities, aircraft
6 maintenance facilities, troop facilities, administrative and sup-
7 porting facilities, utilities, land acquisition, medical facilities,
8 and storage facilities, \$19,063,000.

9 O'Hare International Airport, Chicago, Illinois: Airfield
10 pavements, communications facilities, operational facilities,
11 training facilities, troop facilities, family housing, adminis-
12 trative and supporting facilities, utilities, and storage facili-
13 ties, \$1,892,000.

14 Orlando Air Force Base, Orlando, Florida: Fuel storage
15 and dispensing facilities, family housing, utilities, land ac-
16 quisition, storage facilities, and shops, \$699,000.

17 Oscoda Air Force Base, Oscoda, Michigan: Airfield pave-
18 ments, fuel storage and dispensing facilities, communications
19 facilities, troop facilities, family housing, administrative and
20 supporting facilities, utilities, land acquisition, storage facili-
21 ties, and shops, \$1,633,000.

22 Otis Air Force Base, Falmouth, Massachusetts: Fuel
23 storage and dispensing facilities, troop facilities, family hous-
24 ing, administrative and supporting facilities, utilities, storage
25 facilities, and shops, \$3,591,000.

1 Oxnard Flight Strip, Oxnard, California: Airfield pave-
2 ments, fuel storage and dispensing facilities, communications
3 and navigational aids facilities, operational facilities, aircraft
4 maintenance facilities, troop facilities, family housing, admin-
5 istrative and supporting facilities, utilities, land acquisition,
6 storage facilities, and shops, \$3,987,000.

7 Paine Field, Everett, Washington: Airfield pavements,
8 fuel storage and dispensing facilities, communications and
9 navigational aids facilities, aircraft maintenance facilities,
10 troop facilities, family housing, administrative and supporting
11 facilities, utilities, \$1,522,000.

12 Pope Air Force Base, Fort Bragg, North Carolina:
13 Airfield pavements, fuel storage and dispensing facilities,
14 communications, navigational aids and airfield lighting fa-
15 cilities, operational facilities, aircraft maintenance facilities,
16 training facilities, troop facilities, administrative and sup-
17 porting facilities, utilities, medical facilities, storage facilities,
18 and shops, \$20,235,000.

19 Portland Municipal Airport, Portland, Oregon: Airfield
20 pavements, fuel storage and dispensing facilities, operational
21 facilities, aircraft maintenance facilities, training facilities,
22 family housing, administrative and supporting facilities, stor-
23 age facilities, and utilities, \$1,793,000.

24 Portsmouth Municipal Airport, Portsmouth, New
25 Hampshire: Airfield pavements, fuel storage and dispensing

1 facilities, communications and navigational aids facilities and
2 airfield lighting facilities, operational facilities, aircraft main-
3 tenance facilities, training facilities, troop facilities, family
4 housing, administrative and supporting facilities, utilities,
5 land acquisition, medical facilities, storage facilities, and
6 shops, \$46,558,000.

7 Presque Isle Air Force Base, Presque Isle, Maine: Air-
8 field pavements, fuel storage and dispensing facilities, opera-
9 tional facilities, family housing, administrative and support-
10 ing facilities, utilities, \$1,507,000.

11 Raleigh-Durham Air Force Base, Raleigh, North Caro-
12 lina: Airfield pavements, fuel storage and dispensing facili-
13 ties, communications, navigational aids and airfield lighting
14 facilities, operational facilities, aircraft maintenance facilities,
15 training facilities, troop facilities, family housing, administra-
16 tive and supporting facilities, utilities, medical facilities, stor-
17 age facilities, and shops, \$33,315,000.

18 Rapid City Air Force Base, Rapid City, South Dakota:
19 Airfield pavements, fuel storage and dispensing facilities,
20 communications facilities, operational facilities, aircraft
21 maintenance facilities, training facilities, troop facilities,
22 administrative and supporting facilities, utilities, medical
23 facilities, storage facilities, and shops, \$17,532,000.

24 Sedalia Air Force Base, Knobnoster, Missouri: Airfield
25 pavements, fuel storage and dispensing facilities, communi-

54

1 cations and airfield lighting facilities, operational facilities,
2 aircraft maintenance facilities, training facilities, troop facil-
3 ities, family housing, administrative and supporting facilities,
4 utilities, medical facilities, storage facilities, and shops,
5 \$22,462,000.

6 Selfridge Air Force Base, Mount Clemens, Michigan:
7 Operational facilities, administrative and supporting facili-
8 ties, utilities, medical facilities, and shops, \$3,193,000.

9 Sewart Air Force Base, Smyrna, Tennessee: Airfield
10 pavements, fuel storage and dispensing facilities, operational
11 facilities, aircraft maintenance facilities, troop facilities, ad-
12 ministrative and supporting facilities, utilities, land acquisi-
13 tion, medical facilities, storage facilities, and shops,
14 \$15,194,000.

15 Shaw Air Force Base, Sumter, South Carolina: Air-
16 field pavements, fuel storage and dispensing facilities, com-
17 munications and airfield lighting facilities, operational
18 facilities, aircraft maintenance facilities, troop facilities, ad-
19 ministrative and supporting facilities, utilities, land acquisi-
20 tion, medical facilities, storage facilities, and shops,
21 \$18,922,000.

22 Smoky Hill Air Force Base, Salina, Kansas: Airfield
23 pavements, fuel storage and dispensing facilities, communi-
24 cations, navigational aids and airfield lighting facilities, oper-
25 ational facilities, aircraft maintenance facilities, training

55

1 facilities, troop facilities, family housing, administrative and
2 supporting facilities, utilities, storage facilities, and shops,
3 \$24,365,000.

4 Stead Field, Reno, Nevada: Troop facilities, administra-
5 tive facilities, utilities, land acquisition, and shops, \$2,109,-
6 000.

7 Suffolk County Airport, West Hampton Beach, New
8 York: Airfield pavements, fuel storage and dispensing facil-
9 ities, airfield lighting facilities, operational facilities, aircraft
10 maintenance facilities, troop facilities, family housing,
11 administrative and supporting facilities, utilities, land acqui-
12 sition, and storage facilities, \$1,982,000.

13 Travis Air Force Base, Fairfield, California: Airfield
14 pavements, fuel storage and dispensing facilities, communi-
15 cations facilities, operational facilities, aircraft maintenance
16 facilities, training facilities, troop facilities, administrative and
17 supporting facilities, utilities, storage facilities, and shops,
18 \$17,561,000.

19 Truax Air Force Base, Madison, Wisconsin: Airfield
20 pavements, fuel storage and dispensing facilities, communi-
21 cations facilities, operational facilities, training facilities, troop
22 facilities, family housing, administrative and supporting
23 facilities, utilities, medical facilities, storage facilities, and
24 shops, \$4,035,000.

25 Turner Air Force Base, Albany, Georgia: Airfield pave-

1. ments, fuel storage and dispensing facilities, communications
2. and airfield lighting facilities, operational facilities, aircraft
3. maintenance facilities, troop facilities, administrative and sup-
4. porting facilities, utilities, land acquisition, and storage
5. facilities, \$7,308,000.

6 Walker Air Force Base, Roswell, New Mexico: Airfield
7 pavements, fuel storage and dispensing facilities, communi-
8 cations and airfield lighting facilities, operational facilities,
9 aircraft maintenance facilities, troop facilities, administra-
10 tive and supporting facilities, utilities, storage facilities, and
11 shops, \$13,111,000.

12 Westover Air Force Base, Chicopee Falls, Massachu-
13 setts: Airfield pavements, fuel storage and dispensing fa-
14 cilities, communications and airfield lighting facilities,
15 operational facilities, aircraft maintenance facilities, adminis-
16 trative and supporting facilities, utilities, medical facilities,
17 and storage facilities, \$11,427,000.

18 Wold-Chamberlain Field, Minneapolis, Minnesota: Air-
19 field pavements, fuel storage and dispensing facilities, com-
20 munications facilities and hazard removal, operational
21 facilities, aircraft maintenance facilities, troop facilities, fam-
22 ily housing, administrative and supporting facilities, utilities,
23 storage facilities and shops, \$3,969,000.

24 Youngstown Municipal Airport, Youngstown, Ohio:
25 Airfield pavements, fuel storage and dispensing facilities.

1 communications, airfield lighting facilities and hazard re-
2 moval, operational facilities, aircraft maintenance facilities,
3 training facilities, troop facilities, family housing, adminis-
4 trative and supporting facilities, utilities, land acquisition,
5 medical facilities, storage facilities, and shops, \$6,206,000.

6 Various locations: Airfield pavements, fuel storage and
7 dispensing facilities, communications, navigational aids and
8 airfield lighting facilities, operational facilities, aircraft main-
9 tenance facilities, training facilities, troop facilities, adminis-
10 trative and supporting facilities, utilities, land acquisition,
11 medical facilities, storage facilities, and shops, \$23,000,000.

TRAINING FACILITIES

13 Amarillo Airfield, Amarillo, Texas: Airfield pavements,
14 fuel storage and dispensing facilities, communications and air-
15 field lighting facilities, operational facilities, training facilities,
16 troop facilities, family housing, administrative and supporting
17 facilities, utilities, medical facilities, storage facilities, and
18 shops, \$13,814,000.

19 Big Spring Municipal Airport, Big Spring, Texas: Air-
20 field pavements, airfield lighting facilities, operational facili-
21 ties, training facilities, family housing, administrative and
22 supporting facilities, utilities, land acquisition, storage facili-
23 ties, and shops, \$3,133,000.

24 Bryan Air Force Base, Bryan, Texas: Airfield pave-
25 ments, fuel storage and dispensing facilities, communications

1 and airfield lighting facilities, operational facilities, aircraft
2 maintenance facilities, training facilities, administrative and
3 supporting facilities, utilities, land acquisition, and storage
4 facilities, \$5,341,000.

5 Camp Shoemaker NRS, Shoemaker, California: Fuel
6 storage and dispensing facilities, communications facilities,
7 operational facilities, training facilities, troop facilities, ad-
8 ministrative and supporting facilities, utilities, medical facili-
9 ties, storage facilities, and shops, \$58,422,000.

10 Chanute Air Force Base, Rantoul, Illinois: Airfield
11 pavements, fuel storage and dispensing facilities, communica-
12 tions facilities, operational facilities, aircraft maintenance
13 facilities, training facilities, troop facilities, administrative and
14 supporting facilities, utilities, land acquisition, medical facili-
15 ties, and storage facilities, \$11,759,000.

16 Clovis Air Force Base, Clovis, New Mexico: Airfield
17 pavements, fuel storage and dispensing facilities, communi-
18 cations facilities, operational facilities, training facilities, ad-
19 ministrative and supporting facilities, utilities, land acquisi-
20 tion, storage facilities, and shops, \$4,752,000.

