

- (G) *The necessary developments in the light of present-day conditions and requirements as well as future necessities including eventually, if decided upon, a union terminal.*

In the light of present developments, the minimum requirements to segregate the passenger and freight terminal facilities of the Canadian National Railways and to provide for the development of the central passenger terminal on a scale suitable to handle the present and reasonably prospective business, consist of a passenger station with 11 station tracks, street approaches, baggage, mail and express facilities, the completion of the viaduct to the Victoria bridge with a connection to Point St. Charles, construction of a coach yard at Point St. Charles and the electrification of the approaches.

Although designed primarily to meet Canadian National Railways requirements, the central passenger terminal can be adapted to development as a union passenger terminal with a minimum of additional expense.

I would say that the cost of providing the facilities indicated above is \$12,600,000. That is for providing the passenger facilities, the viaduct and the rest of it.

- (H) *The pre-eminent suitability of the location of the Central station for a union terminal demonstrated by exhaustive study of the situation by the company's engineers as well as by a special independent study made by Sir Frederick Palmer, M. Inst. C.E., M. Am. Soc. C.E., who was engaged by the Dominion Government for that purpose.*

In discussing the question of a Union station in Montreal, the interests of all parties have to be considered; that is, the interests of the travelling public, the city and the Canadian National Railways must be considered as well as those of the Canadian Pacific Railway Company. There are many reasons why the Windsor street site is not suitable to the travelling public, the city and the Canadian National Railways as a union station, none of which apply to the Dorchester street project either from their standpoint or the standpoint of the Canadian Pacific Railway company. Considered on that basis, it has been demonstrated that Windsor street station is incapable of being made into a true union station, but that the Dorchester street site has all the attributes of such a station.

The reasons are as follows:—

1. *Authoritative statement of an outstanding consulting engineer, chosen by the Government of Canada to report impartially upon the railway terminal plan for Montreal.*

Sir Frederick Palmer, M. Inst. C.E., M.A.M. Soc. C.E., consulting engineer, was selected by the government, in effect, to arbitrate the conflicting views of the Canadian National and Canadian Pacific Railways. His conclusions are free from bias, because he was employed neither by the Canadian National nor by the Canadian Pacific. He brought to bear upon the problem his best engineering ability and wide experience. His conclusions must be given great weight, particularly since his point of view was that of the best interests of the city and of the nation. The pertinent excerpts from Sir Frederick Palmer's report, bearing upon the use of Windsor Street Station as a union terminal, are as follows:—