

I am particularly interested in this matter of the comfort and convenience of passengers and therefore, I suggest, the relative attractiveness of rail traffic as against some other mode of traffic which at present exists because of the advantage of being able to step out of one's plane and into one's hotel.

Mr. SPENCE: May I just say a few words before Mr. Macdougall speaks?

I have not kept any statistics myself but I come to Ottawa very very frequently and I just wonder how many people do find this present location more convenient.

As I have stepped off the train I have watched to see where the people have been going. It does seem to me that the great proportion of the passengers after they come out of the gate turn to the right to the taxi stand or to the place where their own cars are parked. There are a few people who go across to the hotel; but I think the great majority go to the automobiles.

At the new station there will be much more accommodation for parking of cars and better accommodation for taxis. Therefore, from my own observation I think it may be just as convenient, if not more convenient, for the public at the new location as it is at the present location.

It is true that there will be a few people who will want to go to the Chateau and who will be unable to walk through the tunnel; they will have to take a taxi. However, the proportion of the people going to the tunnel and to taxis seems to be preponderantly in favour of those going to taxis.

Mr. COWAN: What will be the comparison of cost? What will be the cost of taking a taxi at the station and going wherever you want to go as compared to the cost of getting in a taxi at Hurdman? They have a short haul from the central station but they will have a long haul from Hurdman's bridge.

Mr. J. W. G. MACDOUGALL, Q.C., (*Canadian National Railways*): I do not know that you can make such a statement categorically.

Mr. COWAN: I did not make a statement; I asked a question.

Mr. MACDOUGALL: Well, I do not know that I would make the statement that because I was getting off at Hurdman's bridge rather than at Union station I would always have a longer taxi ride or longer transportation requirements.

The point you have made, Mr. Barnett, is interesting because we are concerned with the transport business and we are also concerned with the hotel business.

We were not enamoured of this idea when it was first proposed but it was proposed, and in examining the whole package our decision was that while there is good and bad in every major package one has to deal with, the problem is to weigh the good and bad, to weigh the complete thing and make the best decision in the circumstances. I think that is what was done. The railways were made whole in the working arrangement.

In the Lou Cather study which was made in 1960 for the National Capital Commission in connection with whence people were coming and where they were going, a pretty good idea of people's habits was given. Their finding was, you will remember, that of the total number of people coming to Ottawa approximately 8.7 per cent came by rail. That report gave the figure of 87.3 per cent coming by highway.

Of course, we are interested in the rail people; that is our interest. Therefore we wanted to know where they were going, and they broke this down to show that of the rail passengers coming here 28 per cent who come into Union station walk to their destination. Presumably those are the people coming in to the centre of the city so-called, the core of the city, as they are walking to their destination. Probably there is another group of people who come into the centre of the city but on some wider periphery, and they might take a taxi.