

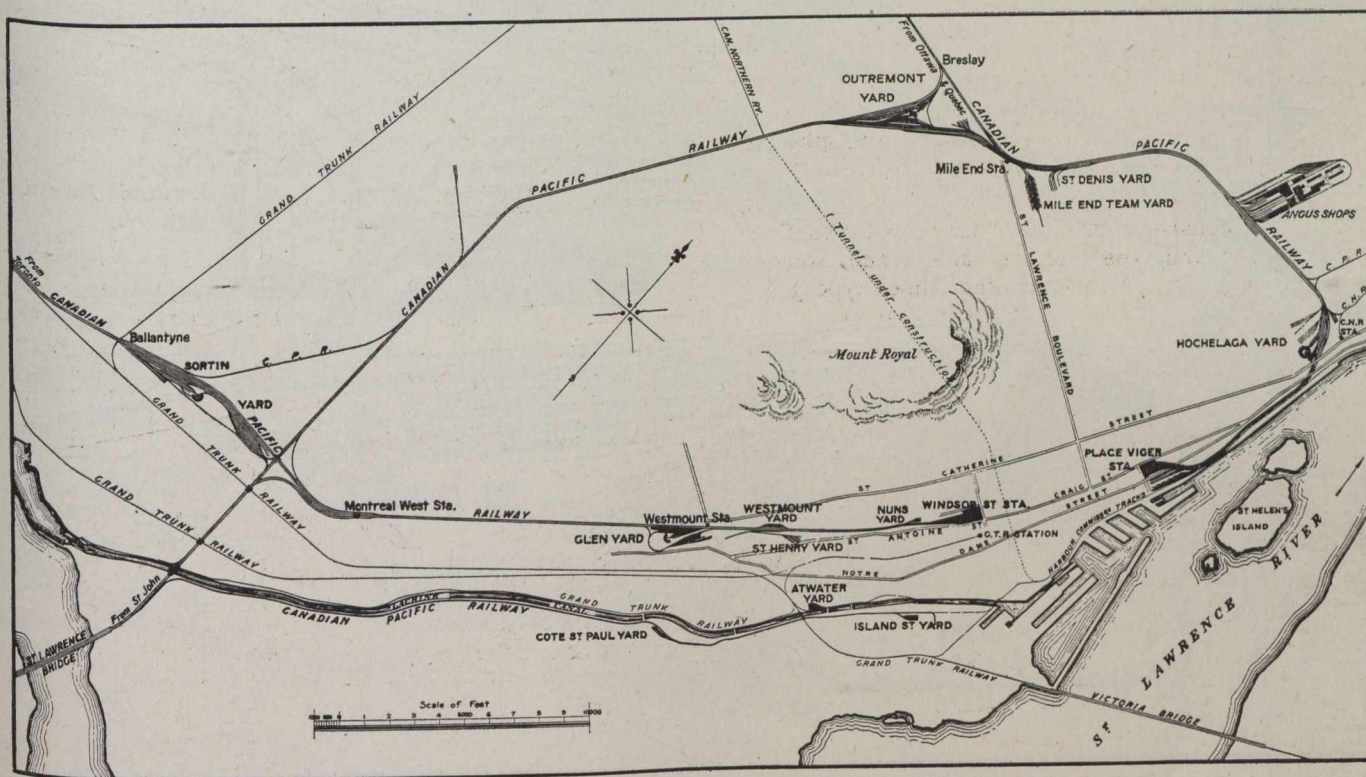
A NOTABLE GROUP OF RAILWAY TERMINALS

ILLUSTRATING BY DIAGRAM AND BRIEF DESCRIPTION THE OUTSTANDING FEATURES OF THE CANADIAN PACIFIC RAILWAY TERMINALS AT QUEBEC, MONTREAL, WINNIPEG AND VANCOUVER.

THE efficiency of a modern railway terminal is not manifested in bells and bustle. To perfect a terminal organization and management, efficient as well under ordinary conditions as when subjected to tests involving maximum demands and extreme conditions, is the greatest problem for the executive head of a busy transcontinental. Nowhere in the complexity of the business world is there greater justification for employing methods which have back of them principles harmonizing with the results of scientific study and re-

over its 12,900 miles of track, is one of the most remarkable evidences of terminal organization and management.

Thus, while a would-be but belated traveller may occasionally deign to recast, in a twinkling, the whole system, there is much to be learned from a study of the terminals that handle the major portion of Canada's long-haul traffic. Only a few will be referred to here: The eastern terminals at Montreal and Quebec, the terminal at Vancouver, where transcontinental trains connect with coastal and trans-Pacific steamers, and the Winnipeg



Canadian Pacific Railway Stations and Yards at Montreal.

search, toned down by the best skill that training and experience can command. Such a terminal must be the acme of organization, but it must first be well located and well arranged. A terminal system cannot be here to-day and there to-morrow to comply with the vicissitudes of restless traffic.

The Canadian Pacific Railway has strategically located its more important terminals at St. John, Quebec, Montreal, Toronto, Fort William, Winnipeg and Vancouver. In a single year (1913) this railway earned nearly \$90,000,000 from freight, and \$35,500,000 from passenger traffic. Or, the standard of its terminal organizations is perhaps better illustrated by the manner in which it met the exacting demands created by the complete disorganization of business in 1914 and the necessity of economy arising out of depression and war. The rapidity and uniformity with which the company, in a few months, reduced maintenance and transportation expenses

yards, through which rolls an enormous volume of traffic between eastern and western Canada.

C.P.R. Terminal at Montreal.

As the accompanying plan indicates, the tracks of the Canadian Pacific Railway very nearly surround the city of Montreal with main lines radiating to the north, west and south. The line to the north leads to Quebec, the Laurentian Mountains and Ottawa; the line to the west leads to Toronto and is at the same time the short line to Ottawa. The line to the south, which crosses the St. Lawrence River on the new double track bridge, leads to all points east and south on the C.P.R. on the southerly side of the St. Lawrence River.

Passenger trains for the east, south and west run from the Windsor Street station with stops in Montreal at Westmount and Montreal West. Trains for the north run from Place Viger with a stop at Mile End. The