

ACCESS TO ALASKA HIGHWAY

*Exchange of notes at Ottawa April 10, 1943, supplementing agreement
of March 17 and 18, 1942
Entered into force April 10, 1943*

57 Stat. 1274; Executive Agreement Series 362

*The American Chargé d'Affaires ad interim to the Under Secretary of State
for External Affairs*

LEGATION OF THE
UNITED STATES OF AMERICA
Ottawa, Canada, April 10, 1943

MY DEAR MR. ROBERTSON:

The question has been raised in Washington as to whether the two phrases found in the American-Canadian exchange of notes of March 17-18, 1942,¹ regarding the post-war use of the Alaska Highway, apply equally to the use of the existing Canadian highways which would have to be used in order to reach the southern terminus of the Alaska Highway from the United States.

You will recall that the notes provide that at the conclusion of the war "that part of the highway which lies in Canada shall become in all respects an integral part of the Canadian highway system, subject to the understanding that there shall at no time be imposed any discriminatory conditions in relation to the user of the road as between Canadian and United States civilian traffic."

Elsewhere the Canadian Government agreed "to waive import duties, transit or similar charges on shipments originating in the United States and to be transported over the highway to Alaska, or originating in Alaska and to be transported over the highway to the United States."

Although it was originally intended that most of the traffic over the Alaska Highway would be routed to Dawson Creek, British Columbia, by rail, it has, as you know, been found expedient to send certain vehicles and transport certain supplies by highway from the United States to Dawson Creek en route to Alaska. My Government feels that it is a natural inference from the language quoted above that United States vehicles should be allowed to

¹ EAS 246, *ante*, p 261.