

The factors studied by the board of directors were as follows:—

(A) The necessity for rational co-ordination of passenger and freight terminals of the Canadian National in the interests of efficiency and economy.

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

(C) The long-standing grade crossing problem in Montreal.

(D) The effect upon the development and growth of the city, industrially and otherwise.

(E) The provision of a satisfactory suburban service between South Shore communities and the centre of the city.

(F) The amount of money already invested in the property standing idle.

(G) The necessary developments in the light of present day conditions and requirements as well as future necessities, including eventually, if decided upon, a union terminal.

(H) The pre-eminent suitability of the location of the central station for a union terminal demonstrated by exhaustive study of the situation by the company's engineers as well as by a special independent study made by Sir Frederick Palmer, M.Inst.C.E., M.Am.Soc.C.E., who was engaged by the Dominion Government for the purpose.

A synopsis of the consideration which was given to each of these factors is as follows:—

(A) *The necessity for rational co-ordination of passenger and freight terminals by the Canadian National in the interests of efficiency and economy.*

The terminal facilities of the Canadian National Railways on the Island of Montreal consist of those of the former Grand Trunk Railway and of the Canadian Northern Railway. These facilities have not been added to nor have they been changed except to a minor degree since the incorporation of the Canadian National Railway Company in 1919. Neither the Grand Trunk nor the Canadian Northern considered its terminal facilities adequate for its business and each had terminal development plans either under contemplation or under construction when the companies came under the control of the government. The rational co-ordination of the passenger and freight terminals in the interests of efficiency and economy has not been brought about.

The terminal facilities, to which reference is made, consist of various lines of railway which converge on Montreal and the freight and passenger facilities consisting of passenger depots, coach yards for storing, cleaning and otherwise servicing passenger train equipment, freight yards for the accommodation of freight trains, assembling of cars into trains, classification of cars for switching to industries, provision for storage and repair of cars, engine houses and freight sheds for handling inbound and outbound less-than-carload traffic, as well as team tracks and many other facilities which are necessary in a complicated terminal of a large city.