

Now, gentlemen, we have available a map which shows the general situation in Montreal, and I would ask Mr. Armstrong to briefly run over the situation there with a pointer so that we may have an understanding of just where the Montreal terminal problem is. In the first place, you will notice that the approaches of the Canadian National Railways to Montreal consist of lines which concentrate at the end of the Victoria bridge. Those lines are the main lines to the Maritime Provinces, the main line to Boston and New York, and a line serving the segment which lies between the St. Lawrence river and the Richelieu river. Coming in from the west you have the main line of the Canadian National which crosses the island at Ste. Anne's. That is the red line.

Mr. YOUNG: What is the purple line?

Mr. FAIRWEATHER: That is the Canadian Pacific railway. Then on the north of the island you will see two lines which cross what is known as the Back river. There is the Canadian National line into the Laurentians, which furnishes also a connection to Hawkesburg and Ottawa. The other line crosses the river at Bout de L'Ile and comes in at the east end of the city. Then there is the electric line which crosses the Victoria bridge and serves the suburban and urban territory on the south shore of the St. Lawrence, reaching a terminus at the foot of McGill street.

Mr. YOUNG: What line was that originally?

Mr. FAIRWEATHER: The Montreal and Southern Counties Railway. Now, the remarkable thing about those lines when you look at them is this, that they approach the city from each quarter of the compass—north, south, east and west—and the other remarkable thing about them is that when they reach the city they fail to be co-ordinated. I will ask Mr. Armstrong to point out Bonaventure station on the map; and Moreau street; the tunnel terminal and McGill street. Each of those stations in the metropolitan area is independent of the other and has to be served as an independent unit. They constitute, together with the freight facilities which go along with the passenger facilities, the Canadian National terminal problem in Montreal.

With regard to the freight yards, I might point out that there is a yard at Point St. Charles; there is another yard at Turcot; and there is a yard at Longue Pointe. Now, Turcot yard and Point St. Charles yard are connected by the main line of the C.N.R., but each of them is inadequate for the business that is being done there. Longue Pointe yard in the east end of the city has no connection by Canadian National rails with the facilities at the west side of the city unless you go clear out to Joliette and come away round back into the city the other way, a distance of 108 miles. As a temporary measure, for a considerable number of years now, the Canadian National reaches those facilities in the east end by an interchange across the harbour belt railway, and this works reasonably well, but in periods of congested traffic when the harbour is busy it does not make a satisfactory connection.

That brief sketch regarding the map will give you some background of what the Montreal terminal problem consists, namely, the co-ordination of four disconnected passenger facilities and the adaptation and improvement of freight facilities, so that taking the Montreal facilities which were inherited from predecessor companies, they could be consolidated into one unit, capable of being operated effectively as a unit.