Port Arthur, to connect with the western system which had already developed to very considerable proportions. My head-quarters were at that time in Montreal, so that it was natural that a great deal of my spare time should be devoted to what

was in any case the problem of greatest interest and best worth studying out. Montreal and its problems and growth were not a new matter to me, for I had spent three years of my earlier life at McGill University and had geologized on Montreal Mountain with Sir William Dawson.

The Canadian Northern, two or three years before had purchased and completed the Chateauguay & Northern Ry. from Hochelaga to Joliette, and about the same time acquired the Great Northern Ry. of Canada, extending from Hawkesbury to Riviere a Pierre on the Quebec & Lake St. John Ry., which constituted a sort of overflow system by which

part of the grain brought from Parry Sound by the Canada Atlantic found its way to an elevator in Quebec. The Superintendent of this eastern system was offered one



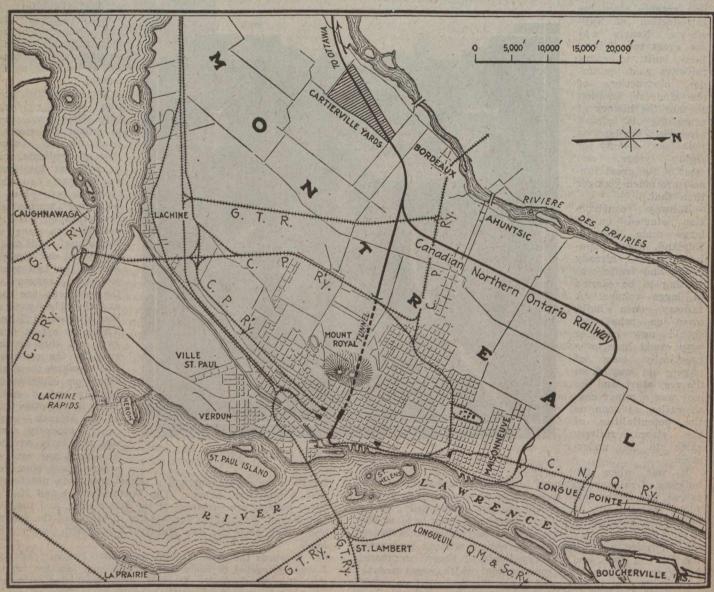
WAR HINDERED FINANCING OF BIG TERMINAL, SO THIS TEMPORARY DEPOT WAS BUILT

of the farms near Longue Pointe, and we combined to purchase this for the railway, and by this means secured an approach to the river front, and within a very short time thereafter, a connection with the Harbor Commissioners'

tracks. This had already secured for the road an ocean terminal, and it developed later that from this farm, now the Longue Pointe yard (and a very busy yard indeed), there extended a very marked depression clear across the island to the Riviere des Prairies, and the only one of its kind between Racine and Bout de l'Isle. Everywhere else there was a high, broad-backed ridge of limestone to the north of the mountain itself, and to the south a long talus slope of sand and glacial drift.

The Northern Colonization Ry., afterwards the Quebec, Montreal & Occidental Ry., and now part of the C.N.R., climbed over the top of the limestone

at Mile End, at an elevation of 200 ft. above the river, and down again with a very strenuous grade of 90 ft. to the mile, to Hochelaga. The Ontario and Quebec Ry., the C.P.R.'s



PLAN SHOWING RAILROAD ENTRANCES INTO MONTREAL