21 Connally Air Force Base, Waco, Texas: Airfield pave-
22 ments, fuel storage and dispensing facilities, airfield lighting
23 facilities, aircraft maintenance facilities, training facilities,
24 troop facilities, administrative and supporting facilities, utili-

1 ties, land acquisition, storage facilities, and shops, \$12,-
2 778,000.

3 Craig Air Force Base, Selma, Alabama: Airfield pave-
4 ments, airfield lighting facilities, operational facilities, troop
5 facilities, utilities, and storage facilities, \$1,822,000.

6 Ellington Air Force Base, Houston, Texas: Airfield
7 pavements, airfield lighting facilities, family housing, utilities,
8 and storage facilities, \$706,000.

9 Foster Field, Victoria, Texas: Airfield pavements, fuel
10 storage and dispensing facilities, communications and airfield
11 lighting facilities, operational facilities, aircraft maintenance
12 facilities, training facilities, troop facilities, family housing,
13 administrative and supporting facilities, utilities, land ac-
14 quisition, medical facilities, storage facilities, and shops,
15 \$10,778,000.

16 Francis E. Warren Air Force Base, Cheyenne, Wyom-
17 ing: Operational facilities, training facilities, troop facilities,
18 administrative and supporting facilities, utilities, medical fa-
19 cilities, and storage facilities, \$7,161,000.

20 Goodfellow Air Force Base, San Angelo, Texas: Air-
21 field pavements, administrative and supporting facilities,
22 utilities, and land acquisition, \$1,583,000.

23 Harlingen Air Force Base, Harlingen, Texas: Airfield
24 pavements, fuel storage and dispensing facilities, communi-

1 cations and airfield lighting facilities, operational facilities,
2 aircraft maintenance facilities, training facilities, troop facili-
3 ties, family housing, administrative and supporting facilities,
4 utilities, land acquisition, medical facilities, storage facilities,
5 and shops, \$15,462,000.

6 Keesler Air Force Base, Biloxi, Mississippi: Airfield
7 pavements, communications facilities and hazard removal,
8 operational facilities, aircraft maintenance facilities, training
9 facilities, troop facilities, administrative and supporting
10 facilities, utilities, land acquisition, medical facilities, storage
11 facilities, and shops, \$43,879,000.

12 Lackland Air Force Base, San Antonio, Texas: Com-
13 munications facilities, training facilities, troop facilities, ad-
14 ministrative and supporting facilities, utilities, land acqui-
15 sition, medical facilities, and storage facilities, \$63,753,000.

16 Laredo Municipal Airport, Laredo, Texas: Airfield pave-
17 ments, fuel storage and dispensing facilities, communica-
18 tions and airfield lighting facilities, operational facilities,
19 aircraft maintenance facilities, training facilities, troop facili-
20 ties, family housing, administrative and supporting facilities,
21 utilities, land acquisition, medical facilities, and shops,
22 \$9,706,000.

23 Laughlin Field, Del Rio, Texas: Airfield pavements,
24 fuel storage and dispensing facilities, communications and air-
25 field lighting facilities, operational facilities, aircraft mainte-

1 nance facilities, training facilities, troop facilities, family
2 housing, administrative and supporting facilities, utilities, land
3 acquisition, medical facilities, storage facilities, and shops,
4 \$13,701,000.

5 Lowry Air Force Base, Denver, Colorado: Airfield
6 pavements, fuel storage and dispensing facilities, operational
7 facilities, aircraft maintenance facilities, training facilities,
8 troop facilities, administrative and supporting facilities, utili-
9 ties, land acquisition, storage facilities, and shops,
10 \$25,565,000.

11 Luke Air Force Base, Phoenix, Arizona: Airfield pave-
12 ments, fuel storage and dispensing facilities, aircraft mainte-
13 nance facilities, training facilities, administrative and sup-
14 porting facilities, and utilities, \$267,000.

15 Mather Air Force Base, Sacramento, California: Air-
16 field pavements, fuel storage and dispensing facilities, opera-
17 tional facilities, aircraft maintenance facilities, training facili-
18 ties, troop facilities, administrative and supporting facilities,
19 utilities, and storage facilities, \$4,024,000.

20 Moody Air Force Base, Valdosta, Georgia: Airfield
21 pavements, fuel storage and dispensing facilities, communica-
22 tions, navigational aids and airfield lighting facilities, aircraft
23 maintenance facilities, training facilities, family housing, ad-
24 ministrative and supporting facilities, and utilities,
25 \$1,951,000.

1 Nellis Air Force Base, Las Vegas, Nevada: Com-
2 munications facilities, aircraft maintenance facilities, training
3 facilities, troop facilities, administrative and supporting facili-
4 ties, utilities, storage facilities, and shops, \$1,870,000.

5 Perrin Air Force Base, Sherman, Texas: Airfield pave-
6 ments, fuel storage and dispensing facilities, communications,
7 navigational aids and airfield lighting facilities, troop facili-
8 ties, administrative and supporting facilities, utilities, land
9 acquisition, and storage facilities, \$2,187,000.

10 Pinecastle Air Force Base, Orlando, Florida: Airfield
11 pavements, fuel storage and dispensing facilities, communi-
12 cations, navigational aids, airfield lighting facilities, opera-
13 tional facilities, aircraft maintenance facilities, training fa-
14 cilities, troop facilities, family housing, administrative and
15 supporting facilities, utilities, land acquisition, medical fa-
16 cilities, storage facilities, and shops, \$24,759,000.

17 Randolph Air Force Base, San Antonio, Texas: Air-
18 field pavements, fuel storage and dispensing facilities, air-
19 field lighting facilities, aircraft maintenance facilities, troop
20 facilities, administrative and supporting facilities, utilities, and
21 storage facilities, \$6,450,000.

22 Reese Air Force Base, Lubbock, Texas: Aircraft main-
23 tenance facilities, and utilities, \$967,000.

24 Sampson Air Force Base, Geneva, New York: Airfield
25 pavements, fuel storage and dispensing facilities, communi-

1 cations and airfield lighting facilities, operational facilities,
2 training facilities, troop facilities, administrative and support-
3 ing facilities, utilities, and land acquisition, \$9,095,000.

4 San Marcos Air Force Base, San Marcos, Texas: Air-
5 field pavements, family housing, and utilities, \$157,000.

6 Scott Air Force Base, Belleville, Illinois: Airfield pave-
7 ments, operational facilities, aircraft maintenance facilities,
8 training facilities, troop facilities, administrative and sup-
9 porting facilities, utilities, land acquisition, medical facilities,
10 storage facilities, and shops, \$14,071,000.

11 Sheppard Air Force Base, Wichita Falls, Texas: Air-
12 field pavements, fuel storage and dispensing facilities, airfield
13 lighting facilities, operational facilities, aircraft maintenance
14 facilities, training facilities, troop facilities, administrative
15 and supporting facilities, utilities, land acquisition, medical
16 facilities, storage facilities, and shops, \$21,291,000.

17 Tyndall Air Force Base, Panama City, Florida: Airfield
18 pavements, fuel storage and dispensing facilities, operational
19 facilities, aircraft maintenance facilities, utilities, storage fa-
20 cilities, and port facilities, \$2,036,000.

21 Vance Air Force Base, Enid, Oklahoma: Operational
22 facilities, administrative and supporting facilities, utilities,
23 and storage facilities, \$348,000.

24 Wichita Municipal Airport, Wichita, Kansas: Airfield
25 pavements, fuel storage and dispensing facilities, airfield

1 lighting facilities, operational facilities, aircraft maintenance
2 facilities, training facilities, troop facilities, family housing,
3 administrative and supporting facilities, utilities, land acqui-
4 sition, medical facilities, storage facilities, and shops,
5 \$37,145,000.

6 Williams Air Force Base, Chandler, Arizona: Airfield
7 pavements, airfield lighting facilities, administrative and
8 supporting facilities, utilities, and storage facilities
9 \$1,252,000.

10 Various locations: Airfield pavements, fuel storage and
11 dispensing facilities, communications, navigational aids and
12 airfield lighting facilities, operational facilities, aircraft main-
13 tenance facilities, training facilities, troop facilities, admin-
14 istrative and supporting facilities, utilities, land acquisition,
15 medical facilities, storage facilities, and shops, \$9,250,000.

16 DEPOTS AND LOGISTICAL FACILITIES

17 Brookley Air Force Base, Mobile, Alabama: Airfield
18 pavements, operational facilities, aircraft maintenance facili-
19 ties, utilities, and storage facilities, \$11,380,000.

20 Dayton (Eight Hundred and Sixty-second) United
21 States Air Force Specialized Depot, Dayton, Ohio: Aircraft
22 maintenance facilities, administrative facilities, utilities, and
23 storage facilities, \$13,006,000.

24 Griffiss Air Force Base, Rome, New York: Fuel stor-
25 age and dispensing facilities, communications facilities, train-

1 ing facilities, utilities, research, development and test facili-
2 ties, and storage facilities, \$8,693,000.

3 Hill Air Force Base, Ogden, Utah: Aircraft mainte-
4 nance facilities, utilities, and land acquisition, \$2,935,000.

5 Kelly Air Force Base, San Antonio, Texas: Airfield
6 pavements, aircraft maintenance facilities, troop facilities,
7 administrative and supporting facilities, utilities, land acquisi-
8 tion, medical facilities, and storage facilities, \$35,444,000.

9 Lynn Haven (Petroleum Storage Area), Panama City,
10 Florida: Administrative and supporting facilities, \$59,000.

11 Mallory (Eight Hundred and Thirtieth) United States
12 Air Force Specialized Depot, Memphis, Tennessee: Admin-
13 istrative and supporting facilities, \$84,000.

14 Maywood (Eight Hundred and Twenty-second) United
15 States Air Force Specialized Depot, Maywood, California:
16 Administrative and supporting facilities, \$107,000.

17 McClellan Air Force Base, Sacramento, California: Air-
18 field pavements, fuel storage and dispensing facilities, air-
19 craft maintenance facilities, administrative and supporting
20 facilities, utilities, land acquisition, storage facilities, and
21 shops, \$23,835,000.

22 Norton Air Force, San Bernardino, California: Aircraft
23 maintenance facilities, troop facilities, utilities, land acquisi-
24 tion, research, development and test facilities, and storage
25 facilities, \$6,575,000.

1 Olmsted Air Force Base, Middletown and Lancaster, Penn-
2 sylvania: Airfield pavements, fuel storage and dispensing
3 facilities, communications and airfield lighting facilities, oper-
4 ational facilities, aircraft maintenance facilities, administra-
5 tive and supporting facilities, utilities, land acquisition, test
6 facilities, storage facilities, and shops, \$74,093,000.

