

has been one of their selling points not only in Ottawa but elsewhere? One of your selling points has been the fact that the railway gets you into the city while the air line does not.

Mr. MACDOUGALL: Yes.

Mr. MACKASEY: Then are you not contradicting that theory?

Mr. MACDOUGALL: We do not believe this is so. We think the fact that the centre of gravity that has occurred and is occurring will not put us in that position. We think we will be fairly within the centre of things in the new location.

Mr. MACKASEY: You feel you will still be at the centre?

Mr. MACDOUGALL: Yes.

Mr. MACKASEY: Most members of parliament for some strange reason take a cab from the present Union station up to parliament hill.

Mr. COWAN: I would like to comment on Mr. Macdougall's evidence. I was born in Ottawa and I feel I know something about this city. But you gentlemen keep talking about the centre of gravity, and the centre of Ottawa moving out, just because the C.B.C. and the Post Office have moved to the outskirts.

Does Gen. Clark not give some consideration to the great growth in Hull and in the Gatineau district? I have seen Hull magnified many times in the past number of years. I can remember when the Union station and the Chateau Laurier were opened, when it was said that they were in the centre of population of Ottawa and district.

Let us remember that there is more here than just the city of Ottawa. I have disembarked from a train at Ottawa and gone to Hull to do business with the Woods Manufacturing Company, and with the printing bureau in Hull, or to Gatineau to do business with the International Pulp and Paper Company. Perhaps I should not have done so; perhaps rather I should have got out at Confederation Heights to see the new Post Office Department which is to be considered as the centre of population of the Ottawa district.

Mr. MACDOUGALL: You must know even better than I do the general plan for the city of Ottawa, not only in the building of the Queensway but of other highways as well, to provide a network of roads. We feel that from the point of view of time and ease of access the new station location will not be disadvantageous for the whole area of the city of Ottawa. We think probably, because accommodation will be available there not only for private cars but also for public conveniences and so on, that the highway network to be formed will prove to be pretty reasonable accommodation for the whole area.

Mr. CARON: How much would it cost to go by taxi from the new station to Gamelin boulevard in Hull, which is five miles away from the new station, or the new location?

Mr. MACDOUGALL: I cannot say.

Mr. CARON: I suggest it would be around \$5, and this cost would have to be borne by the citizens of Hull, because nobody takes care of the city of Hull—the National Capital Commission, the railways, nor anybody else. They just look at the city of Ottawa and they do not care for the rest of it. That is what I do not like.

Clauses 2, 3 and 4 agreed to.

(Translation)

Mr. CARON: The registered capital, does the government pay the registered capital of \$30,000,000?