

Mr. SYMINGTON: Two hours from Toronto.

Mr. HANSON: With regard to the service from Spokane to Fairbanks, Alaska, will they be allowed to take Canadian passengers?

Mr. SYMINGTON: I understand not, sir.

Mr. HANSON: There are two services.

Mr. SYMINGTON: Yes.

The CHAIRMAN: Next item.

Mr. SYMINGTON: Price Edward Island Service:—

On April 15th, Canadian Airways Limited cancelled its service between Moncton, Summerside and Charlottetown. On request of the Postmaster General, Trans-Canada temporarily operated a service until December 8th, when the Post Office Department entered into a contract with Maritime Central Airways Limited.

Property and Equipment:—

Flight Equipment:—As of December 31, 1941, the flight equipment of the company consisted of:—

12 Lockheed 14H Aircraft, equipped with two Pratt and Whitney Hornet engines each of 850 horsepower.

6 Lockheed Dodestar Aircraft, equipped with two Pratt and Whitney Twin-row Wasp engines each of 1,200 horsepower.

Retirements during the year were: two Lockheed 14H Aircraft requisitioned by the Dominion Government and one Lockheed 14H Aircraft destroyed in the accident at Armstrong, referred to in last year's report.

To provide for replacement of these three aircraft, and for additional flight equipment required for service extensions, the Office of Production Management, Washington, has allocated to the company six Lockheed Lodestar aircraft for delivery in August and September of the current year.

A contract was entered into for purchase of Twin-row Wasp engines for replacement of Hornet engines in the 14H aircraft. Engineering work on this project was completed during the year and deliveries of the engines are now being made. It is expected that this programme will be completed by the late summer of 1942.

Mr. JACKMAN: I think it was about two years ago when the matter of equipment was up that I suggested that possibly the T.C.A. should not expand its services at that time because of the very urgent need for those larger aircraft in the old country. The answer given to me I thought was reasonably satisfactory at that time, namely that those particular planes would not be used anyway and were produced in a factory which did not have orders in the United States, but I noticed an item in one of the American journals that the T.C.A. had had to give up certain of its planes in order to facilitate trans-oceanic flights or for other war purposes.

Mr. SYMINGTON: War work on this continent, carrying military people.

Mr. JACKMAN: How many did you have to give up?

Mr. SYMINGTON: Two.

Hon. Mr. HOWE: We did not have to give them, we gave them.

Mr. JACKMAN: The commercial American air lines had already given them up.

Hon. Mr. HOWE: No, we gave the first two planes that went into that plan. Why do you want to make a statement like that? We presented the first two planes that went into that pool.