7 Robins Air Force Base, Macon, Georgia: Airfield pave-
8 ments, communications facilities, aircraft maintenance facili-
9 ties, administrative facilities, utilities, storage facilities, and
10 shops, \$20,683,000.

11 Shelby (Eight Hundred and Thirty-first) United States
12 Air Force Specialized Depot, Shelby, Ohio: Utilities, land
13 acquisition, and storage facilities, \$13,237,000.

14 Tinker Air Force Base, Oklahoma City, Oklahoma: Air-
15 field pavements, aircraft maintenance facilities, utilities, and
16 storage facilities, \$8,202,000.

17 Topeka (Eight Hundred and Thirty-second) United
18 States Air Force Specialized Depot, Topeka, Kansas: Utili-
19 ties and storage facilities, \$352,000.

20 Wright-Patterson Air Force Base, Dayton, Ohio: Air-
21 field pavements, aircraft maintenance facilities, troop facili-
22 ties, administrative and supporting facilities, utilities, re-
23 search, development and test facilities, medical facilities,
24 storage facilities, and shops, \$35,436,000.

25 Various locations: Airfield pavements, fuel storage and

1 dispensing facilities, communications, navigational aids and
2 airfield lighting facilities, operational facilities, aircraft main-
3 tenance facilities, troop facilities, administrative and sup-
4 porting facilities, utilities, land acquisition, storage facilities,
5 shops, and research, development and test facilities,
6 \$13,000,000.

7 COMMUNICATIONS AND NAVIGATIONAL AIDS FACILITIES

8 Various locations, \$5,830,000.

9 RESEARCH, DEVELOPMENT, AND TEST FACILITIES

10 Bedford Research Center, Bedford, Massachusetts: Ad-
11 ministrative and supporting facilities, utilities, land acquisi-
12 tion, research, development and test facilities, and storage
13 facilities, \$17,970,000.

14 Climatic Projects Laboratory, Mount Washington, New
15 Hampshire: Administrative and supporting facilities, re-
16 search, development and test facilities, \$223,000.

17 Cornell Aeronautical Laboratory, Buffalo, New York:
18 Research, development and test facilities, \$1,500,000.

19 Edwards Air Force Base, Muroc, California: Airfield
20 pavements, fuel storage and dispensing facilities, operational
21 facilities, aircraft maintenance facilities, troop facilities,
22 administrative and supporting facilities, utilities, land acqui-
23 sition, research, development and test facilities, storage fa-
24 cilities, and shops, \$31,441,000.

25 Eglin Air Force Base, Valparaiso, Florida: Airfield pave-

68

1 ments, fuel storage and dispensing facilities, communications
2 and airfield lighting facilities, operational facilities, aircraft
3 maintenance facilities, troop facilities, training facilities, ad-
4 ministrative and supporting facilities, utilities medical facili-
5 ties, storage facilities, shops, and research, development and
6 test facilities, \$45,549,000.

7 Holloman Air Force Base, Alamogordo, New Mexico:
8 Airfield pavements, communications facilities, operational
9 facilities, aircraft maintenance facilities, troop facilities, ad-
10 ministrative and supporting facilities, utilities, research,
11 development and test facilities, and shops, \$6,147,000.

12 Kirtland Air Force Base, Albuquerque, New Mexico:
13 Airfield pavements, fuel storage and dispensing facilities,
14 communications facilities, operational facilities, aircraft main-
15 tenance facilities, administrative and supporting facilities,
16 utilities, land acquisition, research, development and test
17 facilities, medical facilities, storage facilities, and shops,
18 \$8,540,000.

19 Headquarters, Research and Development Command,
20 Baltimore, Maryland, Area: Troop facilities, administrative
21 and supporting facilities, utilities, land acquisition, and
22 storage facilities, \$5,771,000.

23 Various locations: Research, development and test
24 facilities, \$7,000,000.

69

MISCELLANEOUS FACILITIES

1
2 Various locations: Improvements to existing family
3 housing, \$2,173,000; modernization of mobilization barracks,
4 \$144,347,000; construction for reserve forces, \$29,511,000;
5 for restoration or replacement of facilities damaged or de-
6 stroyed and provision for other urgent construction require-
7 ments, \$15,000,000.

8 OUTSIDE CONTINENTAL UNITED STATES

9 OPERATIONAL SUPPORT FACILITIES

10 (Alaskan Area)

11 Cape Air Force Base, Umnak Island, Alaska: Airfield
12 pavements, fuel storage and dispensing facilities, operational
13 facilities, aircraft maintenance facilities, troop facilities, ad-
14 ministrative and supporting facilities, utilities, and port facili-
15 ties, \$2,450,000.

16 Eielson Air Force Base, Fairbanks, Alaska: Airfield
17 pavements, fuel storage and dispensing facilities, communica-
18 tions facilities, operational facilities, aircraft maintenance
19 facilities, troop facilities, family housing, administrative and
20 supporting facilities, utilities, medical facilities, storage
21 facilities, and shops, \$41,625,000.

22 Elmendorf Air Force Base, Anchorage, Alaska: Air-
23 field pavements, fuel storage and dispensing facilities, com-
24 munications facilities, operational facilities, aircraft mainte-

1 nance facilities, training facilities, troop facilities, family
2 housing, administrative and supporting facilities, utilities,
3 medical facilities, storage facilities, and shops, \$97,007,000.

4 Ladd Air Force Base, Fairbanks, Alaska: Fuel storage
5 and dispensing facilities, communications facilities, operational
6 facilities, aircraft maintenance facilities, training facilities,
7 troop facilities, family housing, administrative and support-
8 ing facilities, utilities, land acquisition, research, develop-
9 ment and test facilities, storage facilities, and shops,
10 \$67,106,000.

11 Naknek Air Force Auxiliary Field, Naknek, Alaska:
12 Airfield pavements, fuel storage and dispensing facilities, and
13 troop facilities, \$750,000.

14 Shemya Air Force Base, Shemya Island, Alaska: Air-
15 field pavements, communications facilities, operational facili-
16 ties, aircraft maintenance facilities, troop facilities, adminis-
17 trative and supporting facilities, and utilities, \$2,450,000.

18 Thornbrough Air Force Base, Cold Bay, Alaska: Air-
19 field pavements, communications facilities, operational facili-
20 ties, aircraft maintenance facilities, troop facilities, adminis-
21 trative and supporting facilities, utilities, and port facilities,
22 \$2,450,000.

23 (Atlantic Area)

24 Kindley Air Force Base, St. George, Bermuda: Air-
25 field pavements, fuel storage and dispensing facilities, air-

1 field lighting facilities, operational facilities, aircraft main-
2 tenance facilities, administrative and supporting facilities,
3 utilities, medical facilities, and storage facilities, \$12,378,000.

4 Ramey Air Force Base, Puerto Rico: Airfield pave-
5 ments, fuel storage and dispensing facilities, communications
6 facilities, operational facilities, training facilities, troop fa-
7 cilities, administrative and supporting facilities, utilities, and
8 storage facilities, \$18,000,000.

9 (Pacific Area)

10 Hickam Air Force Base, Honolulu, Hawaiian Islands:
11 Airfield pavements, fuel storage and dispensing facilities,
12 operational facilities, aircraft maintenance facilities, adminis-
13 trative and supporting facilities, utilities, and storage facili-
14 ties, \$10,094,000.

15 Johnston Island Air Force Base, Johnston Island:
16 Operational facilities, troop facilities, family housing, utili-
17 ties, storage facilities, shops, and port facilities, \$5,885,000.

18 Various locations: Airfield pavements, fuel storage and
19 dispensing facilities, communications, navigational aids and
20 airfield lighting facilities, operational facilities, aircraft main-
21 tenance facilities, training facilities, troop facilities, adminis-
22 trative and supporting facilities, utilities, medical facilities,
23 storage facilities, shops, and port facilities, \$21,649,000.

24 Various locations, Okinawa: Airfield pavements, fuel
25 storage and dispensing facilities, communications, naviga-

1 tional aids and airfield lighting facilities, operational facilities,
2 aircraft maintenance facilities, training facilities, troop facili-
3 ties, family housing, administrative and supporting facilities,
4 utilities, storage facilities, and shops, \$63,874,000.

5 (Various Locations)

6 Airfield pavements, fuel storage and dispensing facilities,
7 communications, navigational aids and airfield lighting facili-
8 ties, operational facilities, aircraft maintenance facilities,
9 troop facilities, administrative and supporting facilities,
10 utilities, medical facilities, storage facilities, and shops,
11 \$21,000,000.

12 DEPOTS AND LOGISTICAL FACILITIES

13 Various locations: Airfield pavements, fuel storage and
14 dispensing facilities, communications, navigational aids and
15 airfield lighting facilities, operational facilities, aircraft main-
16 tenance facilities, training facilities, troop facilities, adminis-
17 trative and supporting facilities, utilities, medical facilities,
18 storage facilities, and shops, \$3,000,000.

19 COMMUNICATIONS AND NAVIGATIONAL AIDS FACILITIES

20 Various locations: \$9,702,000.

21 MISCELLANEOUS FACILITIES

22 Various locations: Prefab buildings, \$10,000,000; for
23 restoration or replacement of facilities damaged or destroyed
24 and provision for other urgent construction requirements,
25 \$26,000,000.

1 SEC. 302. The Secretary of the Air Force, under the
2 direction of the Secretary of Defense, is authorized to estab-
3 lish or develop classified military installations and facilities
4 by the construction, conversion, installation, or equipment
5 of temporary public works, including buildings, facilities,
6 appurtenances, and utilities, in a total amount of
7 \$1,071,638,000.

