

No. 1648

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**UNITED STATES OF AMERICA  
and  
CANADA**

**Exchange of notes constituting an agreement amending the annex to the Agreement of 17 February 1945 between the Governments of these two countries relating to air transport services. Ottawa, 10 and 12 April 1947**

*Official text: English.*

*Registered by the United States of America on 5 March 1952.*

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**ÉTATS-UNIS D'AMÉRIQUE  
et  
CANADA**

**Échange de notes constituant un accord modifiant l'annexe de l'Accord du 17 février 1945 entre les Gouvernements des deux pays relatif aux transports aériens. Ottawa, 10 et 12 avril 1947**

*Texte officiel anglais.*

*Enregistré par les États-Unis d'Amérique le 5 mars 1952.*

No. 1648. EXCHANGE OF NOTES CONSTITUTING AN AGREEMENT<sup>1</sup> BETWEEN THE UNITED STATES OF AMERICA AND CANADA AMENDING THE ANNEX TO THE AGREEMENT OF 17 FEBRUARY 1945<sup>2</sup> BETWEEN THE GOVERNMENTS OF THESE TWO COUNTRIES RELATING TO AIR TRANSPORT SERVICES. OTTAWA, 10 AND 12 APRIL 1947

I

*The American Ambassador to the Canadian Secretary of State for External Affairs*

Ottawa, Canada, April 10, 1947

No. 675

Sir :

I have the honor to refer to the recent discussions held in Ottawa by the representatives of the Governments of the United States of America and Canada relative to air transport. As a result of these discussions I would propose that the agreement between the United States of America and Canada for air transport services, effected by exchange of notes signed at Washington February 17, 1945<sup>2</sup> be amended by the substitution of the following Annex in lieu of the Annex contained therein :

“ANNEX

“A. The airlines designated by the Government of the United States of America may operate on the following routes, with the right to take on and put down passengers, mail and cargo at the Canadian terminals specified :

Boston	—	Moncton
Boston	—	Montreal
New York or Boston	—	Quebec
New York	—	{ Montreal
		{ Ottawa

<sup>1</sup> Came into force on 12 April 1947 by the exchange of the said notes.

<sup>2</sup> See p. 261 of this volume.

Washington	—	{ Montreal
		{ Ottawa
Buffalo	—	Toronto
Fargo	—	Winnipeg
Great Falls	—	Lethbridge
Seattle	—	Vancouver
Seattle	—	Whitehorse
Fairbanks	—	Whitehorse

“ In consideration of special circumstances existing on the routes from New York and Washington to Montreal and Ottawa, the Canadian Government agrees that the United States carrier may serve both Canadian points on the same flights, so long as no Canadian cabotage rights are exercised.

“ The service on the route between Buffalo and Toronto may, at the election of the United States Government, be rendered by two airlines. On the other routes service by a single airline only will be authorized.

“ In addition to the routes listed above, airlines of United States registry will be authorized to stop in Windsor on any route on which they are now or in the future may be authorized by the United States Government to serve Detroit.

“ B. The airlines designated by the Government of Canada may operate on the following routes, with the right to take on and put down passengers, mail and cargo at the United States terminals specified :

Halifax	—	Boston
Toronto	—	New York
Toronto	—	Cleveland
Toronto	—	Chicago
Port Arthur	—	Duluth
Victoria	—	Seattle
Whitehorse	—	Fairbanks
Winnipeg	—	Sault Ste. Marie, Michigan— Toronto

“ In consideration of special circumstances existing on the internal Canadian route between Winnipeg and Toronto, the United States Government agrees that the Canadian carrier on this route may make use of an airfield at Sault Ste. Marie, Michigan, and may pick up and set down traffic there.

“ A single airline will be authorized for each of the foregoing routes. With respect to the routes between Toronto and Cleveland and Toronto and Chicago no through services will be operated from either point in the United States to points lying beyond the territorial limits of Canada.

“ In addition to the routes listed above, airlines of Canadian registry will be authorized to stop in Detroit on any route on which they are now or in the future may be authorized by the Canadian Government to serve Windsor.”

If the foregoing is acceptable to the Government of Canada, this note, and your reply thereto accepting the proposals, shall be regarded as placing on record the understanding arrived at between the two Governments concerning this matter.

Accept, Sir, the renewed assurances of my highest consideration.

Ray ATHERTON

The Right Honorable  
The Secretary of State for External Affairs  
Ottawa

II

*The Canadian Secretary of State for External Affairs to the American  
Ambassador*

DEPARTMENT OF EXTERNAL AFFAIRS  
CANADA

Ottawa, 12th April, 1947

No. 42  
Excellency,

I have the honour to refer to your Note No. 675 of April 10, 1947, in which you propose that the Agreement between the United States and Canada for Air Transport Services, effected by an exchange of notes signed at Washington February 17, 1945, be amended by the substitution of the Annex contained in the above mentioned note, in lieu of the Annex contained in the notes of February 17, 1945. The terms contained in the new Annex are acceptable to the Government of Canada, which agrees that your note No. 675 of April 10 and this reply shall be regarded as constituting an understanding between our two Governments concerning this matter.

Accept, Excellency, the renewed assurances of my highest consideration.

L. B. PEARSON  
for Secretary of State  
for External Affairs

His Excellency the Hon. Ray Atherton  
Ambassador for the United States  
100 Wellington Street  
Ottawa