

area. Are you people in a position to do that, or should we call on somebody else?

Mr. NEVINS. Yes, sir; we are, but we will have to enter it as supplementary evidence. (See pp. 670-680.)

Mr. BYRNES. Yes. The record of these hearings will be open for another couple of weeks and you could submit that so it could be included. More elaboration is what I am asking for of the basic points you make here with respect to the equalization of traffic.

You had something that you wanted to add at this point, I gather.

Mr. OLSEN. What I would do is furnish for the committee's information an extract of the Bermuda capacity clauses as they apply in all the bilaterals because it is an almost identical phrasing in any and all bilaterals. (See pp. 670-680.)

Mr. BYRNES. What I would like to have is a layman's explanation of what it all means, and what could be done, and who is responsible for enforcing the agreements you mentioned, and seeing that the American-flag lines get an equal break.

I am not suggesting that we should have anything other than our due share. From what you have said it is perfectly clear that somebody is asleep here in not insisting that we at least get our share.

Mr. NEVINS. This is precisely the point, sir. This is why we are here.

Mr. BYRNES. We can get all kinds of trouble because we just don't enforce the rights that we have. Some of these Government agencies come in here with all kinds of recommendations when they get themselves into jams, but nine times out of 10 they are in a jam because they haven't used the legal authority they have already been granted to protect our own people and our own interests.

Mr. NEVINS. That is what we are asking for.

Mr. BYRNES. Let me ask this. You mentioned that there are some things, some indirect harassment, that encourages foreign nationals—and maybe even American nationals—traveling here to take a foreign line. You mentioned this passport problem and clearance problem, and so forth.

Does your experience indicate that there are some countries that you have more trouble with than others in that respect or is it a general pattern?

Mr. NEVINS. I am going to ask Curt to answer this. We do.

Mr. OLSEN. Yes, there are some countries; in Scandinavia particularly; for years the local airlines controlled the location of Pan American's ticket counters and they were fairly difficult to find at some airports.

Mr. BYRNES. These are the Scandinavian countries.

Mr. OLSEN. Yes, sir.

Mr. BATTIN. What Scandinavian countries?

Mr. OLSEN. Particularly Stockholm and Copenhagen. At one point you practically had to climb behind the curtain to find Pan American's ticket desk.

Mr. BATTIN. Will the gentleman yield a second on that?

Mr. BYRNES. Yes.

Mr. BATTIN. In your appendix A you are using percentages of U.S.-flag and other nations' flag, and back that up as to the percentage that we carry versus the percentage their own airline carries.