

FILE 704

BLDGS: CAMPUS, GROUNDS

1922 - 1933

ROY M. WOLVIN
PRESIDENT

BRITISH EMPIRE STEEL CORPORATION LIMITED

CABLE ADDRESS "BREMSTEEL"

Office of the President

MONTREAL, CANADA

16th July 1924

Sir Arthur W. Currie, G.C.M.G., K.C.B.,
Principal and Vice Chancellor,
McGill University,
Montreal.

Dear Sir:

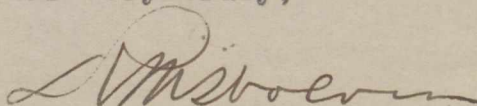
I have your letter of July 11th referring to a letter from our General Manager of Coal Sales under date of July 9th, all relative to the coal supplied for McGill University for the next twelve months.

I must assume that it is your personal desire that the University should use Canadian coal, all other things being equal, and if the contract has been placed for other than Canadian coal this year, that as far as you are concerned it must be through not having personal knowledge of it, or that you must feel that it would be impossible for Canadian coal to be sold at a price to give you the same results as the contract which you have apparently made.

I note you state that our representative returned to your people and offered to furnish them with Canadian coal at whatever you might figure was the equivalent price in value as compared with American coal, but that the business had been closed with another company. Our people did not understand it this way, and reported here that they were advised that the order had not been placed, but that a decision had been arrived at to buy American coal as it gave better results. I regret that if this was the condition at the time when our representative called some effort was not made to give us an opportunity to meet the price even if we were selling coal at distress prices, as we are making some low prices this year in order to furnish more employment in the coal mines.

Let me suggest that when it comes to next year's contract we both give it a little more attention to the end that Canadian coal will be used by McGill University.

Yours very truly,



President

DOCKET STARTS:

McGILL UNIVERSITY
MONTREAL

December 5th. 1924

*McGill
General*

SUPERINTENDING ENGINEER'S
DEPARTMENT

Sir Arthur Currie,
Principal.

Dear Sir;-

With reference to the question of comparative costs of using coal and oil fuel in our power plant I would submit the following figures:-

During last year there was produced 70 million pounds of steam with a coal consumption of 4500 tons, at \$6.75 per ton, the present price of our coal, this gives a total yearly cost of approximately \$ 30,400.00

To produce a corresponding quantity of steam using oil fuel would require about 3000 tons of oil. The price of oil fuel has varied from $8\frac{1}{2}$ cents per gallon a year ago to about 10 cents at the present time. Figuring oil at 9 cents per gallon would give a yearly cost of approximately \$ 60,000.00.

The possible labour saving by using fuel oil would be the dispensing with two coal trimmers now employed for seven months of the year or about \$ 1400.00 per year. This saving would be largely offset by the interest and depreciation charges on the cost of installing storage tanks, piping and oil burning apparatus.

Roughly I would estimate that the extra cost of oil fuel would be about \$29,000.00 per year.

I do not think that you require any detail discussion of the various factors entering into a comparison of this kind,

McGILL UNIVERSITY
MONTREAL

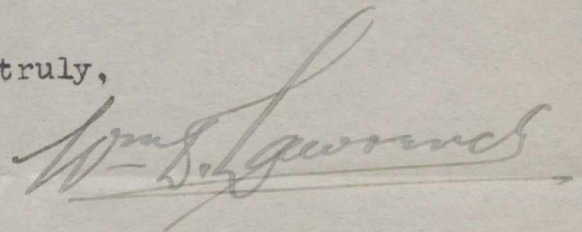
SUPERINTENDING ENGINEER'S
DEPARTMENT

-2-

December 5th. 1924

such as heating content of oil and coal, relative efficiencys of
boilers using the two fuels, etc., and I have simply given you
comparative figures with these various points taken into
consideration.

Yours truly,

A handwritten signature in cursive script, appearing to read "Wm. S. Lawrence", written over a horizontal line.

DOCKET ENDS:

DOCKET STARTS:

July 11th, 1924.

The President,
British Empire Steel Corporation Limited,
Canada Cement Building,
Montreal.

Dear Sir:-

I have received a letter from your General Manager of Coal Sales under date of July 9th, 1924, of which the first paragraph reads as follows:-

"We are very greatly disappointed to learn that a contract has been placed by McGill University for their requirements of coal, from the United States. Efforts were made by our Sales Department and through our dealers, to interest the University in Nova Scotia coal but we were, unfortunately, unsuccessful in inducing them to use the Canadian product.

In view of the earnest desire of the Dominion Government and the efforts which the Provincial Government of Nova Scotia coal and, recognizing also that McGill University is supported very largely by Canadians and Canadian funds, we feel that the situation is an anomalous one and that McGill University should use the Canadian product."

For your information I wish to say that your Company with others, was informed of the requirements of the University and that on tenders being received, coal for coal and price for price your Company's tender was much the least satisfactory. The business was, therefore, closed with another company. After this your representatives returned and offered to furnish us with the

British Empire Steel - 2 -

coal at our own price. We were, however, unable to make any change at this stage.

In view of this I fail to see that there is anything "anomalous" about the situation.

Yours faithfully,

Principal.

BRITISH EMPIRE STEEL CORPORATION LIMITED

COAL SALES DEPARTMENT

BITUMINOUS COALS

"DOMINION"
"SCOTIA"
"SPRINGHILL"
"ACADIA"
"OLD SYDNEY"

CANADA CEMENT BUILDING

MONTREAL, CANADA

July 9th, 1924.

Sir Arthur William Currie, G.C.M.G., K.C.B., L.L.D.,
Principal and Vice-Chancellor,
McGill University,
348 Sherbrooke St., West,
Montreal, P. Q.

Dear Sir:-

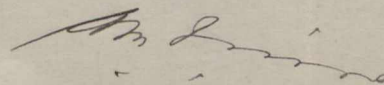
We are very greatly disappointed to learn that a contract has been placed by McGill University for their requirements of coal, from the United States. Efforts were made by our Sales Department and through our dealers, to interest the University in Nova Scotia coal but we were, unfortunately, unsuccessful in inducing them to use the Canadian product.

In view of the earnest desire of the Dominion Government and the efforts which the Provincial Government of Nova Scotia are making to extend the scope of Nova Scotia coal and, recognizing also the McGill University is supported very largely by Canadians and Canadian funds, we feel that the situation is an anomalous one and that McGill University should use the Canadian product.

We are taking the liberty of placing this matter before you, as we feel that you would be anxious to remedy a condition of this kind and to take steps to ensure the use of Canadian coal by the largest institution of its kind in Canada.

Thanking you in anticipation of your consideration,

Yours faithfully,



A. M. Irvine,
General Manager of Coal Sales.

Enquiries sent out

Besco quoted

Same coal as already used also enquired

Coal for coal, price for price Am. Coal much better

Your coal does not give same satisfacti-

engineers admitted that we could not better themselves

Coal afterwards offered at our own price, even if they lose money

DOCKET ENDS:

DOCKET STARTS:

THE MACDONALD PHYSICS BUILDING and THE MONTREAL STREET RAILWAY

PROPOSED BRANCH ON UNIVERSITY STREET.

Memorandum to -

The Principal of McGill University, Sir Arthur Currie, K.C.M.G.

The Macdonald Physics Building is at present disturbed to a most undesirable extent by magnetic and electric effects, due to street railways and to the Canadian National Railway and their return currents. These effects do not constitute a nuisance so far as the teaching of elementary work of the First and Second Year students of the various faculties is concerned. They are, however, already serious in the case of Honour students and Fourth Year students who have to work with more refined apparatus such as galvanometers and magnetometers. In the case of research work by the professors or by students in the Graduate School, they have proved sufficiently serious to necessitate working, in some cases, only between the hours of midnight and 4 A.M. The proposal to run a street railway up University Street should therefore be strenuously resisted, insofar as the usefulness of the Macdonald Physics Building is concerned. The question of abandoning the Physics Building for research work would have to be considered, and the only available spot appears to be between the Redpath Library and the Joseph house, now called the McCord National Museum. It is an open question whether the Canadian National Railway under that section of the Campus would make such a site desirable.

It is desirable to be as explicit as possible with respect to the objections to the street railway. The evils to be considered are - (1) noise, (2) vibrations, (3) electrical disturbances, (4) magnetic disturbances.

(1) All objections on account of noise are waived, as the internal noise of the building is already too great and the external noise would be but a trifling addition.

(2) As regards vibration, we are rather fortunately situated and measurements with seismograph indicate that vibrations due to traffic on Sherbrooke Street are almost negligible; and there is a good reason to believe that the extra vibration due to street railways on University Street will not affect

Memorandum to - the Principal of McGill University,
Sir Arthur Currie, K.C.M.G.

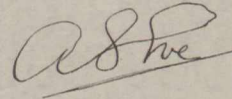
the present building. Before a quarter of a century has passed, the present Physics Building will almost certainly have to be extended as far as University Street. Other science buildings will be erected between the existing science buildings and University Street. An effort should certainly be made to save such desirable sites from noise, vibration and electrical disturbances. The University has no other available sites for such extensions.

(3) Electrical disturbances. In 1909 and again in 1919, Dr. A. N. Shaw proved that fluctuating electric currents amounting to about five amperes disturbed the magnetic instruments in the Macdonald Physics Building, so that a galvanometer could not be used in any part of the basement. Steps were taken to eliminate the trouble to a considerable extent; but a street railway on University Street might greatly aggravate this evil. Dr. Shaw's report is attached.

(4) Magnetic disturbances. In 1919-20, Mr. E.S. Bieler, M.Sc. carried out an investigation under my direction with a coil and galvanometer. He was able to detect and photograph the magnetic fields due to the street railway systems and to measure the effects. The starting and stopping effects amounted to about 50 amperes per second, assuming the nearest street railway to be about 300 yards, perhaps on St. Catherine Street. With a street railway on University Street, these effects would be increased tenfold. *away*

My colleagues concur in the point of view that, so far as this Physics Building is concerned, it is most undesirable to permit a street railway on University Street.

The report by Mr. Bieler is attached.



Director of Physics.

28/11/22.

DOCKET ENDS:

Memo to Dr. Eve

From A. N. Shaw.

STRAY MAGNETIC FIELDS DUE TO TRAMWAYS SYSTEM.

In 1909, fluctuating electric currents of about five amperes, which seriously disturbed all magnetic instruments in their vicinity, were found to flow between the water system which enters the building from *the* Sherbrooke Street side and that which enters from the north. These currents were investigated and measured over a period of several months. In order to eliminate the stray fields and also to avoid the serious damaging effects of such currents, insulating washers were installed in the pipes, and all contacts between the systems throughout the building were separated. This partially eliminated the trouble, leaving a potential difference between the systems which varied in the daytime from 10 to 20 volts.

In August 1919, it was found that the washers had broken down and that numerous new contacts between the systems had been made. The currents were greater than in 1909, but were not measured on this occasion. (They were sufficient to affect a Thomson galvanometer to such an extent that it could not be used in any part of the southeast basement laboratory.)

These effects are probably caused by the Bleury or the St. Catherine Street Tramway system return circuits. Between two and four o'clock in the morning, when these circuits are open most of the time, it was found in 1909 that the magnetic effects became negligible.

It is probable therefore that a closer approach of the cars to McGill would render necessary several expensive measures of protection.

Besides the magnetic effects due to the currents passing along the water pipes, there are magnetic effects due to the currents passing through other neighbouring conductors, and to the operating current itself, which would be appreciable at the distance of University Street.

McGILL UNIVERSITY
MONTREAL

THE MACDONALD PHYSICS BUILDING

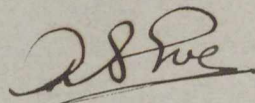
Nov.
30th,
1922.

Sir Arthur Currie, K.C.M.G.,
Principal's Office,
McGill University.

Dear Sir Arthur,-

I have pleasure in forwarding to you the report on the street railway on University Street, with respect to its effect on the Macdonald Physics Building.

Yours very sincerely,



Director of Physics.

S. F. Cyn. G. F.

L. A. Herdt Vice Ch

J. S. Archibald
Com

McGILL UNIVERSITY
MONTREAL

THE MACDONALD PHYSICS BUILDING

March
Twenty-seventh
1925

Sir Arthur Currie,
Principal McGill University,
Montreal.

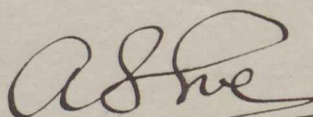
Dear Sir Arthur,

It is stated in the Gazette of Thursday the 26th of March that the question of a street-railway up University Street has again been raised. There appears, therefore, to be grave danger of this step being taken. This would be one of the severest blows which could possibly happen to the University. You have already in your office the report made by Dean Adams a year or two ago.

A few months ago I saw Dr. L. Herdt on this subject and he indicated to me that we were safe from this imminent risk, particularly as, in his judgment, University Street was not the proper solution of their troubles. It is most unfortunate that the question has again been raised at a time when he is unwell.

I need not recapitulate to you the reason why we regard the street-railway on University Street as a most serious menace, but I beseech you to take every step within your power, in the interests of McGill and of the High School and of education generally, to prevent, both now and hereafter, the invasion of a region which should be as sacrosanct as a great public park.

Yours very sincerely,



DOCKET STARTS:

April 14th, 1925.

R. S. White, Esq.,
Editor, The Gazette,
Montreal.

Dear Mr. White:-

May I thank you very much for the editorial which appeared in yesterday morning's Gazette re proposed car line on University Street.

I am attaching herewith for your private information a letter which Mr. Beatty and I sent to the Tramways Commission. This matter is a very serious one for McGill University. We haven't very much property for use when any development takes place. Such as we have is on University Street. We own practically all the property on the University side of the street from Milton to Sherbrooke, while between Milton and Pine on the same side we own some half dozen houses. If a car line runs up as proposed the value of our property will be greatly depreciated, whether for classrooms or laboratories. No university would willingly place its classrooms on a car line.

Furthermore, our Physics Building and Electrical Engineering Laboratories will be practically ruined for investigation purposes. The vibration caused will make it impossible for us to accept with confidence electrical measurements.

DOCKET ENDS:

DOCKET STARTS:

C O P Y

April 8th, 1925.

J.F. Saint Cyr, Esq.,
President, Montreal Tramways Commission,
78 Craig Street West,
Montreal.

Dear Sir:-

We are informed that a decision has been made by which a tramway line will be constructed on University Street. We desire to request the reconsideration of this decision for the following reasons:-

1. The Conservatorium of Music and the new wing of the Macdonald Engineering Building, intended to house the Department of Electrical Engineering, are all close to University Street. The University has also other property on University Street which it is desirable to use at a later date for teaching and research purposes.

II. The Physics Building is at present utilized for standardization work accepted all over the world and recognized by the National Physical Laboratory and by the United States Bureau of Standards. In addition to this, other research work is being continually carried on in the same laboratories.

III. It is the intention to establish in the new Electrical wing of the Engineering Building a Communications Laboratory where research work would be carried on.

IV. The construction of the proposed line would cause great disturbance by reason of:

- (a) Noise
- (b) Vibration
- (c) Magnetic current and magnetic flux.

J.F.Saint Cyr, Esq.