8 TITLE IV

9 SEC. 401. The Secretary of the Army, the Secretary
10 of the Navy, and the Secretary of the Air Force, under
11 the direction of the Secretary of Defense, are respectively
12 authorized to establish or develop joint military installations
13 and facilities by the construction, conversion, installation,
14 or equipment of temporary or permanent public works, in-
15 cluding buildings, facilities, appurtenances, and utilities, as
16 follows:

17 By the Secretary of the Army: \$40,766,000.

18 By the Secretary of the Navy: \$10,000,000.

19 By the Secretary of the Air Force: \$38,000,000.

20 SEC. 402. The Secretary of the Army, the Secretary
21 of the Navy, and the Secretary of the Air Force, with the
22 approval of the Secretary of Defense, are respectively au-
23 thorized to provide facilities, by the construction, conversion,
24 installation, or equipment of temporary or permanent build-
25 ings, appurtenances, and utilities, for use as post or naval

1 exchanges, theaters, auditoriums, guest houses, restaurants,
2 cafeterias, or other facilities intended primarily for welfare
3 and morale purposes and for the use of which fees or other
4 charges may be imposed, as follows:

5 By the Secretary of the Army: \$15,000,000.

6 By the Secretary of the Navy: \$5,000,000.

7 By the Secretary of the Air Force: \$25,000,000.

8 TITLE V

9 GENERAL PROVISIONS

10 SEC. 501. The Secretary of the Army, the Secretary
11 of the Navy, and the Secretary of the Air Force, under the
12 direction of the Secretary of Defense, are respectively au-
13 thorized, in order to establish or develop the installations
14 and facilities as authorized by this Act, to acquire lands and
15 rights pertaining thereto, or other interests therein, includ-
16 ing the temporary use thereof, by donation, purchase, ex-
17 change of Government-owned lands, or otherwise, without
18 regard to section 3648, Revised Statutes, as amended. When
19 necessary, construction of a public works project authorized
20 by this Act may be commenced prior to approval of title
21 to the underlying land by the Attorney General as required
22 by section 355, Revised Statutes, as amended.

23 SEC. 502. There are hereby authorized to be appro-
24 priated such sums of money as may be necessary to accom-
25 plish the purposes of this Act, but not to exceed:

1 (1) For public works authorized by title I: Inside
2 continental United States, \$1,297,687,427; outside conti-
3 nental United States, \$175,341,130; classified facilities,
4 \$302,234,000; or a total of \$1,775,262,557.

5 (2) For public works authorized by title II: Inside
6 continental United States, \$888,265,480; outside continen-
7 tal United States, \$116,125,550; classified facilities, \$126,-
8 362,800; or a total of \$1,130,753,830.

9 (3) For public works authorized by title III: Inside
10 continental United States, \$2,034,422,000; outside conti-
11 nental United States, \$415,420,000; classified facilities,
12 \$1,071,638,000; or a total of \$3,521,480,000.

13 (4) For public works authorized by title IV: Depart-
14 ment of the Army, \$55,766,000; Department of the
15 Navy, \$15,000,000; and Department of the Air Force,
16 \$63,000,000.

17 SEC. 503. Any of the approximate costs enumerated in
18 titles I, II, and III of this Act may, in the discretion of the
19 Secretary concerned, be varied upward 10 per centum and,
20 with the concurrence of the Director of the Bureau of the
21 Budget, by such further amounts as may be necessary to
22 meet unusual cost variations, but the total cost of all work
23 so enumerated under each of such titles shall not exceed the
24 total appropriations authorized in respect of such title by
25 section 502 of this Act.

76

1 SEC. 504. There are hereby authorized to be appro-
2 priated funds for advance planning, construction design and
3 architectural services in connection with public works pro-
4 jects which are not otherwise authorized by law in such
5 amounts as may be provided in the appropriation Act con-
6 cerned. Such sums as are appropriated shall remain avail-
7 able until expended when specifically provided in the appro-
8 priation Act.

9 SEC. 505. There are hereby authorized to be appropria-
10 ted funds for acquisition of land, installation of outside utili-
11 ties, and site preparation for housing projects to be con-
12 structed under title VIII of the National Housing Act, as
13 amended. Such funds may be expended by the respective
14 military departments for housing projects when the Secre-
15 tary of Defense, after consultation with the Federal Housing
16 Commissioner, determines that such housing projects should
17 be constructed and that such expenditures are essential to the
18 construction of satisfactory housing. Such expenditures may
19 not exceed an average of \$1,500 per housing unit in respect
20 of any housing project, and shall not exceed an average of
21 \$1,000 per housing unit in respect of all housing projects
22 for which expenditures are approved under the provisions of
23 this section.

24 SEC. 506. No family quarters shall be constructed under
25 the authority of this Act with a net floor area in excess of

77

1 one thousand two hundred and fifty square feet, and the
2 average net floor area of all such family quarters shall not
3 exceed one thousand and eighty square feet.

4 SEC. 507. Appropriations made to carry out the pur-
5 poses of this Act shall be available with respect to projects
6 authorized by law for expenses incident to construction, in-
7 cluding administration, overhead, planning and supervision.

8 SEC. 508. Any project authorized by this Act may be
9 prosecuted under direct appropriations or authority to enter
10 into contracts in lieu of such appropriations.

82^D CONGRESS
1ST SESSION

H. R. 4524

A BILL

To authorize certain construction at military
and naval installations, and for other pur-
poses.

By Mr. VINSON

JUNE 20, 1951

Referred to the Committee on Armed Services

CONFIDENTIAL UNTIL RELEASED
BY THE ARMED SERVICES COMMITTEE
OF THE HOUSE OF REPRESENTATIVES

STATEMENT BY THE HONORABLE ROBERT A. LOVETT, DEPUTY SECRETARY OF DEFENSE
BEFORE THE ARMED SERVICES COMMITTEE OF THE HOUSE OF REPRESENTATIVES
27 JUNE 1951

During the past year the Department of Defense has had the question of the size, equipment and deployment of the military forces of the United States under almost constant review. The problem might well be divided into three major areas: first, that of military personnel; second, that of equipment and supplies; and third, the military bases needed to support an adequate force.

The first of these problems was dealt with by this Committee in hearings, starting early this year, of the bill which extended the draft act and provided a foundation for the establishment of a universal military training program. The second of the problems, that of equipment and supplies, has been dealt with by the Congress in three supplemental appropriation acts for F.Y. 1951 and in the appropriation request now pending before the Congress for F.Y. 1952. The Military Public Works Authorization bill now before this Committee deals with the third major area of our expansion problem; namely, the provision of adequate posts, camps, stations, depots and other facilities needed to meet the operational requirements of the approved forces and to permit the utilization of the newer types of equipment to be delivered to such forces during the next ten years.

All three of these areas are mentioned because each area is interdependent upon the other. The manpower without adequate guns, tanks, airplanes, ships, ammunition, and other supplies are of limited value and even if all of these are available they are not fully effective without adequate bases from which to operate.

During this fiscal year we have requested authority of the Congress for public works items needed to meet urgent operational requirements in the amount of \$1,861,000,000. In the bill before you the military

Departments are requesting the additional operational facilities needed adequately to support and to make effective the $3\frac{1}{2}$ million man forces provided for in the fiscal year 1952 budget.

The three military departments started to put this program together shortly after the decision by the National Security Council, in December 1950, as to the size and character of forces to be recommended for fiscal year 1952. In developing the public works program, recognition was given to the fact that forces of this approximate size would no doubt have to be maintained over a considerable period of time. The initial estimates of requirements by the three military departments, for additional public works projects totaled in excess of \$12 billion. I think it is fair to describe these initial statements of requirements as a listing of all the facilities that might be desirable in meeting all of the operational and administrative, recreational, religious, and welfare demands, and included a very substantial amount for family housing within the continental United States.

Because of the size and character of the public works program which must be undertaken, and in recognition of the need for an orderly process of review, the three military departments, jointly with the Office of the Secretary of Defense, developed certain ground rules which would be utilized in evaluating the need and urgency of individual projects.

Generally, the ground rules provided:

1. That new construction would be limited, where possible, to operational items needed to permit approved forces to be maintained in an effective operational condition.

2. That existing and available facilities would be utilized to the maximum extent possible, and that replacements

-3-

should not be considered if the facility could be utilized one or more additional years; that no facilities in standby condition would be reactivated if it were more economical to utilize presently active defense installations.

3. That expansion beyond the immediate requirements for ammunition shipping facilities, staging areas, expansion of general storage facilities, and improvement of utilities would be deferred for consideration in future requests in so far as such course could safely be followed.

4. That with reference to housing, particularly within the continental United States, maximum utilization would be made of Title VIII of the Federal Housing Act which permits construction by private capital of living quarters for Department of Defense personnel and their dependents.

5. That maximum use would be made of existing medical facilities regardless of the Service currently having jurisdiction over such facilities, and that new construction would be limited to additional requirements or replacement of medical facilities that are in such condition that they could not be used for at least one additional year.

6. That recreational and welfare facilities should be limited to those which are necessary to supplement facilities available in nearby communities and demonstrably necessary for the proper care of the effective combatant forces.

-4-

7. That estimates for overseas base construction should be considered and included in a public works request in such a manner as to permit achieving an equitable distribution of the costs between countries whose defense capabilities were increased thereby.

8. That, in general, permanent and semi-permanent facilities would be constructed in order to avoid the wasteful practice of building temporary structures that might require early replacement and that have high maintenance costs.

9. That facilities construction be time-phased with the expansion of the forces and the delivery and contemplated use of new equipment.

10. That authority be provided for the early detailed planning of complete facilities, in order to prevent the hasty and uneconomical construction practices of projects contemplated to be undertaken.

These ground rules were utilized not only in the normal review processes of the military departments but also by special groups of qualified personnel - engineers, contractors, and businessmen - called in from outside the Department of Defense as consultants to the Secretaries of the military departments.

Separate and apart from these reviews within the military departments, the Office of the Secretary of Defense secured the services of Mr. M. J. Madigan, Mr. John F. Hennessy,

-5-

Herbert
and General James K. ~~Hubert~~, all of whom have very wide experience in the construction industry and are experienced with military needs.

These gentlemen spent over a month in Washington looking over the proposed programs, visited various sites and made suggestions and recommendations as to areas where substantial savings or deferments might be made and still provide adequately for the immediate operational needs of the military departments.

The various review processes reduced the initial listings from an aggregate of over \$12 billion to the total of \$6.7 billion covered by the authorization bill now before your Committee.

The breakdown among the Services is as follows:

Army

Title I	\$1,775,262,557
Title IV	55,766,000
Total	<u>\$1,831,028,557</u>

Navy

Title II	\$1,130,753,830
Title IV	15,000,000
Total	<u>\$1,145,753,830</u>

Air Force

Title III	\$3,521,480,000
Title IV	63,000,000
Total	<u>\$3,584,480,000</u>

Based upon the list of projects contained in the Bill before you, for which authorization is requested, the military departments will request financing in the regular 1952 appropriation bill for facilities in whole or in part in the aggregate sum of \$4.6 billion as follows:

-6-

<u>Army</u>	\$1.25 billion
<u>Navy</u>	\$.90 billion
<u>Air Force</u>	\$2.45 billion
Total	\$4.60 billion

When outlining earlier the ground rules used in evaluating public works projects included in this bill, it was stated that maximum reliance would be placed upon the provision of family housing through the use of Title VIII of the National Housing Act. The members of this Committee will, I hope, agree that to satisfactorily maintain a military establishment over a period of time, adequate family housing must be provided, at or near, most of the major military installations. However, because of the high priority that must be assigned to direct operational requirements and because of the availability of Title VIII of the National Housing Act we have requested only limited family housing in the authorization bill. Newly established stations have generally been limited to five sets of family quarters and at existing stations no additional housing has been requested if five or more "on station" houses are now available, except for a few unusual cases where, in the opinion of the military departments, it would not be possible to secure needed housing through private financing.

