

want any talk to be going on to the effect that the British government was footing the bills. It was put over in the most beautiful way. It could only mean that Newfoundland is, in the first instance, responsible, but will be recouped, and so they voted \$750,000 in the estimate.

Sir William Hillman was in Gander, he was the Director General of Civil Aviation of the United Kingdom at that time, on his way through to the Bermuda Conference, and he made the statement that "they were fed up with repeated requests coming to them from Newfoundland in connection with Gander, authorising this, that and the other for amounts of \$50,000 here, \$70,000 there and \$100,000 somewhere else." His complaint was that instead of putting them to the necessity of running to their superiors with so many requests for authorisation, they should come in and say they wanted \$1 million or \$2 million, and it would only occur once, and there would be a row, but they would pass it and there would be no more trouble for a year. There was another point that Mr. Ashbourne raised — Goose Bay and Torbay. We thought that as the operation of Goose and Torbay do not come within the realm of public finance we would ignore them. The contracts for the lease of Goose and Torbay have been published in the press and are public property, and certainly the exchequer of Newfoundland is not involved in the expenses of either of those airports.... If we made a mistake and if the House orders us to get further information regarding Goose and Torbay, we will be happy to carry out their orders.

Mr. Ashbourne My point about Goose was that on account of its proximity to Newfoundland it might have a prejudicial effect on our bargaining powers about Gander airport. I believe that might have been recognised by the people who effected the lease of the Goose airport....

Mr. Smallwood Mr. Chairman, Gander is the only airport designated by the Newfoundland government as a port of call for transatlantic aircraft. The Division of Civil Aviation has the authority to divert an aircraft from Gander either to Torbay or Goose or Stephenville in case Gander is closed in, but Gander is the airport, the others are only alternates in case of bad weather.... The CAA¹ of the United States government had also designated Gander as the

only airport on the North Atlantic which may be used by American aircraft flying the North Atlantic. That means an aircraft leaving the US to cross the Atlantic, or leaving Europe for the US, must clear for Gander. If, having cleared for Gander she learns that Gander is closed in, then that does not mean that she has to turn back, for Gander tells them, "You may land at Stephenville, or Torbay, or Goose", but Gander is the only designated airport, and further, from the standpoint of the CAA it is the only designated airport for American aircraft. There have been rumours going around from time to time that the Americans want the right to use Stephenville, but I don't think there is anything to it. I don't think our government would be so insane as to permit the civilian use of any other airport except Gander. I think we can dismiss that.

Mr. Burry Mr. Chairman, I understand that as far as Goose airport is concerned it does not enter into the civilian aviation picture. That is because it is considered to be a permanent military base to be operated as such.... Mr. Smallwood is perfectly right in saying that planes coming across the Atlantic have the right to land at Goose at the rate of three or four a day when Gander is closed in, or any other airport that they cannot reach....

Mr. Smallwood That is the case, but I don't think Mr. Burry means to say that an airplane approaching Gander has a choice of landing where it likes, it has to do so on the instructions of the Newfoundland government.

Mr. Penney I would like to second Major Cashin's motion and in doing so I wish I could know of some correct way to limit the time of speakers' addresses to 15 minutes or so at a time. It would facilitate the work of this Convention.

Mr. Vardy I would like to support Major Cashin's motion. I think we should accept the various reports coming in after reasonable debate, by sections, and when the whole report has been formally received, if there are any critical points on which we need further explanations, I feel they should come from the convention of the whole. If we start throwing reports back on the hands of the committees, it is going to take a long time. We have a number of reports coming in and we have fairly well covered the ground.

Mr. Chairman It has been moved and seconded that the section of the report of Transportation

¹Civil Aviation Authority.