Joint Arctic Government has recently completed its pledge to Atlantic force in western last of the
With the delivery of exception of the power, with the possible becomes the only States, where schedules
stable considerable pride in the solid, to its pledged contribution. still
industrial complex of the top policy-makers give to majority. just been reelected to power by a large
and where a continental' defense system except of building· a bastion in the heart of the European workshop that is next door
to the Communist peril. to cooperate in the immediate construction­
NATO edge coin, with being carried out at the Massachusetts protection from an atomic constitute
to contribute the National Security Council in the recommendation of Project
This is a matter of con­
that Canada should be asked the radar warning system built on the Island of Greenland. One advantage was that the radar stations could be supplied by ships along the Arctic coast. The estimated cost is reported to have been from 800 million to a billion dollars.

But Canadian as well as some American military and scientific experts began to find flaws in the idea of an Arctic line. They pointed out that planes passing over it could be detected and their numbers estimated with fair accuracy, but the direction in which they were going could not be determined. Thus, a raid might be aimed at Chicago or Seattle, while on the first warning all of the big cities on the Eastern Seaboard would be evacuated. After this happened two or three times, disrupting normal life to an extraordinary degree, the system would be abandoned. In a continuing cold war with a growing fear of atomic disaster, the Russians would quickly exploit such a situation, sending planes into the Arctic wild for the sole purpose of causing havoc.

The Canadian opposition put a damper on eager, one might also say frantic. determination of the Americans to get on with building the Lincoln Line. It is now virtually certain that regardless of the appraisal of the tests in the Arctic as to the effectiveness of such a line, it will not be built. Opinion here is all on the side of pushing up from the farthest north railway so that the warning time is constantly increased with a series of lines to check and recheck on direction and numbers. This was likewise the final view of Gen. Omar Bradley just before he retired as chairman of the Joint Chiefs of Staff.

IN THE midst of the argument over the Lincoln Line, Canada came up with a new idea for an intermediary line based on a more advanced technology. This was the brainchild of a group of brilliant scientists at McGill University in Montreal, among them those who contributed the pioneering development of radar and the proximity fuse at the beginning of World War II.

The McGill fence, as it is now known, could be far less costly and could be built much more quickly. But even more important, the skilled manpower required to operate it would be a fraction of that required for the Lincoln Line. What is more, the radar network now being completed to protect a part of Canada and the United States would serve as a backstop.

All these factors are likely to prove decisive when the joint Canadian-United States defense board meets at the end of this month. Canadian cabinet members are fearful that if billions are spent for continental defense at the same time the United States is curtailling its aid to western Europe, the NATO powers will fear a retreat within fortress America and NATO will be weakened or destroyed. This is still another argument—the clincher from the Canadian viewpoint—for the compromise plan put forward by Canada's military and scientific planners.