NOISE

The principal difficulty caused by noise will be in the Conservatorium of Music at the Corner of Sherbrooke and University Streets, the only building available for music teaching. Presumably there would be a car stop at this point and between the noise of the cars in motion and the bells teaching at the Conservatorium of Music would be rendered almost impossible. There is no need to point out the difficulty that would arise in the case of lecture rooms erected in future on the University Street front of the College property.

VIBRATION.

The difficulties caused by vibration will be increased by the bad foundations under University Street and they would interfere considerably with the operation of delicate balances and other refined instruments. It has been definitely proved that street traffic causes much heavier vibration than subterranean traffic and that the most harmful kind of surface traffic is that of street cars.

ELECTRIC CURRENT AND MAGNETIC FLUX.

These disturbances would be most serious in the case of the delicate instruments in the Physics Building used in standardization and research work. Some effects have already been felt sufficiently serious to cause apprehension and to delay work, and should this street car line be placed on University Street it would be necessary to discontinue much of the work altogether owing to the greater proximity and the more frequent disturbances.

The statements in these paragraphs have been fully borne out by actual measurements which have been taken at the University and the results of which are still available.

The methods involved in scientific work are becoming more refined at the same time as the

J. F. Saint Cyr, Esq., - 3 -

importance of research work is more recognized by all groups of our social organization. While it is impossible to state the actual value of the standardization and research work now being carried on in the Macdonald Physics Building, it is enough to say that the various governments of the world and in addition many financial corporations have recognized the importance of such work by large and continued money grants.

You are, of course, better aware than we are of the sums, running into many millions, expended each year by such Corporations as the Western Electric, General Electric, General Motors and the American Telegraph and Telephone Company, on the very type of work which is being done in the McGill Physics Building. Much of this work would be permanently hampered and some of it entirely prevented by the proposed new construction.

We are furthermore of the opinion that the preservation of an educational centre, unhampered by noise and disturbance, is of as much importance to the people of Montreal as is their convenience in transportation.

Our protest in this matter has not been made without the fullest possible consideration. We have assured ourselves that the damage done to the University may well be irreparable and even if a remedy can be found the loss caused not only to ourselves, but to engineering and scientific knowledge will be such that it is difficult to see how any advantage offered can compensate it.

We trust that before adopting a course fraught with such serious consequences, you will give us an opportunity to present our objections to the Tramways Company and to the Tramways Commission.

On behalf of the Governors and of the Corporation of McGill University, we are,

Yours faithfully,

April 8, 1925.

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President, Montreal Tramways Commission,
78 Craig St., W.

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J.F. Saint Cyr, Esq.

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The statements in these paragraphs have been fully borne out by actual measurements which have been taken at the University and the results of which are still available.

The methods involved in scientific work are becoming more refined at the same time as the importance of research work is more recognised by all groups of our social organization. While it is impossible to state the actual value of the standardisation and research work now being carried on in the Macdonald Physics Building, it is enough to say that the various governments of the world and in addition many financial corporations have recognised the importance of such work by large and continued money grants.

J.F. Saint Cyr, Esq.

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We are furthermore of the opinion that the preservation of an educational centre, unhampered by noise and disturbance, is of as much importance to the people of Montreal as is their convenience in transportation.

Our protest in this matter has not been made without the fullest possible consideration. We have assured ourselves that the damage done to the University may well be irreparable and even if a remedy can be found the loss caused not only to ourselves, but to engineering and scientific knowledge will be such that it is difficult to see how any advantage offered can compensate for it.

We trust that before adopting a course fraught with such serious consequences, you will give us an opportunity to present our objections to the Tramways Company and to the Tramways Commission.

On behalf of the Governors and of the Corporation of McGill University, we are,

Yours faithfully,

Chancellor,

Principal and Vice-Chancellor.

April 3rd, 1925.

Dr. H. C. Perrin,
Dean, Faculty of Music,
McGill University.

Dear Dean Perrin:-

Thank you very much for your
letter of April 2nd with reference to the proposed
street car line on University Street.

I shall be glad to use your
letter at an interview which the University
authorities are shortly to have with the Tramways
Commission.

Yours faithfully,

Principal.

McGILL UNIVERSITY

FACULTY OF MUSIC

DEAN - DR. H. C. FERRIN

323 W. SHERBROOKE STREET

MONTREAL. 2nd April, 1925.

Sir Arthur Currie,
McGill University.

Dear Sir Arthur,

On behalf of the Faculty of Music which carries on its activities in the Conservatorium building at the corner of University and Sherbrooke Streets, I voice in the strongest manner possible an objection to the proposed new tramway-route which, according to the public press, is to be on University Street. *Though fully* Recognising the necessity of additional tramway routes, some way can surely be found of avoiding running street cars on University Street through what is virtually an educational zone from Prince Arthur down to Sherbrooke.

Limiting myself in the matter to the effect on our work here, may I point out that our building is placed right up to the street building line and under such circumstances the noise of even the present heavy vehicular traffic is inimical to a great deal of our work, added to which the building shakes and trembles unmistakably when a more than usually heavy vehicle passes. With the advent of heavy street-cars passing along and with the additional jarring noises of their brakes applied at a stopping place which would, I presume, naturally be at this corner, great harm to our work would result.

Yours very truly,

H. C. Ferrin

Dean.

DOCKET ENDS:

217

ADDRESS ALL
CORRESPONDENCE
TO THE SECRETARY.

ROYAL TRUST BLDG.
107 ST. JAMES STREET

FILE

Montreal Tramways Commission

Montreal, December 11th, 1922.

Mr. A.W. Currie, Principal,
McGill University,
Montreal.

Dear Sir:-

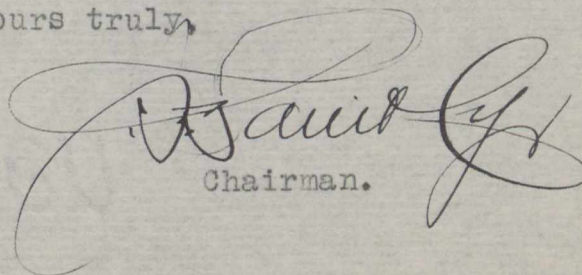
Re - Tramways on University
Street.

I beg to acknowledge receipt of
your favor of the 7th inst.

You may rest assured that before
any decision is made in that matter our Com-
mission will be glad to hear any objection
that your University has against that proposition
and that due notice will be given to you.

I am, Sir,

Yours truly,


Chairman.

JFSC/JP

217

December
Seventh
1922.

The Chairman,
Tramways Commission of Montreal,
107 St. James Street,
Montreal.

Dear Sir:-

It has been intimated to me that pressure has been brought to bear upon your Commission to grant to the Montreal Tramways the right to lay and use a double track on University Street.

Before your Commission makes final decision in this matter McGill University respectfully asks to be heard in the matter. I may say that the University has serious objections which it would like the Commission to consider, and whenever you intimate you are ready to hear us the representatives of the University will attend.

I am, Sir,

Yours faithfully,

Principal.

DOCKET STARTS:

88

General

June 8th, 1922.

A. S. Hall, Esq.,
276 Pine Avenue West,
Montreal.

Dear Sir:-

Colonel Herbert Molson has forwarded to me your letter of June 2nd addressed to him. I am sorry that you did not in the first place write to me, because I am charged with all matters in connection with McGill University. Had you done so there would have been no necessity for you apologizing to Colonel Molson for troubling him.

Regarding the operations of the rock-crusher the situation is this: When the Stadium was constructed there was a great deal of rock excavated - some 40,000 tons. It was necessary to dispose of this rock and McGill made the best bargain it could for its sale. All the rock has now been disposed of, with the exception of 3000 tons. I am sure you will agree that an institution like McGill whose funds are limited and obtained largely from donations by private citizens is justified in increasing those funds by any means which lie within its power. I am fully aware that the area on which the rock pile stood constitutes an eyesore, but the fact that its appearance has not been improved is due solely to the lack of funds for such a purpose.

Regarding the dumping which Kendall Bros. are doing, that also is the result of a contract between McGill and Kendall Bros. We are anxious to increase the playing field on Macdonald Park and the most economical way by which we can obtain a level space of ground is by filling up some of the hollows with rubbish. I may say that a good deal of new level ground has been made as a result.

A. S. Hall, Esq. - 2 -

It is a matter of regret to the University authorities that funds have not been available to develop Macdonald Park according to plans originally prepared for that purpose, but I beg to give you the assurance that the Board of Governors will give this matter their attention as soon as the financial condition of the University justifies the outlay.

You speak of the possibility of the ground below the Stadium being converted into Tennis Courts at small expense. Let me say that on more than one occasion has such a project been examined and we do not agree with you that only a small expense is necessary. As a matter of fact it would take considerable outlay to make Tennis Courts there.

In conclusion let me assure you that the powers that be at McGill are fully aware of the conditions at Macdonald Park.

Yours faithfully,

Principal.

276 Pine Ave. West
Montreal, 2 June, 1922

Dear Sir,

I beg to take the liberty of writing
to you as a Governor of the Gill.

The beautiful property purchased and
presented to the University by the late
Sir W. B. Macdonald has for the greater
part of the last seven years been used
as a contractor's yard & dump for
refuse. For several summers a
rock-crusher operated by different people
made great noise & smothering the
neighbourhood with dust and smoke.
Now the place is a continuous dumping
ground & one is inclined to ask if Sir

William did not present the property to Kendall Bros. & others to dispose of rubbish taken from many sundry excavations at least possible expense to themselves.

It is most trying for residents in the locality & the sadly neglected look of the grounds must give visitors a bad impression.

I cannot imagine that the powers-that-be would allow such a state of affairs to continue if they were aware of the conditions.

The ground below the Stadium, if not to be built upon, would provide room for several tennis courts at small expense.

Apologizing for troubling you,

Yours faithfully

A. S. Hall

Lieut Col. H. Molson

C. M. G. M. C.

61 Ontario Avenue

Molson's Brewery Limited
Brewers & Maltsters

Established 1786

Montreal, June 6th, 1922

Sir Arthur Currie, G.C.M.G.K.C.B.
Principal
McGill University,
Montreal.

Dear Sir Arthur:-

I enclose the letter from
Mr. Hall which I spoke to you about to-day,
complaining of the condition of the lower part
of the Stadium grounds. I have written him
advising that I am passing the correspondence to
you.

Yours sincerely,

Herbert Molson

*40000 ton
all sold to
3000 ton*
Encls.

DOCKET ENDS:

47

April
Twenty-eighth
1922.

J. J. Creelman, Esq.,
Dominion Express Building,
Montreal.

Dear Sir:-

I beg to acknowledge receipt of your letter of April 27th, with reference to the sidewalk on the north side of Pine Avenue.

This matter will be brought to the attention of the Finance Committee at their next meeting.

Yours faithfully,

Principal.

DOCKET STARTS:

TO THE GRADUATES AND THE FRIENDS OF MCGILL.

Seldom in McGill's history has it been necessary for her to appeal against injustice; the citizens of Montreal have always been more than ready to help their University and to forward her cause; in their hands her interests have always been safeguarded.

Today McGill is threatened with a great danger, and we come before you with an earnest prayer not only to stave it off, but to make injury from this cause forever impossible.

A tramway line on University Street such as has been planned by the Tramways Commission will do McGill great and irreparable harm, set back the cause of science not only in Montreal but all over the world, and brand us not only as a utilitarian, but as an ignorant community.

Property on University Street has been acquired by McGill at great cost, and largely with funds given to the University by yourselves. This property, the only space available for extension of our scientific buildings, as well as for our Faculty of Music, ~~will be rendered useless for our Faculty of Music,~~ will be rendered useless for teaching by the intermittent noise of passing cars, and useless for any delicate scientific research by the vibration, the electric currents and magnetic flux which cannot be disassociated from the operation of tramway routes.

Not only will this be so, but the value of the buildings already erected, the Physics building and the new Electrical Wing of the Engineering Building will be infinitely reduced.

Since the days of Sir Ernest Rutherford, McGill has been known for the accuracy of the scientific work here carried on, and we feel, perhaps not altogether wrongly, that McGill has brought honour to Montreal.

The Western Electric, General Electric, American Telephone and Telegraph and General Motors Companies are spending millions of dollars every year on just such work as is being carried on in the Macdonald Physics and Chemistry Buildings and such as will be carried on in the new Electrical Building. From the purely financial point of view would it not be a short sighted policy to bring this work to an end for the sake of relieving one tramway intersection?

We beg all the friends of McGill to unite in her cause and to declare that the whole area in which the University is situated must be kept forever inviolate, devoted to the cause of Science - and the increase of knowledge.

We feel secure in leaving our cause in your hands.

DOCKET ENDS:

A. NORMAN SHAW
MCGILL UNIVERSITY

ELECTRIC RAILWAY DISTURBANCES
AND THE DETECTION OF PASSING
ELECTRIC TRAINS BY MEANS
OF A GALVANOMETER

BY

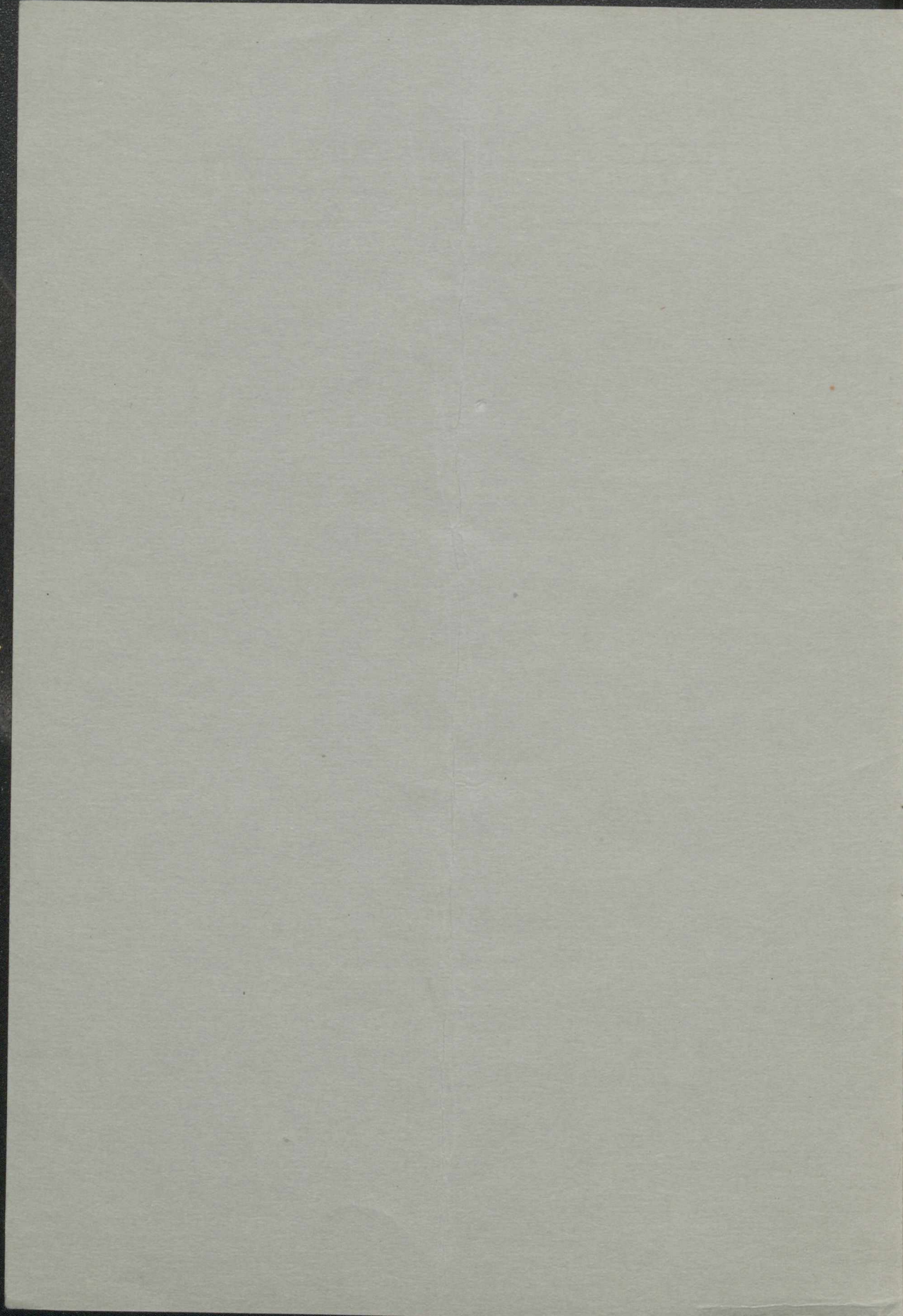
E. S. BIELER, M.Sc.

