

"No provision was made in the original proposal for admitting the C.P.Ry. It was conceived solely for the purpose of providing passenger facilities for the Canadian National lines serving Montreal and, consequently, was in no sense a Union station. It may be that the C.N.R. officials were concerned in serving only their own needs, but the development of the project, which so obviously follows upon consideration of the general lay-out, is so important that some little trouble has been taken in adapting the site to the possibility of a real Union station. Alterations of a very minor character have converted it into a really first-class Central Terminal station project for Montreal, in which present and future traffic from all directions can be accommodated.

"Whether the C.P.R. are, or are not, prepared to take advantage now of this opportunity of bringing all their Montreal traffic into one Central station remains to be seen, but whether it be now or later, the time is bound to arrive when the tunnel site becomes the Union station of the city—not only for main line long-distance traffic but also for suburban rapid-transit trains.

"If it be granted that a joint terminus is desirable, then there can be no question about the tunnel site being the best, seeing that it is the only one yet produced affording direct access from all sides. Nothing that can be done at Windsor street will allow of equal facilities to the public, and it is maintained that anything short of the best possible is not good enough for a city of the importance of Montreal.

"This site affords possibilities of union terminal facilities which cannot be given at any other place, and it seems highly desirable that advantage be taken of this opportunity of concentrating passenger traffic.

"The purpose for which these two belated proposals are submitted is not understood. There is nothing to recommend one or the other, and it is obvious that they are 'compromise' suggestions, in which the true needs of Montreal are sacrificed to vested interests. The only lesson to be learned from them is that if they represent the best that can be devised as alternatives thereto, the tunnel proposal stands without a real competitor."

Those are extracts from Sir Frederick Palmer's report.

Mr. HOWDEN: Could we have the proposed site on the map?

Mr. FAIRWEATHER: Yes, it is on that map, but there is another map which shows it in detail.

Mr. WALSH: Will you point out the Windsor street station. I want the members to note that there is not such a tremendous difference in distance between the Canadian National tunnel site and the Windsor street station as was suggested in the report. It is actually only two blocks. You start at Windsor street.

Mr. ARMSTRONG: This is merely a diagram and is not drawn to scale.

Mr. WALSH: Anybody landing at Windsor street station can almost look down upon the tunnel station.

Mr. FAIRWEATHER: Mr. Armstrong, will you point out on the map the pertinent facts of the terminal plan so far as it relates to the central station and the approaches thereto. The station itself will be located just south of Dorchester street.

Mr. ARMSTRONG: This plan shows from Dorchester street to Victoria bridge.

Mr. WALSH: Is the connecting line a new line?