For the most part our experience with construction under Title VIII of the National Housing Act has been generally satisfactory. Since this program was undertaken less than two years ago, 29,949 units have either been completed or are now under construction; 3960 units are under commitment from Federal Housing Administration and construction will be initiated in the immediate future; and 8561 units have been submitted and are now under review by the Federal Housing Administration.

-7-

By way of comparison, the military departments prior to the initiation of this Title VIII program had available about 23,000 sets of permanent-type quarters. This program will, by the end of this year, have more than doubled the available number of quarters of permanent-type construction.

In addition, 29,256 units have been programmed by the three military departments and are under various stages of design preparatory to their early submission to Federal Housing Administration. These 29,000 units, already programmed, together with other projects under consideration are causing the Departments considerable concern because completion of these units is dependent upon the extension of the authorities now contained in Title VIII of the National Housing Act which will, unless extended, expire at the end of this week.

Another area which warrants special mention is the military department requests for overseas construction. While the Secretaries of the three military departments will provide the Committee with details of this program, it should be noted that the arrangements under which this country is to assist in providing overseas bases is subject to current negotiation between this government and the several allied governments involved.

Each of the three military departments have included requests for authority in accordance with the ground rules outlined herein, to initiate at an early date the detailed design of facilities included in this bill. The Department of Defense believes that considerable savings in construction costs can be achieved if the military departments are permitted to proceed

-8-

with this phase of the work at once. Particularly, this is true of the new facilities proposed for construction in the northern parts of the United States. Failure to have complete designs available at the time the authorizing and financing bills pass may well result in the most expensive type of construction -- that is, the simultaneous design and construction of urgently needed facilities. With the concurrence of the appropriate Committees of the Congress funds now on hand could be utilized immediately to initiate necessary detailed design work.

In summary, the Department of Defense believes that the ground rules which were applied, together with the review processes which have been outlined herein, have resulted in an authorization bill which provides for the immediate support and effective utilization of the approved forces.

MESSAGE FORM
OUTGOING

FILE REF.

50209-40

SECURITY CLASSIFICATION

RESTRICTED

FROM: THE SECRETARY OF STATE FOR EXTERNAL AFFAIRS, CANADA

TO: The Canadian Ambassador, Washington, D.C.

Message To Be Sent

IN CLAIR

ODE

YPHER

Auto

XX

Degree of Priority

ORIGINATOR

ig.

yped: M.H. Wershof/mr

iv. Def. Liaison

ocal Tel. 7921

APPROVED BY

ig.

yped:

This Message

ikely To Be Published

Yes ()

No ()

Internal Distribution:

USSER.C

Done

Date

Copies Referred To:

Done

Date

9-P-274-100M

No. EX

1365

Date July 5, 1951.

SENT For Communications Office Use Only

Re United States Defence Installations in
Canada.

The New York Times of June 28 contains a
despatch by Austin Stevens from Washington regarding
a proposed \$6½ billion military construction
authorization. The despatch quotes Mr. Lovett (Deputy
Secretary of Defense) as saying that one of the
rules adopted by the armed forces is "that the cost of
overseas base construction should be shared by
the countries whose defenses would be strengthened".
2. We should ^{like} be interested to have a copy of Mr.
Lovett's statement. Also, if the Authorization Bill
contains any provisions which might have a bearing
on construction in Canada, please send copies and
report on the relevant provisions.

Secretary of State for External Affairs

000331

CONFIDENTIAL

Ottawa, July 3, 1951.

U.S. INSTALLATIONS ON CANADIAN SOIL

50209-40
58
Sub. Chron. Mtd.

The main U.S. installations on Canadian soil are the four leased bases in Newfoundland. In addition, there are some U.S. forces attached to stations owned and operated by the Canadian Services. There are also some weather stations.

(1) Newfoundland Leased Bases

Under the Leased Bases Agreement of 1941, the United States leased from the United Kingdom three areas for the development of bases in Newfoundland which was not then, of course, part of Canada. These bases include the naval and air bases at Argentia, Pepperrell Air Base near St. John's, and Harmon Air Force Base near Stephenville. The terms of the Leased Bases Agreement are listed in the Canada Treaty Series, 1941, No. 2, attached.

When Newfoundland entered Canada in 1949, U.S. rights at those bases were not affected, but by mutual agreement they were modified in 1951. An explanation of the modifications in the rights is contained in a statement by the Canadian Prime Minister in the House of Commons on May 1, 1951, a copy of which is attached.

(2) Other Forces in Canada

The largest U.S. forces outside the leased bases are stationed at Goose Bay which is an R.C.A.F. station. In 1944, the Canadian Government secured a long-term lease on Goose Bay from the Newfoundland Government. The agreement provided that the base would be available to U.S. and U.K. Service aircraft "for the duration of the war and for such time thereafter as the Governments agreed to be necessary or advisable in the interests of

- 2 -

Secret

common defence". The agreement also provided that during the same period, the Government of Canada may permit the Governments of the United States and the United Kingdom to erect buildings at Goose Bay for the accommodation of aircraft and military personnel. U.S. forces have remained at Goose Bay, side by side with Canadian forces, since the war. Recently the U.S. has requested permission to enlarge its facilities substantially, and arrangements are being made to segregate U.S. forces and facilities there. This has raised questions of tenure which are not yet settled. Goose Bay Air Base is under overall Canadian command and no buildings or installations may be erected without approval of the R.C.A.F.

Secret

There are about one hundred U.S. personnel of all ranks at Churchill, Manitoba, which is a Canadian experimental and training station. Churchill was built in 1943 as a key stations in the "Crimson Staging Route". It was taken over from the United States by the Canadian Government in 1944, compensation being paid for facilities of continuing use. The U.S. personnel at Churchill (as well as a few United Kingdom personnel) work in co-operation with the Canadians in testing equipment, etc., in cold weather conditions. The Commander at Churchill is a Canadian colonel; normally an officer of the rank of about major commands the U.S. troops subject to the authority of the Canadian commanding officer.

(3) Weather Stations

During the war there were a number of weather stations, airfields, and such other facilities as roads (e.g., the Alaska Highway) built and operated by the United States in Canada. At the end of the war, some of these were closed down and of the remainder, virtually all are now operated by Canada.

In 1947, Canada and the United States embarked on a joint weather station programme in the Arctic. Owing to shortages of personnel, they were manned initially half by Canadians, half by U.S., but always with a Canadian commanding officer. The

.../3

000333

- 3 -

weather stations have always been entirely civilian in character. All except five of the Northern weather stations have now been taken over by Canada and these five are all North of 74 degrees. They are Eureka, Resolute, Isachsen, Mould Bay, and Alert. At each of these, Canada is responsible for providing the officer in charge, half the personnel, their pay and subsistence, and the permanent installations. The United States provides half the personnel, and assumes all other costs such as those in connection with temporary installations, equipment, fuel, and transportation. In actual fact, some of the transportation is now provided by Canada since the R.C.A.F. is sharing with the U.S.A.F. responsibilities for the airlifts of which there are two a year. The R.C.A.F. is planning to assume, eventually, full responsibility for the air supply of the joint stations although the U.S.A.F. may continue to provide some assistance.

(4) General

On an exchange basis, there are a few members of the U.S. forces scattered in Canada. Most of these are in Ottawa, though a handful is working with Canadian units elsewhere in the country. Similarly, Canadian officers are working with the U.S. forces in the United States, mostly in Washington

Requests for new U.S. facilities in Canada, for any substantial expansion of existing facilities, or for movement of U.S. forces, must be taken up through diplomatic channels.

ACCESS SECTION / SECTION DE L'ACCES

DOCUMENT REMOVED FROM FILE / DOCUMENT RETIRE DU DOSSIER

RG 25 Acc 9192/109 Vol 64 File/Dossier 50209.40 pt.1

Description of document/Description du document

J.P.C. letter.

No. of Pages/Nbre de pages 27

Date June 25/52

Access to Information Act/Reason for Removal

Loi sur l'accès à l'information/Retrait en vertu de

Exemption/Exception 15(1)

Review Officer/Agent(e) d'examen BA

(This Document is The Property of His Majesty's Canadian Government)

*file
June*

IN REPLY PLEASE QUOTE
No. CSC 1211-1 (JPC)

TOP SECRET

COPY NO. 8



CANADA

ADDRESS REPLY TO.
SECRETARY
CHIEFS OF STAFF COMMITTEE,
OTTAWA.

Department of National Defence

CHIEFS OF STAFF COMMITTEE

JOINT PLANNING COMMITTEE

*Original on
50031-40*

25 June, 1952

*50209-40
50*

Joint Planning Committee

Canadian Policy Regarding US Defence Activities in Canada.

1. On 17 May 51 at its 495th meeting the Chiefs of Staff Committee amended and noted a JPC report on the above subject (CSC 1211-1 (JPC) dated 2 May 1951).
2. The Chairman JPC recently requested the JPS to bring this paper up to date so that it could be used by members of the JPC for reference.
3. Attached is a draft revision dated 23 Jun 52.
4. This paper will be considered at the next meeting of the JPC and amended as required. It will then be issued in final form for the use of the JPC members.

J.P. Brennan
(J.P. Brennan), Major

Secretary

Joint Planning Committee

JPB/4972

DISTRIBUTION

- Copy No. 1 - Air Commodore Clements
2 - Brigadier Gibson
3 - Captain Storrs
4 & 5 - Lt.Col. Webb
6 - Group Captain Coleman
7 - Commander Stowell
8 - Mr. Glazebrook
9 - Secretary, JPC
10 - Coordinator Joint Staff
11 - JPS (XA)
12 - File

to be amended

DRAFT COPY ONLY

TOP SECRET

COPY NO. _____

CSC 1211-1 (JFC)

23 June, 1952

CANADIAN POLICY REGARDING
UNITED STATES DEFENCE ACTIVITIES IN CANADA

Report by the Joint Planning Committee

to the

Chiefs of Staff Committee

- Appendices:
- "A" - Ogdensburg Agreement, 18 August, 1940
(Unclassified)
 - "B" - Text of Joint Statement Issued in Ottawa
and Washington on 12 February 1947.
 - "C" - Extracts from PJBD Journal Meeting
January - February, 1951.
 - "D" - Memorandum to the Cabinet - US Newfound-
land Bases.