Exhibition of 1851, Scholar of McGill University, Montreal.

REPRINTED FROM THE JOURNAL OF THE FRANKLIN INSTITUTE
MARCH, 1922



PRESS OF
J. B. LIPPINCOTT COMPANY
1922



ELECTRIC RAILWAY DISTURBANCES AND THE
DETECTION OF PASSING ELECTRIC TRAINS
BY MEANS OF A GALVANOMETER.*

BY

E. S. BIELER, M.Sc.

Exhibition of 1851, Scholar of McGill University, Montreal.

DURING a series of experiments carried out in the Macdonald Physics Building, McGill University, on the currents induced in a conductor by the passage of a sphere of magnetic material over it,¹ considerable trouble was at first experienced due to disturbances apparently connected with the passage of electric cars in the neighborhood.

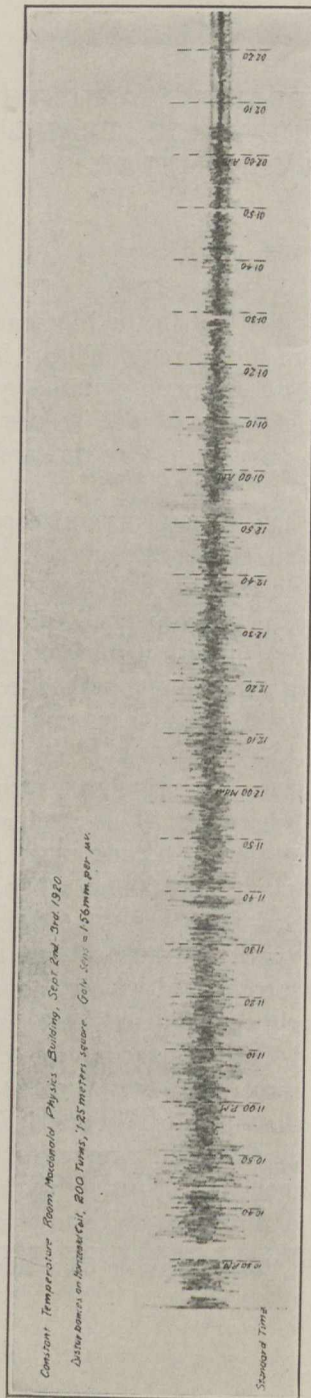
The apparatus used consisted of a coil of 200 turns of copper wire wound on a square frame of 125 cm. side, and connected to a sensitive reflecting galvanometer of the moving coil type. The galvanometer deflections were registered photographically on a roll of bromide paper actuated by clock-work. With a total external resistance of 224 ohms, equal to the critical damping resistance of the galvanometer, a sensitivity of 1.56 mm. per microvolt was obtained.

When the coil was placed with its plane horizontal, a continual motion of the galvanometer spot was observed. This attained a maximum amplitude at the rush hour on the street car system, and ceased almost completely about 2 A. M., Standard Time, when the street car service is practically suspended (See Fig. 1). On the whole, the disturbances agreed well with the supposition that they were due to currents in some way connected with the operation of the street cars in the neighborhood. These disturbances could be almost completely balanced out by placing in series with the coil a large loop of wire of three turns enclosing a total area equal to the combined area of the turns of the coil. The fact that this was possible indicates that the source of the disturbance must be at a distance from the apparatus, fairly large compared with the linear dimensions of the loop, and shows defi-

* Communicated by Dr. A. S. Eve, C.B.E., F.R.S., Associate Editor, Corresponding Member.

¹ E. S. Bieler, *Proc. Roy. Soc.*, vol. c, p. 50 (1921).

FIG. 1.



nately that it cannot be either inside the building or in its immediate neighborhood.

When the coil was placed in a vertical plane, on the other hand, there was practically no disturbance, and it was not necessary to use any balancing loop. This was rather unexpected, as the circuit composed of the trolley wire and the rails ought to have an appreciable mutual induction with any circuit in a vertical plane in its neighborhood.

At the time when these observations were made Doctor Eve had been supervising some experiments to determine whether the passage of electric trains through the C.N.R. tunnel under Mount Royal produced any mechanical disturbance in the university buildings straight above it. He suggested that the galvanometer and coil should be set up in the basement of the library, 60 ft. directly above the axis of the tunnel, in order to detect any electrical disturbance.

The coil was accordingly placed with its plane in the axis of the tunnel, and the deflections of the galvanometer registered in the usual manner. In addition to a continual disturbance of small amplitude, large deflections were obtained, which coincided exactly with the times of trains. One of the records obtained is shown in Fig. 2. The times at which trains were heard to pass

FIG. 2.

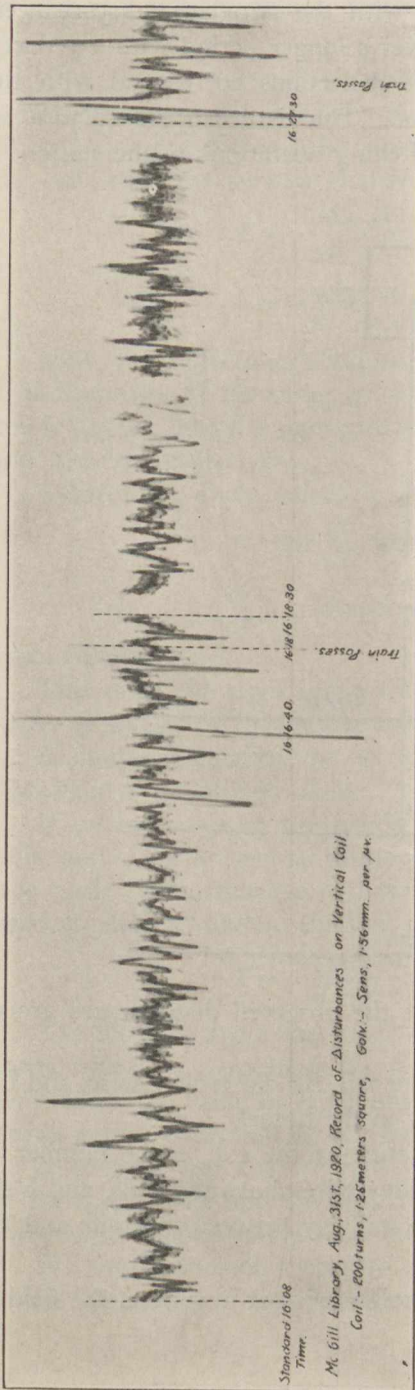
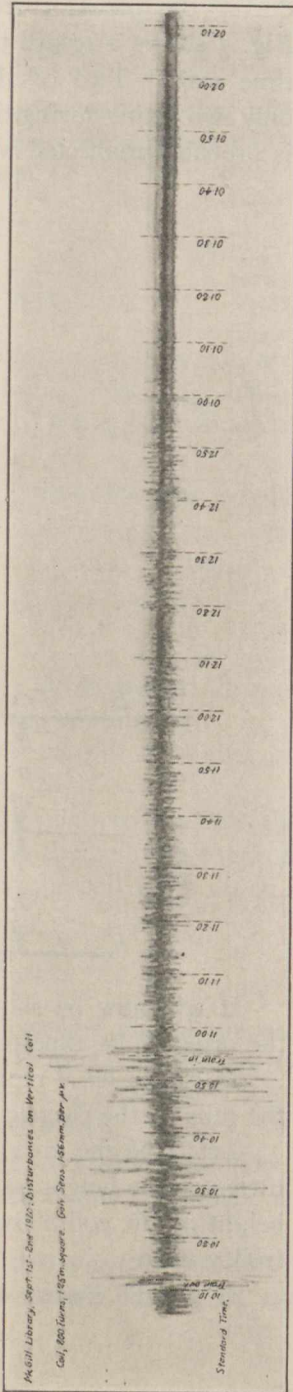
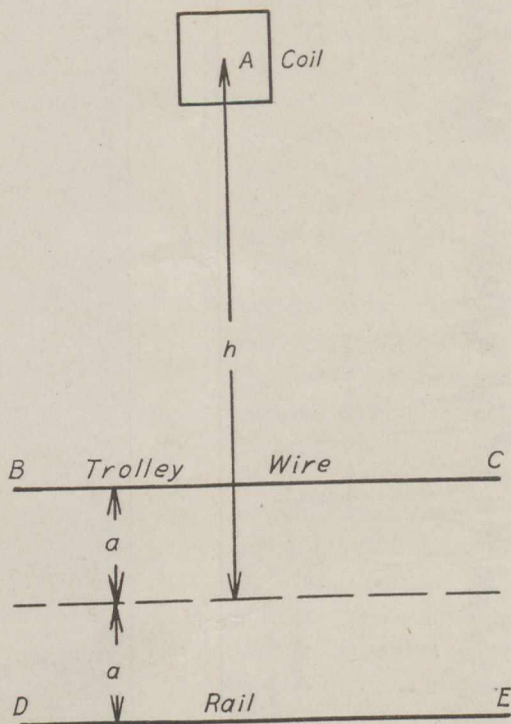


FIG. 3.



during the period correspond with the two large disturbances. Fig. 3 shows a record taken over a longer period with a reduced time scale. Two of the large deflections correspond with the only two trains during the period. The disturbance at 10.30 P. M. is probably connected with switching operations in the station.

FIG. 4.



It will now be shown that the observed disturbances are of the order to be expected.

In Fig. 4, let A represent the coil, BC the trolley wire, and DE the rails of the electric railway in the tunnel.

Let S be the area of one turn of the coil, n the number of turns, $2a$ the height of the trolley wire above the rails, and h the height of the coil above a line midway between the rails and the trolley wire.

If i is the current in the trolley wire at any time, the field at

A due to i and the return current through the rails is equal to

$$\frac{2i}{10(h-a)} - \frac{2i}{10(h+a)} = \frac{4ai}{10(h^2-a^2)}$$

If N is the total number of interlinkages between the tubes of induction due to i and the turns of the coil, the emf induced in the coil when the current changes is given by

$$\begin{aligned} E &= -\frac{dN}{dt} \times 10^{-8} \text{ volts} \\ &= -\frac{4naS}{h^2-a^2} \cdot \frac{di}{dt} \times 10^{-9} \text{ volts} \end{aligned}$$

Now, the deflections obtained are of the order of 5 cm. and E is therefore of the order of 30 microvolts. Also, the side of coil is 125 cm., and the approximate values of h and a are 2000 cm. and 200 cm. respectively.

Substituting these values in the above equation, and solving

for $\frac{di}{dt}$, we obtain,

$$\frac{di}{dt} = 50 \text{ amperes per second,}$$

approximately.

This is of the right order for the rate of change of current taken by an electric locomotive when starting or stopping.

A similar calculation can be made in the case of the street car disturbances mentioned above.

If $2a$ is as before the height of the trolley wire above the rails, and d the horizontal distance between the coil and the line, it is easily shown that the emf produced in the coil when set in a vertical plane parallel to the line is given by

$$E = -\frac{4naS}{d^2+a^2} \cdot \frac{di}{dt} \times 10^{-9} \text{ volts}$$

The distance from the nearest street car line was about 300 yards. Even if we assume for E a value as large as 50 amperes per second, the value of E obtained is only 0.14 microvolt. This would give a deflection of 0.2 mm. approximately.

It is easily seen that current variations in a circuit composed of the trolley wire and the rails of a street car line can induce no emf in a horizontal coil at their own level.

We must conclude therefore that the disturbances mentioned in the beginning of this paper cannot be caused directly by the

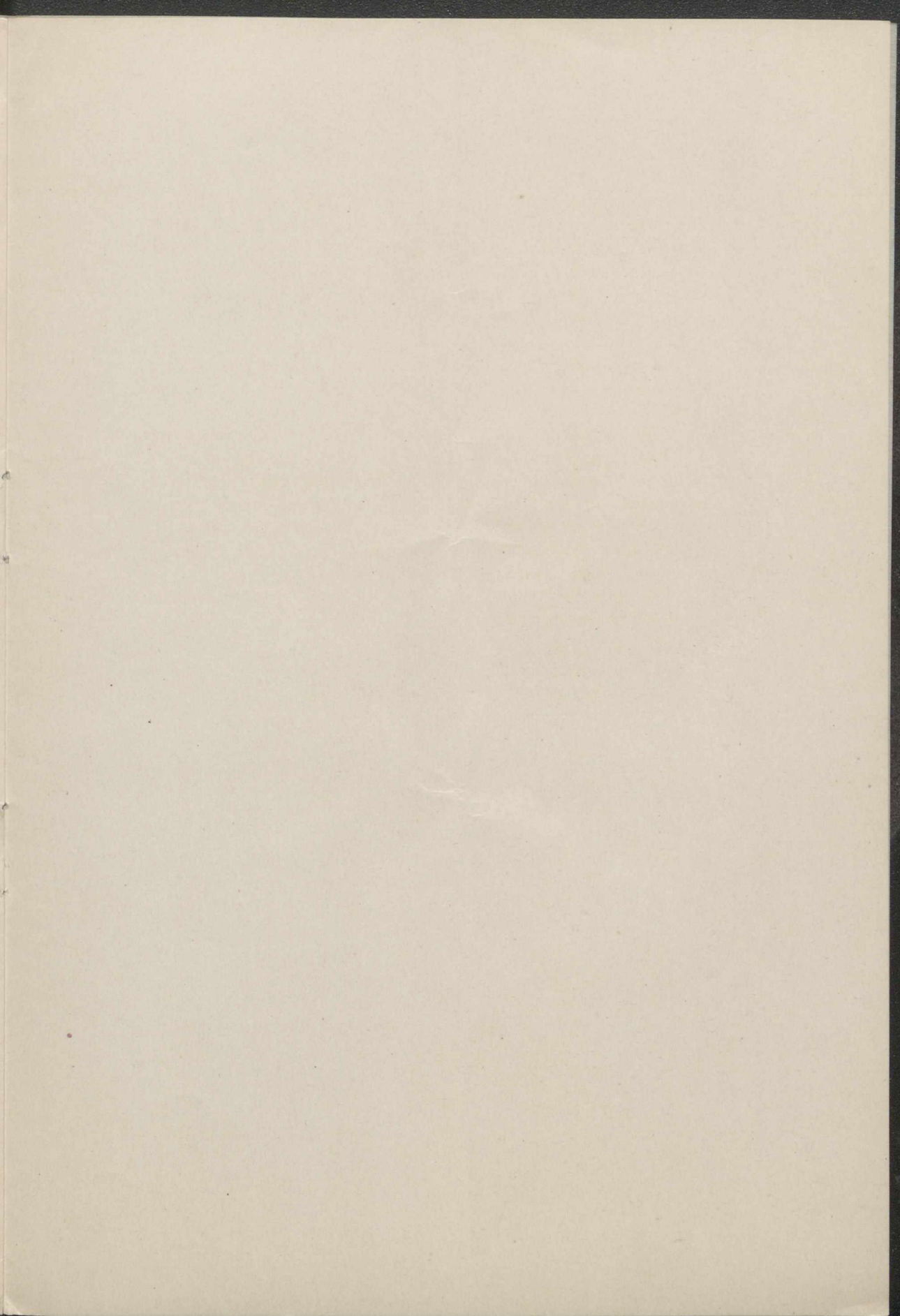
currents in the trolley wires and rails, but must be due to large currents flowing at no great distance from the building, approximately at the level of the laboratory where the experiments were conducted. This may be due to a power line connecting the street-railway power house to a distant part of the system, or to a return current along some metal pipe-line.

