

Hon. Mr. HOWE: I might say that engineers are peculiar people, no matter who retains them they report according to their findings; and Sir Frederick Palmer was a determined man and an eminent engineer.

Mr. WALSH: I recognize his authority at the same time, no matter what his reputation might be, if he is under the command of a certain body as against another body naturally even an engineer is influenced by those for whom he is acting.

Mr. DEACHMAN: Are you implying that he was instructed that a certain job was to be put across there?

Mr. VIEN: Sir Frederick had been retained by the government in respect to the terminal of the Hudson bay railway. He was on his way back to England when this question was being studied by the Board of Railway Commissioners, and the minister, then the Hon. Mr. Dunning, retained him in Ottawa and Montreal to make a report on the situation. I think it will be easy to find in the Department of Railways and Canals instructions which were given to Sir Frederick Palmer at that time. He had been retained by the government through the Minister of Railways and Canals to make a report, as they sought to take advantage of his being in Canada to have the benefit of his views on the subject. Whether it was by Order in Council or by direction of the minister I do not believe it is material.

Mr. WALSH: There should be no objection to our having that information.

The CHAIRMAN: The minister has stated that he is going to make an inquiry in the department and report to us as a committee.

Mr. WALSH: Are we going to take this report up page by page or are we going to stay with the tunnel terminal until we are through with that?

The CHAIRMAN: I think we had better let Mr. Fairweather finish his statement. He is not quite through yet.

Mr. WALSH: He is not through? I thought he was.

Mr. FAIRWEATHER (continuing):

### (3) *Convenience of Street Access*

Convenient street access to a large passenger station is very important. It is well known that the situation at Windsor street station is poor in that regard. It is situated on a steep side hill. St. Antoine street, which flanks it on the south, is comparatively useless, and the same is true of Windsor street on account of its steepness. This forces practically all vehicular access to the station on Osborne street, which is not a through street and is very narrow.

In contrast to this, the central terminal development provides for two new north and south street approaches which with connecting ramps will furnish vehicular access at each end and each side of the station and provide several outlets connecting with the main traffic arteries of the city to avoid congestion. Another point to be considered is that the pedestrian and street car approaches to the central station are segregated from the vehicular approaches which action also avoids congestion. That is, at the new station the vehicular approach to the station is separate from the passenger approach. They do not use the same entrances.

Study of population trends in Montreal shows quite clearly that the centre of population is moving east and north. Since the central terminal is north east of Bonaventure and Windsor street stations, a movement to a union station at the central station would be a move in the direction of the population trend. The centre of the hotel and retail sections of the city is closer to the central terminal than to Windsor street.