

and their viewpoint on its relevant convenience for passengers, and also to know something of what would be the operating situation if, as some of us were suggesting or arguing the other day, provision were made for a new station, either an extension in effect of the proposed terminal or of the terminal of the city for operation of railway passenger trains.

Some of us were raising questions as to why it would not be quite feasible and practicable to have a line or two, or whatever would be required, to bring passenger trains into a terminal that could be incorporated in some of the new buildings or in the buildings planned and proposed for the redevelopment of this area.

I wonder if both the gentlemen who are here from the railway companies will tell us something about their viewpoint on the question.

The CHAIRMAN: Mr. Spence, Mr. Macdougall, have you any comments to make on that?

Mr. K. D. M. SPENCE, Q.C. (*Canadian Pacific Railway, Montreal*): Mr. Macdougall explained at the last meeting the position of his company, and I think he could very well have spoken for both of us.

We were not dissatisfied with the location of the station where it is now but this matter was put up to us as the whole reorganization of the plan of the city of Ottawa in the national interest, and Canadian Pacific certainly did not feel that it should try to obstruct or block that in any way.

As the plan developed and was put before us we could see that there were advantages as well as disadvantages in the new location of the station. For example, one of those advantages is that it will cut 10 or 20 minutes off the time of our trains. The disadvantage of returning to the present location would be that that time would have to be added to the schedules of our trains and the trains would have to be turned and backed into the station or turned when they came out of the station.

We realized also that the highway development of the area was going to put the location of the new station in a very convenient and accessible spot from the surrounding parts of Ottawa.

A large number of the office buildings and industries and so on are accessible to the Queensway. The station will be right on the Queensway. With those changes Hurdman might be a better location from the point of view of the whole general public of Ottawa than down in the congested part of the area where it is now.

We therefore tried to co-operate in every way we could thinking, as I say, that there were advantages to balance the disadvantages; and we did not think we should obstruct the plan.

Mr. BARNETT: I myself can see from the point of view of a resident of Ottawa that there might very well be some conveniences in the proposed new location, but the question in my mind—and it is indicated by the statement given in the evidence before the Senate—is that a very high proportion of the actual passengers travelling by train to Ottawa are people who come in from the outside to do business largely with various government offices.

Obviously, the major hotels are located close to the present terminal and there is a proposed large new hotel in that same area. It is obvious to me that it might suit the convenience and comfort of the very large proportion of railway passengers to be able to arrive at their hotel, as I suggested, in much the same way that passengers are able to arrive in the terminals in Montreal with the development that has been taking place there.

I think this is a concern of some of us. Those of us who are members for other parts of the country I hope will not be overbalanced in our judgment by the fact that we also happen to be people who do our business in a location close to the present station.