

The facilities lying in the east end of the city have no terminal connection with the facilities in the north or the facilities in the west. Only between the south and west is there a co-ordination of facilities and even in those quarters the Montreal and Southern Counties Railway remains unco-ordinated with other facilities.

This condition of affairs makes it necessary, in effect, to carry on three steam railway operations and one electric operation, and is apparent to the travelling public because it is well known that Bonaventure station, Lagauchetiere street station, Moreau street station and McGill street station are all as distinct as if they were operated by different railways.

A similar condition, which is not so apparent to the travelling public, exists as regards freight traffic and, from the railway operating standpoint, is an even greater handicap. The disjointed nature of the facilities causes a considerable duplication of effort and limits the freedom with which traffic can move in and out of the various lines which converge on Montreal. It is true that an arrangement is in effect for the National Harbours Board to transfer cars to and from the Canadian National facilities in the east end of the city, but this arrangement has been found to lead to considerable delay during the season of navigation when the harbour facilities are being utilized practically to capacity. While it is possible for the company to operate with these disjointed facilities, it is only plain common sense to plan for the co-ordination of them into a rational and coherent unit. Economies would be effected by such a co-ordination and there would be a general improvement as the result of the increased efficiency with which terminal operations would be conducted.

(B) *The adverse effect, financial and otherwise, upon the operations of the company through the continued use and maintenance of antiquated and unco-ordinated terminal facilities inherited from predecessor companies.*

The operating disabilities which arise from the disjointed terminal facilities undoubtedly have an adverse effect upon the company's operations, not only as regards the cost of handling existing traffic, but also due to the adverse effect upon the company's ability to obtain prospective traffic by reason of ancient and unco-ordinated facilities. Certain of the facilities are suffering not only from lack of co-ordination, but also from being obsolete. This is very evident to the public in the main passenger station at Bonaventure, which is no credit either to the railway company or to the city. The continued operation of such an inadequate and obsolete passenger station undoubtedly has an effect upon the passenger traffic of the railway.

Joint with every passenger terminal and an inherent part of its operation is a coach yard, and from the standpoint of operating costs the station and coach yard must be considered as a unit. The coach yard which serves Bonaventure Station is located at St. Henri. It is obsolete, but owing to the confined space it is impossible to modernize the facility if it is maintained in that location.

The main freight facilities are at Turcot, where there are yards for the accommodation of freight trains and for classification purposes. These yard facilities, although admirably located, are not of sufficient size and character to enable all yard operations to be carried on there, and it is necessary to use still older yard facilities in Point St. Charles to supplement them. This results in switching operations and transfer