A current variation of 50 amperes per second in a single conductor 200 metres from the building or a smaller current at a proportionally smaller distance would give deflections of the order observed.

The departure of the writer for England made it impossible for him to pursue these experiments further, and to locate the exact cause of these disturbances. The results obtained are communicated with the hope that they will be of some use, in view of the ever increasing number of electric traction lines, and the trouble they must necessarily cause to all who attempt delicate electrical measurements in their neighborhood.

The author's thanks are due to Dr. A. S. Eve for his kind interest in these experiments.

CAVENDISH LABORATORY,
CAMBRIDGE, ENGLAND,
December, 1921.



DOCKET STARTS:

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EDMUND BROWN BOARD



DOCKET ENDS:

March 30th, 1925.

Frank Saxby, Esq.,
285 Sherbrooke St. West,
Montreal.

Dear Sir:-

I am obliged to you for sending me copy of the letter addressed to the Editor of the Montreal Star with reference to the proposal of the Tramways Company to extend a line along University Street.

The University authorities will oppose this extension to the limit of its power. In addition to the arguments you have advanced there is another very vital reason why we must oppose the project. In our Physics Building very important experiments are carried on in the field of electricity. The building has several unusual features on that account. There is no iron or steel in the building. A Street Railway on University Street and the consequent vibration would make it impossible for us to have the same confidence in our conclusions. You will understand that measurements have to be extraordinarily exact. At the present time our conclusions are accepted without question at the Bureau of Standards at Washington and other leading research institutions.

We must all unite in opposition to the suggested extension.

Yours faithfully,

DOCKET STARTS:

REPORT ON THE PROPOSED STREET RAILWAY ON
UNIVERSITY STREET

A meeting of the Staff of the Macdonald Physics Building was held on Thursday, April 2nd, and the previous reports by Dr. Adams, Dr. Porter and Dr. Eve, dated November and December, 1922, were considered and confirmed by all present.

Dr. Bieler stated that there is already trouble in the basement from vibration of traffic which appears to be getting heavier, even under existing conditions.

Professor Reilley stated that he is suffering from trouble in the basement owing to electrical disturbances which are serious.

Previous reports do not insist on the difficulty and the great expense of shielding instruments from magnetic and electrical disturbances.

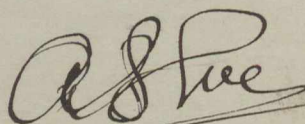
Dr. Foster reported that at Yale a most serious disturbance in the matter of noise was found wherever street railways ran past class-rooms. Thus the High School, the Conservatorium of Music, the Theological Buildings and further buildings on University Street will be seriously affected.

Emphasis should be laid on the fact that the Macdonald Physics Building is not the sole sufferer and there is a very strong case to be made for the University and the High School as a whole, apart from the more serious detriment to the Physics Building in particular.

Attached is a letter written for the press but not yet sent to any paper. It is left to the Principal to decide whether or not it should be sent forward.

A fuller report is not sent because the 1922 reports fully cover the case except for the above additional statements.

Attached is a letter from Dr. Barnes, F.R.S., M.E.I.C., former Director of the Macdonald Physics Building.



3.4.25

McGILL UNIVERSITY
MONTREAL

THE MACDONALD PHYSICS BUILDING

*Not sent to anyone
but the Principal
ASL*

Once again there is a misguided movement to make a railway or tramline along University Street!

This is such a serious menace to education, and therefore to the citizens of Montreal, that it is almost certain that such an erratic step could not have been even contemplated except through ignorance or oversight.

Past and present men and women of Montreal have with a great effort with their own money devotedly erected and maintained a splendid University and a great High School in their midst.

They have consistently supported these institutions by their influence as well as by their liberality and they have regarded them with respect and justifiable pride.

Now they are face to face with the problem - shall they maintain the efficiency and security of their great educational system, or shall they permit the crime of their decadence through preventable causes?

It is admitted that the congestion of street cars at the junction of St. Catherine and Bleury demands additional lines of street railway to carry the traffic northwards. But a very eminent engineer, most competent on street railways and electrical problems, maintains that the University Street line is not necessary, and that such a solution is not the correct one. Certainly it is not the only solution.

Under any circumstances a region devoted to the cause of education should be sacrosanct as a great public park, secured by the people for the people and for all time.

This is not the place to enter into the details of grave disturbances due to noise, vibrations and especially electric effects, which will prevent efficient teaching, hinder scientific work, and utterly destroy the possibility of many domains of research work.

It is sufficient to state that the methods involved in scientific work are becoming more refined at the same time as the importance of research work is receiving more recognition from

all groups of our social organization. Indeed woe betide that nation which in this matter falls behind in these strenuous competitive days.

It is sometimes suggested that research professors and students should carry their work to suitably quiet retreats. Unfortunately the University would in that case degenerate into a mere teaching institution lacking the inspiration due to contact with modern discovery by men who share in its advance.

It is noteworthy that the School Commissioners purchased a costly site on University Street because they felt assured that no body of men would ever even contemplate the sacrilege of placing a railway on a street with McGill University on one side and their great Montreal High School on the other.

Active steps must be quickly taken if the citizens of Montreal are to protect their rights and liberties and secure the educational privileges for their sons and daughters which they have inherited from a past already great for a future which should be glorious.

A. J. F. W.
April 1920



"He casteth forth his ice
like morsels."

HOWARD T. BARNES D.Sc.

F.R.S.C., M.E.I.C., F.R.S.

RESEARCH ICE EXPERT

P.O. BOX 152, STATION B

MONTREAL, CANADA

Ap-2-und. 1925

Prof G. S. Eve

Direktor

Maritime Physics Bldg.

Dear Dr. Eve

I heartily concur in every
effort being made to keep the Street Cars
off ~~the~~ University Street.

Many times during my tenure
of office as Direktor I had to consider
this and the terrible effect the
continued operation of the Cars would
have on our Building cannot be
estimated.

I trust you will be successful
in presenting our case to the Tramways
Commission.

Faithfully yours

Howard T. Barnes

DOCKET ENDS:

DOCKET STARTS:

Nov. 29th. 1922.

Vibration of Buildings due to
Street Traffic.

Dr. F. D. Adams,
Dean Science Faculty.

Dear Dr. Adams:

During the construction of the Mount Royal Tunnel and for over a year after its completion I carried on an extended series of tests for the Company with a view to determining the effect of street and subterranean traffic on buildings. Observation stations were established at a number of points in the neighbourhood of the tunnel, namely, on Cathcart Street near its intersection with McGill College Avenue, at the corner of McGill College Ave. and St. Catherine Street, at several points along McGill College Ave. and Mansfield Street, at several points on Sherbrooke Street, at the old lodge at the University gate, in the Presbyterian College and on upper McTavish Street.

The above stations were selected in order to test different kinds of soil etc. and in the majority of cases tests were made in the basement, on the first floor and on one of the higher floors of each building concerned. A large number of tests were also made on side walks and on the street surface in the neighbourhood of the various observation stations.

The instruments used in the above tests were the Ewing Seismograph belonging to the University and four Mainka Tromometers which I had specially built in Strassburg for the purpose. Over a thousand records all told were taken by me and my assistants and the results of the experiments together with the original records etc. were turned over to the Canadian Northern authorities, from whom they can no doubt be obtained if desired. A summary of the results was submitted to the Royal Society of Canada and a paper on certain scientific aspects of the work was prepared by my senior assistant Mr. W. G. Mitchell, M.Sc. as part of his work in the Graduate School.

The result of the investigation referred to may be summarized as proving very conclusively:-

1. That street traffic in all of the cases investigated caused much heavier vibration than subterranean traffic.

2. That the vibrations produced even by heavy street traffic do not injure the buildings along the street provided they have good foundations and are well built, but that it might and in some cases actually did damage buildings in which the foundations were inadequate or in which they had begun to decay.
3. That while the buildings themselves are not injured by the traffic, their use may be and often is seriously interfered with by vibration passing from the street to the walls and up through them to the floors etc. of the building.
4. That in general the vibrations are least in the basement of a building and greatest in the higher storeys, and in many structures this increase is very marked and an almost negligible vibration in the basement may lead to noticeable and annoying vibrations on the upper floors.
5. That of the various kinds of traffic to which our streets are liable, the least harmful is that of motors carried on pneumatic tires, and that the most harmful is that of street cars or heavy vehicles with solid tires.
6. That the character of the ground through which the street is run and on which the foundations are built determines to a considerable extent the frequency and amplitude of the vibrations.
7. That in connection with the above the character of the street paving and particularly the condition of its surface has a very great influence on the amplitude of the vibrations and that so far as street car or railway traffic is concerned the condition of the track is of the utmost importance.
8. That the distance from the street to the building has a great influence on the amplitude of vibrations in the building itself, and while traffic even so far away as from Sherbrooke to St. Catherine Street is noticeable, the effect even of heavy traffic is minute at less than one half that distance, whereas it is very marked when the vehicles are passing directly in front of the building under test.

The above observations make it possible to predict with certainty what will happen to existing and prospective University buildings in the neighbourhood of University Street if a street car line is built on that thoroughfare, and particularly on the part of the street between Sherbrooke and Milton where the sub soil is unstable.

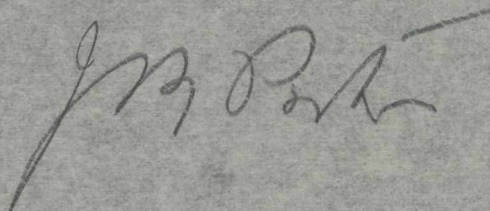
It is improbable that the buildings will be injured structurally even by heavy street car traffic, but it is quite certain that even buildings of heavy construction will be affected appreciably by vibration and that this vibration will be sufficiently serious to interfere with the use of delicate chemical balances, optical instruments and many other kinds of precise apparatus of the kinds used in physical, chemical and biological laboratories. So long as the street car tracks are new and the rails in perfect alignment the passage of street cars may not produce more serious vibrations than those due to heavy waggon and

terries, but as the rail joints wear or whenever cars with flat wheels pass, the shocks will be greater than from any other kind of traffic and will unquestionably render impossible certain types of accurate investigation. If on the other hand the street car tracks can be placed on a street farther East, the effect will be much less serious as pointed out in paragraph 8.

It should be noted that this report concerns itself exclusively with vibration and not with electrical effects and noise. Dr. Eve is in better position than I to express an opinion on the results which will follow the operation of an electric line with a ground return on his electric and magnetic investigations. As regards noise, there can be no two opinions as to its effect upon both our ordinary work of instruction and on such scientific investigations as take account of sound.

I shall be glad to go into the above matters in a more detailed way if you so desire, and I can if necessary conduct further experiments as the Tromometers referred to are still in my possession I am of the opinion however that the tests already made can safely be looked upon as conclusive and that no further investigations are necessary.

Very truly yours,

A handwritten signature in dark ink, appearing to read "J. M. Park". The signature is written in a cursive style with a long horizontal stroke extending to the right.

DOCKET ENDS:

McGILL UNIVERSITY
MONTREAL

Urgent.

THE MACDONALD PHYSICS BUILDING

April
Third
1925

Sir Arthur Currie,
Principal,
McGill University.

Dear Sir Arthur,

In reply to your letter of March 31st I beg to report as follows.

On April 2nd I met Professor Burr who told me that he had seen Dr. Herdt who is still far from well and greatly distressed by his inability to take part in the matter of tram-ways on University Street.

It appears that there are three Commissioners, Dr. Herdt, Mr. St. Cyr and Mr. Archibald, that is to say, an engineer, lawyer and architect. These three men have the first and last word as to tramway extensions and are in a position to order the Tramways Company to make new lines as required.

It is stated that such orders have already appeared in the minute-book, open to inspection of the Tramways Commission. If this is true the Tramways Company have no option but to make the extension up University Street as soon as they are able to do so.

If there is some delay in this undertaking, then Dr. Herdt would, we trust, recover sufficiently to take his part in the Tramways Commission and we might get action from that Commission from the point of view of an engineer, rather than from a lawyer and an architect only.

It seems that the question is more imminent than we might judge from Mr. Howard Murray's idea.

A further report on the Tramways question is attached.

Yours very sincerely,

A. S. H.

* Just now Dr. Starkey told me on the phone that unless a protest is made within 15 days (or less) we are doomed.
A. S. H.

March 31st, 1925.

Dr. A. S. Eve,
Physics Building,
McGill University.

My dear Dr. Eve:-

I have seen the Tramways people and have an assurance from them that their announced programme, as far as University Street is concerned, will not be carried on until further consideration is given any representations which McGill University cares to make. I am told that there is no possibility of the matter being proceeded with this year under any circumstances.

Will you please examine previous reports on this matter and see if there is anything further which the Physics Department can add.

Yours faithfully,

Principal.

DOCKET STARTS:

McGILL UNIVERSITY
FACULTY OF APPLIED SCIENCE

Dean's Office:

FRANK D. ADAMS, PH.D., D.Sc., F.R.S.—DEAN.

MONTREAL Dec. 4th. 1922.

Sir Arthur Currie, G.C.M.G., K.C.B., LL.D.,
Principal,
McGill University.

Dear Sir Arthur,

I received from Mr. Glassco under date Nov. 25th. a communication stating that you desired me to prepare a statement showing the effect on the work of the Faculty of Applied Science of a street car line on University Street, and requesting that in my statement I include a recital of the disadvantages which would result from such a line, to the work carried on in any Science Buildings which might be erected on University Street between Sherbrooke and Milton Streets.

These disadvantages must be considered under three heads:-

- (a) Noise.
- (b) Vibration.
- (c) Electric and Magnetic disturbances.

(a) Noise. There is no doubt that a double line of street cars running on a narrow street such as University Street will on account of the continuous noise incident to this traffic make the property facing on this street distinctly less valuable for the erection of University Buildings.

When the cars are in good order and the track is in good condition the noise need not be very great, but these factors are not always present, and if one considers the excessive noise now made by the street cars running on St. Catherine Street, it is

evident that this is certain to have a very disturbing effect upon the work which would be carried on in lecture rooms and laboratories of buildings facing on University Street.

