

Concerning local firemen and engineers, in 1960 there were only 161 on the work list; in 1964, 150; in 1965, 133, and in 1966, 118. Gentlemen, the chopping has been going on quietly and effectively all these years. Considerable seasonal unemployment, of course, exists, depending on the grain hauls. This particularly affects the fireman with low seniority. The most heavy one of all which is due mostly, I must admit, to dieselization, is the mechanical department at Kenora. I will not go into the individual figures.

Mr. REID: May I make a motion to have this table printed in the brief?

The VICE-CHAIRMAN: It is moved by Mr. O'Keefe, seconded by Mr. Boulanger.

Motion agreed to.

Mr. SHERRETT: Trainmen, which includes conductors and brakemen, have been reduced in number since the advent of diesel power. Tonnage hauls have been increased, with trains almost twice as long, reducing staff requirements. Way freights have been abolished which took away steady employment for four brakemen and two conductors.

Fears are now entertained that the runs will be lengthened for the operating crews through existing terminals, which includes Kenora. This would eventually force 150 families of running trademen to move to Winnipeg, Fort William or Sault Ste. Marie, with additional great financial loss.

It is understood that the company is making surveys for a plan to run cabooses through Kenora. This would eliminate one yard crew on each shift or a total of nine men. The cancellation of the Dominion is reported to have taken 15 men off the work boards.

Kenora's economic future will be gravely affected as a population centre in northwestern Ontario, while many other communities across Canada will experience the same economic, wage, tax and population loss and steady deterioration.

We respectfully submit that the federal government cannot stand by and see communities such as Kenora ruthlessly denuded of its economic strength by the will of a federally subsidized corporation, until the community in question can be assisted by some incentives under the Area Developments Incentives Act to permit our communities to use incentives to attract new industries and absorb our citizens who may be forced to seek new types of employment.

In profound sincerity we believe that the cancellation of the Dominion is a grave retrograde step with far-reaching consequences in these days of buoyant economy. This train should be resumed as a fully constituted passenger train and, if necessary, subsidized, to meet the growing economic needs of important communities along its right-of-way. Respectfully submitted, gentlemen.

Mr. CANTELON: We have here, presented by the witness in the brief, much the same argument with respect to reservations that we have heard many times. This further confirms our feelings that something really needs to be done about it. You have merely said there is a problem here without actually giving us any examples. I wonder if you could give us any concrete examples.

Mr. SHERRETT: I have had many myself, sir. You go up to a depot and ask for reservations. You have to phone Winnipeg; two and three days will go by