

VILLE DE SAINT-LOUIS

Tunnel du
boulevard St-Lauarent

Correspondance

4 juin 1910 -
31 décembre 1910

P49/C8,8

CANADIAN PACIFIC RAILWAY COMPANY.

OFFICE OF THE CHIEF ENGINEER.

J. G. SULLIVAN,
ASSISTANT CHIEF ENGINEER.
C. N. MONSARRAT,
ENGINEER OF BRIDGES.

T. Vanier
MONTREAL, June 4th., 1910.

IN YOUR REPLY REFER TO FILE NO. 6-251 St. Law. St.

RE ST. LAWRENCE STREET SUBWAY.
.....

J. E. Vanier, Esq.,
No. 5 Beaver Hall Square,
CITY

Dear Sir:

In accordance with your recent request, I send you herewith complete set of the Dominion Bridge Company's shop drawings of the above bridge.

Yours truly,

C. N. Monsarrat
Engineer of Bridges.

Enc.

[Handwritten mark]

P49/C8,8

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CANADIAN PACIFIC RAILWAY COMPANY.

OFFICE OF THE RESIDENT ENGINEER.

SUBJECT St. Lawrence Street Subway - Mile End.

Tunnel

Montreal, June 6th - 1910.

File 18.319

J. Emile Vanier, Esq., C.E.
#3 Beaver Hall Square,
City.

Dear Sir:-

For your information, I enclose herewith statement of expenses incurred on account of constructing new subway, St. Lawrence Street, during the month of April.

This is a copy of the account rendered against the City of Montreal in connection with the Duquette Contract.

Yours truly,

R. Montgomerie

Resident Engineer.

Encl-

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City of Montreal

Accounting Dept. No.

Voucher No. 3 830

TO THE CANADIAN PACIFIC RAILWAY COMPANY, DR.

OFFICE OF THE AUDITOR OF DISBURSEMENTS.

Remit to W. Sutherland Taylor, Treasurer, Montreal. If further information is required, address J. Leslie, Auditor of Disbursements, Montreal.

Apr. 1/30	Expenses incurred a/o constructing new subway St. Lawrence street.			
	LABEL			
	Assisting catwalk	90	00	
	Diverting track	30	75	
	Laying track	140	00	
	Surfacing track	80	00	
	Laying switches.	30	75	
	Grading	143	00	
	Spreading earth	40	00	
	Shifting track	100	00	
	Lifting track	40	00	
	Connecting track	45	00	
	Fixing up track	20	00	
	loading cinders	80	00	
	Trimming subway track	10	00	
	Engineering	50	70	
	Moving telegraph poles & wires.	20	00	
		\$800	00	
	Supervision and use of tools, 15 a/o	143	00	
		\$1103	00	

Copy

Correct: _____ Approved: _____ Audited: _____

Auditor of Disbursements.

MONTREAL

P49/C8,8

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City of Montreal.

May 1/31	Expenses incurred a/c constructing new subway, St. Lawrence Street.	
	Labor assisting the gatemen at the new subway crossing.	93 00
	Engineering	15 00
	15 cars of cinders supplied for their new subway @ 10 cu.yd. per car, @ 25¢ per cu.yd.	37 50
		<hr/>
		145 50
	Supervision and use of tools 15%	<hr/>
		21 82
		<hr/>
		\$167.32

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Tunnel

City Hall

Montreal

June 21, 1910. 19

Mr. J. E. Vanier, C. E.,
5 Beaver Hall Square,
Montreal.

Dear Sir:-

I beg you will kindly take communication of the hereto attached letter from Mr. W. Duquette, who is presently constructing the St. Lawrence Boulevard Subway, by which he requests the City to allow him to build a warehouse on the walls of the said subway, as shown on the hereto attached tracing, and state, after consideration of the fact that by the terms of his contract with the former Town of St. Louis, Mr. Duquette is liable for all any damage caused to persons or property by reason of the construction of the said subway, whether it would be in the interest of the City to allow him to build a warehouse on the walls in question under the condition mentioned in the aforesaid letter.

An early reply would much oblige,

Yours truly,

John A. Barlow
City Surveyor.

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*St Lawrence
Tunnel*

June 24th. 1910.

John R. Barlow Esq.C.E.
City Surveyor,
City Hall,
City.

Dear Sir:-

Answering your phone message of yesterday which I found on my desk this A.M., re Railway Commission Ordinance concerning Boulevard St.-Lawrence Tunnel, I beg to say that you will find same at Mr. F. J. Bisailon's the late legal Adviser of Town of St.Louis, or at Mr. Ethier's office- I have no record of the ordinance in question in my office.

Yours truly,

V.

P.S. I have telephoned Mr. B. to communicate with you about this matter.

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tunnel

City Hall

Montreal

July 5, 1910. 19

Mr. J. E. Vanier, C. E.,
Montreal.

Dear Sir:-

I beg you kindly endeavor to forward me per return, if possible, a report on the proposition submitted to the City by Mr. W. Duquette, as requested, concerning the St. Lawrence Subway wall.

Yours truly,

John M. Gordon
City Surveyor.

*reponse
le 9 juillet 1910
à Barlow*

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Bisailon & Brossard
AVOCATS

F. J. BISAILLON, C. R.
 ARTHUR BROSSARD, C. R.
 HECTOR ROANNES-BISAILLON, LL.

572
Mme. Carrière
Tunnel
3171

11817 Côte de la Place d'Armes

Montréal, le 6 Juillet, 1910.-

Mr J. E. Vanier, I. C.,
 5 Beaver Hall Sq, Montréal.

Cher Monsieur:-

Le Département en Loi de la Cité de Montréal m'ayant chargé de l'expropriation du lot 11-113-2 des plan et livre de renvoi officiels du village de la Côte St-Louis, savoir: un lot vacant, ayant front sur la rue St-Laurent, vis-à-vis la rue Comte et appartenant à un nommé Thomas Forest, dont Mr J. A. Beaulieu est le procureur, je désire sans délai, procéder à faire établir, par experts, la valeur du terrain que le réclamant estime à \$1500.00. Pour cela, j'aurais besoin d'avoir un petit plan partiel, montrant, en sections par pieds ou par pouces, comment la construction du tunnel affectera le front de ce lot.

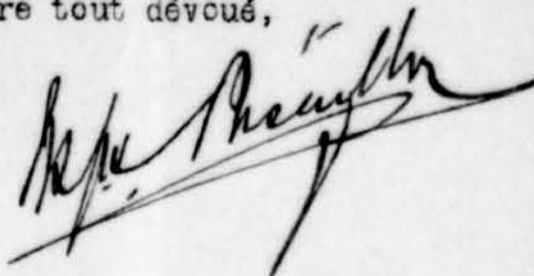
Le réclamant affirme, dans sa réclamation, que par suite de la construction du tunnel, son terrain est actuellement obstrué par des clôtures et que plus tard, la rue St-Laurent vis-à-vis ce terrain, se trouvera plus basse et enlèvera au lot tous les avantages qu'il pouvait avoir avant la construction du tunnel.

Je vous serais très obligé de me faire parvenir ce

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plan avec toutes informations que vous pourriez y joindre, le plus tôt possible.

Votre tout dévoué,



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Tunnel

July 9th. 1910.

John R. Barlow Esq.,
City Surveyor,
City Hall,
City.

Dear Sir:-

Re request of Mr. Wilfrid Duquette, to build storage Building over St.-Lawrence Boulevard tunnel retaining walls, corner Van Horne and St.-Lawrence, I beg to say that after having carefully examined this question, I have to report most strongly ~~against~~ ^{against} the granting of said request, and this for many reasons, against which I will cite the following, viz:

- 1st.- Retaining walls at tunnel were never built to serve as foundations for buildings.
- 2nd.- Actual plans of said tunnel were approved by several parties, as the Town of St.-Louis, now the City of Montreal as successors, also the C.P.R.'y Co. - the citizens of the Laurier Ward represented at the Duquette Contract by five eminent local citizens, and finally the Railway Commissioners and no changes could be made, in my opinion, unless the consent of all above parties be obtained.
- 3rd.- The ~~projected~~ storage buildings as projected to be built on said retaining walls of tunnel, would give an ugly appearance to the

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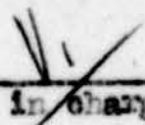
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whole work, and I think it is about time that Montreal should endeavor to show some architectural character to those of its public works that stand above ground.

4th.- By allowing Duquette to so build over tunnel walls, a large piece of Corporation property would have to be ceded to him.

For these reasons and for some others that I need not mention, I am most decidedly against the granting of the said request not only as Engineer in charge, but also as one of the Citizens of this City.

Yours truly,



Engineer in charge . -

P.S. I have handed Duquette's plans over to one of the interested parties mentioned above, and shall return same to you on Monday the 11th. instant.

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Bisailon & Brossard
AVOCATS

F. J. BISAILLON, C. R.
ARTHUR BROSSARD, C. R.
HECTOR ROANNES-BISAILLON, LL. B.

Annuel

11 & 17 côté de la Place d'Armes

Montréal, le 13 juillet 1910

Mr J. E. Vanier,
5 Beaver Hall Sq .-Cité

Cher Monsieur:-

Je dois vous informer que conformément à la décision prise par le Comité des Citoyens, à sa réunion de lundi, nous serons reçus par Messieurs les Commissaires de la Cité de Montréal, demain matin, à 10.30.

Vous êtes en conséquence prié de bien vouloir vous rendre au bureau des Commissaires de l'Hotel de Ville de la Cité de Montréal, demain, à 10hrs et quart précises.

Votre tout dévoué,

[Signature]

*Yves Allé
Jos. Martel
Gouffon
Jubville
Jean J. Andrews
Chas B. Auchin
Ben. Gagnon
J. G. Gagnon
L. Gagnon*

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Tunnel

le 15 Juillet 1910

Mons. Louis N. Sénécal
Secrétaire des Commissaires
Hotel de Ville de Montréal

Cher Monsieur:

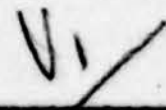
Pour la construction ud Tunnel Boulevard St.Laurent
QUARTIER LAURIER, il a été fait l'autonne dernier pour la Ville de
St.LOUIS une expropriation de la propriété entière portant le numéro
du Cadastre 11-1113 - 1.


Sur ce lot il y a une maison avec allonge bâtie jusqu'au
C.P.R.

Pour la construction du tunnel vis-à-vis cette propriété
et où l'entrepreneur DUCETTE travaillera sous peu il serait nécessaire
que cette bâtisse fut reculée sur le lot en question d'une dizaine de
pieds environ après en avoir démoli la petite allonge qui se trouve
en arrière.

Je sousmets cher Monsieur, qu'il y a urgence en la matière
et je demande à votre Commission de vouloir bien me faire indiquer les
procédures à suivre dans ce cas particulier.

Bien à vous,



Ingénieur - 

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COMMISSAIRES:

LE MAIRE GUERIN, PRÉSIDENT
JOSEPH AINEY
L. N. DUPUIS
E. P. LACHAPPELLE, M.D.
F. L. WANKLYN, I.C.



Toute correspondance doit être adressée
au Secrétaire du
Bureau des Commissaires

Annuel

Bureau des Commissaires
de la Cité de Montréal,

Hôtel-de-Ville, Montréal, 15 Juillet, 1910.

M. J. E. Vanier,
5 Sq. Beaver Hall,
Cité.

RE: ~~CONTENT~~ DE M. DUQUETTE.
RE: EXPROPRIATION DE LA PROPRIÉTÉ
NO. DU CADASTRE II-III-1

Monsieur,

J'accuse réception de ^{VOS} ~~UNE~~ communication et, en
réponse, j'ai l'honneur de vous informer qu'elle sera
soumise ~~aux Commissaires~~ ^{aux Avocats de la Cité} immédiatement.

Votre tout dévoué,

L. Mercier
Secrétaire. *272*
R. J. M.

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Tunel

le 15 Juillet 1910

F. J. Bisailon, Ecr., C.R.
17 Côte de la Place d'Armes
En Ville -

Cher Monsieur:

J'ai l'honneur de vous adresser présentement copie du rapport que j'adressais aux Commissaires de la Cité re contrat DUQUETTE.

Quant à ce qui concerne la nouvelle gare je vous laisse le soin de dicter quelques lignes de rapport que vous pourriez adresser à Mons. SENECAI avant de partir pour voyage - je connais moins bien cette question que l'auteur que je viens de traiter surtout quand il s'agit particulièrement d'ordonnances, la Commission des Chemins de fer etc; seulement vous pourriez rappeler que des plans d'architecture et des plans de terrains préparés par l'ingénieur de la Ville de St. LOUIS et ceux du C.P.R. accompagnent d'après la convention écrite qui a été signée au sujet de la nouvelle gare par la Ville de St. Louis et la Compagnie de Chemin de fer.

Bien à vous,

[Signature]

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Montréal, le 15 Juillet 1910.

Ls. N. Sénécal, Ecr.

Secrétaire du Bureau des Commissaires.

Corporation de la Cité de Montréal.

Cher Monsieur: -

En conformité à la demande que faisait au soussigné votre Bureau hier, lorsque les personnes formant la partie de troisième part au contrat Duquette re tunnel du Boulevard St. Laurent, accompagnées de Monsieur l'avocat Bisailon, étaient devant vous, le sous-signé dis-je à l'honneur de soumettre à la considération de M.M. les Commissaires, les faits suivants, savoir:

- 1o. La construction du tunnel comporte un contrat de \$80.000 octroyé à Wilfrid Duquette de St. Louis, pour tous les ouvrages autres que ceux de la superstructure en acier- ce contrat a été passé devant Mtre. Oscar Desautels N.P. le 18 décembre 1909. Les parties au Contrat étant (a) La Ville de St. Louis, (b) Wilfrid Duquette, et (c) cinq citoyens éminents de la Ville, chargés particulièrement de voir à l'exécution du contrat en question.
- 2o. L'exécution de l'ouvrage du tunnel comporte encore la superstructure, laquelle est aussi faite sous la direction du soussigné, mais cette superstructure évaluée à \$50.000 est payée entièrement, sauf la partie trottoir, par le C.P.Ry. C'est la contribution imposée à cette Compagnie par la Commission des Chemins de Fer d'Ottawa. Le Gouvernement ^{Fédéral}, contribuant pour sa part suivant une loi particulière concernant la suppression des traverses à niveau, une somme de \$5000.00.

