

Mr. HARRIS: Mr. Chairman, does the T.C.A. follow the same policy as Canadian National Railways with regard to insurance; or, dealing with these individual items themselves—what I am getting at, Mr. Chairman, is; there are quite a number of insurance policies issued to Trans-Canada Air Lines for services rendered by the insurance companies which do not apply in the case of the Canadian National Railways, and I would like to have a statement as to why this directorate consider it necessary to carry certain insurances while the other directorate does not consider it necessary to carry like insurance?

Hon. Mr. HOWE: I think the explanation of that is that one crash here could wipe out the capital of this company if it is bad enough. That is a considered risk which the railway does insure against. For instance, they insure the Canadian National Steamship Line's boats; the loss of one steamship would wipe out its capital.

Mr. HARRIS: I would ask that that statement be made as comprehensible as possible.

Mr. SYMINGTON: The Trans-Canada looks after their insurance quite apart from the railway altogether.

Mr. BERCOVITCH: What is the total depreciation?

Mr. SYMINGTON: Do you mean the present reserve against; or the annual—I can give you the annual, I think.

Hon. Mr. HOWE: It is shown on the last page, here.

Mr. SYMINGTON: The accrued depreciation to date is \$1,858,365.86; and that was after writing off the Armstrong plane, the plane that was in the crash.

Mr. NICHOLSON: Do I understand that the cost of the insurance includes the losses at Armstrong?

Mr. SYMINGTON: I do not so understand.

Mr. NICHOLSON: Might I ask how much the dependants of each person in that crash were paid, how much they were paid in the case of a crash of that sort?

Mr. SYMINGTON: They are paid whatever settlement is made; or, whatever a jury awards them.

Mr. NICHOLSON: Are those figures to go on the record?

The CHAIRMAN: Mr. Harris has asked that they be placed on the record.

I would like to suggest, gentlemen, if you would listen to the repartee that goes on between the speaker and the interrogator you probably would not have to ask a number of questions that are asked several times, thereby delaying the committee.

Proceed, Mr. Symington, please.

Mr. HARRIS: Mr. Chairman, let us dispose of this first.

The CHAIRMAN: All right.

Mr. HARRIS: The question asked was, what was the award that was made in the case of this crash at Armstrong; it is common knowledge, and it should go on the record. Hon. members here asked that question.

The CHAIRMAN: He asked a question that had been asked by you, and that had been answered to you.

Mr. NICHOLSON: I do not think that question was the same.

Mr. HARRIS: I think not, and I endorse what he says.

Mr. SYMINGTON: I haven't that figure here, because the verdict was in 1942; but Mr. Larson informs me that the verdict in that particular case amounted to \$19,400.

Mr. HARRIS: You are speaking of the two contested ones?

Mr. SYMINGTON: Yes.