

tional's tracks and platforms, spruced up.

Above the tracks is the merchandize mart.

Above the mart is the 400-room Bonaventure Hotel, a luxurious inn with, among other things, an outdoor swimming pool, entered in winter as well as in summer, through a water-level swinging glass door. The water is eighty-five degrees, with rising clouds of steam, while at poolside the snow is high and the temperature is very low indeed.

The Bonaventure is at one end of the No. Two Metro line, the longest one, which travels 8.6 miles to Henri Bourassa St. at the northern edge of town. On Henri Bourassa, on a rather shabby commercial street, is the Chez Bardet which is easily one of the best restaurants in North America, a clear illustration of the manner in which the Metro has tied together the city — a guest at the Bonaventure can get to the Chez Bardet with ease in less than a half an hour, from door to door.

Construction of the Metro began May 23, 1962.

It now has three major lines all coming together at a common center at Berri-de Montigny station which is downtown, a few blocks from the St. Lawrence River.

Line No. One runs 4.33 miles parallel to the River and has ten stations. On this line, ten minutes or so from the Bonaventure station, is the Place des Arts, the city-owned complex of theatres.

Line No. Four, the shortest, crosses the St. Lawrence to St. Helen's Island, the Ile Notre Dame, and to Longueuil; and it was this line which hauled the millions of visitors to Expo 67 and to Expo's permanent, annual successor, "Man and His World."

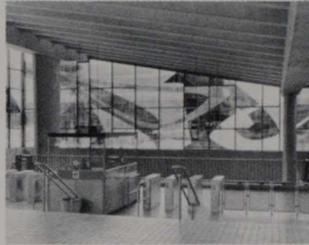


The most striking things about the Metro are not the statistics. It is not the largest or most impressive underground railway on the continent and as a thoroughly modern

subway is it not unique even in Canada. Toronto has an excellent one. The Metro's cars move with no great speed, the maximum being fifty miles an hour, with the regular speeds varying between twenty and thirty-two. It is a relatively short subway, not designed to bring commuters from the far suburbs but simply to permit commuters and everyone else to move about the inner city with speed and comfort. The commuters are served, however, by an excellent system of connecting bus lines and short haul cabs. The Metro operates within its designed limits with great success. Rush-hour trains are only three minutes apart. Non rush-hour cars come every four minutes on Lines One and Two, every 6.6 minutes on

Line Four. (The times are computer controlled.)

The greatest excellence is in the beauty of everything which meets the eye. The cars, designed by Jacques Gillon are of a deep blue enamel. They are spotless and the air within is clean and pleasant. The cars are linked in nine-car trains, they have clean and simple lines and big rubber tired wheels which make the ride smooth and silent. Each station was designed by a different architect. At Peel Station a local artist, Mousson, created brilliantly colored abstract murals; at Bonaventure the high-vaulted walls give the sequence of vast domed chambers a cathedral quality. A multi-colored ceramic bas-relief "The Poet in the Universe" is at the Crémazie Station.



Above the Metro, and above and below the ground, are the building complexes and the promenades.

*Place Ville Marie:* The first of the complexes — seven acres.

A forty-eight-story cruciform tower, off-center next to a four acre plaza. The tower has 1.5 million square feet of office space. Below are four more levels with 1.2 million square feet. Promenades laid in part through sunken courts give access to the subterranean shops and below the promenades are two levels of parking. Trucks come into the Place Ville Marie through the underground roadways without interference at any level with parking or pedestrians. The Place Ville Marie network is tied into adjacent buildings so that pedestrians can move under cover through the downtown.

*Place Victoria:* A sleek, forty-seven-story concrete and glass tower by Moretti and Nervi, with tapering corner columns, which houses the Stock Exchange. The complex is tied into Place Bonaventure.

*Place Bonaventure:* The fifteen-story rough concrete structure which houses the Hotel Bonaventure and the rest of the complex (described above) contains 3.1 million square feet of space and it is tied to the whole subsurface system.

*Place du Canada:* Two dissimilar buildings, the first the Hotel Chateau Champlain, thirty-eight stories with 640 rooms, designed by D'Astous & Pothier. The second is twenty-eight stories of precast concrete and houses offices. Under the paved plaza is a five-level podium housing a bank, shopping promenades, a movie theatre and other facilities. The entire complex is tied by a pedestrian bridge to Dominion Square to the north.

Rides on the Metro cost thirty cents.