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Enfin la Montreal Street Ry.Co. aura, toujours d'après l'ordre de la Commission en question, à verser à la complétion des ouvrages une somme de \$15.000.

30. Enfin le pavage de la chaussée du tunnel, en blocs de scories, est à la charge de la Ville de St.Louis ou successeurs, suivant contrat octroyé l'an dernier en décembre, je crois, aux entrepreneurs Laurin & Leitch.

40. Le contracteur Wilfrid Duquette qui, comme question de fait a commencé ses travaux d'excavation en décembre 1909 et ne les a poursuivis qu'à petites journées, à l'encontre de l'avis du soussigné, durant tout l'hiver, aurait dû avoir cette partie importante de son contrat entièrement terminée au moins au 1er.Mai dernier 1910, n'a exécuté durant cet espace de temps que pour \$5500.00 d'ouvrage, ou 7% du travail entier à exécuter au tunnel.

50. A la date actuelle du 15 juillet, alors que tout le tunnel au complet doit être le 1er.Septembre prochain, la proportion d'ouvrage exécutée comparée au travail entier, ne serait que de 20% au maximum.

60. Le déplacement des voies du C.P.Ry. comme celui des voies de la M.S.Ry.Co., et l'établissement de voies temporaires en résultant, ont été faites par ces deux compagnies, mais le coût de ces ouvrages d'après le contrat Duquette, est chargeable à Duquette lui-même.

Ce que Duquette a refusé jusqu'à présent de régler avec les Compagnies en question d'après états de comptes et correspondance reçue par le soussigné.

Ce qui veut dire qu'il y aura lieu de retenir les montants de ces réclamations sur les 15% de "Drawhack" des certificats de paiement

octroyés à Duquette, et sur les \$15.000.00 de dépôt en garantie qui se trouve ^{actuellement} dans le trésor de la Cité.

70. Le surplus des matériaux d'excavation non nécessité pour l'exécution des ouvrages ^{du tunnel}, étant, d'après le contrat Duquette, la propriété de la Ville, surtout comme pierre à paver les rues à macadamiser, l'entrepreneur malgré la demande à lui faite par le soussigné, de déposer ce surplus sur la propriété de la Ville à un endroit désigné, ne l'a encore fait en aucune manière, mais au contraire aurait vendu à son bénéfice ce surplus de pierre en tout ou en partie.

Etant donné, cher Monsieur, les faits ci-dessus, et autres considérations de moindre importance qu'il est inutile de rappeler ici en détail, le soussigné est d'avis que l'entrepreneur, lequel en est dit-on à sa première expérience d'entrepreneur, est incompetent à remplir les obligations de son contrat dans les délais prévus, c'est-à-dire au 1er. Septembre prochain.

Le soussigné soumet donc respectueusement à votre Commission,

qu'il y aurait lieu pour elle de venir à l'aide de la partie de 3^{ème}. part ainsi qu'au soussigné, pour que des procédures rigoureuses soient faites sans délai afin que les ouvrages entrepris soient exécutés suivant conventions et dans tous les cas, dans les délais voulus.

Et ce en vue particulièrement:

10. Des dommages éventuels que le C.P.Ry. pourrait le cas échéant réclamer.
20. de la Subvention du Gouvernement Fédéral.
30. de celle de la M.S.Ry.
40. des propriétaires riverains et voisins intéressés,
50. Et de l'intérêt général de tous les citoyens de la Ville de Montréal.

En terminant je vous rappellerai, cher Monsieur, que le 12 Mai dernier je demandais à l'Inspecteur de la Cité, Mons. Barlow, de vouloir bien voir à ce que Duquette fut protesté sans retard.

Bien à vous,

(Signé) J. EMILE VANIER.

Ingénieur chargé des
travaux du tunnel.

J. E. Vanier

RAILROADS, TRAMWAYS, ROADS,
WATER WORKS, SEWERS,
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BELL TELEPHONE: UPTOWN 2816

J. EMILE VANIER
Civil and Hydraulic Engineer, Architect and
Land Surveyor

B. A. S.—A. M. C. Soc. C. E.—M. Soc. C. E. of France
M. Soc. Architects of the P. of Q.

OFFICES: No. 5 Beaver Hall Square

Tunnel
Montreal, July 20th, 1910. 19

Stuart Howard Esq. C. E.
Road Department,
City Hall,
City.

Dear Sirs—

How is it that Duquette at the St.-Lawrence Boulevard tunnel is actually building a sewer forming part of his contract, and this from direct instructions from yourself or assistants.

I understand that in order to do away with certain expropriation of land you have taken upon yourself to change Duquette's contract without notifying or letting me know what was ~~was~~ going on.

If it is the desire of the Road Department to take this responsibility of making changes in an important contract, the consequences of which may be considerable, of course I will not object, but the least that you should have done, I think, would have been to let ~~me~~ know what was going on.

Hoping you will see fit that I should get acquainted with this new order of ~~things~~ and at the same time let ~~me~~ know if we are both to issue certificates of payment to the same Contractor on account of same Contract.

I remain, dear Sir,

Yours truly,

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Engineer in charge of St.-Lawrence Boul. ~~Tunnel~~

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J. EMILE VANIER
Ingenieur Civil et Architecte

BUREAU
NO. 5 SQUARE BEAVER HALL
MONTREAL

Montréal,

EXTRAIT DU JOURNAL PERSONNEL DE
J. E. VANIER

20 Juillet 1910

RE SUBWAY BOULEVARD
ST. LAURENT -

CONTRAT DUQUETTE

Copie littérale

A.M. avec CARMEL & GENEST au Tunnel -

Duquette dit que c'est son affaire "qu'il travaillerait là où il voudrait - quand il voudrait et aussi longtemps qu'il voudrait" Il continue culée ouest malgré avis - il mine tranchée tuyau à eau à côté.

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City Hall

Montreal

July 21st.

1910

Amuel

Mr. J. Emile Vanier,

5 Beaver Hall Square,

Dear Sir:-

I do not understand your letter of the 20th. Inst. in re. interfering with the work of your contract. I saw you and also sent plan and section showing drain to be put in along lane in lieu of the proposed sewer through private property.

You notified me that it was all right. So Contractor Duquette is being this sewer in place of the one which he had to build as per your original plan, so I cannot see that it is in any way an interference with your work. Regarding payments to the contractor for work done, no warrants for the same are made except upon your certificate.

Yours Truly,

Stuart Howard

Deputy City Surveyor.

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July 21st.1910

Stuart Howard Esq., C.E.
Road Department
C i t y -

Dear Sir,

Yours of even date duly to hand. In answer may say that my letter to you dated yesterday was very plain and am very much surprised that you seem to not have understood it.

The basis of my complaint is simply this; that you have set DUBUETTE to work without my knowledge and also handed over plans and profiles of a new sewer to him, of which I have had so far no communication.

As a matter of fact your hcv profile which you had promised to send me when I last met you at the City Hall, has never been sent either to me nor to anybody in my office.

You spoke to me then about certain possibilities of changing location of sewer, and new profiles accordingly were to be communicated to me.

This has not yet been done, contrary to what you say in your letter of this a.m.

You also say that I "notified you it was all right" I think you will find no notification of the kind. I could not notify you when I had nothing before me.

All arrangements, changes, notifications etc, in a matter of this importance should be in writing so as to be kept on record

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and I am asking myself how I could issue progress estimates on account of this sewer if I have no data whatever to base myself upon.

As to changes, I repeat, that I have no objection to them, provided that they are acceptable to me and to the contractor, and also provided the proper authorities at the City Hall, give also their consent.

Yours truly,

~~V. J.~~
Engineer in charge of St. Lawrence
Boulevard -

*Copies copies
W. J. Klyne*

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Hôtel de Ville

Montreal July 22nd. 19 10

Mr. J. Emile Vanier,
Civil Engineer,
No. 5 Beaver Hall Square.

Dear Sir:-

Referring to your letter fo the 21st. Inst. in re. work being done by Mr. Duquette at the St. Lawrence Boulevard Subway.

I beg to state that you were in my office with your assistant, and took away the plan etc. of the locality showing the proposed sewer and also the levels, so that you might look into them and let me know your decision.

After a few days I telephoned you regarding the matter and you replied that you found the scheme all right, and the levels correct, upon this acquiescence from you, accepting the plan, the money was voted for the additional length of sewer required in the lane as far as Bernard Avenue, Mr. Duquette to construct a sewer equivalent to the one shown on your Subway ^{Plan} then, and of n the same length.

If you have mislaid the drawings and require them I now send you copies.

Yours Truly,

Stuart Howard

Deputy City Surveyor.

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28th July 1910

Stuart Howard, Esq.,
Deputy Surveyor
City Hall
Notre Dame Street East
City -

Dear Sir:

Your last letter dated the 22nd. instant re sewer at
St.LAWRENCE BOULEVARD TUNNEL has been delivered to me the day before
yesterday only.

I beg to acknowledge receipt of 2 blue prints that you sent
me with the letter in question, viz:

1 small blue print showing location of projected sewer with
changes you made.

The second being the profile of that sewer you say you have al-
lotted to DUQUETTE in the changes that you have taken upon yourself to
make.

I must draw, dear Sir, your attention to the fact that the
profile is not exactly conform to the location mentioned above.

I must also say that the location plan in question had been
communicated ^{to me} only sometime ago after you had made arrangements with
the Contractor DUQUETTE - this same plan had been mixed up with some
other papers and that is the reason ^{why} I had not seen it, when I wrote
to you a few days ago about it.

Now, Dear Sir, notwithstanding all the above I must ask you
an answer to my previous ~~queries~~ ^{queries} concerning your interference in the

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DUQUETTE'S contract and also ~~about~~ the arrangements that you have made with my contractor and of which I have not as yet any information whatever.

As I said before, and I repeat it again, I have no objection at all to the changes in question, but I think that the least thing you should have done, would be to have put me "au courant" of what was going on.

I therefore ask you again to give me all the information that I absolutely need, as you will readily understand.

Again waiting for an answer to the questions as previously put to you in my ^{former} letters and also ~~in~~ the present one.

I remain, Dear Sir,

Yours truly,

V.

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Journal

le 23 juillet, 1910.

Mr. Jos. Beaubien,
London & Liverpool Globe
Building,
Rue St.-Jacques,
En Ville.

Cher Monsieur:-

Ci-joint plan bleu montrant terrain que vous avez vendu
à la Ville de St.-Louis près de la gare du Mile-End, l'automne dernier.

Bien à vous,

N

per J.B.

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Montréal
City Hall
Montreal

July 26, 19 10

Mr. J. E. Vanier, C. E.,
#5 Beaver Hall Square,
Montreal.

Dear Sir:-

Re ST. LAWRENCE SUBWAY.

Do you not think it advisable to order the demolition of the house that stands at present in the way of the St. Lawrence Boulevard Subway, and also move the pumping well from its present position on the Cleutier property, No. 1-1113, to Maud Street, so that the length of pipe carrying the sewage water from the subway would be shorter, and, therefore, less liable to collect solid matter.

In view of the fact that the house on lot No. 11-323, belonging to Mr. Gélinas will be undermined if the proposed sidewalk is carried down to the level of the subway, I think it would be advisable for you to conclude arrangements with him without delay.

I wish you will inform me per return whether the land required for the construction of the sidewalk on part of lots Nos. 11-324-325-326-327 and 11-328 has been acquired, and if the same has not yet been acquired, what steps must be taken by the city in the matter.

Yours truly,

John M. Barlow
City Surveyor.

306

P49/C8,8

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2nd. August 1910

John R. Barlow, Esq., C.E.
City Surveyor
C i t y -

Dear Sir:

Your letter of July 26th re St. LAWRENCE BOULEVARD TUNNEL came to my office while I was out of Town -

Answering same, I may say:

1st. Re CLOUTIER HOUSE, the property of the City and in the way of Duquette's works at the Tunnel very soon now, I am now sending you a copy of a letter I addressed to the Commissioners' Secretary on the 15th of July last.

On same date I explained matter to the Commissioners and I was promised an answer which never came so far.

2nd. As to the GELINAS HOUSE, it will not be undermined at all - Excavation being made actually in front of house to the underpart of pavement concrete, ^{strengthened} shows situation to a disadvantage.

I am now getting prepared a special plan and profile showing the way this house is going to be affected.

3rd. As to deviation of VAN-HORNE Avenue S.W. corner of St. Lawrence Boulevard and land needed from lots 11-324, 325, 326, 327 and 328 for such deviation, I will refer you to my letter to you dated April 25th 1910 and of which I am now sending you a copy.

I am not very well acquainted with your ways and means at

P49/C8,8

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the City Hall, but I suppose that these matters are somewhat overcrowding your office and that is the reason why my letters sometimes remain without any answer.

Anyhow, I shall remain at any time at your entire disposal.

Yours truly,

[Handwritten signature]

[Handwritten mark]

P49/C8,8

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LOUIS BEAUBIEN
112 RUE ST JACQUES
MONTREAL.

Montréal 3 août 1910.

Tunnel

Monsieur J.Emile Vanier,
5 Beaver Hall Square,
Montréal,

Cher Monsieur Vanier,

J'accuse réception de votre lettre du 28 juillet et
aussi de deux plans bleus de la propriété achetée de nous par
la Ville St.-Louis et pour lesquels je vous remercie.

Bien à vous,

Joseph Beaubien

JB/LJ.

289

P49/C8,8

1 2 3 4 5 6 7 8

August 3rd. 1910.

John R. Barlow Esq.
City Surveyor,
City.

Dear Sir:-

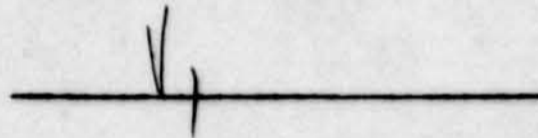
Answering your favor of yesterday re claims of GEO. VANIER
and JOS. LARAMEE, at Boulevard St.-Laurent Tunnel site, for damages,
I beg to say that I surely never heard of same before to-day either
from you or from anybody else.

I think Mr. Bisailon K. C. is particularly interested with
these matters and someone may have sent these claims to him.

Please see Mr. Ethier, who may know some thing about it .

Nothing of this matter ever reached me.

Yours truly,



291

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Amund

City Hall

Montreal

August 2, 1910 19

Mr. J. E. Vanier, C. E.

