

"Many other proposals had previously been submitted to the railway authorities or to the press, which are mainly on the lines of providing a Union Station for both the C.P.R. and C.N.R. systems. Some of the schemes put forward had been prepared by engineers, but most of them might be described as 'amateur efforts.' It is believed that every one of these proposals has been carefully considered (certainly all the known proposals have been examined) and it is no disparagement to even the best of these schemes to say that the C.N.R. plan, which has resulted from prolonged study of the question in all its aspects by the extremely competent officials of that railway, is incomparably the best."

HON. MR. STEWART: What is the date of that report?

MR. FAIRWEATHER: 1929.

"Since the plan was made public, the C.P.R. authorities, in response to the request to give it consideration, engaged the C. E. Smith Co. of Consulting Engineers, St. Louis, to review the proposals. The outcome of their report is the adoption of the present Windsor street station site for a union station, with access thereto from the C.N.R. by a new line from St. Henri on that railway to a point on the C.P.R. slightly west of Windsor street station, and it is believed that, in further study of the question, it is admitted that no other alternative seems practicable.

"Now the existing Windsor street station, although not modern, is well equipped, and affords ample accommodation for the present traffic of the railway system it serves. Without considerable extension it would not suffice for any large increase in passenger traffic, and certainly not for the additional facilities which would be necessitated by the addition of C.N.R. traffic. It is understood that the C.P.R. authorities have in view the enlargement of the station northwards, and there can be no doubt that, at a price, it can be sufficiently extended to provide for both railways in regard to present traffic and reasonable growth thereof.

"There are, however, other considerations in respect of which it falls far short of the legitimate requirements of a union station. It is not 'union' in the sense of being a centre from which lines radiate, or can radiate, to north, south, east and west. That is impossible without detours of varying magnitude in all directions excepting the west—the principal direction admittedly. Then it is not nearly so well served by the main arterial roads of the city, which may be said to lie between Sherbrooke street on the north and Notre Dame street on the south, both inclusive. Its main access is by Antoine street, and other west to east main streets are only reached by cross roads. The connecting line to the C.N.R. can only be made mainly on a viaduct running diagonally across Antoine and St. James' streets, and over several cross roads, without any reasonable prospect of the viaduct being flanked by buildings as is proposed for the short viaduct south of the tunnel site station.

"It is believed that the C.P.R. authorities are convinced that the Windsor street site is the only other possible one which could be considered, and as they must be fully aware of the many projects which have been made public from time to time, it follows that, in their opinion, a Union station is only possible at Windsor street or the tunnel site. For the reasons given in the last paragraph, Windsor street, besides having other disabilities, is not in reality a Union station.

"The tunnel site on the other hand, possesses every attribute which a central station can have. Geographically, it is somewhat nearer to the trade centre of gravity. It is nearer to the commercial and financial centres and nearer, also, to the more densely populated portion of the city lying between Victoria square and Mile End.