

Bridge) becomes taxed, that is the double track line of railway crossing the canal at St. Henri—if the freight business—it is not alone the passenger question—but if the freight business on that line becomes of such a volume that there is interference between freight and passenger movement, then something will have to be done about it. There are alternative entrances into the central station for trains from St. Anne's. If we refer to this other map showing the original terminal plan contemplated, the cut-off, as Mr. Armstrong has pointed out, it will take the trains right into the central terminal. That cut-off was part of the larger terminal plan before it was changed to this modified basis. Much of that right-of-way for that line is owned by the Canadian National. The construction of it as an outer belt line, if and when the capacity of the other line is taxed, is entirely feasible and can be carried out without a large expense.

Mr. YOUNG: What is the length of that little green line between the two red lines?

Mr. FAIRWEATHER: That cut-off across there?

Mr. YOUNG: Yes.

Mr. FAIRWEATHER: About six miles.

Mr. DEACHMAN: Would it be satisfactory to operate a railway like that with heavy traffic through a tunnel?

Mr. FAIRWEATHER: Now, with regard to that I think it would be entirely satisfactory for any volume of traffic, including the interurban traffic to the north that is possible of development for a long time to come. The capacity of a double track line is really very great, and this is a double track tunnel. Moreover the tunnel is divided up into signalling sections so that one train can come out after another with complete safety because the locomotives will be automatically interlocked. The capacity of the tunnel is very high. I would say that I cannot in the future see any possibility within any time that we talk about of the capacity of that tunnel being exceeded by the Canadian National Railways. Of course, there is another alternative method of coming in north of the station.

Mr. YOUNG: What is the length of that tunnel?

Mr. FAIRWEATHER: About three and one-half miles.

Mr. YOUNG: Can you operate steam trains there?

Mr. FAIRWEATHER: No, it is all electric. Now, if as I say, the line crossing the Lachine canal at St. Henri should become congested by reason of interference with freight and passenger traffic, and if it were not considered desirable to build a belt line, there are two other alternative methods of getting into the station. That is the beauty of this central station location—the ease with which it can be reached. Will you point out, Mr. Armstrong, the Lachine, Jacques Cartier and Maisonneuve railway, and point out how a train from the west coming over that line could get into the tunnel

Mr. ARMSTRONG: (indicates with pointer).

Mr. WALSH: That is taking right-of-way from the Canadian Pacific.

Mr. FAIRWEATHER: No, that is Canadian National—the Lachine, Jacques Cartier, Maisonneuve railway.

Mr. WALSH: But from Dorval.

Mr. FAIRWEATHER: Oh, between Dorval and Ballantyne, yes, that is quite true that it would mean running rights there. The other way would be to take trackage rights from the Canadian Pacific railway from Dorval and come in around the back of the mountain into the tunnel. If, as I say, freight and passenger traffic should get to the point where it would tax the canal crossing at St. Henri it is entirely feasible to get into the tunnel from the north, and it is relatively inexpensive. I would like to say also in connection with this canal crossing that the removal of the Montreal and Southern Counties trains