#5 Beaver Hall Sq.

Montreal.

Dear Sir:-

On the 20th May last, I sent you two claims; one from Mr. Geo. Vanier and the other from Mr. Jos. Laramée, both claiming that their properties were damaged through the construction of the St. Lawrence Boulevard Subway.

As the lawyers are anxious to settle this matter, a report would oblige.

Yours truly,

J. H. Bouchard
City Surveyor.

270

P49/C8,8

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Tunnel

August 3rd. 1910

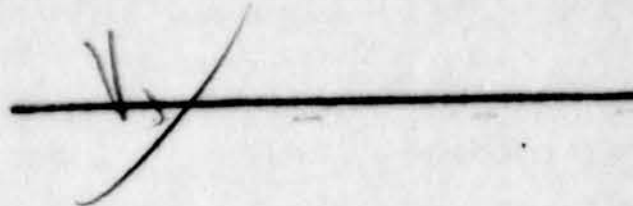
John R. Barlow, Esq.,
City Surveyor
City -

Dear Sir:

Re BRISTOL'S CLAIM for damages on account of
Tunnel work, Boulevard St. Laurent, I beg to refer you to the
report I made to you May 31st. last and of which I hereby annex
a copy.

I may add that according to contract, DUQUETTE the
Tunnel contractor has to provide for proper entrances to proper-
ties bordering tunnel work.

Yours truly.,



292

P49/C8,8

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City Hall

Montreal

August 9, 19 10.

Mr. J. Emile Vanier, C. R.
#5 Beaver Hall Square,
Montreal.

Dear Sir:-

Kindly forward me, as soon as possible, a blueprint of
the St. Lawrence Boulevard Subway, and oblige.

Yours truly,

John A. Bodin
City Surveyor.

293

P49/C8,8

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Trans

August 9th 1910

John R. Barlow, Esq., C.E.
City Surveyor
City Hall
C I T Y -

Dear Sirs:

I hereby send you a copy of plan showing disposition of drainage system of SUBWAY PROPER, at C.P.R. tracks, St. LAWRENCE BOULEVARD.

This plan is that one sent to DUQUETTE the contractor, and the work would be somewhat simplified because well was originally intended to be on the CLOUTIER property on the north west end of SUBWAY.

It will now stand on MAUD street and will not interfere with entrance to VILLENEUVE'S lumber yard.

As the temporary tracks of the C.P.R. take the whole of MAUD street at that point - excavation for well and connecting trenches will not be possible before steel superstructure of SUBWAY will be complete.

Yours truly,

V

Engineer in charge -

594

P49/C8,8

3 6

1 2 3 4 5 6 7 8

RAILROADS, TRAMWAYS, ROADS,
WATER WORKS, SEWERS,
PAVING, ETC.

POWER PLANTS
OF ALL KINDS

ARCHITECTURE,
ARBITRATIONS, EXPERTISES,
EXPROPRIATIONS

BELL TELEPHONE: UPTOWN 2816

J. EMILE VANIER
Civil and Hydraulic Engineer, Architect and
Land Surveyor

B. A. S.—A. M. C. Sec. C. E.—M. Sec. C. E. of France
M. Sec. Architects of the P. of Q.

OFFICES: No. 5 Beaver Hall Square

Montreal, August 10th. 1910. 19

Stuart Howard Esq. C. I.
Deputy City Surveyor,
City Hall,
C I T Y -

Dear Sir:-


Would you kindly answer that part of my letter to you, dated July 28th. last, and which pertains to special arrangements you have made with Duquette, the St.-Lawrence tunnel Contractor about changes in sewers.

I need this information absolutely to guide me in giving certificates of payment, as you will readily understand it.

Allow me to remind you that I have asked repeatedly for this information and so far I did not get it.

If you are not willing or cannot give the information wanted, please let me know, so that I can see some where else.

Yours truly,


Engineer in charge -

P49/C8,8

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City Hall

Subway
Tunnel

Montreal

August 11th. 1910

Mr. J. Emile Vanier, C.R.

5 Beaver Hall Square,

St. Laurent Boulevard Subway

Dear Sir:-

Replying to your letter of the 10th. Inst regarding St. Laurent Boulevard Tunnel. I explained before in a letter about contractor Duquette, and the sewer he is now constructing on the lane between Clarke and the Subway.

This as you know, is in lieu of the sewer shown by you on your general plan, as passing through lots 11-317 and 11-399 and along lane connecting with the sewer on Clarke Street.

This is the only change made and the Contractor has to build this new sewer in lieu of the proposed one on plan, as per his contract. No other changes have been made by the Civic Authorities.

Yours Truly,

Stuart Howard

Deputy City Surveyor.

297

P49/C8,8

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Tunnel

August 17th 1910

John R. Barlow, Esq.,

City Surveyor
City Hall
Notre Dame Street East
City

Dear Sir:

A settlement in the matter of the demolition of the CLOUTIER HOUSE (new property of City) north west side of St. LAWRENCE BOULEVARD TUNNEL, is most pressing. This matter has been before you and also the Commissioners nearly 2 months and DUQUETTE may have a claim for damage on account of delays.

Pulling down the house and selling old material would be the best way I think to settle this question.

Please try to come to a decision without any further delay.

Yours truly,



249

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COPY.

Mile-End, August 24, 1910.

Claim Department,
City-Hall,
City.

Gentlemen:

As requested by your department, I am sending you detailed estimate of my claim for \$17,072.42 which is as follows:

Earth Excavation	10,000 yds	à	.58	9540.00
Rock " "	1,700 "		2.00	3400.00
Concrete in Walls	1,100 "		8.00	8800.00
Cement Balustrade				1500.00
" on hard	7,000 bags		.35	2450.00
Stone				3000.00
Chain Stone	300 ft.		.65	<u>520.00</u>
				23210.00
				<u>5642.00</u>
				33852.00

Allow 20 % profit

5642.00
33852.00

So far I have received in cash as per estimates furnished by Mr. Vanier \$12,702.58 drawback in City's hands \$1,657. making a total sum of \$14,559.58 for the total work done. If from the approximated estimate of \$33,852.00 15% or \$4,077.00 is kept back the amount by my estimate would be \$29,775.00 as due me, in place of \$12,702.58 as made by Mr. Vanier of a difference in my favor of the claim made namely \$17,072.42.

Yours truly,

(Signed), W. Duquette.

N. B. This estimate is to July 15th.

300

P49/C8,8

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Bisailon & Brossard
AVOCATS

F. J. BISAILLON, C. R.
ARTHUR BROSSARD, C. R.
HECTOR ROANNÉS-BISAILLON, LL.B.

Tunnel

11 & 17 Côte de la Place d'Armes

Montréal le 24 Août, 1910.-

Mr J. E. Vanier, I. C.,
5 Beaver Hall Sq, Montréal.

Cher Monsieur: In re: Tunnel Ville St-Louis:-

Vous seriez bien bon de me fixer quel délai additionnel vous croyez qu'il faudra demander à la Commission des Chemins de Fer, pour compléter les travaux.

Croyez-vous qu'un délai de trois mois serait suffisant ?

Votre bien dévoué,

[Signature]

[Initials]

*aut^e dec. 1910
sp. par téléph.*



City Hall

Montreal September 1, 1910. 19

Mr. J. E. Vanier, C. E.,
5 Beaver Hall Square,
Montreal.

Dear Sir:-

I hereto attach accounts received from the Canadian Pacific Railway Company, for expenses incurred in connection with the construction of the new sewer under the Company's tracks crossing St. Lawrence Boulevard, and request you will state whether the City is liable for the amount of this bill.

If so, kindly return the same duly certified.

Yours truly,

John A. Macdonald
City Surveyor.

tunnel

31

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CANADIAN PACIFIC RAILWAY COMPANY.

OFFICE OF THE RESIDENT ENGINEER.

SUBJECT St. Lawrence Street Subway - Mile End.

Tunnel

Mon treal, Sept. 7th, 1910.

File 18.319

J. Emile Vanier, Esq., C.E.
#3 Beaver Hall Square,
City.

Dear Sir:-

For your information, I enclose herewith statement of expenses incurred on account of constructing new subway, St. Lawrence Street, during the month of June.

This is a copy of the account rendered against the City of Montreal in connection with the Duquette Contract.

Yours truly,

R. McCallum
Resident Engineer.

Encl-

33

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City of Montreal,

Accounting Dept. No.

Voucher No. R 2-32, July 1910

To THE CANADIAN PACIFIC RAILWAY COMPANY, DR.

OFFICE OF THE AUDITOR
OF DISBURSEMENTS.

Remit to H. E. Suckling, Treasurer, Montreal.
If further information is required, address F. E. Shrimpton, Auditor of Disbursements Montreal.

July 1/31

Expenses incurred a/c constructing new subway
St. Lawrence street.

labor assisting gatemen at the new subway
crossing.

2 men, 62 days @ 1.65

\$102.30

Correct:

Approved:

Audited:

32

Auditor of Disbursements.

MONTREAL,

P49/C8,8

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DUPLICATE.

(Form 48 b.)

Toronto, Ont., September 10th, 1910

The City of Montreal,

Montreal, Que.

To THE GREAT NORTH WESTERN TELEGRAPH COMPANY OF CANADA, Dr.

1910

May

1

To removal of 10 Poles and 10 Wires at the
C. P. R. Subway, St. Lawrence Main Street,
Mile End, as per attached order.

\$150. 00

H. M. Small

23

P49/C8,8

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Tunnel

21st. September 1910

Stuart Howard, Esq., C.E.
Assistant City Surveyor
City Hall -

Dear Sir:

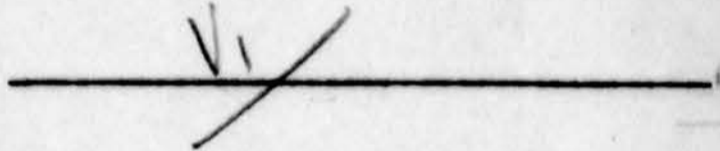
As you know DUQUETTE'S contract comprises the laying and furnishing through the TUNNEL works of St.LAWRENCE BOULEVARD of a force main pipe to bring sewerage from Pumps on SAULT ROAD to the south watershed of LAURIER WARD into the City of MONTREAL.

I heard around the works that you wanted to dispense with this force pipe on account of the CITY building a collecting sewer to Back River.

Would you let me know by return mail if this is right or not so that I may know what to do in this matter.

In so doing you would greatly oblige.

Yours truly,



303

P49/C8,8

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tunnel

21st. September 1910

R.M. Hannaford, Esq.,
Chief Engineer Montreal S. R'y. Co.
Place D'Armes Hill
City -

Dear Sir:

Would you please see that the material for laying your double track on St. LAWRENCE BOULEVARD, from DEPOT AVENUE to north end of actually graded portion of new Subway be sent on the ground without delay and that you prepare to do the laying as soon as possible so that we may do the paving.

As to trolley poles it is the desire of the undersigned as well as the City Commissioners that, from the new cross street, east of St. LAWRENCE and back of CLOUTIER'S Hotel, you should put up a single line of metal posts with double bracketing in the center of the devil strip, and this from the side of new crossing street (south side of it) up to north line of COMTE street.

We are now trying to make St. LAWRENCE STREET SUBWAY as good looking as possible, and I would kindly ask you to give us a help in this matter by doing away altogether with trolley poles in the sidewalks and cross wires at particular spot.

I have this afternoon met your Mr. BYRD on the spot by appointment and explained to him the way I would like the whole system of poles at the Subway to be put up.

Would you please, Dear Sir, refer this matter if necessary to

[Handwritten initials]

P49/C8,8

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Mr. Ross so as to have an early decision.

Yours truly,

71

P49/C8,8

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Tunnel

22nd. September 1910

Personal

F.L. Wanklyn, Esq., C.E.
City Commissioner
City Hall -

Dear Sir:

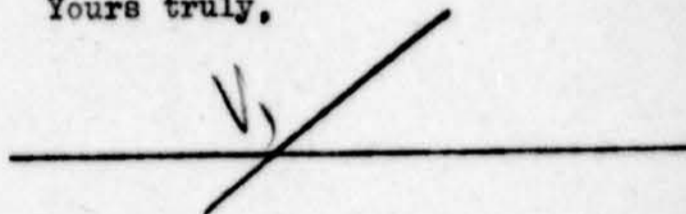
I beg to send you herewith a copy of a letter I have just addressed to the Chief Engineer of the MONTREAL STREET RAILWAY COMPANY, about poles at St. LAWRENCE BOULEVARD SUBWAY and which explains itself.

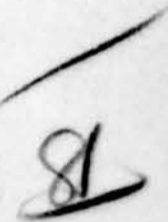
As you will remember you promised to me last Monday that you would induce your friend Mr. ROSS to comply with our request, and I would ask you now to be so kind as to try to reach Mr. ROSS as soon as possible.

Thanking you in advance for the trouble,

I remain,

Yours truly,





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Tunnel

September 22nd. 1910


Mr. Byrd,
Superintendent,
Montreal St. R'y. Co.,
#347 William Street,
CITY -

Dear Sir:-

Would you please remove to new position agreed to between yourself and Mr. Carmel, my chief of staff, one or two poles, situated at S. E. Corner of ~~WOLFE~~ and ST. LAWRENCE BOULEVARD, Laurier Ward, and also replace same by other poles more suitable to ~~width~~ of new permanent sidewalk at that spot.

In so doing you would greatly oblige,

Yours truly,



Engineer in Charge -

82

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Tunnel

22nd. September 1910

Stuart Howard, Esq., C.E.
Assistant City Surveyor
City Hall
Notre Dame Street East
City -

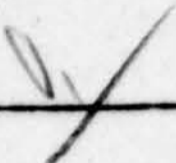
Dear Sir:

Following our conversation by phone a week ago to-day re sewerage at St. LOUIS BOULEVARD TUNNEL, I saw the next day Mr. VINCENT about the right of way to be had on his property on said BOULEVARD - Mr. VINCENT told me that he was quite willing to make an ^{agreement} ~~appointment~~ with the City about the right of way in question either on the lots he has already or perhaps on another lot adjoining is which he is buying from the BAGG ESTATE •

Mr. VINCENT left for CHICAGO on Thursday night and will be back here at the end of the present week when I shall see him again about this matter and ask him to see you.

