

Mr. JACKMAN: Perhaps you could tell me whether or not the lines in the United States carry all their liability themselves?

Mr. SYMINGTON: None that I know of, sir. They did start, I think, following our move, a sort of co-operative arrangement whereby they formed a company, the insurance companies and the air line companies, in which they each had stock; something like the grain insurance company in Canada.

Mr. HANSON (*Skeena*): Last year, Mr. Chairman, the matter of the accident at Armstrong was brought before this committee, and there were some of the claims not settled at that time. Were they finally settled?

Mr. SYMINGTON: Yes. They were all settled.

Mr. MAYBANK: I have a question I was going to ask, but perhaps you were going to answer something else first. Could you give the total overall cost of that Armstrong accident? Maybe you are going to answer something else first.

Mr. SYMINGTON: It is two or three years ago. I cannot give it to you now. The insurance company paid it. We did not. We were insured at that time.

Mr. MAYBANK: Oh yes. That is all right.

Mr. SYMINGTON: Do you want this insurance, Mr. Jackman? If so, here it is.

Flying equipment, 1943, we paid the underwriters, \$24,900, self insurance, \$267,554; public liability, we paid the underwriters, \$3,267, and the self insurance fund, \$6,612; passenger liability, we paid the underwriters, \$32,500, self insurance, \$68,457; buildings and contents, material and ground equipment, we paid the underwriters, \$11,721, self insurance, \$2,332; employer's liability, underwriters nothing, self insurance, \$43,167; fidelity bonds, \$416 underwriters, no self insurance; group life, T.C.A. proportion, \$13,308 paid underwriters. That is a life insurance policy we took out for our employees.

Mr. JACKMAN: My question really goes back to what Mr. Maybank had to say. I was wondering how much liability had been incurred to pay for losses as against how much had been set up. Of course, we have to find out what the insurance companies have paid. It was obviously a losing job for them on the crash at Armstrong.

Mr. SYMINGTON: Oh, they made money. They came around when we did this and quoted rates very materially lowered if we would leave the business with them.

Mr. HARRIS: The total comes to a good deal more than the 1943 amount of \$293,347.70. Where does the balance appear?

Mr. SYMINGTON: Pardon?

Mr. HARRIS: The total of what you just recited?

Mr. SYMINGTON: The total of what I just recited was \$86,000 for underwriters, \$388,000 for self insurance, a total of \$474,000.

Mr. HARRIS: Where is the difference between that and the \$293,347.70 on page 11? Where does that show?

Mr. SYMINGTON: Which item on page 11?

Mr. HARRIS: Item 617.

Mr. SYMINGTON: Item 617, flying equipment insurance, 618, 654, and 696. They are departmentalized.

Mr. HARRIS: The figures you have just given us make up the total?

Mr. SYMINGTON: Yes. I am relying on my accountant here. I have not figured it out myself. I can give you the premiums if you want them established.

Mr. JACKMAN: It is more the principle that I am concerned with.