OBJECT

1. To review Canadian policy on United States defence activities in Canada in the past and present.

INTRODUCTION

2. Joint participation has long been the principle governing Canadian policy with respect to United States military activities in Canada. Close collaboration with the US has been emphasized ever since the defence of North America from external attack emerged as a serious question. The Ogdensburg Agreement (Appendix "A") out of which grew the Permanent Joint Board on Defence emphasized joint responsibility, a theme which has dominated the work of the PJBD in the past twelve years. While Canada has been willing to cooperate with the US in joint defence, the Canadian Government has been insistent on the preservation and recognition of those Canadian rights which affect the sovereignty of Canada.

...../2

- 2 -

TOP SECRET

WORLD WAR II DEFENCE COLLABORATION
WITH THE UNITED STATES

3. Although the principles set out above were never consciously abandoned during World War II, US activities in Canada assumed such proportions that Canadian control was often in practice almost totally ineffective.

4. The main projects which the US undertook on Canadian soil were as follows:

(a) Alaska Highway. This road was built by the US during 1942-1943 at a cost of approximately \$130,000,000.

The only Canadian contribution to the construction of the highway was the provision of rights of way and certain tax concessions. On its completion the highway was maintained by the US, using at first US troops and civilian labour from the US and Canada; later most of the troops were withdrawn.

At the end of the war, in accordance with a US/Canadian agreement made in 1942, ownership of the highway passed to Canada free of charge on the understanding that:

- (i) Canada would assume responsibility for its maintenance;
- (ii) at no time would there be imposed any discriminatory conditions in relation to the use of the road as between Canadian and US civilian traffic.

{ The Canadian Army assumed responsibility for the maintenance of the highway on 1 April 1946, and is at present responsible for its administration. }

A six-wire telephone line from Edmonton to the Alaska boundary which had been installed as part of the general highway project, was bought by Canada in 1944 for \$1,342,208, and is now being operated by the Northwest

...../3

- 3 -

TOP SECRET

Communication System (NCS), subsidiary to the Canadian National Telegraph.

An exchange of notes was concluded between the US and Canada in 1948, whereby some telephone and telegraph lines from Edmonton to the Alaska boundary were leased to the US for an annual rental of \$271,000.

- (b) Air Fields. The first series of airfields built as a joint project was the Northwest Staging Route from Edmonton to Alaska, which included 15 airfields, of which about one-half were built and operated by Canada. The Northeast Ferry Route, from The Pas through Churchill to Coral Harbour, Fort Chimo, and Frobisher Bay, was begun in 1942 and completed in 1944. There were also 9 airfields or flight strips on the Canol Route. At the end of the war, apprehension was felt that the US might claim post-war rights on the basis of wartime expenditure for construction and operation of these airfields. In view of this concern, it was agreed in April, 1944, to pay ~~the~~ ^{*2} the US a total of \$76,811,551 for airfields and other facilities in the North which had been provided by the US. The cost of all construction which could be regarded as having permanent value was therefore ultimately borne by Canada.

- (c) Weather Stations. In the course of the war, approximately 60 weather stations were established by the US forces in Canada. Of these about a third were abandoned before the end of the war and the remainder were either taken over by Canada and paid for out of the \$76,811,551 or closed down.

...../4

-4-

TOP SECRET

(d) Canol Project. The Canol project was started by the US in June 1942. Its purpose was to provide a pipeline to bring crude oil from Normal Wells on the Mackenzie River to Whitehorse, a distance of some 600 miles. The Canadian Government was never convinced of the soundness of the project, and later events substantiated this view. Canol was completed in the spring of 1944 and was closed down about a year later having cost the US an estimated \$134,000,000. Some of the equipment was dismantled and sold on the public market; the remainder was abandoned.

5. During the height of US activity in 1943, in the general area between Edmonton and Alaska in the Mackenzie River valley and in Northern B.C., there were about 46,000 US civilians in addition to a number of US troops. At this time there were only 7000 Canadian civilians and a few hundred RCAF in the area.

6. By the end of 1946, Canada had taken over nearly all US military installations on its soil and it was agreed that the few which remained would be transferred to the Canadian Government when conditions warranted.

POSTWAR DEFENCE COLLABORATION

7. Since the war the Canadian Government has resisted any military activities carried out on Canadian soil by the US authorities alone; this includes both installations and exercises. Canadian policy on defence collaboration is clearly set out in a statement issued in Ottawa and Washington on 12 February 1947 (Appendix "B"). While emphasizing the need for collaboration by implication it defines the limits of this collaboration as follows:

(a) Facilities are offered on a reciprocal basis. It has been the general rule that Canada has not agreed to grant rights in Canada to the US without obtaining reciprocal privileges.

...../5

#4

No !

9(a)

Administrative control of air re-supply
became an RCAF responsibility in 1950,
~~and~~ The RCAF supplies Resolute Bay and the
two western satellite stations, while the USAF
supplies the two eastern satellites. Most other
costs,

EUREKA 4 ALERT from Thule

000341

- 5 -

TOP SECRET

- (b) Each country determines the extent of its practical collaboration. In this, Canada reserves the final voice on the need or nature of any project in Canada.
- (c) Neither country is to take any action inconsistent with the charter of the United Nations.
- (e) Either country may at any time discontinue collaboration on any project.

8. These principles have been followed in making post-war arrangements for US installations in Canada, joint exercises, SAC flights over Canada, and the handling of the Newfoundland leased bases problem.

Installations and Exercises

9. Arctic Weather Stations. In 1946 a request by the US to open a number of weather stations in the Canadian Arctic, the first of which was to be opened within a few weeks, was not approved inasmuch as the Canadian Government was not prepared to collaborate on the project on such short notice. When the request was made again in 1947, Canada, having had time to give thorough consideration to the subject, granted the request. The conditions under which the stations have been operated are as follows:

- (a) Canada and the US have each supplied half the personnel.
- (b) Overall responsibility at each station has been vested in the Canadian civilian official in charge.
- (c) The Canadian Government has borne the cost of the pay and subsistence of Canadian personnel and has provided all permanent installations.
- (d) With the exception of the air re-supply of bases which became an RCAF responsibility in 1950, all other costs including equipment, fuel, arctic supplies, and water transportation, have been borne by the US.
- (e) All permanent installations and improvements including those at adjacent air strips have remained the property of Canada.

.... / 6

- 6 -

TOP SECRET

- (f) All personnel on the stations have been required to observe the applicable laws of Canada and of the Northwest Territories subject to the Visiting Forces Act.
 - (g) The Canadian Government, having reserved the right, intends to take over the manning of all stations at a later date.
- / 6

10. At the present time there are five weather stations jointly operated by the United States Weather Bureau and the Department of Transport, and in addition there are fourteen weather stations operated by the Department of Transport. There are four other stations which are under the sole control of the US; three of these are located on bases leased to that country at Stephenville, Argentia and Fort Pepperrell. The fourth, at Padloping, is to be taken over eventually by the Department of Transport.

7

11. Radar Sites. The Governments of Canada and the US agreed in the spring of 1951 to undertake the extension of the Continental Air Defence System. This extension involved the construction of 33 radar installations on Canadian soil, some of these installations to be manned by Canadian personnel and some by US personnel. Canadian policy on the above agreement, as reflected in the recommendation of the PJBD dated 31 January 1951 (Appendix "C"), may be summarized as follows:

- (a) No installation on Canadian soil will have an exclusively foreign character.
 - (b) The Canadian Government will acquire all land for installations and will pay a share of the cost of building, *operating* and maintaining the stations (in this case the Canadian share is approximately one-third of the whole).
 - (c) No leases are to be given to the US authorities but they will be granted rights of access.
- // 8

...../7

- 7 -

TOP SECRET

- (d) When the stations have outlived their usefulness (in the opinion of both Governments) the immovable equipment (buildings and other permanent installations) will remain in the title of Canada.
- (e) The system as a whole will be jointly manned, although such will ~~not~~ be the case in respect to each separate station.
- (f) Canada will take over the manning of as many stations as her reserve of trained operators permit. # 8
- (g) Canada will also construct as many of the stations as possible - in some cases on US account.
- (h) As far as possible the stations which are to be built and manned by the US will be those which are most remote from populated areas.

12. There has been an exchange of notes between the US and Canada setting out, inter alia, the terms of occupancy of tenure of the US radar sites on Canadian soil.

9 / 13. In addition to the radar sites, the US has maintained three Loran stations in Newfoundland since the last war. These stations are to be turned over to the Department of Transport, however, not later than ^{September} November, 1953.

14. Joint Exercises. The main conditions attached to all joint exercises are as follows:

- (a) There should be joint participation.
- (b) Publicity concerning US participation should be kept as ^{limited} small as possible and should always be cleared with the Canadian authorities.
- (c) Ordinary ^{Normally} permission for recurring projects is given on a one-time basis and for no more than a calendar year. Permanent blanket permission is rarely given by Canada

...../8

- 8 -

TOP SECRET

and when it is given there is always a clause allowing termination at will.

(d) Compliance with customs and immigration formalities.

15. Flights over Canada. US military aircraft flying over Canada may only do so on the authorization of the Canadian Government. Certain conditions are imposed on such flights. The ^{most} more important of these conditions are as follows:

- (a) Publicity arrangements to be in accordance with the Joint Publicity Directive.
- (b) Canadian participation in planning and execution (in case of surveys).
- (c) Reservation of rights to include Canadian observers on any flights across Canadian territory.
- (d) Duplication of all photographs taken and copies of other data to be given to the Canadian Government.
- (e) In the case of SAC training flights, all flights to be at high level with no mass flights over Canadian cities.
- (f) No live bombs to be carried without specific permission on each particular flight.

Leased Bases

16. The leased bases in Newfoundland at Stephenville, Argentia, and Fort Pepperrell are in a special category and cannot be called joint projects. The rights enjoyed by the US forces in these areas cannot be taken as an indication of the privileges which the Canadian Government is normally prepared to give to US forces. The original US rights were defined in the Leased Bases Agreement signed by the UK and US on March 27, 1941. Canada inherited this 99-year agreement on the entry of Newfoundland into Canada. The PJBD assumed the task of reviewing the original agreement and was able to recommend certain modifications which are explained in a memorandum to Cabinet dated 15 March 1951 (Appendix "D").

...../9

- 9 -

All Canadian legislation made necessary by the PJBD Recommendation (50/1) has been enacted.

17. The "Leased Bases Agreement" clearly authorizes the US to defend its base areas and in time of war or emergency to conduct military operations deemed desirable by the US. This authority involves rights and powers outside the leased areas as will be seen from the following extracts from the "Leased Bases Agreement" of 27 March 1941.

Article I. General Description of Rights.