In the meantime, I remain, Dear Sir,

Yours truly,



303

P49/C8,8

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COMMISSIONERS:

Mayor Guerin, Chairman
Joseph Ainey
L. N. Dupuis
E. P. Lachapelle, M.P.
F. L. Wanklyn, C.E.



Address all Correspondence to
The Secretary of the
Board of Commissioners

Office of the Board of Commissioners
of the City of Montreal.

City Hall, Montreal, Sept. 26th. 1910.

Mr. J. Emile Vanier,
5 Beaver Hall Square.

Dear Sir,

I received your letter of the 22nd. instant, about poles
at St Lawrence Boulevard subway.

I already spoke to Mr. Ross, who expressed his willingness
to accede to your request. I have also written him to-day on this
subject.

Yours truly,

tunnel

83

P49/C8,8

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Tunnel

September 27th. 1910.

Mr. Byrd,
Superintendent,
Montreal St. R'y Co.,
#347 William Street,
CITY -

Dear Sir:-

As to pole south east corner of Comte and Boulevard St.-
Lawrence, same supporting feeder, please move to spot indicated by my
chief assistant, Mr. Carmer, and replace same by a steel pole of sui-
table design.

Cost to be charged to City -

Yours truly,

(Signed) J. Emile Davies
Engineer in charge of Subway works -

P.8 The above is very pressing
V.

85

P49/C8,8

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Tunnel

27th September 1910

F.L.Wanklyn, Esq.,
Commissioner
City Hall
City -

Dear Sir:

Yours of the 26th instant just received re STREET RAIL-
WAY POLES at TUNNEL, St.LAWRENCE BOULEVARD - thanks for same.

Hannaford has some objections and he ^{presented} ~~promised~~ them to my
Chief of staff on the ground.

Nevertheless I think that all wooden poles on paved part
of TUNNEL, including entrance to VAN- HORNE AVENUE, shall be replaced
by street poles -

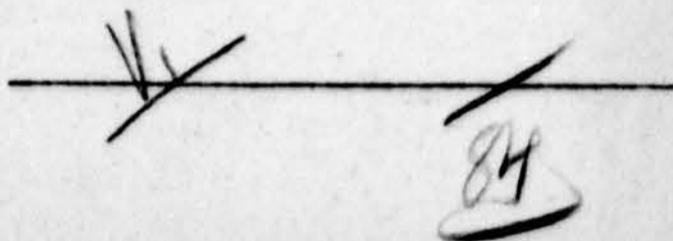
There is going to be a net of cross wires over there any-
how at intersection of VAN- HORNE, St.LAWRENCE and new street back of
CLOUTIER'S Hotel and those crooked heavy wooden poles would disfigure
our work -

Why not ask HANNAFORD to meet you at your office and arrange
with him -

I would ask you that as another favor.

Thanking you in advance,

I remain,
Yours truly,



P49/C8,8

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Office of
THE MANAGING DIRECTOR.

J. W. ...
Montreal Street Railway Co.

Montreal, Sept. 28th, 1910.

F. L. Wanklyn, Esq.,

Board of Commissioners of City of Montreal,
M o n t r e a l .

Dear Sir:-

Replying to yours of the 26th inst. re St. Lawrence Blvd. Subway; I have been up there with Mr. Hannaford and looked this matter over.

I think we can arrange to put a central line of poles down the devil strip with brackets. The only thing that is bothering us is the feeder cables, as it is somewhat dangerous to cross the trolley wire with the cables we have running there.

I suppose you have not thought of putting in a conduit at the side of the pavement to take care of the Bell Telephone cables? If so, ours might be put in. If not, we will have to find some way of dealing with them.

Yours very truly,

J. W. ...
Managing Director.

T65

P49/C8,8

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City Hall

Montreal Sept. 30th. 1910

Tunnel

Mr. J. Emile Vanier, C.E.

5 Beaver Hall Square,

City.

ST. LAWRENCE BOULEVARD TUNNEL

Dear Sir:---

Referring to our conversation regarding drainage at the above tunnel. I beg to state that I have written to Mr. A.F. Vincent, about right of way across his lot 11-312.

If this work is done can we get money which would be expended upon the tile pipe sewer on Yvonne Street, and included in Mr. Duquette's contract and (which sewer can be dispensed with) transferred to this new sewer, so that we may have a little more money to use in addition to the amount voted viz \$1,530.00.

The plan shows about 370 lineal feet, which at \$1.00 per foot would give us \$370.00, this amount would help considerably you will know better the length and amount of the saving.

Kindly advise as soon as possible.

Yours Truly,

Stuart Howard

Deputy City Surveyor.

304

P49/C8,8

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October 1st 1910

Stuart Howard, Esq., C.E.
Deputy City Surveyor
City Hall
C i t y -

Dear Sir:

Re St.LAWRENCE BOULEVARD TUNNEL and construction
of YVONNE Street tile sewer to St.LAWRENCE, I have no objection at
all to your proposition.

If I understand well, your idea, that part of the tile
sewer paralleling St.LAWRENCE and comprised in DUQUETTE'S contract
would be suppressed and DUQUETTE debited for so much - and the
amount would then be applied to the cost^g of constructing the sewer
going through VINCENT'S lot.

It is quite agreeable to me.

Yours truly,

V.

Engineer in charge of Tunnel -

305

P49/C8,8

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*Mme
5121*

le 4 octobre, 1910.

Mr. Nap. Sénécal,
Secrétaire du
Bureau des Commissaires,
Hôtel de Ville,
Montréal-

Cher Monsieur-

Voulez-vous s'il vous plaît faire part à M.M. les Commissaires que je leur soumettrai d'ici à quelque jours ce projet de "Conduit" pour fils souterrains au "subway" de la rue St.-Laurent, quartier Laurier.

Je viens de faire indiquer sur un plan spécial tous les poteaux existants appartenant à diverses compagnies aux abords du "subway" afin que M.M. Les Commissaires puissent se rendre compte de la situation.

En attendant le plaisir de communiquer à nouveau avec votre bureau à ce sujet, je demeure,

Votre dévoué,

V. J.

2/06

P49/C8,8

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COMMISSAIRES:

Le Maire Guerin, Président
Joseph Ainey
L. A. Dupuis
E. P. Lachapelle, M. D.
H. P. Wanklyn, J. C.



Toute correspondance doit être adressée
au Secrétaire du
Bureau des Commissaires.

*Bureau des Commissaires
de la Cité de Montréal.*

RÉF. 3000.

Hôtel-de-Ville, Montréal, 5 octobre 1910.

M. J. Emile Vanier,
5, Square Beaver Hall.

Cher Monsieur,

J'ai l'honneur d'accuser réception de votre lettre du
4 courant, relativement à la pose de conduits souterrains au tunnel
du Boulevard Saint-Laurent, laquelle a été soumise au Bureau des
Commissaires.

Le Bureau m'a donné instructions de vous demander
d'envoyer les plans de ce projet le plus tôt possible.

Votre bien dévoué,

L. M. Sureau
Secrétaire.

309

P49/C8,8

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City Hall

Montreal Oct. 6th. 1900

Tunnel

Mr. J. Emile Vanier, C. E.
5 Beaver Hall Square,

Dear Sir:--

Referring to your letter of the 21st. ultimo, to me,
regarding force pipe at the St. Lawrence Boulevard Tunnel, for
sewage purposes.

I may say that no sewerage will be pumped as hitherto
to Bernard Street, from the Pump House, to run to Mont Royal Avenue,
I am pumping from the pump house into a 24" tile pipe directly to
the sewage farm, so that this force main is not now requisite,
between the Sault Road and the Tunnel.

Yours truly,

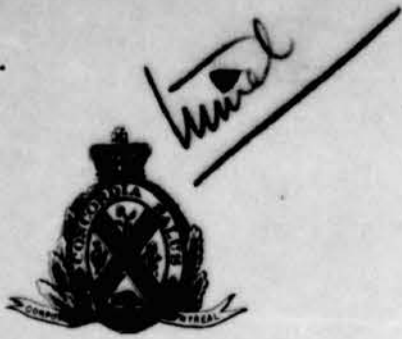
Stuart Howard

Deputy City Surveyor.

310

P49/C8,8





City Hall

Montreal Oct. 7th. 1910

Mr. J. Emile Vanier, C.E.

5 Beaver Hall Square,

City.

ST. LAWRENCE BOULEVARD TUNNEL

Dear Sir:--

The Board of Commissioners are anxious to get a duct built through the above tunnel, before the paving is done and as far as I can find out, they want no trolley wire supports carried across the Street, but to have a post with arm carrying the 2 trolley wires placed between the tracks, in the devil strip.

This proposed duct will carry the power and other wires etc., Can you arrange to lay it out on your section? Please advise.

Yours Truly,

Stuart Howard

Deputy City Surveyor.

311

P49/C8,8



Mummal
1812

October 8th. 1910.

The Secretary of the
Railroad Commission,
Ottawa, Ont.-

Dear Sir:-

Would you be so kind as to send me by return mail couple
copies of "Standard Conditions and specifications for wire crossings
general order 8392" dated Octe. 7th. 1909

In so doing you would greatly oblige,

Yours truly,



315

P49/C8,8

6 2

1	2	3	4	5	6	7	8
---	---	---	---	---	---	---	---

E. A. PRIMEAU, LL.B.,
ASSISTANT SECRETARY

BOARD OF RAILWAY COMMISSIONERS
FOR CANADA.

*Armed
Candidats*
OFFICE FOR
CORRESPONDENCE, ETC., IN FRENCH.

EB/RAP

Ottawa, October 10, 1910.

- File 9690 Case 4704 -

Rules for wires crossing railways

Dear Sir,-

I have your letter of 8th instant, and beg to hand
you herewith two copies of the above rules.

Yours truly,

Eug. Primeau

J. Emile Vanier, Esq.,
Civil Engineer,
MONTREAL, Que.

314

P49/C8,8

6 3

1 2 3 4 5 6 7 8

~~Tunnel~~
S.L.

October 10th. 1910.

Mr. Wilson,
Chief Engineer,
Montreal Light, Heat & Power Co.
Montreal-

Dear Sir :-

I beg to send you herewith a black print showing the St.-
Lawrence Boulevard Tunnel Site, with location of all poles on streets
at proximity.

As my chief of staff, Mr. Carmel, explained to you, it is
the desire of the Corporation Commissioners, to put now underground
all wires at tunnel and proximity, before any paving is done.

Would you be so kind as to let me know, as soon as possible,
your views in this matter and particularly the exigencies of your Co.
at this particular spot to Conduits.

I would consider a not too much delayed answer to the above
a personal favor.

Thanking you in advance, I remain,

Yours truly,

Engineer in charge of tunnel-

3/16

P49/C8,8

6 4

1 2 3 4 5 6 7 8

Bisailon & Brossard
AVOCATS

F. J. BISAILLON, C. R.
ARTHUR BROSSARD, C. R.
HECTOR ROANNES-BISAILLON, LL. B.

11017, Côte de la Place d'Armes
Montréal, le 17 octobre 1910

Mr J. E. Vanier,
5 Beaver Hall Sq., -Cité.

Cher Monsieur:- Re tunnel Boulevard St. Laurent-contrat Duquette. Les Commissaires et l'avocat en chef de la Cité, Mr L. J. Ethier, m'ont chargé, après avoir obtenu votre rapport, de faire les procédures nécessaires, pour mettre Mr Duquette, régulièrement en demeure, au nom des tierces parties au contrat intervenu entre la Ville et le dit Duquette.

Vous avez déjà fait un rapport à Mr Louis N. Sénécal, Secrétaire du Bureau des Commissaires, à la Cité de Montréal, le 15 juillet dernier, mais il est évident qu'avant de faire le protêt il est nécessaire que vous me fassiez rapport sur l'état actuel des travaux et l'improbabilité qu'ils puissent être finis pour le 1^{er} décembre prochain, date à laquelle la Commission des Chemins de Fer a prolongé le délai pour la construction du tunnel.

Veillez s'il vous plait me transmettre ce rapport pour jeudi.

Votre tout dévoué,

F. J. Bisailon
317

Bisailon & Brossard
AVOCATS

F. J. BISAILLON, C. R.
ARTHUR BROSSARD, C. R.
HECTOR ROANNÉS-BISAILLON, LL. B.

11 & 17 Côte de la Place d'Armes

Montréal, le 17 octobre 1910

Amnet
Mr J. E. Vanier,
5 Beaver Hall Sq., -Cité.

Cher Monsieur:- Re réclamation Wilfrid Duquette.

Le 24 août dernier Mr Wilfrid Duquette a adressé à la Cité de Montréal la lettre dont je vous inclus copie.

La Cité de Montréal, de plus, a été menacé de poursuite par Mr Wilfrid Duquette, par l'entremise de son avocat, Mr G. A. Marsan, pour le montant de la réclamation contenue dans la lettre ci-incluse.

Le Département en Loi, à qui cette réclamation a été référée, me l'a transmise à son bureau, avec instructions de faire rapport.

Il m'est impossible de faire un rapport au Département en Loi, avant d'avoir votre opinion sur cette réclamation.

Je vous prie donc de me faire part de ce que vous en pensez.

Votre tout dévoué,

F. J. Bisailon
39

Mile-End, Aug. 24th 1910.

Copy

Claim Department,
City Hall,
City.

Gentlemen:

As requested by your department I am sending you detailed estimate of my claim for \$17,072.42 which is as follows:

17500 @ 53¢
2500 @ 1.32
1900 @ 5.05
244.60 in plus 510"

Earth Excavation	10,000 yds	à 53¢	9540.00
Rock	1,700 "	2.00	3400.00
Concrete in Walls	1,100	8.00	8800.00
Cement Balustrade			1500.00
" on hand	7,000 bags	35¢	2450.00
Stone			2000.00
Chain Stone	800 ft	65¢	<u>520.00</u>
			28210.00
		Allow 20% profit	<u>5642.00</u>
		33155.	33852.00

So far I have received in cash as per estimates furnished by Mr Vanier \$12,702.58 drawback in City's hands \$1,857. making a total sum of \$14,559.58 for the total work done. If from the approximated estimate of \$33,852.00 15% or \$4,077.00 is kept back the amount by my estimate would be \$29,775.00 as due me, in place of \$12,702.58 as made by Mr Vanier or a difference in my favor of the claim made namely \$17,072.42.

Yours truly,

(Signed) W. Duquette

318

N.B. This estimate is to July 15th.



