

Goose Bay in Labrador is also a weather alternate to Gander. It has much less fog and is better situated for the shortest land-to-land route via Iceland and the route to Northern Europe. However, it is off the shortest New York-London route and slightly off the Montreal-London route, and is costly to operate, since it has to be serviced by air during the seven or eight months of the year when ships cannot get through. It is also a station for Canada's search-rescue services which are provided under the International Civil Aviation Organization.

Buchans is an emergency field in the interior of the Island near the mining development of the same name. Weather conditions are excellent and the approach is easy.

Botwood was developed as a seaplane base before the War. The harbour is excellent for seaplanes, but is closed by ice for about five months of the year. Its future as a landing point depends upon the future of the seaplane as an Atlantic carrier.

Since September, 1946, Canada has operated an airway traffic control centre at Moncton, New Brunswick, for the northwest Atlantic area, including Newfoundland, as recommended by the Dublin Conference of Provisional International Civil Aviation Organization in 1946.

When provision was made in 1936 for experimental civil air flights across the Atlantic, Canada agreed to provide the meteorological service in Newfoundland and a beginning was made before 1939. During the War the service was greatly expanded and after the War Canada undertook to continue it. A few existing United States stations have been linked with the Canadian service to provide in effect a single service for the Newfoundland-Labrador region.

*Cabot tower stands on Signal Hill at the entrance to St. John's Harbour. Here Marconi received the first wireless signal across the Atlantic in 1901.*