The Conservatorium of Music and the new Science Building are the only ones which would be immediately affected, but as the whole of the west side of University Street between Sherbrooke and Milton Streets will eventually be occupied by University Buildings this disturbance will, as years go on, be an ever increasing nuisance to the University.

As there is a steep incline on University Street, rising from St. Catherine to Sherbrooke, it is very likely that the stopping place of the cars will be immediately opposite the Conservatorium, and the continued stopping and starting of both lines of cars at this point will certainly disturb the students of the Conservatorium when engaged in their musical studies.

(b) Vibration. It is certain that street cars running on University Street will produce a certain amount of vibration in all the University Buildings erected on that street, and this more especially since under University Street between Sherbrooke and Milton there is a thick deposit of blue clay in which it is difficult to secure good foundations. The vibration produced by the passage of the cars would make it impossible to use any buildings constructed on this street for seismographic investigations. It would furthermore interfere to a certain extent with the operation of delicate balances and similar instruments of precision which must be used in some of the buildings at least which will be erected on University Street.

I am enclosing a letter from Dr. Porter in which he gives the results of some investigations he made a few years ago in connection with vibrations produced in buildings by moving cars. These investigations were carried out more particularly to determine the extent of the vibration which would be produced by trains running through the Canadian Northern Tunnel which passes beneath the University Campus, but in connection with this Dr. Porter made certain investigations on the vibration produced by the passage of cars and heavy vehicles on streets which have a direct bearing on the matter under consideration.

(c) Electrical and Magnetic disturbances. There is also to be considered the effect of powerful electric currents passing through the wires which would be set up on University Street to supply motive power for the street cars. These electric currents will not effect the work of most of the Departments which may be housed in the university buildings on this street. The Department of Electrical Engineering is of the opinion that these currents will not be sufficiently powerful to interfere with the work which will be done by this Department in the new Science Building to be erected at the corner of Milton and University Streets.

Dr. Eve, however, is of the opinion that these currents will very seriously interfere with the work which is carried on in the present Physics Building. The currents passing through the Street Railway wires on St. Catherine Street can be distinctly recognized in the Physics Building at the present time, and Dr. Eve believes that if a car line was placed on University Street it would

Sir Arthur Currie.

4.

be quite impossible to carry on investigations in many fields of electrical and magnetic research.

I do not know that I should touch upon this matter so far as it affects the present Physics Building, since this is on the Campus and not on University Street, and is furthermore, I understand, being made the subject of a statement addressed to you by Dr. Eve. Since, however, it has been repeatedly suggested that the present Physics Building must, as years go on, be extended to University Street in order to accommodate the increasing number of students, I have consulted Professor Eve with reference to this suggestion and find that it is his opinion ~~that~~ in such an extension it would be impossible to give advanced instruction or to carry on research in many important departments of his subject.

I remain,

Yours very sincerely,

Frank D. Adams

Enclose Dr. Porter's report.

To the Editor
Montreal Star

C O P Y

March 28-1925

Montreal

Dear Sir,

M.T.CO. - UNIVERSITY STREET EXTENSION

Surely it is not too late for the residents of University Street and neighbourhood to protest the proposed invasion of this district by the Montreal Tramways Co. . as reported in your Friday's issue.

The project from Park avenue via. Prince Arthur and University Streets to Dorchester. is of no benefit to the travelling public. but is merely a convenient switch for the M. T. Co. and the invasion of this educational and residential section of the City will be a source of very grave danger to the young people attending McGill University and the High School. consequently the menace is not only local but of public interest as these institutions are attended by pupils from all over the City.

Anyone who knows the grade of University Street from Prince Arthur. can realize the speed at which the tram cars will travel south. and the danger to which I refer . which will add to the existing dangers of our "speedway"- on Sherbrooke Street.

Trusting that public attention through your columns will lead to prompt action.

Yours truly

PRO BONO PUBLICO.

Copies to Sir Arthur Currie

and the Principal of the Montreal High School

Frank Saxby

285 Sherbrooke Street W.

DOCKET ENDS:

April 18th, 1925.

Dr. A. S. Eve,
Physics Building,
McGill University.

Dear Dr. Eve:-

I have your letter of the 15th of April with Dr. Foster's memorandum, for which I thank you.

I think we should confine our fight to our own area if possible. If we begin to discuss the effect of the proximity of tram lines to scientific buildings some one will rise and tell us, what I believe is a fact, that Rutherford did all his work at Manchester in a building immediately on a car line where the traffic was quite as heavy as anything we may expect on University Street. Somehow or other I feel that we can preserve our present immunity.

Yours faithfully,

Principal.

McGILL UNIVERSITY
MONTREAL

THE MAGDONALD PHYSICS BUILDING

April
Fifteenth
1925

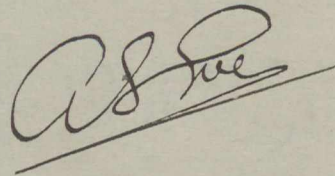
Sir Arthur Currie,
Principal McGill University,
Montreal.

Dear Sir Arthur,

At our interview with the Tramways Commission yesterday, Mr. Archibald, one of the Commissioners, said that street-railways really did not occasion trouble at Yale University, a statement which I endeavoured to controvert. Enclosed is a statement by Dr. Foster who spent three years at Yale University doing research work and giving lectures there.

You will no doubt decide whether it is worth while to send this forward or not.

Yours very sincerely,



McGILL UNIVERSITY
MONTREAL

THE MACDONALD PHYSICS BUILDING

22. 4. 25

Dear Sir Arthur,

I quite agree about
Foster's Yale report.

It is true that Rutherford
did his fine work at Manchester
near tram lines. He could have
done them on a ship in a
cyclone. But you can't play
billiards on a ship!

Yours very truly
Arthur

MEMORANDUM ON EFFECT OF STREET RAILWAYS

The trolleys which run along Prospect Street, New Haven, Conn. and carry the employees of the Winchester Firearms Co. pass near three buildings of the Sheffield Scientific School of Yale University. Two of these are used for lecture purposes; the third is used mainly as an office building with a laboratory on the second floor. I took a lecture course in one of these buildings (the old Chemical Laboratory) in 1915. The lectures were seriously interrupted by the noise of passing cars. Each time a car passed, one sentence of the lecture was lost, unless repeated by the professor.

I must add that the cars on Elm Street also pass near many Yale College Buildings, including dormitories, and a gymnasium. A few lecture rooms in the basement of one building (Wright Hall) are farther from the car line than the Sheffield rooms and there the noise is much less troublesome.

The work at the old Sloane Physics Laboratory on Library Street was greatly disturbed by cars on York Street. The most accurate optical work was done during a few hours at night when the cars were not running. It was quite useless to work with the large concave grating during the day. This and other experiences taught the physicists the serious limitations imposed by the car lines. As a result the new Sloane Physics Laboratory was built one-half mile from other University buildings for the express purpose of avoiding evils due to the car lines. It has been necessary to allow twenty minutes between lectures in consequence of this change.

Macdonald Physics Building,
McGill University.
April 15th, 1925.

J. Stuart Foster Ph.D.,

Assistant Professor of Physics

DOCKET STARTS:

McGILL UNIVERSITY

MONTREAL.

DEPARTMENT OF BIOCHEMISTRY

A. B. MACALLUM, PROFESSOR

SIDNEY BLISS, ASST. PROFESSOR

Interviewed Marler

Friday 4 Nov

AWB

Sir Arthur Currie,
Principal and Vice Chancellor,
McGill University.

Dear Sir. - Speeding automobiles on the campus roads are
constant and increasing menace to life and limb, to say
nothing of robbing us of the quiet, studious, academic
spirit that we used to think of as associated with universities.

If it is proper to do so, I would like to have some rebuke
administered to the two students driving a touring car
with the license number 33876. I understand that the car
is owned by a Herbert M. Marler, 15 Redpath Street.

Today, on the campus road, my beautiful thoroughbred
Aboatian dog narrowly escaped injury or death because of
reckless fast driving of this car, and it might have been the
same had a human being been where the dog was.

I am sorry to trouble you with the matter, but one
somewhat hopes that we may yet see some of the beauty and
loveliness of our campuses -

Respectfully,

Sidney Bliss.

November 3rd, 1927.

Dr. S. Bliss,
Biological Building,
McGill University.

Dear Professor Bliss:-

I fully appreciate the necessity of dealing with the matter of speeding automobiles on the campus roads.

We have printed instructions which are distributed to all the students regarding the use of automobiles on our roads and the speed at which they may be driven. Our groundsman is instructed to check fast driving and I am having the offenders paraded before me.

I shall see Mr. Marler and will give additional instructions which I hope will lessen the danger. If not, we shall have to close the grounds to motor cars altogether.

Yours faithfully,

Principal.

DOCKET ENDS:

LIGHT, HEAT & POWER COSTS

FOR

UNIVERSITY BUILDINGS

Item	1928 - 1929	1929 - 1930	1930 - 1931	1931 - 1932	1932 - 1933
Capital Expenditure, Central Station	\$ 241,818.00	\$ 241,818.00	\$ 366,346.00	\$ 424,739.00	\$ 432,388.00
Operating Costs	68,442.00	59,081.00	58,020.00	64,438.00	+ 66,650.00
Depreciation	4,897.00	4,897.00	6,454.00	6,990.00	8,962.00
Interest	6,141.00	5,896.00	12,823.00	15,233.00	16,531.00
Gross Operating, Interest & Deprn.	79,480.00	69,874.00	77,297.00	86,661.00	92,143.00
Less Light & Power Supplied to:-					
Royal Victoria College	2,882.00	2,882.00	2,882.00	3,966.00	3,966.00
McGill Union	500.00	500.00	500.00	500.00	500.00
Strathcona Hall	750.00	750.00	300.00	25.00	25.00
Sub-total	4,132.00	4,132.00	3,682.00	4,491.00	4,491.00
Sale of Steam	- -	- -	12,290.00	16,108.00	16,858.00
TOTAL CREDITS	4,132.00	4,132.00	15,972.00	20,599.00	21,349.00
Net Operating, Interest & Deprn.	75,348.00	65,742.00	61,325.00	66,062.00	70,794.00
Light, Heat & Power for Buildings not connected to Central Station	28,387.00	32,627.00	33,901.00	* 25,525.00	* 20,239.00
Light, Heat & Power Costs for University Buildings -	\$ 103,735.00 <u>84</u>	\$ 98,369.00	\$ 95,226.00	\$ 91,587.00	\$ 91,033.00 <u>1500.00</u> <u>89533.00</u>

- * - Steam for Pathology at one dollar (\$1.00) per thousand pounds as against one dollar and sixteen cents (\$1.16)
- * - Operating Costs for 1932 - 1933 estimated.

15,230

91033
2533
88500

Superintendent Eng.,
BUILDINGS & GROUNDS.

DOCKET STARTS:



IRISH & MAULSON
LIMITED
INSURANCE BROKERS,

CANADA CEMENT CO. BUILDING
MONTREAL.
20 VICTORIA STREET
TORONTO

CABLE ADDRESS
"IRISMAUL"

CASUALTY DEPARTMENT.

MONTREAL, 22nd August, 1930.

Finance Committee

Sir Arthur W. Currie, G.C.M.G., K.C.B., LL.D.,
Principal and Vice-Chancellor,
McGill University,
Montreal, P. Q.

Dear Sir:-

IN REPLYING PLEASE REFER TO ABOVE HEADING

May I take the liberty of confirming the interview which you very kindly accorded me on August 20th, at which we discussed the possibilities of your permitting my firm the privilege of making a comprehensive proposal covering all the insurance requirements of the University, in the hope that we might be equally as successful in securing for you a substantial improvement compared with existing conditions, as we have been on previous occasions for many of the leading public bodies and commercial and industrial enterprises throughout the Dominion of Canada.

As I explained to you our firm is enabled, by its large and widespread business, to maintain special facilities which are not commonly offered by other Insurance representatives, and we believe that we are in a particularly advantageous position to secure for you benefits which cannot be obtained elsewhere, and we would greatly appreciate an opportunity of laying before you a concrete proposal. In order to do this it would, of course, be necessary for us to make a complete investigation of the present conditions and to have our Engineers survey your properties.

I understand that you will be so kind as to give this matter your consideration when you have an opportunity and I shall greatly appreciate anything that you can do to permit us to go into this matter along the lines suggested.

Yours very truly,

DIRECTOR.

MGLem/O.

1 5 6

August 23, 1930

M. G. LeMarchant, Esq.,
Messrs. Irish & Maulson, Limited,
Montreal, P. Q.

Dear Mr. LeMarchant,

Let me acknowledge your
letter of the 22nd August, with reference to
a possible consolidation of the insurance carried
by McGill University.

I shall be glad to take
the matter up at the next meeting of our Finance
Committee.

Yours faithfully,

Principal.

DOCKET ENDS:

THE CANADIAN FAIRBANKS-MORSE COMPANY, LIMITED

MONTREAL, QUEBEC, ST. JOHN, OTTAWA, TORONTO, HAMILTON, WINDSOR,
WINNIPEG, REGINA, SASKATOON, CALGARY, VANCOUVER, VICTORIA.

SECRETARY'S OFFICE

MONTREAL

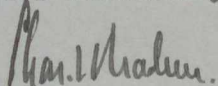
August 10th, 1933.

Dear Sir Arthur:-

Yesterday afternoon, Mr. MacFarlane was good enough to accompany one of our engineers and myself in the inspection of the properties on Sherbrooke Street West in which it is proposed by the University to install oil burner equipment. As a result of this investigation we submitted to Mr. MacFarlane, at his office, this morning, written quotations covering our tender for this work.

Please accept my thanks for your courtesy in granting me an interview yesterday morning and for having given this matter your personal attention.

Yours faithfully,



H. J. Maden.

Secretary

Sir Arthur Currie,
Principal & Vice Chancellor,
McGill University,
M o n t r e a l.

Postal Station H.
Montreal 7 Oct/31.

To Sir A. Currie
Principal Mc: Gill Univ.

Congratulations on your
splendid speech yesterday -
would it not have been appropriate
& ~~an~~ inspiring to have sung
God save the King for a closing,
which was rather flat as it was -

I was on the Campus hundreds
of times & never noticed the monument
to James Mc: Gill. It is rather
inadequate at best, but if the tree
hindering it were cut down it would
show up at end of vista, as one
walked up the fine avenue of trees -

Please take suggestions in good part.

Yours etc. R. G. Ellis

DOCKET STARTS:

PHONE MARQUETTE, 2906

PHONE MT. ROYAL HOTEL UPTOWN 6360 LOCAL 27

DRS. WILLIAM & HOWARD REILLY

1471 DRUMMOND ST.

DR. WILLIAM REILLY
DR. HOWARD REILLY
DR. WILLARD JOHNSON

MONTREAL, *Oct 5* 1931

Dear Sir Arthur,

I rec'd a letter, last week, from Mrs Debs
of New York in reference to the interment of the remains of her
late husband, W. E. Debs, in the University grounds.
You suggested that you would take the matter up
again with Dean Martin.

Will you be good enough to advise me of your
decision so that I may be able to communicate
with Mrs Debs at an early date?

The Crematorium has requested her to provide
final disposition of the remains

Yours faithfully
Wm Reilly

October 6, 1931.

Dr. William Reilly,
1471 Drummond Street,
Montreal, P. Q.

My dear Dr. Reilly,

Let me acknowledge receipt this morning
of your letter of October 5th.

