

use before winter closed in. Considering the isolation of the site from the then existing communications, and the time available for planning and transporting equipment and personnel, this was an outstanding achievement.

It was subsequently agreed by the Governments of Newfoundland and the United Kingdom that from Sept. 1, 1941, Canada should be given a 99-year lease of the Goose Bay Air Base for defence purposes; that this air base should be available to the Royal Air Force and to the United States Air Forces for the duration of the War and for such time thereafter as the parties might agree to be necessary or advisable in the interests of common defence; that the question of civil air use should remain over for settlement after the War (discussions to take place between the United Kingdom, Newfoundland and Canada within twelve months after the War) but, in any event, civil and military aircraft owned by the Government of Newfoundland should have rights to use the base on terms not less favourable than aircraft owned by the Government of Canada.

With the completion of the Goose Bay air base by Canada and the Greenland and Iceland airfields by the United States, a staging route was available for relatively short-range aircraft.

With the entry of the United States into the War on Dec. 7, 1941, the strain on the existing ferry routes became even heavier. In May, 1942, the United States Army Air Forces proposed to the Canada-United States Permanent Joint Board on Defence the establishment of air routes over northeastern Canada to ferry long-, medium- and short-range aircraft to Europe, and on June 2, 1942, the Permanent Joint Board on Defence approved and recommended immediate construction of airfields on Canadian territory either by the Canadian or by the United States Government with the approval of the Canadian Government. Facilities of the new routes were to be made available to the Royal Air Force.

From the factories of the United States Pacific Coast, aircraft would be ferried across the Canadian prairies to The Pas and Churchill, Man. From this Hudson Bay port they would fly to Southampton Island, N.W.T.; Frobisher Bay, Baffin Island; Greenland; and Iceland and from there to their destination.

This channel was to be in addition to the overland ferry route already established from eastern United States plants to the United Kingdom by way of Goose Bay, Greenland and Iceland. (See map on p. 710.)

Summary of Total War Expenditures on Canada's Northern Airfields and Policy Governing Their Apportionment

Details of the expenditures and the existence of the previously undisclosed airfields in northeastern Canada were revealed when Prime Minister King, on Aug. 1, 1944, tabled in the House of Commons an exchange of notes between Canada and the United States dated June 23 and 27, 1944.

In explanation of the Agreement by which Canada will reimburse the United States for works of a permanent nature constructed in Canada, Prime Minister King said:

"The Government had two considerations in mind. In the first place it is believed that, as part of the Canadian contribution to the War, this country should take general responsibility for the provision of facilities in Canada and in Labrador required for the use of Canadian, United Kingdom and United States forces.