

The Cather report figure was 28 per cent of the people who came by rail walked from Union station; this was in 1960.

Since that time, as you will recall, the Department of Public Works has moved to Confederation Heights; they were formerly here close to the centre. The Post Office Department has moved to Confederation Heights and the Canadian Broadcasting Corporation has moved to Confederation Heights. The Department of National Health and Welfare has moved to Tunney's Pasture, and the Department of Agriculture is preparing to move from the present centre so-called, farther out.

We have come to the conclusion, therefore, that if we were to make this study today we would probably find that of the 28 per cent fewer would walk from Union station to their destination because we know that a great preponderance of the people coming in by rail—I think somewhere around 50 per cent—were going to the Department of Public Works in respect of their daily business.

We have concluded that even the 1960 position, which was not too bad but nevertheless was not too favourable to us, has improved much in favour of the railroads because of the changes in the major departments which have moved away from the present centre, and we think we will perhaps be better oriented to the proposed new centre. Therefore our thinking has been that our position in this regard has improved. It was one of the things about which we were not too keen but we think it has improved because of the new location.

It is true that the proposed station will be approximately two miles away from Confederation square by road. You have heard General Clark talk of the proposals in that regard.

The other disadvantage we feel is that there may be some adverse effect on the Chateau Laurier patronage. As far as the Chateau is concerned, in 1954 our patronage by people arriving by rail was about 27 per cent of the total. We do not expect to lose much of this because we think it will be reasonably acceptable to the new station compared with the configuration that exists in other cities of the country, and we have provided additional parking in the rear of the Chateau Laurier. As you are aware, the over-all parking plan for the centre of the city contemplates additional space. So since our major volume is coming by highway we think we will pick up more coming by highway. If we happen to lose a little by rail, we do not think we will lose too much. In the over-all view we think the Chateau will not be affected very much taking all the considerations, both road and rail, into account.

There are some advantages that have to be considered at the new location. If you are thinking of the convenience of the person travelling by rail in a context of time rather than in one of miles or space, one advantage is that the new station will be located, as General Clark said, just off the Queensway and, as I understand the plan, the Queensway goes practically across the city of Ottawa. There will be good access north and south to the Queensway. People coming to the station and going somewhere in Ottawa or people working or living in Ottawa and going to the station should generally have an easier access to and from the station than they have presently because they will be able to get to the Queensway and then directly at fairly rapid speed to the new station.

Another point is that we have parking space at the present station for five cars and we are providing parking space for 160 cars at the new location. For the man who wants to drive to the station, take the train to Montreal and come back it will be possible to take his car to the station, park it, go on the train and come back to his car at the station. That will be convenient for the kind of commuter operation mentioned the other day for people wanting to go quickly to Montreal from Ottawa; this will be easier from the new location.