

MINUTES OF EVIDENCE

HOUSE OF COMMONS, ROOM 268,

April 30, 1942.

The Select Standing Committee on Railways and Shipping met at 11 o'clock. The Chairman, Mr. J. P. Howden, presided.

The CHAIRMAN: Gentlemen, I wish to thank you for making me your chairman again this year, and at the outset I should like to ask the committee to take as much advantage of the time at our disposal as possible, because the war has thrown a great burden on the officials of the Canadian National Railways and I understand that they are short-handed and the departments are all very busy. While there is no desire on the part of railway officials to curtail discussion, at least we should not waste any time. The procedure usually has been for the president to read his report and to open the discussion. Now, if there is anything else before the meeting before that is done we will pause for any remarks on the part of members of the committee. If not, we will take up the report of Trans-Canada Air Lines, and I will call Mr. H. J. Symington, K.C., President of Trans-Canada Air Lines, to present the report of his department.

Mr. SYMINGTON: Mr. Chairman and gentlemen, I have the fifth annual report of Trans-Canada Air Lines for the year ended 31st December, 1941, as follows:—

To the Shareholders:

The Board of Directors submit herewith the Annual Report of Trans-Canada Air Lines for the year ended 31st December, 1941.

The year's operations were marked by continued development and growth of passenger, mail and express business, extension of services to meet the growing demand for air transport, and increased utilization of the company's skilled personnel and plant facilities to serve the war effort.

The number of passengers carried increased 60 per cent, air mail increased 50 per cent, and air express increased 64 per cent.

The transcontinental service was extended from Moncton to Halifax, and a daily trip was added to the Toronto-Montreal service; a new service was inaugurated between Toronto and New York; operation of the Vancouver-Seattle service was discontinued.

The shops and facilities at Winnipeg and Malton (Toronto) were expanded to undertake additional repair and overhaul work on military aircraft. Maintenance and overhaul of aircraft used in the Atlantic Return Ferry Service was undertaken at Montreal.

Mr. BERCOVITCH: Why was the service from Vancouver to Seattle discontinued?

Mr. SYMINGTON: In the past it was not a paying service. Secondly, negotiations took place between the Air authorities in Washington and Ottawa, because it is an international matter, and when we got the Toronto service—permission from them—there was an over-all temporary arrangement made which expires September of this year, when the whole matter is to be reviewed and a United States line took over the flying from Seattle to Vancouver.