

Now, as to what I said: I said that for passenger trains it is difficult to get a connection; of course, there is a freight connection now. But there are two ways you can do it—at least, that you cannot do it; one is to attempt to go down over the harbour commissioners' track from Longue Pointe with a track running over the harbour commissioners' into Place Viger. That was investigated, but owing to the fact that the harbour commissioners' tracks are so used for harbour service it was not considered advisable to use that route. Another alternative would be to try to use the freight connection which exists between Moreau street and the Canadian Pacific facilities by using some of the yard tracks; that was looked into and it is physically possible to do it, but if you do it you are going to create a serious grade-crossing problem running passenger trains over those streets; you would be maintaining and aggravating a situation that is now there, by so doing. But as part of a large plan a satisfactory scheme could be worked out. I am simply detailing this thing which was seriously under consideration at that time. A viaduct was suggested, but the city would not have it. The thing was dropped when the attempt to use the harbour commissioners' track proved abortive and an attempt to develop a connection through the yard tracks of the Canadian National and the Canadian Pacific railways was not considered to be feasible; but, as I say, again it is a matter of dollars and cents.

Mr. WALSH: Your present plan contemplates continuing in use your present Moreau street station, it would continue to be a factor in your system?

Mr. FAIRWEATHER: As I pointed out, it is possible to take running rights over the Canadian Pacific railway from L'Epiphanie through St. Martin junction into our new terminal.

Mr. VIEN: Is that intended?

Mr. FAIRWEATHER: That is under consideration, yes.

Mr. WALSH: Mr. Fairweather mentioned Sir Frederick Palmer's name, that he was selected by the government?

Mr. FAIRWEATHER: Yes, sir.

Mr. WALSH: Was he selected by the government or by the Minister of Railways at that time?

Mr. FAIRWEATHER: Well, I may be in error there; certainly as far as we are concerned he came to us as a representative appointed by the government.

Mr. WALSH: What I wanted to get is this; if he was selected by the government I would like to have a copy of the Order in Council; if he was selected by the Minister of Railways I would like to have a copy of the letter of the Minister of Railways authorizing or recognizing his appointment.

Mr. VIEN: I think we find his instructions in this material before us.

Mr. WALSH: It is not there. I have not been able to find it.

Mr. VIEN: It hardly matters under whose instructions he acted.

Mr. FAIRWEATHER: In any event, that inquiry could hardly be directed to the Canadian National. As far as we are concerned he came to us accredited from the department of the government to whom we report.

Mr. WALSH: Yes, but he is put before us as an independent gentleman who is called in to study this plan. Now, can we recognize him as an independent consultant, or was he acting with the Canadian National officials to prepare that report that would lead to the tunnel station?

Mr. FAIRWEATHER: Oh, decidedly not. When Sir Frederick Palmer undertook his study I was one of those who contacted him, and if anybody had any idea that Sir Frederick Palmer did not make a searching study of the terminal situation in Montreal, he is very wrong. He was a very difficult man to satisfy.