

At the present time our office space is scattered all over the city of Montreal, and naturally there is a loss of efficiency from that.

The total is \$2,205,000, as Sir Henry stated, at the end of five years.

Mr. HANBURY: That will be the yearly saving, at the end of five years?

Mr. FAIRWEATHER: Yes. At the end of ten years, if the trends which are indicated in the city of Montreal—I may say that I have examined those trends carefully for a period of thirty years in the past—are sustained, and I confidently believe they will, because I can see no reason why Canada is going to stop in the very measured degree of progress which she has had to date; and if that is continued, those economies and revenues accruing from the construction of the Montreal Terminals may reach a total of \$5,500,000 yearly, which, as you will see, is nearly 10 per cent upon the invested capital.

That is from the railway point of view, but in addition to that, from the point of view of the country at large, there are other factors. For instance, to the city, there will be an estimated advantage of \$200,000 a year, which is due to the elimination of traffic congestion inside the city, due to the fact that we have provided additional streets and have provided grade separation at the main traffic arteries by which business is handled.

Mr. HANSON: It will be interesting to know how you reduce those two terms to dollars and cents.

Mr. FAIRWEATHER: I can go into that.

Sir HENRY THORNTON: Yes, let us tell everything we know.

Mr. DUFF: We would be here all summer, wouldn't we?

Sir HENRY THORNTON: Thank you, Mr. Duff.

Mr. FAIRWEATHER: This question of aerial rights; as Mr. Hungerford says, there are some 550,000 square feet available for leasing; and I have made a careful study of the value of land in the City of Montreal. I have a graph in this pamphlet, which shows that, and I think it will be very interesting to the members of the committee.

Mr. HANSON: By aerial rights, you mean ground rights?

Mr. FAIRWEATHER: The leasehold value of the property which will not be actually used by the Canadian National Railways.

I have here a graph which shows a cross-section of real estate values in the City of Montreal, extending along St. Catherine and Sherbrooke streets, from Elmhurst, which is at the extreme westerly end of the city, through to the extreme easterly end of the city, where I have several streets here, Dickson, DeBoucherville and Gauthier.

The interesting thing is that in the vicinity of our Montreal Terminals the assessed value of land is \$70 per square foot. That is the assessed value of the land.

I think, Sir Henry, perhaps if this were passed around to the members of the committee it would show very clearly the possibility of developing aerial rights.

Sir HENRY THORNTON: Have you additional copies of that pamphlet?

Mr. FAIRWEATHER: I have not got them here, sir. We can get them.

Sir HENRY THORNTON: I was wondering if the committee would like us to send and get, by to-morrow, a sufficient number of copies of it for the members of the committee to look over and then to formulate any questions they would like to ask in connection with that.

Mr. HANSON: I think Mr. Fairweather had better go on with the statement and we can perhaps grasp it.

Mr. FAIRWEATHER: The site of our new Central Terminal is located directly in the City of Montreal where real estate values are at their maximum in the uptown section. I may say that I got into trouble once before by