(1) The United States shall have all the rights, powers and authority within the leased areas which are necessary for the establishment, use, operation and defence thereof, and appropriate for their control and the rights, powers and authority within the limits of territorial waters and air spaces adjacent to, or in the vicinity of, the leased areas, which are necessary to provide access to and defence of the leased areas, or appropriate for control thereof.

Article II. Special Emergency Powers.

When the United States is engaged in war or in time of other emergency, the Government of the United Kingdom agrees that the United States may exercise in the territories and surrounding waters and air spaces all such rights, power and authority as may be necessary for conducting any military operation deemed desirable by the United States, but these rights will be exercised with all possible regard to the spirit of the fourth clause of the Preamble.

18. According to Article XXVII of the "Leased Bases Agreement", the US may, by common consent, acquire by supplementary lease additional land as may be found necessary for the use and protection of the bases. //13

19. Although the lease has not yet been signed, the Canadian Government, on request of the US Government, has agreed to lease to the US certain property at Goose Bay. The US will receive some of the privileges given at the island bases but US authority is much more limited at Goose Bay. The lease is to run for 20 years rather than 99 years. The base is Canadian and the US Government is merely to be given a lease to certain lands within the area. Installations are subject to the approval of the RCAF, which has general administrative control.

...../10

omit 7

- 10 -

TOP SECRET

X 20. At the present time the Canadian Government is considering a US request to extend the airfield facilities at Torbay, Newfoundland, with a view to stationing USAF fighter aircraft on this base. No decision has been reached on this matter to date. The US has also requested permission to establish two new radio stations in Newfoundland to improve their global communications network, but here again negotiations are still under way.

Customs and Immigration Facilities.

21. US service personnel and equipment admitted to Canada for the purpose of any joint exercise or defence activity are required to comply with applicable Canadian customs and immigration formalities and clearance for such entry is obtained through diplomatic channels in each case, unless special arrangements are authorized. In certain cases, e.g., joint air defence training exercises, authority may be initially granted for obtaining customs and immigration clearance by local notification through service channels. This blanket authority is restricted to a definite period of time, usually less than a year, and to a specified activity. (In this connection, it should be noted that Canada does not consider valid the Twenty-second Recommendation of the PJBD, which authorized the defence authorities of both countries to make any necessary arrangements for cross-border movements). US service equipment brought into Canada under the clearance procedures described above is admitted with a minimum of formalities, which include a declaration that such equipment will remain the property of the US Government. With the exception of the leased bases, where US service personnel enjoy special customs privileges, there is no authority for free entry of goods intended for resale to US servicemen.

22. The US forces at the leased bases are not required to comply with the usual procedure for customs and immigration clearance. In general, goods imported into the bases for US use are cleared through

...../11

- 11 -

TOP SECRET

local notification. Although US forces at Churchill have no special customs concessions, the US personnel and equipment are able to enter on local notification. Similarly, US forces travelling up the Northwest Highway System are able to get clearances at border points on local notification.

CHANNELS OF COMMUNICATION

23. At its meeting of June 3 - 4, 1948, the PJBD considered the question of the channels of communication between the US and Canadian Governments in connection with defence plans and operations. As a result of these discussions, the Board issued a recommendation, the aim of which was to ensure both maximum speed in communication and systematic clearance by responsible officers and agencies of the two Governments. This recommendation has been approved by both the US and Canadian Governments. It reads as follows:

"Recommended Rules Concerning Channels of Communications between the US and Canadian Governments in connection with defence matters.

1. The subject matter of the communication determines the channels.
2. If the subject matter relates primarily to the detailed administrative or technical implementation of plans or policies previously agreed upon, or exploratory discussions, the service-to-service channel may be utilized. In this case, however, interested officers in other agencies should be informed.
3. The Department of External Affairs-State Department channel should be used whenever the subject matter involves:
 - (a) The determination of government policy;
 - (b) Proposed US projects or exercises in Canada or the extension or modification to a significant degree of such projects or exercises already authorized;
 - (c) Proposed Canadian-United States projects or exercises or modification to a significant degree of such projects or exercises already authorized;

...../12

- 12 -

TOP SECRET

- (d) International or third-country aspects;
- (e) The United Nations;
- (f) Public relations as prescribed by the publicity directives in effect in both countries;
- (g) Clearance with other agencies and especially other civilian agencies;
- (h) Notification to other interested officers or agencies." End of text.

24. The service channels to which reference is made in paragraph 2 of the directive include the following:

- (a) Direct communication between RCAF and USAF.
- (b) The service attaches.
- (c) The Canadian Joint Staff Mission in Washington
- (d) Joint committees such as the Military Cooperation Committee.

25. The channel RCAF-USAF is used mostly at PJBD level by the respective air members for the purpose of discussing procedure before a request is formally submitted to the other government for approval.

CONCLUSION

26. Although Canada has always endeavoured to uphold the principle of joint collaboration in all US defence activities in Canada, the extent of US activity in Canada during the Second World War was such as to make Canadian control almost totally ineffective.

27. In the post-war period Canada has made determined and successful efforts to regain control or, when appropriate, a share of control, over all defence activities on Canadian soil (with the exception of the US leased bases).

28. The principles which have governed joint collaboration were set forth in the Canada-US Joint Declaration of February 12, 1947 (Appendix "B").

29. With the acceleration of defence activity, Canada has been and will probably continue to be presented with many US proposals for defence projects in Canada. In dealing with these proposals Canada insists that

...../13

- 13 -

TOP SECRET

they be put up through recognized channels for approval and that there be agreed planning for the use of the projects in Canada, as required, and joint control where deemed necessary.

30. Approved Canada-US defence plans have been written in conformity with the policy outlined above.

APPENDIX "A" TO
CSC 1211-1 (JPG)
DATED 23 Jun 52.

OGDENSBURG AGREEMENT - 18 AUG 40

The Prime Minister and the President have discussed the mutual problem of defense in relation to the safety of Canada and the United States.

It has been agreed that a Permanent Joint Board on Defense shall be set up at once by the two countries.

This Permanent Joint Board on Defense shall commence immediate studies relating to sea, land and air problems including personnel and material.

It will consider in the broad sense the defense of the north half of the Western Hemisphere.

The Permanent Joint Board on Defense will consist of four or five members from each country, most of them from the services. It will meet shortly.

APPENDIX "B" TO
CSG 1211-1 (JPC)
DATED 23 Jun 52.

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

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

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

- (1) Interchange of selected individuals so as to increase the familiarity of each country's defence establishment with that of the other country.
- (2) General cooperation and exchange of observers in connection with exercises and with the development and tests of material of common interest.
- (3) Encouragement of common designs and standards in arms, equipment, organizations, methods of training and new developments. As certain United Kingdom standards have long been in use in Canada, no radical change is contemplated or practicable and the application of this principle will be gradual.
- (4) Mutual and reciprocal availability of military, naval and air facilities in each country; this principle to be applied as may be agreed in specific instances. Reciprocally each country will continue to provide, with a minimum of formality, for the transit through its territory and its territorial waters of military aircraft and public vessels of the other country.
- (5) As an underlying principle all cooperative arrangements will be without impairment of the control of either country over all activities in its territory.

...../2

APPENDIX "B" TO
CSC 1211-1 (JPC)
DATED 23 Jun 52.

- 2 -

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

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

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

...../3

APPENDIX "B" TO
GSC 1211-1 (JPC)
DATED 23 Jun 52

- 3 -

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

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

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

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

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

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

It will be noted that the principles of cooperation announced in the joint statement parallel closely the procedures which have long been applied between the nations of the British Commonwealth. Without formal agreements between Governments, we have had working arrangements

000000/4

000354

- 4 -

APPENDIX "B" TO
CSC 1211-1 (JPG)
DATED 23 Jun 52.

with the United Kingdom and other Commonwealth countries for the interchange of personnel, the exchange of observers, and so forth. The similar arrangements envisaged between Canada and the United States in no way interfere with or replace our Commonwealth connections in matters of defence training and organization. Given the geographical position in Canada, it is important that measures of cooperation should be undertaken both with the United States and the United Kingdom.

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

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

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

- 5 -

APPENDIX "B" TO
CSC 1211-1 (JPG)
DATED 23 Jun 52.

the North. Through such extension we will acquire the basic data that are needed to make more accessible the economic resources of this region and which will be valuable for defence purposes as well.

TOP SECRET

APPENDIX "C" TO
CSC 1211-1 (JPC)
DATED 23 Jun 52

EXTRACT FROM PERMANENT JOINT BOARD ON DEFENCE
JOURNAL - MEETING JAN 30 TO FEB 1 (incl) 1951

R E C O M M E N D A T I O N S

1. That a plan for the extension and coordination of the air defence systems of the US and Canada substantially as set forth is feasible and acceptable, and should be implemented forthwith as a matter of great urgency.
2. That the implementation of such a plan in Canada be in accordance with the following general principles:
 - (a) Canada to acquire and retain title to all sites required in Canada for the system; the U.S. to be granted such rights of access, use and occupancy as may be required for its effective participation.
 - (b) The capital costs of construction (except housing for dependents), and of equipment and of communication facilities, to be shared in this joint enterprise on the basis of approximately two-thirds U.S. and one-third Canada. In order to facilitate implementation of the plan and to simplify administrative procedure, Canada to assume financial responsibility for the construction and equipping of the following stations and their associated control facilities:

Chatham, N.B.

Lac St. Joseph, P.Q.

Mont a Pica, P.Q.

Edgar, Ont.

McCarthy, P.Q.

Senneterre, P.Q.

...../2

- 2 -

TOP SECRET

APPENDIX "C" TO
CSC 1211-1 (JPG)
DATED 23 Jun 52

Holberg, B.C.

Feymount, Ont.

Falconbridge, Ont.

The U.S. to assume financial responsibility for the construction and equipping of the remaining stations and their associated control facilities.

- (c) The maintenance and operating costs as determined approximately to be shared two-thirds by the U.S. and one-third by Canada.
 - (d) Construction of the installations required by the plan to be carried out by Canadian agencies and contractors with Canadian labour and materials so far as practicable; electronic and other equipment manufactured in Canada to be used as far as practicable.
 - (e) The installations to be manned and operated initially by Canada and the U.S., respectively, as set forth in the plan; Canada may by agreement take over the manning and operation of additional stations.
 - (f) Neither Government to discontinue the operation of any part of the system without the prior concurrence of the other Government.
3. That detailed arrangements for the implementation of the plan be drawn up by the appropriate officials of the two countries.
4. That in view of the great urgency of the situation, all possible measures be taken to ensure that the projected system will be operating by the target date 1 July 1952.
5. That the capabilities of the system be kept under review in the light of current development.