Some time ago I wrote you by hand a personal letter, addressing it to your Drummond Street address, in which I apologized for not making earlier acknowledgment of your request, submitted on behalf of Mrs. Deeks, and at the same time told you that I had no support among those to whom I spoke of the idea of burying the ashes of the late Dr. Deeks in the grounds of the McGill University, and in marking the spot by a suitable stone.

At that time I spoke to many people, and none favoured the idea, much as all would like to conform to the wishes of his widow and his friends. It was felt that burying the ashes in the grounds would create a precedent which might be followed by awkward situations in the future.

I hesitated to write you for some weeks, because I would have liked to be able to tell you that what Mrs. Deeks wished would be done. I am more than sorry now that my first letter miscarried. I felt the decision was not mine personally to make, and I consulted different members of the Board of Governors, of the staff, particularly members in Dr. Deeks' profession.

Ever yours faithfully,

DRS. WILLIAM & HOWARD REILLY

DR. WILLIAM REILLY
DR. HOWARD REILLY
DR. WILLARD JOHNSON

1471 DRUMMOND ST.

MONTREAL..... *Oct 9*1931

Dear Sir Arthur

*Thanks very much
for your letter of Oct 6th the
contents of which I have
forwarded to Mr Deas New York
your previous letter must have
been carried for I did not
receive it*

*Yours faithfully
Wm Reilly*

File

DOCKET ENDS:

DOCKET STARTS:

HON. ATHANASE DAVID
HON. PRESIDENT

ALPHONSE N. BRODEUR
HON. VICE-PRESIDENT

L. J. TARTE
PRESIDENT

Buildings & Grounds
DOUGLAS BREMNER
IMMEDIATE PAST PRESIDENT

EXECUTIVE

L. J. TARTE, PRESIDENT
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O. LEFEBVRE, 2ND VICE-PRESIDENT
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H. R. HARRISON
D. C. LOGAN
H. M. MAWHINNEY
H. C. WRIGHT



THE PROVINCE OF QUEBEC
SOCIETY FOR
CRIPPLED CHILDREN INC.

TEL. HA. 5840 P. O. BOX 2726

ROOM 1213, ALDRED BUILDING

F. J. LAVERTY, K.C., LEGAL ADVISER

MISS M. A. DAIGLE, EXECUTIVE SECRETARY

CHAPLAINS

REV. J. C. BEAUDIN
REV. GILBERT OLIVER

HON. MEMBER

HOWARD MURRAY

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DR. N. T. WILLIAMSON

MONTREAL,

October 7th, 1933.

Sir Arthur Currie,
Dean of McGill University,
M o n t r e a l .

Dear Sir:-

We are presently engaged in the organization of our Annual Tag Day,-- specially termed: "Forget-Me-Not" Day, on behalf of all crippled children, irrespective of race, creed or nationality,- and which is to take place on the 28th of the present month.

In order to make the best of this opportunity at our disposal, for gathering in as much as possible for the benefit of the handicapped, we would appreciate it greatly if you would kindly allow our Taggers or collectors to enter the grounds of McGill University on the occasion in question.

Trusting that you will give your kind consideration to our request, and grant the permission sought for,

I am,

Yours very sincerely,

M. A. Daigle

Executive Secretary.

October 10th,
1933

Miss M.A. Daigle,
Executive Secretary,
The P.Q. Society for Crippled Children,
Aldred Building,
Montreal, P. Q.

Dear Miss Daigle,

Replying to your communication of the 7th, in which you apply for permission to canvass in the McGill grounds on behalf of the Society for Crippled Children, may I say that it has been our policy to refuse admission to canvassers. I think we must continue that policy so far as it relates to entering the buildings. But I do not think any objection would be raised if you confine yourselves to the walks. There are only a few main entrances to the University grounds, and doubtless you would accomplish as much by stationing canvassers there as at any other place.

The University people are scarcely ever able to contribute much. Most students are hard up and professors as well. However, an appeal on behalf of the crippled children will receive everyone's sympathy, and as long as your canvassers do not enter the buildings, no objections will be raised. I wish the campaign every success.

Yours faithfully,

Principal

DOCKET ENDS:

DOCKET STARTS:



MCGILL UNIVERSITY

October 23rd, 1933.

Sir Arthur W. Currie, G. C. M. G., K. C. B.,
Principal and Vice-Chancellor,
McGill University.

Dear Sir Arthur:-

We acknowledge your memorandum of October 19th in connection with the withdrawal of our uniformed groundsman and as the cold weather is approaching, we suggest that the matter of replacement stand over until May, 1934. In the meantime, we would welcome the appointment of a committee by yourself to set up regulations to guide us in the control of the Campus so that when this uniformed groundsman is returned to duty, we will have a set programme to adhere to.

Respectfully submitted,

Superintendent Eng.,
Buildings & Grounds.

P.W. MacFarlane/D.

October 19, 1933.

Dear Mr. Macfarlane,

*Buildings
& Grounds*

Complaints about the undesirable element who frequent the campus since the withdrawal of our uniformed policeman continue to reach me. To-day Sir Andrew Macphail tells me that his grandson was attacked on the campus by some young hooligans and his arm broken. He says the names of three of them are "Scully", "Reece" and "Williams". I should like a watch kept for these boys and if they are caught they should be given a severe reprimand and forbidden to come here.

You remember that last summer we even had a series of hold-ups by gunmen on the campus. This is not a healthy state of affairs. It seems to me that of late the campus is chiefly used by citizens as a public park, and if this rowdyism continues, we had better apply for city police surveillance.

Yours faithfully,

Principal

Mr. Macfarlane,
Superintendent of
Buildings and Grounds.

DOCKET ENDS:

DOCKET STARTS:

July 24,
1933.

My dear Director Dufresne,

I would appreciate it very much if your men could verify a report which has been made to me, i.e., that No.3454 University Street is a house of prostitution.

This house is owned by the University, and the tenant is Mme. M. St.Pierre, who, I believe, at one time conducted a rooming house at No.1261 St.Hubert Street. She is a desirable tenant, inasmuch as she pays her rent in advance, and always promptly; but, of course, the University could not have one of its houses used for such purposes. At the time we leased the house to her, a man named Joseph B. Timmins, who claimed he was her nephew, came in and interviewed our Comptroller, and effected the arrangements.

This suggests the general question of houses of prostitution in the vicinity of the University. Even in returning from down town in day time, coming along McGill College Avenue, between St.Catherine St. and Sherbrooke, I have on many occasions been accosted by women. On more than one occasion, when returning from the Capitol or the Palace or Loews late in the evening, to my home on McTavish Street, I have seen these lone women, prowling up and down; while quite a favorite place for them to walk is in front of the University grounds on Sherbrooke Street.

You may recall the trouble we had last year with reference to a house on Prince Arthur Street.

I do wish something could be done to keep the vicinity of the University reasonably clear of these objectionable characters.

Ever yours faithfully,

Fernand Dufresne, Esq.,
Director of Police,
City Hall, Montreal, P.Q.

Principal.

H. G. Merrill

1932
1854
66 ym.
old

attended medicine

one yr.

born 1854

a Catholic

Reg.
Sept.

H. G. Merrill 314 Kensington Ave.
Westmount
Directory

Montreal July 21st/33

Sir Arthur Currie,
Principal,
McGill University,
—Montreal.

Dear Sir:

Have to draw your attention to an evil which no doubt is hard to keep down, but which can be and should be eradicated.

I speak of the number of prostitutes plying their trade in the vicinity of the campus.

As an old McGill man, it certainly annoys me to see this nuisance flourishing with little or no attempt at stopping it.

In fact, I am sure some are living in buildings owned by the college on University Street. I was personally accosted by one standing on the steps of 3454 University Street, who stated she lived there, and expected to make a lot of money when College opened.

Last evening, I made it a point to stand for an hour at the corner of University and Sherbrooke, and saw five different women accost men under the windows of the Royal Victoria College.

Surely McGill intends to protect her students male and female from such a disgusting display of "the Oldest Profession in the World" carried on at the very doors of "Old McGill".

After investigation of the above am sure you will take this matter up with the police authorities, I am

Very truly yours,

H. Merrill.



All correspondence to be addressed
to the Director of the Police Dept.

Police Department

City Hall

FERNAND DUFRESNE,
DIRECTOR

E. H. GOBEL,
Ass't.-DIRECTOR - ADMINISTRATION

C. BARNES,
Ass't.-DIRECTOR - DISCIPLINE

Montreal, July 26th, 1933.

Major W.C. Currie,
Principal and Vice-Chancellor,
McGill University,
M o n t r e a l .

Dear Sir,-

I am in receipt of your letter of the 24th inst., informing us that a lady by the name of Mme. M. St Pierre is keeping a disorderly house at No. 3454 University Street, which house is owned by the University.

In reply, I wish to assure you that the officers in charge of the district will give their earnest attention to your complaint, and as soon as I will be informed of the result of their investigation in this case, I will not fail to communicate with you.

Yours very truly,

/EL'E

ASST-DIRECTOR OF THE POLICE DEPARTMENT.

July 28, 1933.

E. H. Gorbell, Esq.
Assistant-Director of the Police Department,
City Hall,
Montreal, P. Q.

Dear Sir,

While thanking you for your communication of July 26th with reference to the house at No.3454 University Street, I am afraid that I could not have made myself quite clear in my first letter.

I did not intend to assert definitely that Madame M. St. Pierre is keeping a disorderly house, because I do not know. But such was reported to me, and I sought such assistance as the Police might give me in making sure whether such a charge was true or false.

Yours faithfully,

Principal



All correspondence to be addressed
to the Director of the Police Dept.

Police Department

City Hall

FERNAND DUFRESNE,
DIRECTOR

E. H. GOBEL,
ASS'T.-DIRECTOR - ADMINISTRATION

C. BARNES,
ASS'T.-DIRECTOR - DISCIPLINE

Montreal, August 4th, 1933

Sir Arthur W. Currie, G.C.M.G., K.C.B.
Principal and Vice-Chancellor,
McGill University,
MONTREAL.-

Dear Sir,

I beg to acknowledge the receipt of your
letter of the 28th ultimo with reference to the house
at No. 3454 University Street.

This house was kept under observation and
up to now we have no definite proof that it is a
disorderly house.

Should we secure more definite informations
about the character of this house, we will communicate with
you.

Yours very truly,

EHG/RL


ASSISTANT-DIRECTOR
MONTREAL POLICE DEPARTMENT

August 16, 1933.

E.H. Gobeil, Esq.,
Assistant Director - Administration,
Police Department,
M o n t r e a l .

Dear Sir,

I am glad to learn by your communication of August 11th that there is no just cause for complaint as to the character of No. 3454 University Street. I suspect that the information passed on to me came from one of those contemptible persons who are nothing more than cranks delighting in making as much trouble as they can.

I am grateful to your department for the trouble taken in this matter.

Yours faithfully,

Principal

DOCKET ENDS:

DOCKET STARTS:

Three Are Selected To Submit Tenders On McGill Building

(From Our Own Correspondent.)

MONTREAL, Aug. 17.—Selected list of three firms is figuring until Thursday, August 20, with J. Cecil McDougall, architect and engineer, 1221 Osborne street, for proposed addition and extension to maintenance building, Carleton Road, for Board of Governors, McGill University, A. P. S. Glassco, secretary, 805 Sherbrooke street west.

List of firms figuring is as follows: — Anglin - Norcross, Limited, 892 Sherbrooke street west; Atlas Construction Co., Limited, 679 Belmont street; E. G. M. Cape and Company, 629 Cathcart street.

Plans call for addition of two storeys, concrete foundation, concrete and stone construction.

(First report, Aug. 6, 1931.)

A. F. Byers, President.

Norman Stewart, Sec. Treas.

*A. F. Byers & Company, Limited
Engineers & Contractors
Montreal, Que.*

1226 University Street,

August 20th 1931

Sir Arthur W. Currie,
Principal and Vice-Chancellor,
McGill University,
Montreal, Que.

Dear Sir:

Mr. Cecil McDougall has sent us the plans of the maintenance building, and we are quoting on it. I am very pleased.

After seeing you at your office I had a conversation with Mr. Macfarlane. He explained the situation to me and stated his reasons for his exclusion. My information had been that the tunnel work had been completed to everyone's satisfaction and a full settlement made in common accord. Apparently that was superficial. But I quite understood his point of view and I was pleased to be able to say that the cause of his discontent was removed. On that basis he said he would ask you to open the door.

I beg to thank you for your note and for removing the bar.

Yours very truly,

AFB/RH

A. F. Byers.

August 18th, 1931.

J. Cecil McDougall, Esq.,
1221 Osborne Street,
Montreal.

Dear Mr. McDougall:-

Mr. A. F. Byers called on me this morning and asked for a chance to bid on the proposed extension and addition to our maintenance building. I would like him to be included amongst those who have been asked to submit tenders. We have the assurance that there will be no more trouble.

Yours faithfully,

Principal.

August 19th, 1931.

A. F. Byers, Esq.,
1226 University Street,
M o n t r e a l.

Dear Mr. Byers:-

Since you left me this morning
I have seen Macfarlane and have told him that
we would allow your firm to figure in the
additions to our mainenance building.

Yours faithfully,

Principal.

DOCKET ENDS:

DOCKET STARTS:

McGILL UNIVERSITY
MONTREAL

FRENCH SUMMER SCHOOL
DEPARTMENT OF ROMANCE LANGUAGES

July 19th, 1930.

Sir Arthur Currie, Principal,
McGill University,
Montreal.

Dear Sir Arthur:-

I am writing to ask if you could see some way of suspending the construction work beside the College? We have stood the infernal racket produced by this, until the nerves of professors and students alike are absolutely on edge. The noise now begins at five o'clock in the morning. This at least could be prevented, could it not?

I apologize for troubling you with this matter, but it is of very real importance, and the continuance of this noise is having a very detrimental effect on the work, morale and reputation of the School.

Yours faithfully,

P. du Pours

N.B. They were also told that they were at perfect liberty to make use of the Arts Building for all their classes. Miss Field says they offered this before and the reply was that they didn't want to go upstairs (and there are no more rooms available downstairs).

I met Professor du Roure in the driveway and he said had he known they were to work at the R.V.C. he would not have held the School this year. However, I think it has all been straightened out now and they will forget what they have suffered.

July 23, 1930.

Professor Rene du Roure,
French Summer School,
McGill University.

Dear Professor du Roure,

I have interviewed the architects of the Royal Victoria College Extension. It appears as if there must be some misunderstanding as the pile-driver itself has never started before seven o'clock. In any case, however, the work has been pushed forward and the pile-driver will stop today.

As regards the smoke, there must be a certain amount of firing-up, but you should not have any more serious annoyance, since the pile-driver is gone.

Yours faithfully,

Wilfred Bovey.

DOCKET ENDS:



THE UNITED THEOLOGICAL COLLEGE
MONTREAL

MARCH
24th
1932.

Sir Arthur Currie, G.C.M.G., K.C.B.,
Principal, McGill University,
M O N T R E A L.

Dear Sir Arthur Currie -

For the past two or three weeks we have been troubled at night by a noise which I thought at first came from the Power House of the University but which I now understand is caused by a fan which has been installed in one of the rooms of the Biological Building just across the roadway from this College. The noise does not trouble us much during the day but the fan is kept running all night and the window of the room seems to be left open with the result that it is very difficult indeed to obtain sleep. I had hoped that we would in time become accustomed to the noise but on the contrary, it is getting on our nerves and has really become almost intolerable.

