



Toronto lost forty pounds of pomposity.

## The Métro

Montreal's modern subway, the Métro, is at the bottom of the pile. It comes together at the Berri-deMontigny station. The blue-enamelled cars move on quiet rubber tires, carrying hundreds of thousands of people in and out of downtown each day. Each station is designed by a different architect and dominated by a huge work of original art.

Since it opened in 1966, it has made the city a fluid unit and played a significant part in its rebuilding. It continues to grow in size and excellence. In 1977 it was extended to the east, from Préfontaine to Honoré-Beaugrand; and in 1978,

to Lasalle in the southwest. The level of architecture and art has been sustained and perhaps surpassed.

At the Champ-de-Mars station, for example, Marcelle Ferron's glass now bathes the different platform levels in warm colours.

René Viau, writing in *vie des arts*, has called Montreal's Métro "a subway where one feels good, where the light of day penetrates right to the bottom of the underground corridors, ... [where] works of art come one after the other, animate the surfaces, share in the ambience."

*The modern Métro contrasts with Montreal's 19th century elegance.*

