

(D) *The effect upon the development and growth of the city, industrially and otherwise.*

The effect of the terminal plan upon the growth of the city of Montreal is intimately connected with the elimination of grade crossings, the provision of conveniently located modern passenger station facilities, the improvement of streets in the congested part of the city, and, above all, the provisions of adequate freight facilities, including industrial trackage to serve new industries.

While the alleviation of the grade crossing situation as such does not present any opportunity for substantial economy to the railway, it does have great value to the city by allowing an uninterrupted flow of traffic on the city streets. This is particularly true of the city of Montreal, in which railway lines tend to interfere seriously with north and southbound street traffic. A particularly helpful feature of the terminal plan, from the standpoint of the city, is the opportunity which will be afforded of connecting Windsor street directly with Colborne street, which in turn leads to the vehicular traffic tunnel under the Lachine canal. Also, the new streets which are provided in the new passenger terminal area will relieve congestion, particularly by affording improved connections between the upper and lower levels of the city. The hotel and retail sections of the city will be brought into closer relationship with arriving and departing Canadian National passenger traffic by the provision of a modern passenger station on the Dorchester street site, thus adding to public convenience.

From the new passenger terminal a rapid-transit suburban service can be supplied to the northern sections of the Island of Montreal, through the Mount Royal tunnel, and also to south shore communities—St. Lambert, etc.—by means of the viaduct and the Victoria bridge. This suburban traffic will become increasingly important as the city develops. The construction of an additional highway on the Victoria bridge would be a great improvement to one of the main entrances into the city; the co-ordination of the M. & S. C. railway as part of the terminal plan will permit this improvement to be made.

(E) *The provision of a satisfactory suburban service between south shore communities and the centre of the city.*

For a number of years the provision of a satisfactory suburban service between the south shore communities and Montreal has been a problem. The south shore communities have repeatedly approached the Canadian National with a view to improving services, pointing out the inadequacy of the Montreal and Southern Counties terminus at McGill street, situated at a great distance from the retail centre of the city, also the limitation upon the service caused by the fact that the railway has to use street car tracks to reach its Montreal terminus and operates over a single track on the Victoria bridge. With the building of the Montreal terminal, it will be possible to provide an excellent suburban service to the south shore communities, furnishing them with an expeditious movement via the terminal viaduct into the centre of the city.

(F) *The amount of money already invested in the property standing idle.*

The amount of money already invested in the Montreal terminal development is \$16,651,000. So long as these works are not proceeded with, this, to a large extent, represents a dead loss, neither the city nor the railway obtaining a commensurate benefit from the outlay already made.