

from the swing bridge to the new bridge, is going to make an improvement in the internal movements in Montreal between the canal crossing and the terminal.

Mr. YOUNG: Under the original proposition was it not intended that a train going to Ottawa would go through the tunnel?

Mr. FAIRWEATHER: Well, originally it was proposed that way, but a careful study of the situation indicated that the amount of money represented in that connection could be saved by bringing the trains through St. Henri and then through Point St. Charles and into the new station area.

Hon. Mr. HOWE: Of course, only passenger trains would come in that way; the freight trains would come as now.

Mr. FAIRWEATHER: The freight would be undisturbed just the passenger trains.

2. *Geographical Location.*

A union station, if it is to serve the true needs of a large city, must be convenient of access to all lines of railway which converge on the city. Windsor Street station does not meet this requirement for Montreal. It affords direct access from only one direction. In all other directions, trains must make detours in order to reach it. As compared with this, the Canadian National central terminal is remarkable in that all railways which approach Montreal from the south and east of the St. Lawrence can be brought to a single point of concentration at Victoria bridge and, similarly, all trains from the north and west can be brought to a point of concentration north of the Mountain.

I think, Mr. Armstrong, that is sufficiently important to be pointed out on the map. Everything that approaches Montreal from the south can be brought to a focus at the Victoria bridge, and that applies as well to the trains of the Canadian National and the Canadian Pacific—a connection at St. Johns, Quebec, would enable the Canadian Pacific trains to be routed in over the Victoria bridge.

Mr. DEACHMAN: Where do those C.P.R. trains to the maritimes go out?

Mr. FAIRWEATHER: They leave Windsor station, cross the canal at Lachine, cross the St. Lawrence, skirt around Laprairie basin and cross the Canadian National line at St. Johns.

Mr. DEACHMAN: Then take the C.P.R. line to Quebec, where does it run?

Mr. ARMSTRONG: (Indicating on plan) The C.P.R. train to Quebec either leaves the Place Viger station here, then to Park avenue and then to Quebec or from Windsor Street through Montreal West, St. Luc junction, Park avenue to Quebec. To reach Windsor Street station it has to run around the city, whereas the same train to reach the Canadian National central station can come right in without using that round-about route.

Mr. FAIRWEATHER: The Mount Royal Tunnel and the viaduct connecting it with the Victoria bridge afford the shortest possible link between these two points of concentration.

And that is the nub of the Canadian National terminal plan: the fact that you have these two natural points of concentration and you have the ability to put a link straight across the city by tunnel and viaduct without disturbing the city streets. It is really a unique sort of opportunity.

The location of the station at Dorchester street approximately at the middle point of this connecting link, permits trains of all railways converging on Montreal to enter the heart of the city directly instead of in a round-about manner.