

Hon. Mr. HANSON: It all depends on the point of view.

Mr. SYMINGTON: Yes, it all depends on the point of view, but the thing was very carefully thought out originally, and I would expect that it will be reciprocal rights after the war. I could not say; I am not so sure we will be any better off.

Mr. JACKMAN: If T.C.A. want the privilege of flying into the United States over another route to whom do they apply?

Mr. SYMINGTON: The State department in Canada has to apply to the State department in Washington; everything is between governments.

Hon. Mr. HANSON: Is that by treaty?

Mr. SYMINGTON: That is by treaty. That is the present situation.

Hon. Mr. HANSON: Is that a treaty or is that just a modus operandi that has been set up; because I understand that no private company can approach the American government.

Mr. SYMINGTON: No, no private company can approach the Canadian government from the United States; the approach must be through the State department.

Hon. Mr. HANSON: That is not a treaty, that is a method established by governments. Mr. Edwards ought to be able to answer the question.

Mr. EDWARDS: I gave you a statement last year which was printed by the committee—a detailed analysis of all the treaties and exchanges of notes.

Hon. Mr. HANSON: I suppose I didn't have time to read it.

Mr. EDWARDS: That is what they call exchanges of notes.

Hon. Mr. HANSON: Exchanges of notes?

Mr. EDWARDS: Yes.

Hon. Mr. HANSON: And the result is as Mr. Symington has stated?

Mr. EDWARDS: That exchange expired, offhand, I would say a year ago and it was frozen then for the balance of the war; and that is the position to-day.

Hon. Mr. HANSON: Thank you. That is the answer to the question.

Mr. JACKMAN: On this line that used to operate from Vancouver to Seattle, we abandoned that, and some private company has taken the line up now, is that so?

Mr. SYMINGTON: No, they had the rights there. The Canadian Airways had that line and asked to be relieved of it and T.C.A. took it over as a training route for its first operation and it lost money on it, and ultimately when we made the arrangement we withdrew from the Vancouver-Seattle run. It cannot be and never will be economically run, it is not a long enough run.

Mr. JACKMAN: And some American line took it up?

Mr. SYMINGTON: No, they were running then.

Mr. JACKMAN: And they are still running on that line?

Mr. SYMINGTON: They are running I think one plane a day.

Hon. Mr. HANSON: And losing money?

Mr. SYMINGTON: Oh yes, I am sure they are. All those lines made a fair show while the northwest development was going on, but I understand they are now carrying one or two passengers a trip and you cannot run an air line like that.

Mr. NICHOLSON: If you had this proposed service from Toronto to Sault Ste. Marie, and Winnipeg, Saskatoon, Edmonton, and so on, with four cities instead of seven or eight what would be the prospects of increasing the business between Toronto and New York, if there is a direct service?