TOP SECRET

APPENDIX "D" TO
CSC 1211-1 (JPG)
DATED 23 Jun 52

MEMORANDUM TO THE CABINET

UNITED STATES NEWFOUNDLAND BASES

Recommendations of the Permanent Joint Board
on Defence, and Proposed Legislation

BRIEF HISTORY:

1. In April, 1950, Cabinet Defence Committee and Cabinet considered the PJBD's Recommendations of March 30, 1950. The question of revision of the Leased Bases Agreement had been referred to the PJBD following the sending of a request by the Canadian Government to the United States Government for modification of the Bases Agreement. In particular the Canadian request referred to income tax exemptions, customs and excise exemptions, postal privileges, and jurisdictional rights enjoyed by the U.S. under the Bases Agreement. It was the desire of Canada that the rights enjoyed by the U.S. at the Bases should be brought as nearly as possible into line with the Joint Defence Statement issued by the two governments on February 12, 1947 (Treaty Series, 1947, No. 43).
2. Cabinet Defence Committee on April 25, 1950, noted the Board's Recommendations with approval. Cabinet on April 27 indicated that the necessary legislation should be drafted before formal approval was considered.
3. The President of the United States approved the Recommendations on August 1, 1950.

BRIEF SUMMARY OF THE RECOMMENDATIONS (fuller summary
in Cabinet Document D243)

Income Taxes

4. On June 12, 1950, a new Double Taxation Convention between Canada and the U.S. was signed. When it comes into force it will replace certain exemption provisions now in the Bases Agreement. In addition the Board recommends that the U.S. waive exemptions on contractor's profits, U.S. civilian employees and their families.

COMMENT - This will place income tax exemptions of U.S. personnel in Newfoundland on the same basis as in the rest of Canada.

Customs and Excise

5. The U.S. to waive duty and tax exemptions on:
 - (a) contractor-owned equipment
 - (b) personal belongings and household effects of contractors and their U.S. employees other than on first arrival
 - (c) individual purchases in Canada by U.S. personnel.

TOP SECRET

...../2

TOP SECRET

- 2 -

APPENDIX "D" TO
CSC 1211-1 (JPC)
DATED 23 Jun 52.

6. Customs and excise exemptions for Post Exchanges and Service Clubs to continue, it being understood that the U.S. authorities will endeavour to increase purchases for these institutions in Canada and will take special steps to prevent abuse of privileges.

COMMENT - With the exception of privileges for PX's and Service Clubs, this recommendation in effect meets the Canadian Government's request.

Postal Privileges

7. Originally Canada asked for replacement of U.S. military postal facilities by Canadian Post Offices. This request was not met, but under the Board's Recommendations the U.S. will not establish normal civilian postal offices and will limit the use of the APO system strictly to mail destined to U.S. territory or to other U.S. APO's.

Jurisdiction

8. (i) The U.S. to waive all rights of jurisdiction, permitted under the Bases Agreement, over British subjects and over aliens other than U.S. personnel;

(ii) The U.S. to suspend for five years exercise of rights of jurisdiction over U.S. civilian personnel, subject to revival on notice thereafter or in event of war or other emergency;

(iii) The Canadian Government to seek to amend the Visiting Forces (USA) Act to permit of compulsory attendance of witnesses;

(iv) The Canadian Government to seek legislation to protect security interests of the U.S. forces in Canada, as required under the Bases Agreement.

COMMENT - The Board's Recommendation will permit of the extension of the Visiting Forces (USA) Act as revised to Newfoundland and will remove probably the most objectionable feature of the Bases Agreement, namely, the right of jurisdiction by U.S. courts over Canadian citizens. Revival of the rights of jurisdiction by U.S. Service courts over "followers of the camp" who are U.S. citizens can probably be met when the time comes, if ever.

OUTLINE OF LEGISLATION REQUIRED TO CARRY OUT THE PJBD'S RECOMMENDATIONS

9. Following Cabinet's consideration in April, 1950, the Departments of External Affairs and National Defence have been engaged in working out draft legislation, in consultation with the other interested Departments. The drafts were shown informally to the U.S. Section of the PJBD in February, 1951. The texts of the draft amendments are annexed to this memorandum, although they have not yet been officially cleared with the Department of Justice and will no doubt undergo further drafting changes. Following is an outline:

...../3

- 3 -

TOP SECRET

APPENDIX "D" TO
CSC 1211-1 (JPG)
DATED 23 Jun 52.

Customs

(In consultation with Department of
National Revenue; not yet approved
by Department of Finance)

10. Item No. 708 of the Customs Tariff (which gives free entry to military supplies of the "Imperial Government") would be replaced by a new Item No. 708 applicable to any government, on condition of reciprocal treatment and subject to authorization by the Governor in Council. This is, it is submitted, a desirable amendment quite apart from the PJBD Recommendations.

Postal Privileges

(In consultation with the Post Office
Department)

11. In order to legalize the U.S. military post offices in Newfoundland, it is proposed to add a new item (y) to section 7 of the Post Office Act. This would authorize the Postmaster General to make regulations governing postal services of Allied Forces in Canada.

Jurisdiction

(In consultation with officials of the
Department of Justice)

12. Almost every Section of the Official Secrets Act would be amended in order to extend its protection (limited at present to Canadian Government and Provincial Government secrets) to secrets belonging to other Commonwealth Governments or to an "associated state". The phrase "associated state" means any state that enters into an agreement with Canada relating to security and that is designated by the Governor in Council (e.g., any North Atlantic Treaty country.) It is submitted that these amendments are desirable quite apart from PJBD Recommendations.

13. A new Section 541A would be added to the Criminal Code to protect the property of "His Majesty's forces, or any forces cooperating therewith." This Section is desired for the benefit of Canadian forces, quite apart from the PJBD Recommendations.

14. A new section would be added to the Visiting Forces (USA) Act to provide for compulsory attendance of witnesses before U.S. courts-martial, under regulations to be made by the Governor in Council, in the same manner as now applies to courts-martial of the Canadian forces.

General Observation re Legislation

15. It is not necessary to decide now how many Bills will be necessary. The amendment to the Criminal Code, for example, could be included in the usual annual Criminal Code Amendment Bill.

EXCHANGE OF NOTES

16. If Cabinet approves the Recommendations and agrees in principle to the introduction of the necessary legislation, the Secretary of State

.... /4

TOP SECRET

APPENDIX "D" TO
GSC 1211-1 (JPC)
DATED 23 Jun 52.

- 4 -

for External Affairs proposes to enter into an Exchange of Notes with the U.S. as contemplated in the Recommendations, to record officially what the U.S. is giving up and what the Canadian Government will do. A draft of the Notes will be submitted to Cabinet in due course.

LETTER TO NEWFOUNDLAND GOVERNMENT

17. An important condition of the Recommendations is the following:

"That the Canadian Government, as a condition precedent to the waiver and suspension of the exercise of rights under Article IV and to the extension to Newfoundland of an amended Visiting Forces (USA) Act, give satisfactory assurances that the U.S. officials in Newfoundland will have a degree of jurisdiction comparable to that which they now in fact exercise. In this connection, the U.S. Section would regard the proposed letter from the Government of Canada to the Government of Newfoundland, with a reply from the Newfoundland Government that jurisdictional conditions would remain substantially as now exercised, as the basis for satisfactory assurances to be given by the Canadian Government."

18. The draft letter referred to reads as follows:

"It is contemplated extending the Visiting Forces (USA) Act to the Province of Newfoundland, including the U.S. leased Bases. Although the present Act does not interfere with the jurisdiction of Canadian courts and law enforcement authorities, it is the hope of the Government of Canada that those charged with law enforcement may rarely find it necessary to bring members of the United States forces before Canadian courts. In particular, it is hoped that, when an offence is by its nature essentially prejudicial to the discipline of the United States Armed Forces, when an offence is committed within the Leased Areas, or when an offence involves only members of the United States forces or only the property of the Government of the United States, the Canadian authorities will find it desirable to leave the wrong-doer to be dealt with by the United States Service courts and authorities.

...../5

- 5 -

TOP SECRET

APPENDIX "D" TO
CSC 1211-1 (JPC)
DATED 23 Jun 52.

"I hope that your Government will bring the Act to the attention of law enforcement authorities. I should be glad to learn the views of your Government on the question discussed in the preceding paragraph."

The wording of the letter is similar to the wording of a communication sent to all provincial governments in July, 1947, when the Visiting Forces (USA) Act was passed.

19. The Attorney General of Newfoundland indicated informally some time ago that such a letter would receive a satisfactory reply.

RECOMMENDATIONS FOR DECISIONS BY CABINET

20. (1) To approve the PJBD Recommendations and to authorize the notification of this approval to the U.S. Government;
- (2) To approve the proposals for introduction of legislation as set forth in this memorandum, subject, of course, to official consideration of the drafts by the Department of Justice;
- (3) To authorize the Secretary of State for External Affairs to enter into an Exchange of Notes with the U.S., subject to submission of the draft Notes to Cabinet;
- (4) To authorize the Minister of Justice to send the suggested letter to the Attorney General of Newfoundland at a time to be settled by the Ministers of Justice, National Defence, and External Affairs; this exchange of letters to be followed by a note to the U.S. Government giving the required assurances.

(SGD) L.B. Pearson,
Secretary of State
for External Affairs

(SGD) Brooke Claxton
Minister of National
Defence.

Department of External Affairs,
March 15, 1951.

TOP SECRET

000363

50209-40
S E C R E T

Ottawa, June 22, 1951. *file*
mn

MEMORANDUM FOR FILE

Re Principles of Defence Co-operation
between Canada and the United States

50209-40
321 ✓

Mr. Pearson discussed various matters with the United States Secretary of State on June 14. Following is an extract from the report of the meeting enclosed with a letter of June 15 from Mr. Wrong to Mr. Heeney:

"Mr. Pearson said that while co-operation on defence matters between Canada and the United States was proceeding satisfactorily, the principles upon which this co-operation was based were in some respects out of date, as these had been drawn up before the North Atlantic Treaty. Moreover, new requests from the United States for defence facilities were apparently in prospect. Mr. Pearson asked Mr. Acheson whether he would agree that it might be desirable to consider the possibility of drawing up a new master statement which would govern co-operation in the defence field between the two countries. Such a statement might be made public as a declaration of parallel intent by the two governments. The terms of the statement might be included in a recommendation of the Permanent Joint Board on Defence and submitted to the respective governments for approval. Mr. Acheson said that he agreed to the idea of exploring the drawing up of a new statement and also agreed to the method suggested by Mr. Pearson. Mr. Pearson said that the matter would be pursued in Ottawa."

MAN
Defence Liaison Division (1).