

Mr. PETERS: Your passenger service is consolidated.

Mr. MACDOUGALL: I am not sure that I understand what you mean by consolidated.

Mr. PETERS: You do not need as big a station as you used to need.

Mr. MACDOUGALL: In many cases no.

Mr. PETERS: Could you tell us offhand how much money and consideration you obtained from the National Capital Commission for agreeing to this plan?

Mr. MACDOUGALL: I could not answer that.

Mr. PETERS: Was it extensive?

Mr. MACDOUGALL: The basic premise has been maintained that we have been made whole, and this is a combination of a number of things. It is difficult to put a figure on it.

Mr. PETERS: You have valuable properties with the 10 or 12 lines running through the city. For this you must have obtained a considerable amount of cash. It must have cost the Canadian government—not necessarily the city of Ottawa but the Canadian government—considerable money to pick up your holdings in the lines.

Mr. MACDOUGALL: We have received some benefits and we have given some of our facilities to the National Capital Commission. We have been made whole on the complete deal. I do not know that we have exacted more than our due and I do not think we have got more than our due.

Mr. PETERS: You cannot give any figure?

Mr. MACDOUGALL: No.

Mr. PETERS: Can you, Mr. Spence?

Mr. SPENCE: No.

Mr. PETERS: Why can you not give any figure? You are putting in a completely new line and you know how much it costs; you know how much the station facilities mean to you; you know how much property you had before. This has all been evaluated by the National Capital Commission, I am sure. Why can the committee not be told in exact figures what the deal was? This must have been a very interesting arrangement.

Mr. MACDOUGALL: I can make one comment on it. If you look at the agreement and at the whole of the arrangement, not only land transfers but property transfers, you will realise that values have had to be put on old things and new things. It is a very complicated rather than a very simple calculation to arrive at the plusses and minuses.

Mr. PETERS: I am not suggesting it is simple, but knowing the railways and the computer systems they have I know they must be able to arrive at a balance in the end.

Mr. MACDOUGALL: That is the explanation.

Mr. PETERS: It is the explanation but it is not an answer.

The CHAIRMAN: Maybe you can ask General Clark when we call him.

Mr. Rock: I would like to make a little comment.

The Canadian Pacific Railway and Canadian National Railways usually, as Mr. Macdougall says, have no general plan of changes but I must say they do co-operate with any municipality whenever a change is to be made. Within the city of Lachine, for instance, when there were relocations for a humpyard there was complete co-operation between the Canadian Pacific Railway and Canadian National Railways and the local city authorities, and I think they are doing the same thing here with the city of Ottawa.