

Mr. ARMSTRONG: From the Laurentians: the Canadian National route is through St. Eustache, eastern junction, directly through the tunnel to the new terminal, whereas in the case of the C.P.R. to Windsor street it is St. Eustache, eastern junction, a connection at Ballantyne, Montreal west to Windsor station. There is a saving of 6·8 miles using the Central station.

Mr. FAIRWEATHER: Then take the C.P.R. trains from Quebec. They show the same saving as the Canadian National trains, namely 6·4 miles; and the same is true of the C.P.R. Laurentian trains.

Mr. ARMSTRONG: The Laurentians, yes.

Mr. FAIRWEATHER: Everything from the north will show a saving of 6·4 miles to 6·8 miles coming into the new tunnel as compared with Windsor street. Now, take the Delaware and Hudson from New York.

Mr. ARMSTRONG: The D. & H. now routes through Rouse's Point, Delson, Adirondack junction, and Montreal west to Windsor street. The alternative route would be through St. Johns and into our terminal.

Mr. FAIRWEATHER: I think that will give you an idea of the various routes that are available into the central station area and into Windsor station, and indicates that for the majority of trains coming into the terminal the distance is considerably shorter to the new station at Dorchester street than it would be to Windsor station.

Mr. WALSH: Could you point out the route using Place Viger station as a union station, as a nice short run to the city of Quebec?

Mr. ARMSTRONG: Assuming Moreau street trains used Place Viger, the route would be this route (indicating).

Mr. YOUNG: Why not the red route?

Mr. WALSH: I am taking a proposed route that would cut off at least one hour or an hour and a half on our trip to Quebec.

Mr. FAIRWEATHER: I think that is an over-estimate.

Mr. WALSH: I have heard it mentioned so frequently that I would like to have it checked up. It aroused my enthusiasm.

Mr. FAIRWEATHER: It is a little over-estimated. I would like to say about that situation—you see the red line running out of Bout de L'Ile.

Mr. ARMSTRONG: From Moreau street to Bout de L'Ile.

Mr. FAIRWEATHER: You see the blue line running from Place Viger station east and then north. It is undoubtedly true that the route from Place Viger via the Canadian National to L'Epiphanie is shorter than the other route.

Mr. VIEN: By how much?

Mr. FAIRWEATHER: I think it is about fifteen miles. In running time it would be about twenty-five minutes, I suppose.

Mr. VIEN: What about the grade between Montreal and St. Martin junction?

Mr. FAIRWEATHER: The grades do not bother the passenger trains. What I am coming to is this. It really is not possible to get passengers from that red line into Place Viger station unless and until costly viaducts are constructed along the red line there or parallel to it at Longue Pointe. At one time the Canadian National and the Canadian Pacific had seriously under discussion this very proposal, and when the city of Montreal was approached with the idea of allowing that viaduct to be built or completed—known as the Rouen street line—the consent of the city could not be obtained and that line, I believe, is now being demolished. Now, there are one or two ways of getting that red line (C.N.R.) into Place Viger station.

Mr. YOUNG: How far are they apart now?

Mr. FAIRWEATHER: I do not think it is more than, perhaps, a mile.