

From the point of view of taxis and other transportation, the situation will be much easier at the new location; and it should be because we are planning a new facility there. We will have at the new location a through train operation through our passenger terminal open at both ends. We will get rid of the stub end rail operation which necessitates backing in and out of the station as is the case now. This is an advantage which will help generally in our service to the public, and of course we will have up-to-date design and facilities of all kinds at the new location, which are always preferable to something 40 or 50 years old.

Taking all these things into account and thinking of our ability to serve the public and the ability of the public to get to and from the railway station, and considering the over-all effect on the hotel taking into account both the highway and the rail side, we have come to the conclusion that while originally we did not care for this move, with the changes taking place and with the movement of the centre of gravity of the city we are satisfied that we will not be adversely affected. We think the public will be perhaps better served than they are at present.

*(Translation)*

Mr. CARON: The people of Ottawa are the only ones who were taken into consideration. You gave no thought at all to the people of Hull and the railways tend to reduce the passenger service in that way. The citizens of Hull will have much farther to go to get to the new station than now. What is the distance between the present station and the new one?

*(Text)*

Mr. MACDOUGALL: About two miles from the present station to the new station.

*(Translation)*

Mr. CARON: At least two miles. That means from four to five miles from Hull to the new station, instead of two or two and a half which is a tremendous difference. It looks as if you want to do away with all the passenger trains between Maniwaki and Ottawa, between Portage-la-Prairie and Ottawa. There are only two trains left between Montreal and Ottawa, and I am wondering if you are not thinking of doing away with them soon and then the citizens of Hull will be so far away from the station that they will begin to wonder whether it would not be better to go by plane than by train.

*(Text)*

Mr. SPENCE: I think perhaps the answer should come from me because the operation on the north side of the Ottawa river, between Ottawa and Montreal, belongs to Canadian Pacific. It is true we have proposed to discontinue some of our trains between Ottawa and Montreal via the north shore. I know that no application has been made to discontinue all the services. The trains that are being better patronized are continuing to operate, and, as I said at the last meeting of this committee, we do not discontinue trains that are making money. For us, as long as they are patronized well and earn proper revenues, we are happy to keep them running. We have passenger facilities in Hull, and those facilities, I believe, under this plan are being improved and enlarged, and while passengers may have to travel further to reach the Union station in Ottawa, they still have good passenger facilities in Hull itself. Of course, it depends on where you are going, but whether you are coming from Hull to the present Union station or to the new Union station, it is almost inevitable that you would use more transportation of some kind, and an extra two miles will not make too much difference. Furthermore, there will be additional highway facilities from Hull to Ottawa which would make access easier than it is at present.