I am very reluctant to trouble you but would feel greatly obliged if the fan could be removed to a room at the other side of the Building or if some other arrangement could be made. Until this is done I would appreciate it very much if the fan could be shut off between say 11.30 and 2 o'clock at night so that we might have a change to get to sleep.

Thanking you in anticipation,

Faithfully yours,

To Mr Glasco.
I have noticed this
noise myself when passing
the Biological Building. Please
see what can be done to abate
the nuisance.
JS/MR.
24/3/32.

Currie

This fan was running
in the Biochemistry
dept. in connection
with an experiment (over)

but I have arranged to have it turned
off at 6 o'clock every evening

McK nf

1882

Registrar's Office,
McGill University,
Montreal, Que.

November 28th, 1930

Dear Sir or Madam,

It has been suggested that the conflicts which frequently occur in the times of University functions might in many cases be avoided if there were some clearing house of information on such matters.

Starting with the New Year, an engagement book will be kept in the Registrar's Office which will contain all the information available concerning times and places of lectures, debates, dinners, dances and other functions.

It is hoped that before settling upon the date for a meal or a meeting, those responsible will consult this book either personally or by telephone, and that when they have selected a date they will inform the Registrar's Office so that others may know, and undesirable conflicts be avoided.

It would assist greatly if the secretaries of societies made it a rule to send a copy of all their notices to the Registrar's Office for this engagement book.

Yours faithfully,

J. H. Matthews

Registrar

DOCKET STARTS:

May 4th, 1930.

Mayor Houde,
Mayor of Montreal,
City Hall,
Montreal, P. Q.

My attention has been drawn to the fact that a firm of undertakers has opened funeral parlours at 768 Sherbrooke St. West, almost immediately opposite the front gates leading to the grounds of McGill University.

On behalf of the Board of Governors of the University, I wish to protest. Fortunately or unfortunately, McGill is situated right in the very heart of Montreal, and we have been here for more than a hundred years. In my opinion we always *shall* be here, although there are many closely associated with the University who have from time to time suggested that we move to some place adjacent to the City, where we would have greater room for expansion and where we might hope to provide for ourselves facilities which are not at present available. Those who are in favour of moving point out that we have all too few playing fields. They also suggest the difficulty of giving to the neighborhood of the University that air of seclusion, dignity and respectability which should characterize the place where a university is situated.

For these, and many other reasons which will readily suggest themselves to you, it is the practice in many places to create a University District or locality, within which great care is exercised by the

civic authorities as to the character of building or business to which permission is given to be established. For instance, everyone would recognize the desirability of preventing saloons, pool rooms, or businesses of the less desirable nature from opening in such a district. I am sorry to say that in the neighborhood of McGill there are many houses put to uses to which we object, *but* I must say your police have been very co-operative in seeing to it that these houses are checked and limited.

Now, undertaking parlours, I know, are necessary, but still we have an objection to one being placed immediately opposite our front door, and I do not think we are making an unreasonable request when we ask you to see to it that the owner establishes himself elsewhere. I feel that in this matter we can rely upon your most cordial co-operation.

Principal.

Comité Exécutif

Hôtel de Ville



Executive Committee

City Hall

J-ALLAN BRAY, PRÉSIDENT
TANCRÈDE FORTIN, C.R.
ALFRED MATHIEU
J-M. SAVIGNAC, N.P.
WM-SMILEY WELDON

Montréal, May 17th, 1930.

Sir Arthur Currie, C.C.M.G., K.C.B., L.L.D.,
McGill University,
M o n t r e a l.

Dear Sir Arthur:

Alderman Gilday has just told me that you did not receive any answer to your letter to Mayor Houde.

I cannot understand such action as His Worship is certainly attentive to all matters.

I may say, however, that I immediately got into action upon Sir Thos. Tait's complaint re Bernier's undertaking establishment, and the Executive Committee issued orders to have this building placed under surveillance and the moment that Bernier made the slightest move which was against the law, the City would take action.

Believe me,

Yours sincerely,

Member of the Executive
Committee.

May 20th, 1930.

Alderman W. S. Weldon,
Executive Committee,
City Hall,
Montreal.

Dear Alderman Weldon,

I am grateful for the information contained in your letter of the 17th. I have sometimes thought of endeavouring to create a little organization, the purpose of which would be to see that this University District maintains those characteristics expected in such a district; and also to see that those businesses and institutions which would be objectionable in such a district should be kept at a distance.

I am sure you will sympathize with this idea and that any time we find it necessary to ask for official action we may look to you with confidence.

I may say that I really was disappointed to receive no acknowledgment from His Worship the Mayor to my letter.

Yours faithfully,

Principal.

Comité Exécutif

Hôtel de Ville



Executive Committee

City Hall

J-ALLAN BRAY, PRÉSIDENT
TANCRÈDE FORTIN, C.R.
ALFRED MATHIEU
J-M. SAVIGNAC, N.P.
WM-SMILEY WELDON

Montréal, May 22nd, 1930.

Sir Arthur Currie, G.C.M.G., K.C.B.,
Principal, McGill University,
M o n t r e a l.

My dear Sir Arthur:

20th inst.

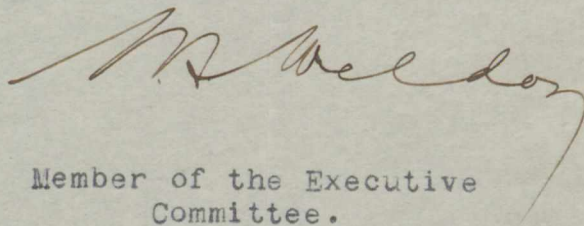
I have yours of the

Kindly believe that
I will always be at your entire disposal and
do not hesitate to call on me whenever I may
be of some service to you.

I beg to remain

With my best regards,

Yours very truly,


Member of the Executive
Committee.

SIR THOMAS TAIT

762 SHERBROOKE STREET, WEST.

MONTREAL

June 16th, 1930.

Sir Arthur Currie,

Montreal, Quebec.

My dear Sir Arthur,

Referring to our conversation of the other day, I now send you a copy of the letter I am today writing His Worship The Mayor, in reference to commercializing Sherbrooke Street between City Councillors and Guy Streets with proper restrictions as to class of building, construction and homologated lines and the kinds of businesses which may be carried on.

If this is done at once, this part of Sherbrooke Street will then become the Fifth Avenue of Montreal, otherwise it will become like Sixth Avenue in New York, and if ever the City decides to commercialize it with proper restrictions, a heavy bill of expense will be incurred to buy out the businesses which may, in the meantime, have been established, and which are prohibited by the restrictions which may be then imposed.

I do hope that you will be in favour of this and that you will do what you can to bring it about as soon as possible.

Yours very truly,

John Tait

To Col. Booy.

Prepare letter to Mayor supporting

Tait.

W. B.

9/7/30

June 16th, 1930.

His Worship,
Camille House,
Mayor of Montreal,
City Hall,
Montreal, Quebec.

Dear Mr. Mayor,

I think that Sherbrooke Street, between City Councillors and Guy Streets should be commercialized at once, with proper restrictions, as was proposed some four or five years ago.

As the matter now stands, there seems to be no By-law or Regulation which prevents any kind of business being established and maintained on this street.

I enclose, for your information, copy of some Rules which were prepared by Mr. Crepeau some four or five years ago, which, however, were never put into effect. These Rules would seem to be alright except that possibly under Number Four, Amusement or Assembly Halls, Moving Picture Theatres, and so forth might be permitted, which I think would be a mistake.

If a By-law is passed, commercializing this part of Sherbrooke Street, with proper restrictions as to the kind of buildings which might be constructed and prescribing the construction and homologated lines, and also specifying the purposes for which either the present buildings or new buildings might be used, and prohibiting their use for any other purposes than those specified, then Sherbrooke Street would become the Fifth Avenue of Montreal, otherwise it will become like Sixth Avenue in New York.

If this however is not done at once, all kinds of industries and businesses may be established on Sherbrooke Street and when this part of Sherbrooke Street is commercialized with proper restrictions the City may have to incur a large expenditure to buy out the industries and businesses which have, in the meantime, been established, and which are not permissible under the restrictions.

I am very much concerned about this because a man named M. A. Blythe Bernier, who had an undertaking establishment on Ste. Famille Street, has bought the house immediately to the West

2.
His Worship,
Camille Houde,

of my house (#762,) just opposite McGill University, and has stated his intention to use it as an undertaking establishment. He has already had two funerals from this house, the second one last Friday, being the funeral of a man named Pascoe. I enclose the notice in the "Star" about this funeral.

Bernier has moved in his funeral chapel furniture, coffins, and coffin shells into the house, and there is no doubt whatsoever he intends to carry on an undertaking business in this house, which perhaps you will remember, as it was formerly owned by Doctor Perigo.

I have been in communication with Mr. Crepeau and with Alderman Weldon on this subject, and Mr. Crepeau assures me that as soon as the fact is established that Bernier is carrying on an undertaking business, such action as is possible will be taken to prevent it, but, as I have said, I have considerable doubt whether, under the existing By-laws and Regulations, the City can prevent him carrying on an undertaking business on these premises.

One has only to walk along Sherbrooke Street between City Councillors and Guy Streets to see to what an extent businesses are gradually being established. Rice, The Photographer, is now occupying the late Madam Wurtele's house at the corner of Victoria and Sherbrooke Streets as a photographic establishment. One of the two houses between Rice's establishment and my house is now occupied as a millinery shop and the other as a hair-dressing establishment.

I am perfectly satisfied that the large majority of the landowners on Sherbrooke Street, between City Councillors and Guy Streets, would be in favour of commercializing the street, with proper restrictions as to the class of buildings, homologated and construction lines, and the kind of businesses which might be carried on.

As I have said, if this is not done at once the street will be ruined for the future, and if it ever is commercialized, with such restrictions, the City will have to pay heavy damages to

3.....

His Worship,
Camille Houde,

get rid of such businesses as may be prohibited under the restrictions.

Entirely apart from my personal interest in this matter, I sincerely trust that for the good of the City you will take a personal interest in this matter, and see that there is no further delay in putting through a by-law commercializing Sherbrooke Street, between City Councillors and Gay Streets, with the proper restrictions such as I have mentioned above.

Yours very truly,

RULES CONCERNING THE CONSTRUCTION OF
BUILDINGS ON SHERBROOKE STREET BE-
TWEEN GUY AND CITY COUNCILLORS
STREETS.

These rules were endorsed and approved by Jules Crepeau, CHIEF CITY CLERK, in the interim of presentation to The Executive Committee of Montreal at their next Assembly.

The rules are as follows:-

ARTICLE 1 - On Sherbrooke Street between Guy and City Councillors, it is forbidden to build buildings to be occupied or utilized for other purposes than these mentioned below:-

- 1.....Residences and Apartment Houses.
- 2.....Hospitals or Orphanages.
- 3.....Clubs.
- 4.....Amusement or Assembly Halls.
- 5.....Hotels.
- 6.....Police or Fire Stations.
- 7.....Railway Stations.
- 8.....Banks or Offices.
- 9.....Post Offices.
- 10....Exclusive Retail Stores (Stating that a part of the building shall not be occupied or utilized as manufactures.)
- 11....Telephone Exchanges.
- 12....Schools and Churches.

ARTICLE 2 - It is forbidden to repair or transform any buildings for any other purposes than those mentioned above.

ARTICLE 3 - It is forbidden to deposit on vacant lots any material or merchandise of any kind.

ARTICLE 4 - The posting of advertisements or pannels on lots or parts of lots is strictly forbidden.

ARTICLE 5 - It is forbidden to build on one side or the other of Sherbrooke Street between Guy and City Councillors, any building less than fourteen feet six inches of the homologated line, or of the street line following the homologated line existing or not existing, and the space must be clear for all construction or buildings, construction accessories or any obstruction.

ARTICLE 6 - It is forbidden to build on Sherbrooke Street exterior stairs to a flat higher than the basement.

ARTICLE 7 - All new buildings being erected on Sherbrooke Street between Gay and City Councillors, should at least have (38) feet of height, and at least three storeys, the basement being considered like the first floor.

ARTICLE 8 - Any buildings existing, erected on this side of the construction line, can not be enlarged toward that line unless an annex being added is of the same height as mentioned in Article 7 of height of the building.

ARTICLE 9 - Whoever goes against the regulations of the present rules will be exposed to a fine with or without cost, and a default of an immediate payment of said fine or of the said fine or cost, according to the case of an imprisonment will be settled by the Recorder of the City of Montreal at his discretion. But the said fine will not exceed \$40. and imprisonment will not be for a period of more than 60 days. The said imprisonment however should cease at such time before the expiration of term fixed by the said Recorder, payment of the said fine or of the said fine or cost, if this the case and if disturbance should continue, the offender would be liable to the fine and penalty each day during the continuation of the infraction.

ARTICLE 10 - It is distinctly understood that no street-car lines will be laid on Sherbrooke Street between the above mentioned boundaires.

ARTICLE 11 - The present settlement will take effect only when adopted by the Council.

July 15th, 1930.

His Worship,
The Mayor of Montreal,
City Hall,
M o n t r e a l.

Dear Sir:-

I have been forwarded by Sir Thomas Tait a letter addressed by him to you during the course of the month of June recommending the immediate commercialization of Sherbrooke Street between City Councillors and Guy Streets. I beg to inform you that the University will, in principle, support such action.

We would ask, however, and I am sure that you will recognize the justice of our request, that the By-law be prepared in consultation with the University and its advisers.

McGill University is an institution known all over the world and, not only for its own sake but for that of the city, it is essential that its surroundings should be dignified and suitable.

Special consideration should be given to the height of buildings to be erected on the south side of the street in the neighbourhood of the University. Some of our advisers consider that no building should be over ten storeys in height and express regret at the existence of one high building in that locality. The point is an important one and I wish to place myself on record now and ask for a special hearing covering it.

2....
His Worship,
The Mayor of Montreal,

May I suggest that in the development of the part of the street in the neighbourhood of the University a plan might very well be adopted such as that which is, I understand, in force in some parts of Paris. In accordance with this no building can be erected in given areas unless its architecture is accepted by a technical committee or commission as being suitable to the surroundings. If any action is to be taken concerning Sherbrooke Street may I suggest now that you should adopt some such plan. *principle*

Yours faithfully,

Principal.

SIR THOMAS TAIT

762 SHERBROOKE STREET, WEST.

MONTREAL

July 16th, 1930.

Sir Arthur Currie,
Montreal, Quebec.

Dear Sir Arthur,

I never received any acknowledgement of my letter to you of the 16th ulto., in reference to the commercializing of Sherbrooke Street, and I am wondering whether you ever received it.

On my arrival here Monday I was told by the caretakers in my house that there had been several funerals from Bernier's Mortuary Establishment next door, since I wrote you.

Yours very truly,

Thos Tait

July 24th, 1930.

Alderman W. S. Weldon,
Executive Committee,
City Hall,
Montreal, P. Q.

Dear Alderman Weldon,

May I refer you to our recent correspondence in regard to the undertaking establishment at 768 Sherbrooke Street West opened by one, Bernier. You will recall that in your letter of May 17th you assured me that the Executive Committee had issued orders to place the building under surveillance and would take action, if necessary, in the matter.

