

Mr. Armstrong has indicated some of those round-about routes.

Sir Frederick Palmer contemplated Canadian Pacific trains reaching the central station by means of a tunnel. This, however, is only one method by which trains now using Windsor Street Station could be brought into the central station. Alternative connections at St. Johns, Quebec, and at the north portal of the Mount Royal tunnel would be considerably cheaper than a tunnel connecting the Canadian Pacific and the Canadian National Railways.

A table of the comparative distances from various points of approach to Windsor street and the central terminal shows the superiority of the central passenger terminal, as compared with Windsor street.

Direction	Distance to C.N.R. Terminal Station Shorter or Longer than to Windsor St. Station	
	Miles Shorter	Miles Longer
East and South of St. Lawrence River—		
C.N.R.—Maritime, Sherbrooke, Portland, Me...	22.3*	
Boston and New York...	6.4*	
C.P.R.—Maritimes, Sherbrooke, Boston...	6.4*	
New York...	2-3
West and North of St. Lawrence River—		
C.N.R.—Quebec...	6.4	
Laurentian Mountain Points...	6.8	
Ottawa, Toronto and West...	2.1
C.P.R.—Quebec...	6.4	
Laurentian Mountain Points and Ottawa (North Shore)...	6.4	
Ottawa, Toronto and West...	2.1

*These figures are based upon the use of existing railway routes to Windsor Street. If a viaduct were constructed from St. Henri to Windsor Street the figure would be 1.7 miles in each case.

For instance, take the trains of the Canadian Pacific Railways from the maritime provinces. They come in—

Mr. ARMSTRONG: (Indicating on plan) Through St. Lambert, Brossseau, Delson, Adirondack junction, Montreal West to Windsor station, as compared with the C.N.R. route through St. Lambert, via Victoria bridge and the new viaduct to the new terminal. That is about 22.3 miles further into Windsor station than it is into the central terminal from St. Lambert.

Now, indicate the route of trains from Boston and New York: they come through St. Johns, Brossseau, St. Lambert, the Victoria bridge and the viaduct to the new terminal as compared, in the case of the C.P.R. with St. Johns, Delson, Adirondack junction, Montreal West and Windsor station. That is 6.4 miles further into Windsor station than it is into the new terminal.

Mr. FAIRWEATHER: Indicate the C.P.R. through Sherbrooke and Boston?

Mr. ARMSTRONG: It is the same route from St. Johns into Windsor street station as for New York and Boston trains, and the saving would be the same, 6.4 miles, by using the central terminal.

Mr. FAIRWEATHER: Now, take the Canadian National line from Quebec. To the new terminal via L'Epiphanie.

Mr. ARMSTRONG: To get into Windsor street station from the junction at L'Epiphanie you would have to go through a junction at L'Epiphanie, St. Martin junction, Park avenue, Montreal West to Windsor street, as compared with, in the case of the C.N.R., from L'Epiphanie to St. Martin junction, through Jacques Cartier junction and Eastern junction into the new terminal; or via Jacques Cartier junction through Park avenue, north tunnel Portal—into the new terminal. The saving in distance is 6.4 miles, by using the central station.

Mr. FAIRWEATHER: Then indicate the routes into the Laurentians.