

Mr. HARRIS: What was paid with respect to the ones settled out of court?

Mr. SYMINGTON: \$47,361.45, in total.

Mr. HARRIS: That is the total amount?

Mr. SYMINGTON: Yes.

Mr. HARRIS: How many cases?

Mr. SYMINGTON: I believe there were seven.

Mr. HARRIS: And the unsettled amount is \$19,000. Thank you.

Mr. SYMINGTON: These settlements, I may say, were of course made by the insurance company, not by us.

Mr. HARRIS: And the latter were contested by the insurance company?

Mr. SYMINGTON: Yes. They made the settlements, of course, under the insurance policy. They take care of these claims.

Mr. HARRIS: If I might make another observation, I would say that the settlements that were made, to my mind, Mr. Chairman, have been reasonably good. As to the other two cases; as a layman, I do not know anything about the settlements being contested; the awards being lower than those obtained in the cases that were settled. I do not see why we should ask these unfortunate people, as in these two latter cases to undergo the delay and difficulty which the situation brings to them. I happen to know that they are in difficult circumstances and that private citizens have had to come to the rescue in order to keep them going.

Hon. Mr. HOWE: How do you know that to be the case?

Mr. HARRIS: I put money up out of my own pocket; is that good enough?

Hon. Mr. HOWE: Of the two that were contested?

Mr. HARRIS: Yes. I would rather the press would not put that in.

Mr. GRAY: Is it clear to you that this is not being done by the T.C.A. but by a private company?

Mr. HARRIS: Quite.

Mr. GRAY: I think it ought to be clear to all of us now.

Mr. HARRIS: I am not saying it as any reflection on the T.C.A. Admittedly it is a case which might reflect on the whole organization if it is not promptly settled; and the appeal that I make now, inasmuch that the evidence has come out, is that the insurance companies issuing the policies under which they assume the liability of these risks should be of such a class and kind as will keep the good name of the T.C.A. on a very high plane when it comes to settling accidents.

Mr. SYMINGTON: I can only say with reference to that that the company is I think one of the best; secondly, that we did everything we could to try to get them settled, but of course they have the right to defend. So far as we are concerned, we do not like the publicity of it.

Mr. HARRIS: We do not, either.

The CHAIRMAN: Next.

Mr. SYMINGTON: Operations and Development:—

Route miles operated at December 31 totalled 4,024, and daily scheduled miles 18,764, an increase compared with December 31, 1940, of 362 miles and 3,620 miles respectively. Revenue plane miles flown during the year were 6,384,651, as compared with 4,770,219 in 1940, an increase of 1,614,432. 97.2 per cent of the mileage scheduled was completed. Total miles flown, including training, amounted to 7,274,815, as compared with 5,258,984 in 1940.

Mr. HAZEN: What is that about training miles?