

and it has been decided to authorize the continuance, on the present basis, of this service for a further period of six months from December 1st, 1941.

This will be authority, therefore, for Pan-American Airways, Inc., to continue its present service through British Columbia, between Seattle and Juneau, in accordance with the terms of Colonel Smart's letter of September 18, 1940.

Yours faithfully,

C. P. EDWARDS,
Deputy Minister.

II

*The Secretary of State for External Affairs of Canada
to the United States Ambassador to Canada*

DEPARTMENT OF EXTERNAL AFFAIRS

Ottawa, January 26, 1944.

No. 9

Sir,

I have the honour to refer to your note No. 909 of June 12 requesting the Canadian Government to authorize Pan-American Airways System on its service between Seattle (Washington) and Juneau (Alaska) to operate over British Columbia for the duration of the present hostilities. You add that such authorization would in no way commit the Canadian Government with respect to post-war commercial aviation policy. In the letter of May 28, 1943, which you enclosed from Pan-American Airways to the Department of Transport of Canada, Pan-American Airways stated that they requested permission on the same terms and conditions on which the temporary permission was first granted by Canada in a letter of September 18, 1940, from the Department of Transport to Pan-American Airways. This letter gave permission for the use of "an emergency overland route to Alaska" via Prince George and Dease Lake. The permission, which was renewed on October 17, 1941, was of a "temporary nature", being limited to a period of six months; it was subject to cancellation any time on sixty days' notice and allowed "planes normally operating on a coastal route to deviate from that route when weather conditions render it unsafe". Aircraft using the emergency route over British Columbia were to fly via Prince George and Dease Lake and were not to land en route except in case of emergency or for refuelling.

2. The permission now requested by Pan-American Airways differs in two important respects from the permission requested in 1940 and 1941. Pan-American no longer operates "normally" on the coastal route but operates more frequently on the inland route through British Columbia than on the coastal route. Permission is desired not for a period of six months but for the duration of the present hostilities.

3. In view of the inability of Pan-American Airways to obtain the equipment required for safe operation of the coastal route and as an emergency measure the Canadian Government will be glad to permit Pan-American Airways to operate, for a period of six months from the date of this note, over British Columbia and to stop at Prince George for refuelling while en route between Seattle and Juneau. Should the United States Government desire an extension of this six months' permission, the Canadian Government will be glad to give consideration to their request in the light of circumstances prevailing at the time. It is understood that authorization to fly this route and any renewal thereof in no way commits the Canadian Government with respect to post-war commercial aviation policy.