

MONTREAL TUNNEL TERMINALS

The Commercial Metropolis has again led Canada!

And in more than one way.

And without any cost to herself!

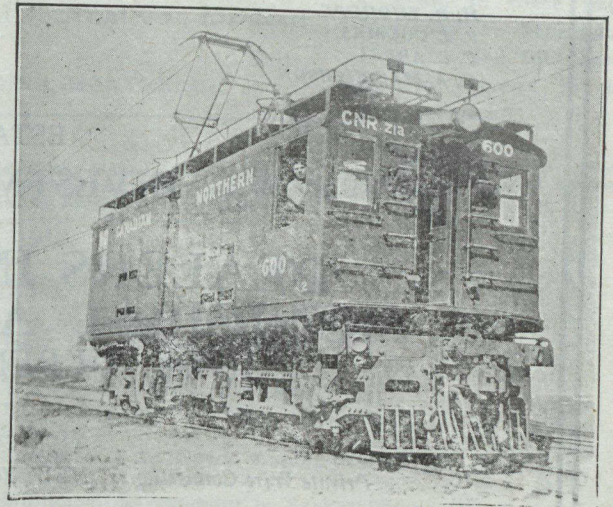
The solution of this puzzling statement is the tunnelling of what Montrealers proudly call "The Mountain" (as if it was the only one!) by the Canadian Northern Railway, and the introduction of electric traction for city terminals in the city proper.

The stoppage of clouds of dirty smoke from shunting railway engines in city terminals has long been discussed, and advocated in Canada. This has been accomplished in Montreal, for the C. N. R. trains leave the new station on Lagauchetiere St. by electric motors.

The beauty of "The Mountain" involved a drawback, for it hemmed the city in between itself and the River, and thus proved an obstacle to the development of the growing city. But by tunnelling through it, the city is extended to the far side, where there is ample room for a huge development. For while the city had meantime gradually swept

leaving London for the North.

Emerging from the tunnel, one sees the fertile



Electric Motors.—C.N.R.

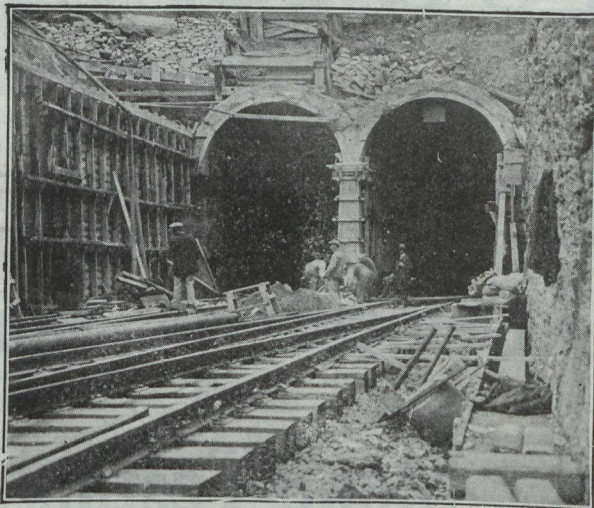
slopes of Montreal Island, backed by the blue Laurentian Mountains; and after a few miles, the train crosses to the mainland at the foot of the Lake of Two Mountains, up which there is a magnificent view.

Then by quaint Canadian villages, whose inhabitants gather at the stations to see the novel sight of a real train, until the Ottawa River is crossed on a long, high bridge, from which are lovely views, both up and down, and into Hawkesbury.

Here is some need of civic enlightenment. The houses of those employed in the huge lumber industries, are unpainted and forlorn looking, while the huge new church stands out in painful contrast.

From this point onward, the tracks lie alongside the river, more or less near, and subjects for pictures are in constant succession, for the winding river, with its alternate pools and rapids, has the old Laurentians as a background, and this expresses the scenic beauties all along.

Those who had the courage to plan and carry out such a scheme as the tunnelling of Mount Royal are to be congratulated on their foresight and determination, while the City of Montreal has been enriched by it, with its civic and engineering features.



Entrance to Mount Royal Tunnel.—C.N.R.

round the mountain's base, much time was occupied in the long ride round it. Now, a few minutes' ride through the heart of the mountain, and the suburbanite is carried from his home to his work.

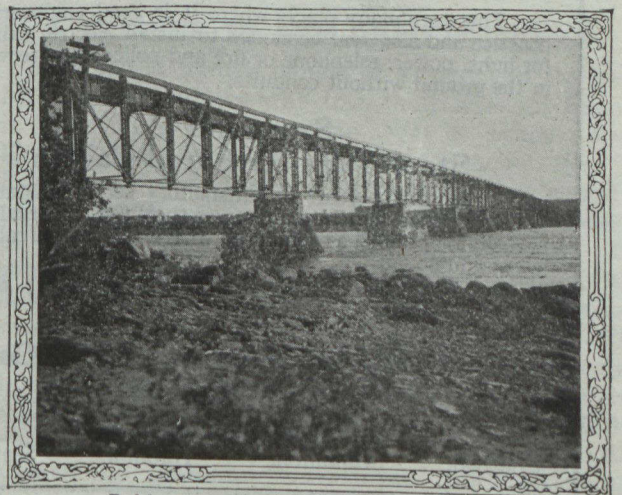
Such are two of the great municipal problems that have been solved by Mount Royal Tunnel.

But there are other outstanding features in its inception and completion.

As an engineering feat it is remarkable, and it is the longest tunnel in Eastern Canada. It penetrates an extinct volcano—and some sanguine people expected that if molten lava were not met, at least heat could be secured that would render Montreal independent of the Fuel Controller.

It is claimed that it opens up a most picturesque route to Ottawa, and the claim is well founded.

Leaving Montreal Tunnel Terminal (which is located on Lagauchetiere St. West, two blocks east of Dominion Square), is reminiscent of the terminal of a railway in the World's Commercial Metropolis; the sloping, rock-covered sides, crowned with houses, and the yawning jaws of the tunnel recall



Bridge at Hawkesbury.—C.N.R.