

Mr. WALSH: You are making that statement on your own authority?

Mr. FAIRWEATHER: I am making it on the authority of a study that has been made of the situation.

Mr. WALSH: Yes, but there are other people who have made the same study and have come to a quite different conclusion.

Mr. FAIRWEATHER: My authority is the study I mentioned.

Mr. WALSH: I have their statement here.

The CHAIRMAN: Mr. Walsh, will you allow Mr. Fairweather to complete his statement, then we will come back to that afterwards. Go on, Mr. Fairweather.

Mr. WALSH: I did not want to get away from the point altogether.

The CHAIRMAN: No, but we will go back to it.

Mr. FAIRWEATHER: (continuing):

A consideration of these factors demonstrates that if a union station is to be provided for Montreal, the only logical location for it is at the central terminal site.

It is, however, by no means clearly established that a union station is a necessity for Montreal at the present time, and under present conditions, however desirable a union station may be as an ultimate objective in the development of the city. What is clearly established at the present time is that the Canadian National Railways and the city are both suffering from the disjointed nature of the Canadian National facilities, both freight and passenger, and from the existing stations and facilities, which are, for the most part, old and obsolete; also that there is in connection with the existing Canadian National facilities a serious grade separation problem. Sir Frederick Palmer clearly recognized this situation, and states in his report:—

“Whatever may be the ultimate decision in regard to the concentration of all Montreal main line passenger service at the tunnel station, there can be no two views about the desirability of, indeed the necessity for, grouping all C.N.R. trains at this place . . . .”

“It is absolutely necessary to provide suitable passenger station accommodation for the Canadian National Railways to replace the obsolete buildings now in use.”

“The tunnel site affords by far the best means of developing this necessity . . . .”

It is also an established fact that the Canadian National terminal plan is half completed along lines which solve the grade crossing problem, co-ordinate the Canadian National terminals, and conform to the requirement of being readily adaptable to a union station at the best possible site. In short, the best thing to be done is quite plainly to finish the half completed Canadian National terminal. This will co-ordinate the Canadian National terminals with benefit both to the railway and the city. The plan is excellently designed to serve the requirements of the Canadian National Railways and is readily adaptable to a union station. The expenditure of large sums of money on Windsor street station and approaches thereto is not a reasonable solution of the problem.

From an engineering standpoint, less money need be expended on the Canadian National plan to meet Canadian National requirements for co-ordination of its terminals than would be needed to effect only a partial co-ordination of Canadian National facilities based on Windsor street station.