Montreal

City Hall

Montreal Oct. 19, 1910. *19*

Mr. J. R. Vanier, C. E.,
5 Beaver Hall Square,
Montreal.

Dear Sir:-

I beg you will notify contractor Duquette to construct and maintain in good order the temporary crossing over the C. P. Ry., tracks near the St. Lawrence Blvd. Tunnel, which by the terms of his contract with the City he is bound to do.

The present temporary crossing is in a dangerous condition and may be the direct cause of serious accidents unless the matter be attended to immediately.

Yours truly,

John Barber
City Surveyor.

Ca. ite / arch

320

Winnell
S. J.

October 19th. 1910.-

The H. B. Camp Co.,
4170 Broadway,
NEW YORK,
N.Y. U.S.

Dear Sirs:-

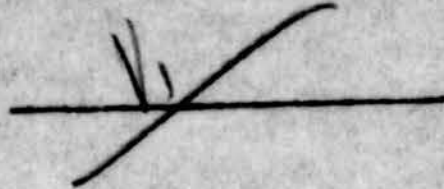
Please send particulars you may have re conduits - Prices,
etc.-

I have a project in hand just now and I am trying to get some
up to date information.

Thanking you in advance for kindness,

I remain,

Yours truly,



Winnell

P49/C8,8

6 9

1 2 3 4 5 6 7 8

J. EMILE VANIER
Civil Engineer and Architect

OFFICE:
NO. 6 BEAVER HALL SQUARE
MONTREAL

Montreal, le 20 octobre 1910.

Mr. F. J. Bisailon C.E.,
Avocat,
#17 Côte de la Place d'Armes,
En Ville-

Cher Monsieur:-

En réponse à la vôtre en date du 17 du courant je
Wilfrid Duquette et la construction du tunnel du Boulevard St-Laurent,
je dois vous dire:

1o.- qu'en face de l'extension de temps accordée par les Commis-
saires de la Ville, soit du 1er. septembre au 1er décembre, pour
parfaire ces travaux, il me serait impossible à la date d'aujourd'hui
de vous dire si Duquette va finir ou non, l'échéance étant en-
core trop éloignée.

2o.- qu'il n'y a pas lieu non plus de considérer la réclamation
de Duquette laquelle porte la date du 24 août dernier, alors que
le rapport du soussigné comportait au commencement de septembre
que les travaux Duquette étaient avancés le 31 août jusqu'à un
montant représenté par \$23,155.00 lorsque la prétention de Duquet-
te accusait un état de \$23,852.00 ce qui est pratiquement la même
chose.

Quant aux travaux, vu qu'il y a encore d'ici au 1er décembre
six semaines de temps, il peut se faire que le tout soit fini et il
peut aussi arriver que cela ne soit pas. Pour le moment, je ne puis
rien dire.

Au commencement de novembre je serai en meilleur état de
vous dire si Duquette pourra finir le 1er. décembre, ou non.

En attendant, je demeure, cher Monsieur,

Votre dévoué,

322

P49/C8,8

1 2 3 4 5 6 7 8

THE H. B. CAMP COMPANY.
VITRIFIED CLAY CONDUITS.

R. P. KEASBEY
EASTERN SALES MANAGER

FLATIRON BUILDING,
237th STREET, BROADWAY, FIFTH AVENUE.

NEW YORK, Oct. 21, 1910.

File #5316

Vitrified Clay Conduits

IN RE - CONDUIT INQUIRY

Mr. J. Emile Vanier, Civil Engineer,
#5 Beaver Hall Square,
Montreal, Can.

Dear Sir:-

We beg leave to acknowledge receipt of your letter of Oct. 19th and take pleasure in sending you under separate cover one of our catalogues. We are unable to make prices to you until you let us know the style of conduit you require, the approximate quantity and the destination, after receiving this information we will be most pleased to name you prices.

Yours truly,

THE H. B. CAMP COMPANY

RPK-1VK

R. P. Keasbey
Eastern Sales Manager

323

P49/C8,8

1 2 3 4 5 6 7 8

Bisailon & Brossard
AVOCATS

F. J. BISAILLON, C. R.
ARTHUR BROSSARD, C. R.
HECTOR ROANNÉS-BISAILLON, LL. B.

11017 Côte de la Place d'Armes
Montréal, le 22 octobre 1910

Mr J. E. Vanier,
5 Beaver Hall Sq., -Montréal .

Cher Monsieur:-

J'ai déjà eu l'occasion de vous dire que Mr Ovide Gélinas, propriétaire des Nos 323 - 324 et 325 de la subdivision du lot No 11 du village incorporé de la Côte St-Louis (maintenant Quartier Laurier) avait produit une réclamation contre la Cité de Montréal, à raison de la construction du tunnel.

Mr Ovide Gélinas a même, par protest, menacé la Cité de prendre des procédures par injonction, pour empêcher l'entrepreneur de continuer les travaux .

La Cité à ma demande, a nommé trois experts, qui sont MM. Trefflé Charpentier, Israel Reeves et B. Demien, pour visiter les lots et faire rapport sur la réclamation de Mr Ovide Gélinas. Cette réclamation se chiffre à \$16,552.00.

Mr Gélinas, dans sa réclamation, prétend que par le fait du creusage et le changement des lignes de la rue Van Horne, sa maison ne pourra plus avoir son entrée principale sur la rue St-Laurent, et que pour la rendre habitable il faudra lui faire subir des changements et améliorations très considérables; que malgré ces changements ou améliorations la maison sera dépréciée en valeur.

326

Mr Gélinas prétend, quant aux deux lots voisins, que la partie qui en restera, après la construction du tunnel, n'aura presque pas de valeur, attendu que les lots n'auront plus front sur la rue St-Laurent et que leur niveau sera beaucoup plus élevé que celui qu'ont, à cet endroit, la rue St-Laurent et l'Avenue Van Horne, et qu'ils auront de plus une profondeur très réduite.

Mr Gélinas prétend de plus qu'à raison de l'état inhabitable des lieux ces locataires ont dû le laisser et l'ont laissé, et qu'il perd de ce chef son loyer des locataires, dont les baux n'expiraient qu'au mois de mai 1911.

Les trois experts doivent se réunir à mon bureau mardi à 3hrs, pour recevoir leurs instructions et commencer leurs opérations.

Le Département en loi de la Cité m'a chargé de leur fournir tous documents nécessaires à cette fin, et notamment leur procurer un plan, montrant la situation des propriétés Gélinas, Nos 323- 324 et 325, subdivision 11, en rapport avec la construction du tunnel, et indiquant, d'une manière précise, soit en hauteur, en longueur ou en profondeur en quoi ces propriétés sont affectées par la construction du tunnel.

Je vous prie donc de bien vouloir, dès lundi, me préparer ce petit plan sectionnel, comme vous l'avez fait dans le cas de la propriété Forest, et me le faire parvenir, si possible, pour mardi après-midi.

En ce faisant, vous obligerez,
Votre tout dévoué,

W. P. P. P.
325

Tunnel

le 25 octobre, 1910.

P. J. Bisailon Mer. C. R.
#17 Côte de la Place d'Armes,
En Ville-

Cher Monsieur:-

En réponse à la vôtre d'hier, re réclamation GELINAS et à la construction du tunnel du Boulevard St. Laurent, j'ai l'honneur de vous adresser présentement 2 copies bleues d'un plan qui indique l'état des lieux en litige.

Dans le coin supérieur de ce plan, à gauche vous trouverez un petit croquis montrant en élévation les entrées à la maison, avec les positions respectives des trottoirs anciens et nouveaux.

Je vous ferai remarquer que malgré les lignes et niveaux donnés dans le temps où cette maison a été construite, le propriétaire ~~malgré qu'il ait~~ bâti exactement sur la ligne de la rue ~~à~~ fait ses entrées beaucoup au-dessus des trottoirs et partant a dû faire ses perrons sur l'emplacement de ce même trottoir, c'est-à-dire, sur la propriété de la Ville.

Il y a matière à dépréciation en dehors de la question du tunnel, dont il faudrait, il me semble, tenir compte.

Bien à vous,

V.

327

P49/C8,8

7 4

1	2	3	4	5	6	7	8
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P49/C8,8

Plan

Tunnel St-Laurent

Voir Bobine 1 #53

P49/C8,8

7 5



Montreal, Nov. 3/10.

Messrs.

Montreal Street Railway Co.,
C i t y.

Dear Sirs,

I wish to advise you that having taken possession of the southern entrance of the St. Lawrence Boulevard Subway and having removed the fence which I put up as a safeguard from accidents, I will not be responsible for any accidents or damages which may arise since your taking possession of the same.

Yours truly,

(SGD) W. Duquette.

W. Duquette

P49/C8,8

7 b

1 2 3 4 5 6 7 8



City Hall

Montreal Nov. 4th. 1910/19

Mr. J. Haile Vanier, C.E.

5 Beaver Hall Square,

City. ST. LAWRENCE BOULEVARD TUNNEL

Dear Sir:-----

Regarding the \$300.00 required by Mr. Vincent for right of way through lot 11-312. The Board of Commissioners wish to know whether Mr. Duquette will be agreeable to have the money which would be expended upon the 12" pipe on the East side of the Subway, from Yvonne Street, deducted from his contract price of \$20,000.00, or if you as the Engineer in charge can deduct the amount from his contract, without his consent or knowledge.

The arrangement cannot be made by the Board unless they see clearly that everything is O.K.

Yours Truly,

Stuart Howard

Deputy City Surveyor.

328

P49/C8,8

1 2 3 4 5 6 7 8

Tunnel

November 8th, 1910

Stuart Howard, Esq., C.E.
Deputy City Surveyor
City Hall
C i t y -

Dear Sir:

Re amount of \$300.00 that you need to get right of way through VINCENT'S lot, No. 11-312, Boulevard St.Laurent, I beg to say that I have duly notified the contractor DUQUETTE that the following is cancelled as to execution, from his tunnel contract of \$80,000, viz:

- 1o. Sewage force main, which you will not need anymore. (see your letter to me dated Oct.6th,1910).
- 2o. 12 inch tile drain, east side of tunnel between YVONNE and St.LAWRENCE.

According to law and my own experience in similar matters, the only claim Mr. DUQUETTE could make at the end of his work would be the contractors profits he would have made by executing the items 1 and 2 above cited.

So far the said contractor has not brought on the works any material nor has made any work whatever pertaining to the two items in question.

I am therefore of the opinion that our stand in this matter, as explained above is safe enough.

330

P49/C8,8

7 8

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You can use the \$300.00 for the purpose already mentioned.

Yours truly,

V

Engineer in Charge of Tunnel -

324

P49/C8,8

7 9



Bisailon & Brossard
AVOCATS

F. J. BISAILLON, C. R.
ARTHUR BROSSARD, C. R.
HECTOR ROANNES-BISAILLON, LL.B.

Tunnel

117 Côte de la Place d'Armes

Montréal, le 8 Novembre 1910

Mr J. E. Vanier,
5 Beaver Hall Sq, Montréal.

Cher Monsieur:-

Re Tunnel

Dans votre dernière lettre vous m'avez intimé qu'il vous faudrait attendre au commencement du mois de Novembre pour être en état de me faire un rapport sur l'état des travaux et la probabilité ou l'improbabilité qu'il y aurait pour Mr Duquette de terminer le tunnel pour le 1er Décembre prochain.

Vous vous rappelez que le prolongement du délai que nous avons obtenu de la Commission des Chemins de Fer, expire le 1er Décembre prochain.

Si Mr Duquette ne doit pas avoir fini son ouvrage, pour le 1er Décembre, il y aura lieu pour nous :

- 1o De le protester à nouveau;
- 2o Donner avis immédiatement à la Commission des Chemins de fer et aux parties intéressées de l'intention de la Cité, de demander un nouveau délai.

J'attends votre rapport pour faire ces procédures.

Votre tout dévoué,

F. J. Bisailon
331

transm

November 8th 1910

Stuart Howard, Esq.,
Deputy City Surveyor
City Hall
C i t y -

Dear Sir:

I have transmitted to the STREET RAILWAY Co. a copy of the letter Mr. BARLOW has received from Mr. DUQUETTE about the taking down of guard fence by the said Company.

This same letter had already been addressed to me also.

The attention of the Railway Co. is drawn to their obligation in this particular instance and as their work is only temporary, I will see that the fences in question ~~are~~ put back at ^{the} their original places.

Yours truly,

D.

334



City Hall

Montreal Nov. 4th. 1910 19

Mr. J. Emile Vanier, C.E.

5 Beaver Hall Square,

City.

ST. LAWRENCE BOULEVARD TUNNEL.

Dear Sir:----

I send you herewith copy of a letter sent to Mr. Barlow, by Contractor Duquette, regarding the taking possession of the Southern end of the Subway, by the Montreal Street Railway Company.

I would be pleased if you would look into this matter as soon as possible and oblige.

Yours Truly,

Stuart Howard

Deputy City Surveyor,

333

P49/C8,8

8 2

1 2 3 4 5 6 7 8

Montreal, Nov. 3rd. 1910

Copy

J. R. Barlow, Esq.
City Surveyor,
City Hall., City.

Dear Sir:--

I beg to advise you that the Montreal Street Railway Co., having taken possession of the Southern end of the Subway for the purpose of track laying into the Subway and having removed the fence which I put up as a safeguard from accidents, I will not be responsible for any accidents or damages which may arise since their taking possession.

Yours Truly,

Sig. W. Duquette, H.

332

P49/C8,8

8 3

1	2	3	4	5	6	7	8
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Tunnel

le 8 novembre 1910.

Mr. Guy Boyer, Ingénieur,
Surintendant de la Construction
de la Montreal St. R'y Co.,
" St. R'y. Building"
Rue Craig, coin cote Place d'Armes-

Cher Monsieur:-

J'ai l'honneur de vous adresser la copie d'une lettre
qui a été envoyée à la Cité de Montréal et à moi-même par Mr. Duquette
et laquelle s'explique d'elle-même.

Voudrez-vous voir à ce que ces clotures de Duquette soient
remises dans l'état où elles étaient avant que vous n'ayez commencé vos
travaux, vous bornant à n'utiliser que des portes que vous fermeriez
après la journée, afin qu'aucun n'accident n'arrive.

D'ailleurs le gardien de nuit que vous devez avoir là néces-
sairement, verrait aussi à empêcher le trafic de se fourvoyer dans ce
tunnel inachevé.

Comptant que vous apporterez votre attention immédiate à cette
affaire,

Je demeure, cher Monsieur,

Votre toujours dévoué,

V.

88

P49/C8,8

8 4

1 2 3 4 5 6 7 8

Montreal Street Railway Co.

Office of
THE CHIEF ENGINEER.

2262 780

Montreal, Nov. 8th, 1910.

Tunnel

Mr. J. E. Vanier,
#5 Beaver Hall Square,
Montreal.

Dear Sir,

Herewith copy of letter received from Mr. W. Duquette. I would say that it is absolutely necessary for us to take away this barrier in order to do the work as requested by you.

Also kindly note he says we have taken possession of the southern entrance of the St. Lawrence Boulevard Subway. This, of course, was done at your request.

Yours truly,

R. W. Hannaford
Chief Engineer.

RMH/F.

*By a teleph. call
11/10/10*

87

P49/C8,8

8 5

1 2 3 4 5 6 7 8



City Hall

Montreal

Nov. 8, 1910. 19

Mr. J. E. Vanier, C. E.,
5 Beaver Hall Square,
M o n t r e a l.

Dear Sir:-

Kindly note that the undermentioned accounts for works executed in connection with the building of the St. Lawrence Blvd. Subway are charg^{eable} against the contractor Mr. W. Duquette, and must be settled by him before he receives his final estimate:-

Montreal Street Railway Co.	\$605.65 ✓
" " " "	57.18 ✓
" " " "	57.18 ✓
Montreal Light, Heat & Power Co.,	11.54 ✓
Canadian Pacific Railway Company	130.44 —
" " " "	99.00
" " " "	98.41 —
" " " "	167.32 —
Total.....	\$1,226.92

1103.63

Yours truly,

John A. Bédard
City Surveyor.

34

P49/C8,8

H b





City Hall

Montreal

Nov. 9, 1910. 19

Mr. J. E. Vanier, C. E.,
5 Beaver Hall Square,
Montreal.

Dear Sir:-

Will you kindly notify and see that contractor Duquette maintains a proper temporary roadway in the neighborhood of the St. Lawrence Boulevard Tunnel to accommodate the diverted traffic.

The present temporary roadway is in a deplorable and dangerous condition, and we are daily receiving numerous complaints about the same.

An early reply to this matter would oblige,

Yours truly,

John M. Barber
City Surveyor.

335

P49/C8,8

8 7

1 2 3 4 5 6 7 8

tunnel

November 10th. 1910.

John R. Barlow Esq. C. E.,
City Surveyor,
City Hall,
C I T B-

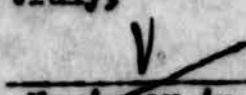
Dear Sir:-

RE DUQUETTE and maintenance of temporary crossing over C.P.R. tracks at tunnel, St. Lawrence Boulevard, I have repeatedly written to this contractor about this state of things of which he is without any doubt whatever responsible.

I am again writing to him and am giving him 48 hours to make the necessary work so as to have a decent crossing, in default of which as I write him, the City shall see to it at the Contractor's expense.

If Duquette does not move, I will let you know so that the City through one of ^{the} roadmasters can make repairs and the cost to be retained from his monthly estimates.

Yours truly,



Engineer in charge-

53/8

P49/C8,8

8 8

1 2 3 4 5 6 7 8

RAILROADS, TRAMWAYS, ROADS,
WATER WORKS, SEWERS,
PAVING, ETC.

POWER PLANTS
OF ALL KINDS

ARCHITECTURE,
ARBITRATIONS, EXPERTISES,
EXPROPRIATIONS

BELL TELEPHONE: UPTOWN 2816

J. EMILE VANIER

Civil and Hydraulic Engineer, Architect and
Land Surveyor

B. A. S.—A. M. C. Soc. C. E.—M. Soc. C. E. of France
M. Soc. Architects of the P. of Q.

OFFICES: No. 5 Beaver Hall Square

Montreal, November 14th. 1910

John R. Barlow Esq. C.E.,
City Surveyor
City Hall,
C I T Y -

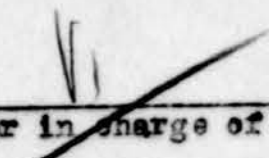
Dear Sir:-

RE Duquette and maintenance of temporary crossing at C.P.R'y,
Mile End, according to contract, I beg to report that the said contrac-
tor, though again notified on the 10th. inst to repair said crossing
within 48 hours, has up to this date and hour, neglected to do so.

I would therefore ask you to get the Corporation Roadmaster
of Laurier Ward, to repair said crossing and let me know the cost so
that I can deduct it from the next monthly estimate.

This crossing is simply impassable and dangerous.

Yours truly,


Engineer in charge of tunnel work-

3372

P49/C8,8

8 9

1 2 3 4 5 6 7 8

Tunnel

le 15 novembre 1910.

F. J. Bisailon, Mgr. C.R.
Avocat,
#17 Place d'Armes,
En Ville-

Cher Messieurs:-

C'est entendu, Duquette ne peut terminer en aucune façon ses ouvrages au tunnel de la rue St-Laurent à St.-Louis, au 1er décembre prochain.


Il lui faut jusqu'à ^{la} juin prochaine au moins.

Et il restera encore le pavage en blocs de scorie à faire par les entrepreneurs Laurin & Leitch.

J'ai bien peur qu'on en ait jusqu'à la fin juillet 1911-

Allez-vous protester Duquette sans délai?

Bien à vous.


Ingénieur chargé des travaux -

338

P49/C8,8

4 0

1 2 3 4 5 6 7 8

POWER BUILDING
COR. CRAIG AND ST-URBAIN STREETS.

Montreal, Nov. 15/10.

Corporation of Montreal,

Road Department.

29010

To THE MONTREAL LIGHT, HEAT & POWER CO., Dr.

1910

July 15	To labor and material expended watching Operating, and removing temporary valve Cor. Laurier & St Denis St., installed for the purpose of supplying Gas north of the Railway track, owing to St. Lawrence St., supply being out off.	
Sept. 27.	Labor watching: To 2060 Hrs. at 18 ¢ per hr	370.80
	Labor cutting off valve connections and removing cabin:	
	To 71 Hrs. at 18 ¢ per hr.	12.78
	4 " 26 ¢ "	1.04
	20 " 27 ¢ "	5.40
	5 " 48 ¢ "	2.40
	20 " 25 ¢ "	5.00
		397.42
	Material :	
	200-1' Spruce	4.35
	4 Gallons Coal Oil	72
		5.07
	Cartage :	
	9 Hrs. at 24 ¢ per hr.	2.16
		\$ 404.65

185

POWER BUILDING
COR. CRAIG AND ST-URBAIN STREETS.

Montreal, June 20/10

Corporation of Montreal

Road Department.

To THE MONTREAL LIGHT, HEAT & POWER CO., Dr.
2A-2490 25062.

June 20 To locating escapes, cutting off our Main 6" broken by your Contractor Duquette while blasting St Lawrence St. Subway and to installing temporary man hole & valve on St. Denis & Laurier, in order to supply Gas north of Track owing to St. Lawrence St. supply being out off:

Labor:- From May 24/10)	To 1404 Hrs at 18 ¢	per Hr.	252.72
to June 15/10)	48 " 19 ¢	"	9.12
	3 " 24 ¢	"	72
	2 " 25-1/2 ¢	"	61
	48 " 27-1/2 ¢	"	12.96
	16 " 30 ¢	"	4.80
	21 " 48 ¢	"	10.08

290.91

Material:	1-6" Plug	.54
	7-6" Lead Joints	2.88
	3/4" Plug	.06
	2-4" M.I. Elbows	.48
	2 - Unions	.24
	18'-2" Pipe	2.37
	3-3" Nipples	.36
	7'3" Pipe	1.93
	6" C.I. Reducer	1.91
	6" Branch	5.40
	6" Slip Socket	1.44
	6" Socket Valve	12.00
	3" C.I. Stop Cock	3.14
	3" C.I. Flange	.67
	4" Bolts	.24
	3" Lead Joints	.24
	3/4" Nipple	.06
	3/4" Bushing	.06
Cratage:	84 Hrs at 24¢ per hr.	2016

54.18

\$ 345.09

184



City Hall

Montreal Nov. 16th. 1910 19

Mr. J. Emile Vanier,
5 Beaver Hall Square,

Dear Sir;---

I send you herewith the following bills received from the Canadian Pacific Railway Company for expenses incurred by them through the construction of the St. Lawrence Boulevard Subway, which is now being constructed by Mr. W. Duquette, contractor and which bills are payable by him.

219475, re, moving semaphores-----	\$ 130.44 ✓
220277, " new crossing etc,-----	98.41 ✓
222834, " grafting etc,-----	1,103.63 ✓
224098, " assistance to gateman, etc,-----	157.32 ✓

The following bills have also been sent to Mr. Duquette requesting him to have them settled at once:

From The Montreal Light Heat & Power Co.-----	\$ 345.09 ✓
" Canadian Pacific Railway Company,-----	113.85
" Great North Western Telegraph Co.,-----	150.00
" Canadian Pacific Railway Comapny,-----	102.30

I would be pleased if you would look into this matter and see that these amounts are retained from his estimates, until they are settled.

(4 Enclos.)

Yours Truly,

Stuart Howard

Deputy City Surveyor.

35

P49/C8,8

4 3

1 2 3 4 5 6 7 8

RAILROADS, TRAMWAYS, ROADS,
WATER WORKS, SEWERS,
PAVING, ETC.

POWER PLANTS

OF ALL KINDS

ARCHITECTURE,
ARBITRATIONS, EXPERTISES,
EXPROPRIATIONS

BELL TELEPHONE: UPTOWN 2816

J. EMILE VANIER
Civil and Hydraulic Engineer, Architect and
Land Surveyor

B. A. S.—A. M. C. Soc. C. E.—M. Soc. C. E. of France
M. Soc. Architects of the P. of Q.

OFFICES: No. 5 Beaver Hall Square

Montreal, le 18 novembre 1910

P. J. Bisailon, EcF.C.R.
#17 Côte Place d'Armes,
En Ville-

Recu

Cher Monsieur:-

En réponse à votre demande de ce jour par téléphone au sujet des travaux qui resteraient à exécuter au tunnel du Boulevard St.-Laurent à date, j'ai l'honneur de vous en donner ci-après les détails, savoir:

- 1o- 1500 verges cubes de terre à enlever-
- 2o- 1000 " " " roc " "
- 3o- 1000 " " " remplissage à faire
- 4o- 400 " " " béton à confectionner pour murs de soutè-
nement-
- 5o- 20 " " " béton armé à faire pour trottoirs.
- 6o- Garde-corps en tuyaux de fer à mettre en place.
- 7o- 425 verges carrées de trottoirs en ciment à confectionner
- 8o- 200 pieds courants de bordure à trottoirs à poser.
- 9o- Trottoir en béton armé du côté nord du pont à faire ainsi
que les panneaux en béton armé.
- 10o- 700 pieds courants de balustrade ornementale en béton à faire
- 11o- Nettoyage & badigeonnage avec enduit spécial à faire sur tous
les ouvrages en béton de tout le tunnel.
- 12o Réverbères à installer.
- 13o Tout le système de drainage proprement dit. du tunnel à faire
avec bâtisse, tuyautages, pompes, etc.

340

P49/C8,8

4 4

1 2 3 4 5 6 7 8

- 14° Enlever et reposer sur la partie nord encore non complétée quant au creusage les tuyaux à eau, à gas et de refoulement des égouts.
- 15°- Il reste encore une partie des égouts à refaire sur la partie nord du tunnel non-creusée à date.
- 16°- Enfin, il reste à voir à différents détails et surtout au printemps à exécuter le pavage entier du tunnel, travail qui ne peut être fait certainement cette année, il en est de même de tous les ouvrages en béton qui restent à faire et lesquels doivent être forcément renvoyés à la saison prochaine.
- 17° Le pont du chemin de fer de où les voies du Pacifique y ont été rétablies depuis une quinzaine de jours environ, c'est dire que ce que le C. P. R. avait à faire est pratiquement terminé et le Street Railway a aussi mis en place voies et poteaux qu'elle devait y mettre, c'est-à-dire dans la partie exécutée du tunnel, côté sud.

Le contrat Duquette est exécuté à date dans la proportion des 5/8 environ, celui du C.P.R. est pratiquement au complet, le contrat du pavage, Laurin & Leitch, vu le retard apporté par Duquette à l'exécution de son contrat, est à faire en entier au printemps prochain; enfin, la Street Railway a environ 50% de son ouvrage de fait et c'est tout ce qu'elle pouvait faire en face de ce que Duquette l'entrepreneur des travaux du tunnel pouvait lui léver de rues propres à recevoir des voies de tramway.

Avec l'espérance, cher Monsieur, que les détails ci-dessus sont bien ceux que vous vouliez avoir, je demeure,

Votre dévoué,
(signé)

J. EMILE VANIER-
Ingénieur chargé des travaux du
tunnel de la rue St.Laurent-

339

Tunnel

November 19th. 1910.

Stuart Howard Esq. B. E.
Deputy City Surveyor,
C i t y


Dear Sir:-

Answering yours of the 16th. inst. re accounts done to C' P. R'y. & al, I may say that so far nothing has been allowed DUQUETTE for same knowing as I did that he has refused to settle these accounts.

If I should think proper that the City should pay these accounts, I will report accordingly and then same would appear as being deducted from monthly estimates.

We may have to submit this case to the City Attorney, I will see about it in due time.

Yours truly,



Engineer in charge- of tunnels



P49/C8,8

4 5

1 2 3 4 5 6 7 8

TÉLÉPHONE "LONG DISTANCE"

ADRESSE TÉLÉGR. "BIS MONTRÉAL."

Bisailon & Brossard
AVOCATS

F. J. BISAILLON, C. R.
ARTHUR BROSSARD, C. R.
HECTOR ROANNES-BISAILLON, LL. B.

Annuel

11 & 17 côté de la Place d'Armes

Montréal, le 19 novembre 1910

Mr J. E. Vanier,
5 Beaver Hall Sq., -Cité.

Cher Monsieur:-

J'accuse réception de votre lettre du 18 novembre,
dans laquelle vous me donnez le détail des travaux qui restent
à exécuter au tunnel du Boulevard St-Laurent.

Je vous remercie de ces informations, et j'en ferai
mon profit pour obtenir l'extension de délai requise.

Votre tout dévoué,

H. J. Bisailon

341

P49/C8,8

4 7

1 2 3 4 5 6 7 8

Montreal, November 25th, 1910

Mr. Wilfred Duquette,
2578 St. Lawrence Boulevard, City



To Montreal Street Railway Co. Dr.

C O P Y

BILL No. 2537

For expenses to May 31st. 1910 changing tracks etc. St. Lawrence St. at C. P. R. Crossing, necessitated a/c Subway construction at this place:-

Wages:-

26 hours @ 15 cts. per hour 3 90

Material:-

2 lbs. Soldering Salts @ 49 cts. 98 4 88

W. J. Smith 144
Accountant

NOTE:-Address all inquiries re this Bill to "Accountant"

P49/C8,8

4 8



Montreal, NOVEMBER 26th, 1910.

Mr. Wilfred Duquette,

2578 St Lawrence Boulevard, City.

To Montreal Street Railway Co., Dr.

BILL NO. _____

STATE SURVEYOR
MONTREAL
NOV 30 1910
RECEIVED

1910									
Feb. 21	Bill #8267	expenses re St Lawrence Subway,				605	65		
Apr. 12	" 8406	" " " " "				57	18		
Nov. 28	" 2537	" " " " "				4	88	667	71

E. & O. E.

Tunnel

[Handwritten Signature]

Accountant

130

NOTE: -Address all inquiries re this Bill to "Accountant"

P49/C8,8

4 4

1 2 3 4 5 6 7 8

Montreal, November 26th, 1910.

Mr. Wilfred Guquette,

2578 St Lawrence Boulevard, City.

to Montreal Street Railway Co., Dr.

STATEMENT

BILL NO. _____

1910									
Feb.	21	Bill #8267	expenses re St Lawrence Subway,		605	65			
Apr.	12	" 8406	" " " " " "		57	18			
Nov.	28	" 2337	" " " " " "		4	88	667	71	
			<i>E. & O. E.</i>						

BOND PROGRESS

[Handwritten signature]
Accountant

NOTE: -Address all inquiries re this Bill to "Accountant"

P49/C8,8

1 2 3 4 5 6 7 8

Montreal, November 26th, 1910

Mr. Wilfred Duquette,

3278 St. Lawrence Boulevard, City.

To Montreal Street Railway Co., Dr.

BILL NO. _____

STATEMENT.

1910.							
Feb.	21	Bill #8267		605	65		
Apl.	12	" 8406		57	18		
Nov.	26	" 2337		4	88	667	71

E. & O. E.

[Handwritten Signature]
 Accountant
 32

NOTE:—Address all inquiries re this Bill to "Accountant"

P49/C8,8

1	2	3	4	5	6	7	8
---	---	---	---	---	---	---	---

Montreal, November 26th, 1910

Mr. Wilfred Duquette,

2578 St. Lawrence Boulevard, City.

To Montreal Street Railway Co., Dr.

BILL NO. 2337

For expenses to May 31st. 1910 changing tracks etc. St. Lawrence St. at C. P. R. Crossing, necessitated A/C Subway construction at this place:-

Wages:-

26 hours @ 15 cts. per hour.

3 90

Material:-

2 lbs. Soldering Salts @ 40 cts.

98 4 88

[Handwritten signature]
Accountant

NOTE:-Address all inquiries re this Bill to "Accountant"

P49/C8,8

1 0 2

1 2 3 4 5 6 7 8

COPY.

CITY HALL.

MONTREAL, Nov. 26th 1910.

MR. C. H. OSLER, SUPT.,
Services and Mains,
Mont. Light, Heat & Power Co.,
Montreal.

Dear Sir:-

I beg you will state the reason why the enclosed account
has been sent by your Company to this Department for payment.

Yours truly,

(SGD.) J. R. BARLOW.
City Surveyor.

161

P49/C8,8

1 0 3

1 2 3 4 5 6 7 8

COPY.

NOV. 28th. 1910.

MR. J. R. BARLOW,
CITY SURVEYOR.

Dear Sir:-

I am in receipt of your short note asking why the account which we herewith return, been sent to your department.

We do not quite grasp the meaning or intention of your letter, as you are perfectly aware of all the conditions in connection with this account.

If you will refer to my letters to you January 8th. last and also March 1st., followed by Notarial Protes^s of March 13th. served on your City Clerk, and further letters of March 29th. and April 9th. addressed to Mr. Senescal and City Clerk, you will at once understand that this is an account for work and material necessitated by the fact that our mains supplying the Town of St. Louis and City, north of the C. P. R. track were interferred with and removed in consequence of the construction work of New Subway on St. Lawrence under said C. P. R. tracks. You will notice that we pointed out that as this was practically the only supply we should be under the necessity of tapping a High Pressure main at Cor. St. Denis and Laurier and keeping a man there to operate and regulate the supply by hand until ^{either} the pipe be replaced on St. Lawrence or another large High Pressure could be laid on St. Denis under C. P. R. tracks. The minute the Board of Railway Commissioners gave the permission this was laid, and our operators at Cor. Laurier & St. Denis removed.

163

P49/C8,8

1 0 4

1 2 3 4 5 6 7 8

COPY.

- 2 -

The enclosed account speaks for itself and is for operators time, day and night, cost of removeing connections and operators cabin etc. A previous account was sent you for the cutting off of the St. Lawrence & St. Denis.

I may further say that as yet our main through the St. Lawrence Subway has not been replaced as construction work there has not been completed.

Yours truly,

THE MONTREAL LIGHT, HEAT & POWER CO.

(SGD.) C. H. OSLER.

SUP'T. & ENG'R. GAS DISTRIBUTION.

162

P49/C8,8

1 0 5

1	2	3	4	5	6	7	8
---	---	---	---	---	---	---	---

Tunnel

le 28 novembre 1910.

Mr. T. P. Masurette,
Secrétaire de l'Inspecteur
de la Cité-

Cher Monsieur:-

Mr. Carmel, mon chef de bureau,, m'a remis cette note que vous lui aviez donnée pour moi au sujet de cette dame Béruchet laquelle aurait fait une chute en traversant le Boulevard St.-Laurent près des chantiers du Tunnel.

Cette affaire il me semble devrait être référée à Mr. F. J. Bisailon, aviseur légal dans le moment pour ce qui concerne les affaires litigieuses du quartier Laurier.

Quant à faire sur le cas une enquête moi-même, la chose n'est pas de ma compétence ^{et} et comme il peut y avoir poursuite éventuelle, je crois que Mr. Bisailon serait mieux en mesure de protéger les intérêts de la Cité que je ne pourrais le faire moi-même.

D'un autre côté il manque des détails sur l'accident arrivé à Madame Béruchet - Mr. Bisailon y verrait et si besoin il y a je me tiendrai à sa disposition.

C'est d'ailleurs la pratique invariable qui était suivie en pareil cas à St.Louis avant l'annexion, et je crois que c'est la seule

P49/C8,8

1 2 3 4 5 6 7 8

234158

Accounting Dept. No. _____

Voucher No. E-2-22, Oct. 1910

CITY OF MONTREAL

TO THE CANADIAN PACIFIC RAILWAY COMPANY, Dr.

Office of the AUDITOR
of DISBURSEMENTS

For amount agreed upon for material used
on construction of extension outside of
main girders to be used as sidewalks at
St. Lawrence St. Subway, \$1500.00

Mr. Vanier's letter of April 6, 1910, to
Mr. Fairbairn.

COPY

Correct:	Approved:	Audited:
Superintendent		F.E. SHIMPTON

Montreal Nov. 20 1910

242

November 29th. 1910.

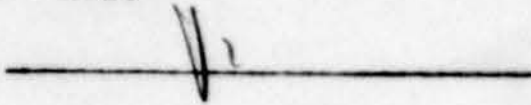
C. Lister Esq.,
of The John McDougall Iron
Works Co. Ltd.;
#82 Sovereign Bank Building,
C I T Y -

Dear Sir:-

Would you like to see you about some jumping machinery. Please
come to-morrow after telephoning me for an appointment.

It is a little pressing.

Yours truly,



244

P49/C8,8

1 0 8

1 2 3 4 5 6 7 8

J. LESLIE,
ASSISTANT COMPTROLLER

MONTREAL

Nov. 29, 1910.

IN YOUR REPLY REFER TO FILE NO. 178612.

SUBJECT: O/S Bills City of Montreal.

J. E. Vanier, Esq.,
Engineer in Charge of
St. Lawrence Boulevard Subway,
Montreal.

Dear Sir:-

I am advised by Mr Stuart Howard, City Surveyor, that the following bills which were rendered by us against the City of Montreal in connection with St. Lawrence Boulevard Subway, have been forwarded to you with the request that you see that settlement is arranged by Contractor Duquette. The items are still open on our books. Will you be good enough to let me know when cheque in settlement may be expected by our Treasurer.

Bill #219475	Re moving of semaphores	130.44
220277	New Crossing &c	98.41
222834	Grading &c.	1103.63
224098	Assistance to gateman, Etc.	167.32
226707	Can. Pac. Rly. Co.	113.85
227791	" " " "	102.30

Yours truly,



Assistant Comptroller.

RTH/JG.

37

CANADIAN PACIFIC RAILWAY COMPANY.

OFFICE OF THE RESIDENT ENGINEER.

SUBJECT: St. Lawrence Street Subway - Mile End.

Tunnel

Montreal, November 29th, 1910.

File 18.319

J. Emile Vanier, Esq. C.E.
#5 Beaver Hall Square,
City.

Dear Sir:-

For your information, I enclose herewith statements of expenses incurred on account of constructing new subway, St. Lawrence Street, during the months of July, August and Sept.

These are copies of the accounts rendered against the City of Montreal in connection with the Duquette Contract.

Yours truly,

R. Montymer
Resident Engineer.

Encl-

35

P49/C8,8

1 2 3 4 5 6 7 8

RAILROADS, TRAMWAYS, ROADS,
WATER WORKS, SEWERS,
PAVING, ETC.

POWER PLANTS

OF ALL KINDS

ARCHITECTURE,
ARBITRATIONS, EXPERTISES,
EXPROPRIATIONS

BELL TELEPHONE: UPTOWN 2866

J. EMILE VANIER

Civil and Hydraulic Engineer, Architect and
Land Surveyor

B. A. S. - A. M. C. Soc. C. E. - M. Soc. C. E. of France
M. Soc. Architects of the P. of Q.

OFFICES: No. 5 Beaver Hall Square

Montreal, December 1st. 1910

The Montreal Light, Heat & Power Co.,
Power Building,
CITY -

Dear Sirs:-

Mr. Barlow the City Surveyor has transmitted to me to-day
your letter and claim, dated Nov. 28th. inst., re gas main taken by the
Contractor Duquette at Subway under C. P. R.'y tracks, St. Lawrence Bou-
levard.

The Contractor WILFRID DUQUETTE is alone responsible for this
claim, according to his contract with the City - and I would ask you
to furnish me with 2 copies of your letter and claim, so that I can
transmit one to said Contractor without delay.

I am also writing Duquette to replace gas main so as to distri-
bute gas north of C.P. R'y. as before work at subway was begun.

Yours truly,

(Signed) J. Emile Vanier
Eng. in charge of Subway

P.S. Hereafter send all claims here.

154

P49/C8,8

1 2 3 4 5 6 7 8

December 1st. 1910

The Montreal Light, Heat & Power Co.,
Power Building,
C I T Y -

Dear Sirs:-

Mr. Barlow the City Surveyor has transmitted to me to-day
your letter and claim, dated Nov. 28th. inst, re gas main taken by the
Contractor Duquette at Subway under C. P. R.'y tracks, St. Lawrence Bou-
levard.

The Contractor WILFRID DUQUETTE is alone responsible for this
claim, according to his contract with the City - and I would ask you
to furnish me with 2 copies of your letter and claim, so that I can
transmit one to said Contractor without delay.

I am also writing Duquette to replace gas main so as to distri-
bute gas north of C.P. R'y. as before work at subway was begun.

Yours truly,

(Signed) J. Guite Vanier

R.A. Hereafter send all claims here *Eng. in charge of Subway*
153

P49/C8,8

1 2 3 4 5 6 7 8

THE JOHN MCDUGALL
CALEDONIAN IRON WORKS CO. LIMITED

MONTREAL, CANADA

SPECIFICATION FOR
WORTHINGTON HORIZONTAL CENTRIFICAL PUMP

SUBMITTED TO

Montreal, December 6, 1910. AGT.

J. Emile Vanier, Esq.,

C i t y.

This specification forms part of proposal dated December 6, 1910.

TYPE AND CONDITIONS OF SERVICE.--This pump will be of the ~~horizontal~~^{Vertical} shaft Volute type, having a single side suction and enclosed impeller. It will be capable of delivering 300 - IMP. gallons of water per minute against a total dynamic head of 22. feet, when operated at a speed not exceeding 900 - revolutions per minute. The suction opening will be not less than 4 - inches in diameter, and the discharge opening will be not less than 4 - inches in diameter. The exact size and position of all openings will be shown upon elevation and foundation plans to be furnished as soon as possible after order is placed.

CASING.--The main casing will be of strong, close-grained cast iron volute in form and of proper thickness to withstand all stresses incident to normal service. The side plates will consist of removable covers of cast iron, making a male and female fit with the casing, and fastened thereto by means of suitable bolts. The general design will be such as to permit of the removal of the internal parts without entirely dismantling the pump.

349

P49/C8,8



IMPELLER.--The impeller will be constructed of **CAST IRON.** and will be of the enclosed type, having single side suction and provided with balancing chamber, thereby doing away with end thrust. It will be cast in one piece and will be machined and polished on the outside. The impeller will be in perfect rotative balance when mounted on a shaft with all moving parts.

SHAFTING.--The shaft will be of **STEEL**----- accurately machined and polished. It will operate in outboard ring oil babbited bearings. Where necessary, the stuffing boxes will be provided with water seals consisting of a lantern gland in the box, connected by means of suitable piping with the pressure water on the discharge side of the pump. This method of sealing effectually prevents suction air leaks, and is essential to the successful operation of the pump where excessive suction lifts are encountered. The shaft will be a close fit in the impeller hubs, and will be provided with a shoulder against which the impeller will be held by means of a nut on the suction side.

