

pattern of transatlantic aviation are documented only to the extent that they shed light on Canadian and Newfoundland attitudes.

The first six volumes of *Documents on Canadian External Relations* contain some documents on Canada-Newfoundland relations in the 1909-1939 period. Volumes 7 and 8 of the same series will cover the 1939-1941 period and will contain material which usefully supplements the parts of the present volume dealing with Newfoundland in Canada-United States defence planning, command relationships in Newfoundland, and United States bases. They also contain documentation of two subjects which were at the edge of the main stream of Canada-Newfoundland relations during the 1939-45 war—the St. Pierre-Miquelon issue and Canada's concern with Greenland; these subjects receive only cursory treatment in this volume.

In the thirties Newfoundland was one of the interesting but obscure countries of the western hemisphere. Its rise to a position of international prominence in the forties was a result of the war and of the emergence of transatlantic flying as a commercially viable form of transportation. During the war and for some time afterward Newfoundland occupied a central position in the North Atlantic region both with regard to military strategy and with regard to civil aviation. In recent years it has again begun to assume a more secondary rôle in these affairs. While the United States still maintains a presence in its naval base at Argentia, and in the Canadian air base at Goose Bay—the only Newfoundland air base to retain postwar strategic significance—these installations have come to have less and less military meaning in the missile age; and, while Gander and Goose Bay are still important civil airfields, they are regularly by-passed by large jet planes flying non-stop from places in Europe to airports on the North American mainland.

The documents in this volume show the part played by Canada in this evolution between 1935 and 1949, the period when Newfoundland was rising into a position of geopolitical prominence. They also throw light on economic relations between Canada and Newfoundland during the same period. The historian of this time should of course pay attention to social and cultural relations but the present volume will not help him much since these activities are difficult to document from official sources.

Treatment of documents about the Permanent Joint Board on Defence deserves a brief note. Documents which shed light on the origin of the Board and on its general concern with Newfoundland are in the Joint Board section while documents germane to particular defence activities have been placed elsewhere with other documents covering these activities. A complete list of the Board's recommendations affecting Newfoundland is in Appendix A.

At the more technical level, because the subject-matter of this volume is relatively homogeneous the customary list of documents containing a summary of each has been omitted; it is hoped that the table of contents and the index (occasionally supplemented by footnotes) will prove sufficient. The documents have been reproduced as found and no attempt has been made