Since then certain correspondence has passed between Sir Thomas Tait and the Mayor and myself and the Mayor regarding the principle that should govern the commercialization of Sherbrooke Street. The Mayor assured me personally that Mr. Bernier's mortuary establishment would not be allowed to function, but Sir Thomas Tait now informs me that funerals are being held regularly from this place.

I am taking advantage of your letter of the 22nd May to call upon you to assist us in this matter. This sort of thing is extremely objectionable to McGill University, and I am very anxious that steps should be taken at once to have it stopped.

Yours faithfully,

Principal.

Sir Thomas Tait,
762 Sherbrooke St.W.,
Montreal, P. Q.

Dear Sir Thomas,

I thought you might like
to have a copy of the letter which was sent to
the Mayor, in support of your recommendation
regarding the commercialization of Sherbrooke
Street.

Yours faithfully,

Wilfred Bovey

July 24th, 1930.

Sir Thomas Tait,
St. Andrews, N. B.

Dear Sir Thomas,

Upon my return to the city this morning I found your letter of the 16th. I may say that following your communication of the 16th June, I wrote to His Worship the Mayor a letter supporting your plea for the control of the commercialization of Sherbrooke Street, and I am writing him again today.

Let me say that I have many times thought of you all at St. Andrews. It is a delightful spot and I can well understand your attachment to it.

Tait and your daughter,

With kindest wishes to Lady

I am,

Ever yours faithfully.

July 24th, 1930.

His Worship the Mayor,
City Hall,
Montreal.

You will remember that on the 15th instant I wrote to you supporting Sir Thomas Tait's plea that certain principles be laid down governing the commercialization of Sherbrooke Street.

This recent agitation has, as you know, arisen because one, Mr. Bernier, has established funeral parlours next door to Sir Thomas Tait's residence and directly opposite the University.

I remember a short conversation with you recently, when you assured me that Mr. Bernier's mortuary establishment would not be allowed to function. Sir Thomas tells me that lately there have been several funerals taking place from there.

I am relying on you, Mr. Mayor, to see that this sort of thing is stopped.

Ever yours faithfully,

Principal.

DIRECTEUR DES SERVICES

HÔTEL DE VILLE

JULES CRÉPEAU



DIRECTOR OF DEPARTMENTS

CITY HALL

MONTREAL July, 25th, 1930.

Sir Arthur W. Currie,
Principal, McGill University,
Montreal.

Sir:

Your letter of th 24th inst. addressed
to Alderman Weldon, re Bernier establishment, has
been handed to me.

I wish to inform you that we have instructed
the Detective Department to put on this case a special
detective to make a case against the said establishment,
and we expect to be able to take proceedings as soon as
this case is made.

I have the honour to be, Sir,

Yours very truly

Jules Crépeau
Director of Departments.

JC/AC

ARTICLE 1 - On Sherbrooke Street between Guy and City Councillors Streets, it is forbidden to build buildings to be occupied or utilized for other purposes than those mentioned below:

- 1...Residences and Apartment Houses.
- 2...Hospitals and Orphanages.
- 3...Clubs.
- 4...Concert Halls.
- 5...Hotels, with minimum of 100 rooms.
- 6...Police and Fire Stations.
- 7...Railway Stations.
- 8...Banks and Office Buildings.
- 9...Post Offices.
- 10..Retail stores, not less than four storeys high, the basement being considered a storey. No part of any such building shall be occupied or utilized for manufacturing purposes.
- 11..Telephone Exchanges.
- 12..Schools and Churches.

Special permits must be obtained for Clubs, Concert Halls, Hotels and Retail Stores.

ARTICLE 2 -It is forbidden to repair or transform any buildings for any other purposes than those mentioned above.

ARTICLE 3 -It is forbidden to deposit on vacant lots any material or merchandise of any kind.

ARTICLE 4 -The posting of advertisements or panels on lots or parts of lots is strictly forbidden.

ARTICLE 5 -It is forbidden to build exterior stairways on Sherbrooke Street.

ARTICLE 6 -All new buildings being erected on Sherbrooke Street between Guy and City Councillors Streets, shall be at least thirty eight feet high and have at least three storeys, the basement being considered a storey.

ARTICLE 7 -Any extension of any existing building towards the homologated line must be of the same height as the existing building.

ARTICLE 8 -No street-car lines shall be laid along any part of Sherbrooke Street, between City Councillors and Guy Streets.

December 2nd, 1930.

Alderman W. H. Weldon,
Executive Committee,
City Hall,
Montreal. P. Q.

Dear Alderman Weldon,

Sir Thomas Tait came to see me this morning and has shown me a copy of the by-law with regard to the restrictions to be placed upon the area between Guy and City Councillors Streets on Sherbrooke Street. I am writing to you now to say that McGill University cordially approves of these restrictions and will support any movement to that end.

Ever yours faithfully,

Principal.

DOCKET ENDS:

Montreal June 26th/30

Sir Arthur Currie

Mc Gill University

Dear Sir: Montreal

I wish to call your attention to an incident which happened to-day: while my wife was in the upper Mc Gill grounds with our son 6 $\frac{1}{2}$ years old, the boy crept under the wire fence and picked a few flowers and the bare-taken came out and hit the boy on the head with his hand, the boy claims he hit him several times but whether he did or not I cannot say, as the boy

is only recently over a
Mastoid operation we are worried
about any injury to his head. I
trust you will instruct your Supt
to investigate this as I know that
it is not the practice of the grounds
keepers to strike children. The
Building has glass windows all round
and is near the reservoir in upper
Mc Gill

Sincerely yours

J. J. Colman.

375 Prince Arthur St.

June 28th, 1930.

B.J.Coleman, Esq.,
375 Prince Arthur St. W.
Montreal.

Dear Mr. Coleman,

In the absence of Sir Arthur Currie I have made enquiries regarding the incident mentioned in your letter of June 26th, and am informed that the little boy was picking the flowers. The caretaker went over to him and told him he must not do that, at the same time giving him a little push and telling him to "run along now". The caretaker says that he did not strike him.

We do not mind the children playing about the grounds, but you can readily understand that they must not be allowed to pick the flowers or destroy the plants.

Yours faithfully,

Secretary to the Principal.

DOCKET STARTS:

MCGILL UNIVERSITY

MONTREAL

SUPERINTENDING ENGINEER'S
DEPARTMENT

July 10th. 1930.

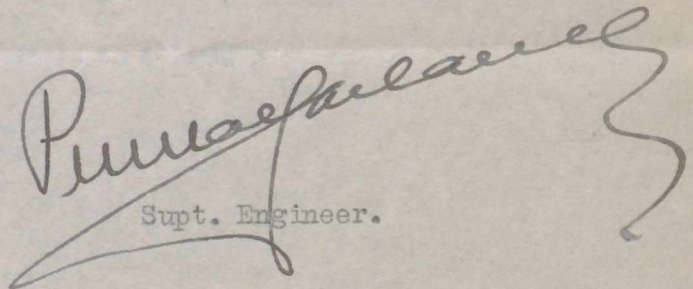
Sir Arthur W. Currie, G.C.M.G., K.C.B.,
Principal & Vice-Chancellor,
McGill University.

Dear Sir Arthur:-

We attach copy of letter sent to Malcolm D.
Barclay Co., Ltd., in connection with the establishing of a
property line between Mount Royal and McDonald Parks, on which
there will be erected a steel link fence.

Very truly yours,

P.W. MacFarlane.
B.E.D.


Supt. Engineer.

Encl.

July 10th, 1930.

Malcolm D. Barclay & Co., Ltd.,
433 St. Francis Xavier Street,
Montreal, Que.

Gentlemen:- Attention Mr. Borthwick.

The City of Montreal and McGill University propose to erect a steel link fence on the east and north side of McDonald Park where it adjoins Mount Royal Park.

Will you please act as our representatives in making a joint survey with the City engineers to establish the property line.

Our Principal, Sir Arthur Currie is agreeable to accept this property line as established by yourselves and the City, so that the construction of this fence may be started at once, pending the completion of such documents to record the existence of this line as may be satisfactory to the City and University authorities.

We offer the suggestion that this property line be staked in such a manner as to permit the removal of the existing fence where it may encroach on the true line.

This confirms telephone instructions to your office on to-days date, and we would ask you to get in touch with Mr. G. R. McLeod, Assistant Chief Engineer of the City of Montreal, so that this work may be proceeded with at once.

Very truly yours,
MCGILL UNIVERSITY.

P.W. MacFarlane.
B.E.D.

Copy to Sir Arthur Currie.

P. W. MacFarlane
Supt. Engineer.

DOCKET ENDS:

DOCKET STARTS:

June 9th, 1927.

Alderman J. A. Brodeur,
Chairman, Executive Council,
City Hall,
Montreal.

Dear Alderman Brodeur:-

I dislike taking up even a moment of your very busy life, but you can pass this letter on to the proper department, supporting my petition, if it is possible for you to do so.

I am given to understand that the owner of 53 McGill College Avenue is applying for a permit to alter the front portion of his premises with a view to letting it to a Chinaman, who will conduct a laundry there. McGill University desires to keep the neighbourhood a high-class one and objects strenuously to Chinese laundries being established so close to her front door. The Board feels that it is not unreasonable to ask the City authorities to refuse a permit to the owner if the premises are to be used for the purpose above mentioned.

Yours faithfully,

Principal.



EXECUTIVE COMMITTEE

CITY HALL

ALDERMEN:
J. A. A. BRODEUR, K.C., CHAIRMAN
THOMAS O'CONNELL
J. H. BÉDARD
A. A. DESROCHES
RAOUL JARRY

Montreal, June, 15th, 1927.

Sir Arthur W. Currie, G.C.M.G., K.C.B.,
Principal, McGill University,
McGill University,
M o n t r e a l.

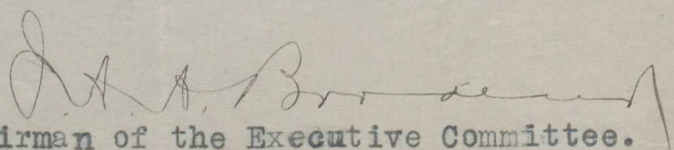
Dear Sir Arthur Currie:

In connection with your letter concerning No. 53 McGill College Avenue, where it is contemplated to conduct a laundry, I beg to inform you that this permit will certainly be refused when it comes up before our Executive Committee.

An application has been received by the City for permission to establish a laundry at the above address, but I am taking special note of your opposition, and beg to reiterate the assurance that such permission will not be granted.

I have the honour to be,
dear Sir Arthur Currie,

Yours very truly,


Chairman of the Executive Committee.

June 16th, 1927.

Alderman J.A.A. Brodeur,
Chairman of the Executive Committee,
City Hall,
Montreal, Que.

Dear Alderman Brodeur:-

I beg to acknowledge
with sincere thanks the receipt of your letter
of the 15th of June containing the intimation
that you will not grant permission to establish
a laundry at No. 53 McGill College Avenue.

This information will
be gratefully received by the Board of Governors.

Yours faithfully,

Principal.

McGILL UNIVERSITY
MONTREAL

THE MACDONALD PHYSICS BUILDING

February 26th. 1927.

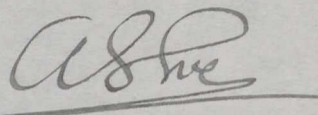
Sir Arthur W. Currie, G.C.M.G.
Principal,
McGill University,
Montreal.

Dear Sir Arthur,

At a meeting of the House Committee the draft plans of the Faculty Club Extension were informally considered. The general arrangement which Mr. McDougall set forth was received very favourably by the House Committee, but the Committee require further information before giving a decision, more particularly with reference to the basement and attics.

Would you please advise us what the next step should be? Would it be in order for the House Committee to see Mr. McDougall with a view to completing the scheme, so that the club could pass a definite verdict as to its desirability?

Yours very sincerely,



Director of the Department
of Physics.

March 1st, 1927.

Dr. A. S. Eve,
Physics Building,
McGill University.

Dear Dr. Eve:-

In reply to your letter of February 26th re proposed extension to the Faculty Club, it seems to me that you must know all that is involved in Mr. McDougall's plans before you can intelligently pass judgment thereon. Why not ask him to attend a meeting of your Committee and explain his proposed plan thoroughly.

Yours faithfully,

Principal.

551 Earnecliff Ave.
Notre Dame de Grace
Montreal.

Dr. C. F. Martin
Acting Principal
McGill University

My dear Dr. Martin:-

I feel that I am largely indebted to you for the unexpected and I may say magnificent grant received from the Governors on my leaving the service of the University and I cannot in any measure express to you my thanks for what you have done. It is not only what this grant means to me in a financial way which is very considerable, but also the very personal pride it gives me in the feeling that my efforts have been appreciated to so large an extent by the University management.

I also wish to express to you the high value and personal pleasure I have always had from the feeling of co-operation and backing received from you in my work at the University. One of the main rewards of my work was the feeling that it was appreciated and it will always be a pleasant memory that I always had this feeling in all my association with you.

For your last generous act - I can only say -
please accept my very sincere thanks.

Sincerely yours,

Wm. D. Lawrence

10th November, 1928.

W. D. Lawrence, Esq., B.Sc.,
551, Earnscliff Avenue,
Notre Dame de Grace, Montreal.

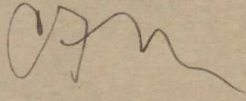
My dear Mr. Lawrence,

So many thanks for your kind letter.

It was a great privilege to me to be able to put in a good word for one who has been the best of friends and the nicest of coöperators in my University endeavours. I feel much more indebted to you than perhaps you realize.

With every good wish for your future and kindest regards, believe me

Very cordially yours,


Acting Principal.

DOCKET ENDS:

DOCKET STARTS:



HEAD OFFICE
65 VICTORIA ST. MONTREAL

Anglin-Norcross Limited
Contracting Engineers
and Builders

*Blk
10/15/23*

PRIVATE EXCHANGE
UPTOWN 2640

Montreal. November 15th, 1923.

Sir Arthur Currie, G.C.M.G., K.C.B.,
McGill University,
Montreal.

Dear Sir Arthur:-

I happen to be chairman of the Building Committee of Wesleyan Theological College, and in that capacity I am requested to write you regarding the trees on the McGill University Property adjoining the Wesleyan Theological College Building.

The Board of Governors of Wesleyan Theological College would very much appreciate it if you would give the necessary instructions to have these trees trimmed in such a manner that the branches would not come near the Wesleyan Theological College Building. In fact, we think it would be better if the tree which is leaning considerably over the property line be cut down entirely.

We have had several experiences where the leaves from these overhanging trees have blocked the rain water leaders and caused damage to the interior of the building, as a result of the roof becoming flooded. In addition to this, in high winds some of the branches actually rub against the building.

I feel satisfied that it is only necessary to call this to your attention in order that the trouble may be removed without delay.

Thanking you for past considerations,

I remain,

Yours very truly,

J. P. Anglin

*To Mr. Glasco
Passed to you for action please A/F*

A/F

November 19th, 1923.

J. P. Anglin, Esq.,
65 Victoria Street,
Montreal.

Dear Sir:-

The Principal has asked me to acknowledge receipt of your letter of November 15th with reference to the trees on McGill University property adjoining the Wesleyan Theological College Building.

He wishes me to say that he will have this matter attended to at once.

Yours faithfully,

Principal's Secretary.

DOCKET ENDS: