

EXCHANGE OF LETTERS (JANUARY 31, FEBRUARY 1, 1947) BETWEEN CANADA AND THE UNITED KINGDOM CONSTITUTING AN AGREEMENT CONCERNING THE GRANT TO AIRLINES OF TRAFFIC RIGHTS IN FIJI AND CANTON ISLAND.

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*The Secretary of State for Dominions Affairs
to the High Commissioner for Canada*

DOMINIONS OFFICE

LONDON, 31st January, 1947.

MY DEAR HIGH COMMISSIONER,

His Majesty's Government in the United Kingdom have had under consideration the question of the grant of traffic rights in Fiji and Canton Island to British Commonwealth Pacific Airlines (in which the Governments of Australia, New Zealand and the United Kingdom will participate) and to Trans-Canada Airlines, the airline designated by the Government of Canada to operate in parallel with British Commonwealth Pacific Airlines on the Trans-Pacific air route.

As regards the grant of rights at Canton, the United Kingdom Government consider that paragraph IV of the Exchange of Notes of April 6, 1939 between the Government of the United Kingdom and the Government of the United States of America regarding the administration of the islands of Canton and Enderbury, by placing no limitations of the rights which may be exercised by British Commonwealth or United States air services at Canton Island, is sufficient warrant for their exercising all five Freedoms when using the Island, and that no further provision for ensuring this right is required.

The United Kingdom Government propose shortly to transmit for the consideration of the Governments of Canada, Australia and New Zealand, draft agreements covering the grant of traffic rights in Fiji. Since, however, the conclusion of these agreements may take some little time, the United Kingdom Government would be pleased, as an interim measure until a bilateral agreement is concluded, to accord to an airline designated by the Government of Canada on a route Vancouver via San Francisco, Honolulu, Canton, Fiji and a point in Australia or a point in New Zealand, third, fourth and fifth freedom rights in Fiji in accordance with, and subject to the observance of the Agreement recently concluded between the Governments of Canada and Australia. This arrangement would be on the understanding that, in return, the Canadian Government would be prepared to grant to British Commonwealth Pacific Airlines the same rights in Vancouver and on the same conditions.

If these proposals are acceptable to the Government of Canada, I suggest that this letter and your reply should be regarded as constituting a temporary agreement pending the conclusion of the long term agreement referred to above.

Sincerely yours,

ADDISON.