

themselves to the delegation which, it was felt, should be discussed in Ottawa before final terms were negotiated and it was to obtain their views thereon that they had been called in for consultation. He read clause 8 (2) for their information and listed some of the additional points arising therefrom which the delegation had considered, as follows:

(i) the purchase of R.A.F. buildings by the Airport at a cost of \$200,000, which was not known to the National Convention delegation during its negotiations with Canada in 1947,

(ii) capital expenditures incurred by the Airport in connection with its operations in recent years, such as repairs and extensions to buildings, runways, etc., and

(iii) the setting up of stocks of coal, food, etc.,

...

123. Mr. Gruchy asked that Messrs. Pattison and Sparry prepare a brief setting forth any points in connection with the transfer of the control of the airport to Canada which they considered should be brought to the attention of the delegation or might be of assistance to it in the course of its forthcoming negotiations in Ottawa. Amongst other matters, this brief should include (i) a statement of all sums which in their opinion Canada should repay to Newfoundland and their reasons therefor and (ii) a note on the present position at the airport regarding any concessions given or leases, etc., issued to other parties, and their recommendations as to the continuance or otherwise thereof under Confederation. Mr. Gruchy thought that the delegation should endeavour to obtain every possible benefit for Newfoundland following the transfer of the airport and asked Messrs. Pattison and Sparry to keep this objective in mind in the preparation of this brief.

...

132. The question of Fifth Freedom Traffic<sup>12</sup> and Canada's policy regarding same were raised by Mr. Pattison and discussed at length. He was asked to cover this and any other problems of a similar nature which may occur to him, in the brief mentioned above.

133. The position regarding the construction and maintenance of roads within the airport area was considered from the viewpoint of Canada's liability therefor after Confederation. It was agreed that Canada should be required to assume responsibility for the maintenance, etc., of such roads and to enable the delegation to determine the exact area involved, the Secretary was instructed to obtain a description of the boundaries of the airport from the Secretary for Public Utilities together with an Abstract of Title to the lands comprised therein.

...

<sup>12</sup>Voir la référence 2 du document 1068 du volume 1.

<sup>12</sup>See footnote 2 of Document 1068 in Volume 1.