

Mr. SOUTHAM: This is interesting because in travelling across Canada, of course, some people prefer the relaxation of train travel. You would think it would be more or less people from outside the country. How would it affect American tourists coming to Canada?

Mr. SHERRETT: The American usually travels by car. But just going down to the lakehead on the "Canadian" about three weeks ago, I met a very interesting New Zealand couple. I had been in New Zealand in the last war attached to their air force, and we had a very enjoyable trip. There was a New Zealand family making a trip across Canada by train; but they are few and far between.

Mr. SOUTHAM: What would your comments be in respect of our centennial and people coming from various countries of the world and wanting to fan out across Canada, not only to see Expo in Montreal but to see other parts of Canada? Do you assume it would be in the interests of the tourist industry to see the "Dominion" maintain at least the full concept—

Mr. SHERRETT: For the summer months, at least, definitely it would, sir. And not of Kenora; I see it from business standpoints. I see, at least two other stikokans, two other giant mines,—several gold mines, and so on. I can mark them down and put them there. This is a growing country and we need some form of assured transportation.

Mr. PASCOE: Mr. Chairman, this is repeating to a certain extent the question of Mr. Reid, but it is a question in which I am quite interested. On page 2, he refers to the statement of Mr. Griffin. He says, "In formulating my opinion I have not weighed the economic or social impact upon communities. In my opinion, these are not matters to be considered and weighed by the board in the discharge of its duties under the Railway Act." I just want to ask this question, and I am quite sure it is brought out here, are you suggesting that this is one of the main considerations of this Committee when we report, "the social and economic impact on a community in the curtailment of passenger service"?

Mr. SHERRETT: I do, sir. I believe that this will stretch across Canada in many communities. We are not the only one.

Mr. OLSON: Mr. Sherrett, you made a point of your requirements for L.C.L. or something of this nature for shipping out fish, and I am wondering if you lost any markets because of the—

Mr. SHERRETT: We had trouble until they quickly brought in a trucking service and met the same schedule. You see, you have to catch that four o'clock morning traffic in New York. That is when the fish markets are going, at four o'clock in the morning. If your fish are not there you will lose that business.

Mr. OLSON: Did you in fact, lose any?

Mr. SHERRETT: Yes, we did lose several days until a substitute method was found; complete trucking service right through.

Mr. OLSON: Would you be able to recapture these markets if head end traffic was restored?

Mr. SHERRETT: Fairly well; by the development of a new type of fish, too. They are using the suckers now and dressing them up for certain types of market. It is surprisingly good.