

Mr. SHERRETT: What happens, what I am dreading, in the moving of the running trades, we will just lose approximately \$2,500,000 a year in wages. We will lose approximately \$200,000 a year in taxes. We will lose a lot of very, very fine citizens who have contributed municipally, culturally and other ways to the community over the years. That is a tremendous loss to a small community.

Mr. REID: Do you have any opinion on what responsibility the CPR has to communities, say like Kenora, which it has called into being, because Kenora originally was a railroad town?

Mr. SHERRETT: That is correct, sir.

Mr. REID: Do you think the CPR or the CNR and other examples, has any responsibility for these communities?

Mr. SHERRETT: Not except morally, I am afraid they have no obligation, no.

Mr. REID: Fine, thank you, Mr. Sherrett.

Mr. FAWCETT: I am probably out of order too, Mr. Chairman, I am not sure; but my question continues on with what we had to say today regarding phasing out or reduction of, particularly running trades staff, although other non-ops were affected more seriously, prior to this time. Have you heard of or read the Freedman Commission Report, Mr. Sherrett?

Mr. SHERRETT: Yes.

Mr. FAWCETT: The only point I want to make here is that this will probably come up in this discussion, and I think that we have to accept the fact that the conditions on the Canadian National that Mr. Freedman made his recommendations on are not similar to the conditions on the CPR. This is for the Committee as well as Mr. Sherrett, and I think we should keep this in mind. In fact, I think there were only two comparable places on the CNR to the CPR and those were Nakina and Wainwright. That is all I have to say.

Mr. SOUTHAM: Mr. Sherrett, first I would like to congratulate you on the more or less dramatic and emphatic way you presented your brief. I noticed that you placed particular emphasis on the retrenchment of the railway as it affects their employees, and so on, and this has been gone into. You referred a moment ago to the industry itself, about your industries and their importance to your city. I, coming from the grass-land area of Canada, have always looked on Kenora, Keewatin and Lake of the Woods area as a very high tourist attraction. Could you enlighten our Committee, Mr. Sherrett, on how this diminution of the railway passenger service might affect this great industry in Canada, as far as your particular area is concerned?

Mr. SHERRETT: I doubt very much whether it would affect the tourist business very much, because I was in the tourist bureau for a number of years directing the activities there. During July and August we have approximately 22,000 cars a week bringing in between 50,000 and 60,000 visitors to a town of 11,000 people, but very very few people came by train except from the old country or Europe. Then the father and mother and family would travel by train. It is remarkable how few did stop. Let us say they stop off at Kenora, they maybe came to Winnipeg, the larger city, where there is much more variety to see, but in the small groups of tourists coming, very few came by train, surprisingly few.