GENERAL WORKMANSHIP.--Every part and detail of the pump will be of first-class material and workmanship. All flanges will be carefully faced and properly bolted. All nuts subject to frequent removal will be case-hardened. The whole exterior will be painted before leaving the works.

318

GUARANTEE.--The workmanship and material entering into the above described pump will be guaranteed for one year from date of shipment, and any part which bears unmistakable evidence of imperfection will be replaced without charge within the time specified. An earnest effort will be made to fill orders at the time promised, but no responsibility will be assumed for damages growing out of or owing to any delays whatever, and our quotations and sales are made with the distinct understanding that the provisions of this notice are fully understood and acquiesced in.

(NOTE.--Insert below any additions which may be made necessary by the Purchaser's requirements. If more room is needed, add extra sheets, giving them this page number with sub-letters.)

The Impeller will be designed for handling sewage or surface drainage with large openings, and passage ways.

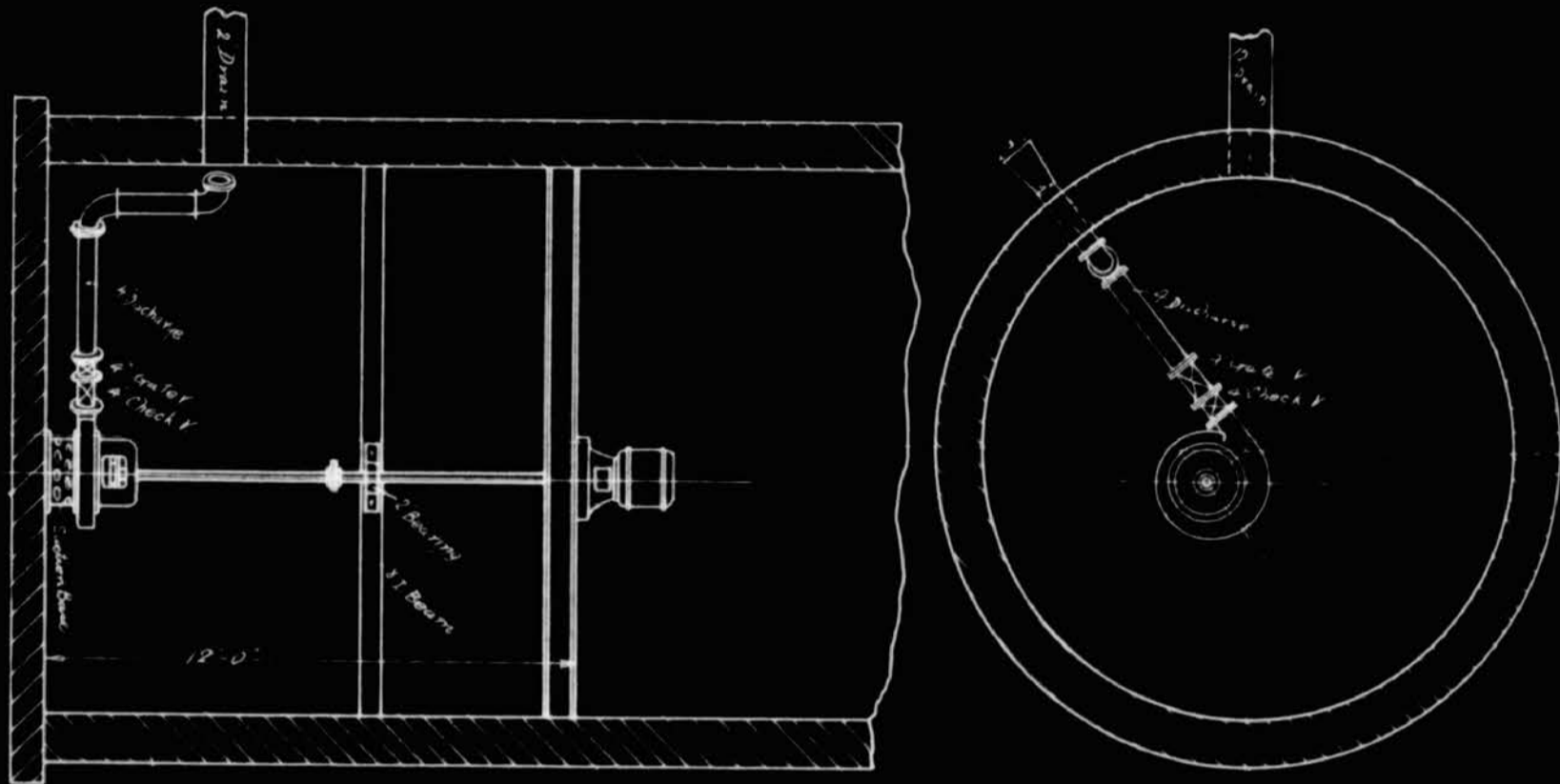
THE JOHN McDOUGALL CALEDONIAN IRON WORKS CO. LIMITED.

Submitted by

C. Lester

District Manager.

347



4" SEWAGE PUMP

for

St. Lawrence Boulevard Subway

Scale - $\frac{1}{4}'' = 1'-0''$

Dec. 5/10

P49/C8,8



ADDRESS: "CALEDONIAN" CODE: WESTERN U

THE JOHN McDUGALL
CALEDONIAN IRON WORKS CO., LIMITED.

WATERWORKS EQUIPMENT, BOILERS AND TANK WORK,
HYDRAULIC AND MILL MACHINERY.

HEAD OFFICE AND WORKS
512 WILLIAM STREET
MONTREAL.

DISTRICT OFFICES:
MONTREAL, 612 CANADIAN EXPRESS BUILDING
TORONTO, 810 TRADERS BANK BUILDING
COBALT, ONTARIO
WINNIPEG, 251 NOTRE DAME AVENUE
CALGARY, ALBERTA
VANCOUVER, DOMINION TRUST BUILDING

Montreal, December 6, 1910. CL:AT.

512 William St.

J. Emile Vanier, Esq.,

5 Beaver Hall Sq.

C i t y.

Dear Sir,-

To automatically dispose of the surface draining at the St. Lawrence Boulevard Sub-way, we would recommend a Worthington Vertical Electric Driven Sewage Pump of the Volute submerged type, pump to be directly connected on same shaft with a vertical electric motor and automatically controlled by a Cutler-Hammer Self Starter, of the multiple solenoid type and operated by the float placed in the ^{collecting} cooling well.

For a maximum capacity of 300 Imp. Gallons per minute, against a total head of 22-ft. with 550 volts, 3 phase, 63 cycles electric current available, we would recommend -

One - 4" Worthington Vertical Volute Sewage Pump, directly connected on common shaft to a 7-1/2-HP. Vertical A.C.B. motor, both running at 900 RPM. and automatically controlled by a Cutler-Hammer self starter, all in accordance with specifications and drawings herewith.

We are prepared to make proposition and prices on this work on application.

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P49/C8,8

1 2 3 4 5 6 7 8

J. Emile Vanier, Esq.

-2-

Dec. 6, 1910.

Awaiting your further advice in the matter,

We remain,

Yours very truly,

THE JOHN McDUGALL CALEDONIAN IRON WORKS CO. Ltd.,

Per

C. Lester

ENCL.

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P49/C8,8

1 1 8

1	2	3	4	5	6	7	8
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ALLIS-CHALMERS-BULLOCK LIMITED
MONTREAL, CANADA

**SPECIFICATIONS FOR
INDUCTION MOTORS**

For City of Montreal,

These Specifications form part of Proposal dated December 6th, 1910

ITEM	A	B	C	D	E	F
1 Number of units	1					
2 Type <u>Vertical</u>	<u>AN</u>	<u>Special</u>				
3 Normal Rated Capacity H.P.	<u>7½</u>					
4 Synchronous Speed R.P.M.	<u>945</u>					
5 Approximate Full Load Speed	<u>900</u>					
6 Volts	<u>550</u>					
7 Cycles	<u>63</u>					
8 Phase	<u>3</u>					
9 Pulley Diameter	<u>None</u>					
10 Pulley Face	<u>None</u>					
11 Temperature rise degrees C. full load for 24 hours.	<u>40</u>					
12 Temperature rise degrees C. 25% overload 2 hours	<u>50</u>					
13 <u>Efficiency</u>	<u>82</u>					
14 <u>P.F.</u>	<u>81</u>					
15 <u>Bearings</u>	<u>2</u>					
16 <u>Weight</u>	<u>1100</u>					
17						
18						
19						
20						
21						
22						

~~352~~

Page.....

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1 1 9

1 2 3 4 5 6 7 8

INDUCTION MOTORS

FOR.....City of Montreal.....

ACCESSORIES.—The following apparatus will be furnished

With Item

- A 1 Cutler Hammer Bulletin #34 Self starter with primary resistance
- B all complete with Bulletin #71 Float switch and accessories. As
- C per Bulletin #71 C.
- D
- E
- F

(NOTE.—Insert below any additions which may be made necessary by the Purchaser's requirements. If more room is needed, add extra sheets, giving them this page number with sub-letters.)
Items inserted below take precedence over the succeeding printed specifications in case of conflict.

Motor is complete with sub-base and thrust bearing to carry weight of motor rotor only.

Pump builder to furnish coupling complete.

Necessary station wiring, switches and cutouts included.

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Page.....

P49/C8,8

1 2 0

1	2	3	4	5	6	7	8
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City Hall

Montreal

Dec. 7, 1910. 19

Mr. J. E. Vanier, C. E.,
Montreal.

Re ST. LAWRENCE BOULEVARD TUNNEL DRAINAGE.

Dear Sir:-

Confirming the conversation I had with you this morning in connection with the location for the pump well at the above tunnel, I beg to state that inasmuch as the Contractor will claim extra payment if this pump well is put on the east side of the tunnel instead of on the west side of the same, as described in the specifications, it would, therefore, be advisable to adhere to the specifications, and build the well in question on the Cloutier property, situated on the west side of the tunnel, north of the C. P. R. tracks.

Yours truly,

JOHN R. BARLOW,

City Surveyor,

per 

365

P49/C8,8

1 2 3 4 5 6 7 8

The Montreal Light, Heat & Power Company.

Gas Department.

Cable Address "POWERCO"

Montreal. December 8th. 1910.

MR. EMILE VANIER C. E.

ENG'R. in charge ST. LAWRENCE SUBWAY.

Dear Sir;-

As requested by your representative and also by your letter of 1st. we enclose you copies of correspondence relative to our claim for Labor & Material in connection with the cutting off and removing of our pipes to make way for the above mentioned Subway.

As you may see by the correspondence we have been totally in the dark as to who was primarily responsible for this work other than the contractor actually doing it although we communicated with Mr. Barlow. The City Clerk, the controllers, and the C. P. Ry. we got no satisfactory reply and that only over phone. In addition to the enclosed fyle of copies we notarially protested the City of Montreal on 30th. of March last and still received no reply. We have naturally sent all our accounts to them.

Kindly give these accounts your consideration and arrange for the renewing of this main as soon as practicable.

Thanking you, we remain,

Yours truly,
THE MONTREAL LIGHT, HEAT & POWER CO.

Chas H. Steer
ENGINEER, GAS DISTRIBUTION. 164

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1 2 2

1 2 3 4 5 6 7 8



City Hall

Montreal rec. 12th. 1910 19

Tunnel

Mr. J. Emile Vanier, C. E.
5 Beaver Hall Square,
City.

Dear Sir;--

As per yours of the 9th. instant, I beg to acknowledge receipt of a set of blue prints on cloth, of the St. Lawrence boulevard tunnel plans, for which please accept my thanks.

Yours Truly,

Stuart Howard

Deputy City Surveyor.

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P49/C8,8

1 2 3

1 2 3 4 5 6 7 8

tunnel

December 9th. 1910.

Walter Howard Esq.
Deputy City Surveyor,
City Hall,
C I T Y -

Dear Sir:-

As promised to you couple days ago, I am sending you herewith
I set of blue prints on cloth of St. Lawrence Boulevard tunnel (Duquet-
te's Contract) - *Maus*

Yours truly,

V.

P.S.- No charge.

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P49/C8,8

1 2 4

1 2 3 4 5 6 7 8

Tunnel

15th December 1910

John R. Berlow, Esq.,
City Surveyor
City -

Dear Sir:

The enclosed account for \$1500.00 from the C.P.R'y.Co. for steel extension work to uphold armoured concrete sidewalks and balustrades at St. LAWRENCE BOULEVARD TUNNEL WARD is correct and in conformity with understanding between late TO H Of St. LOUIS and the RAILWAY COMPANY.

I would therefore recommend that said account be paid.

Yours truly,

(Signed) J. Emile Vanier

P.S.

Please find hereto annexed copy of correspondence pertaining to the matter.

Une copie de ceci
a été remise
Faubert

358

P49/C8,8

1 2 5

1 2 3 4 5 6 7 8

Montreal 15th December 1910.

John R. Barlow, Esq.,
City Surveyor,
CITY.-

Dear Sir:-

The enclosed account for \$1500.00 from the C.P.R'y Co. for steel extension work to uphold armoured concrete sidewalks and balustrades at ST LAWRENCE BOULEVARD TUNNEL, is correct and in conformity with understanding between late TOWN OF ST LOUIS and the RAILWAY COMPANY.

I would therefore recommend that said account be paid.

Yours truly,

(Signed) J. EMILE VANIER.

P.S.:-

Please find hereto annexed copy of correspondence pertaining to the matter.

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P49/C8,8

1 2 b

1 2 3 4 5 6 7 8

J. EMILE VANIER
Ingénieur Civil et Architecte

BUREAU:
No 5, SQUARE BEAVER HALL
MONTREAL

Tunnel St. Laurent

Montréal, le 20 décembre 1910.

M. M. les Commissaires de la
Cité de Montréal.

*2 copies de chacune
des 2 feuilles de
plans en tête
sur papier à
rouleau
v.*

Messieurs:-

Il y a déjà quelques semaines vous m'avez confié le soin de préparer un projet de conduits souterrains pour y mettre les fils d'éclairage, de téléphone, de télégraphe, et "feeders" de tramways, ainsi que ceux de la télégraphie d'alarme du département municipal des incendies, et ce afin de faire disparaître tout ce fouillis de poteaux et de fils aériens qui encombrant l'emplacement et les abords du tunnel en construction, Boulevard St.-Laurent, sous les voies du C. P. R'y.

Vu l'état d'avancement des travaux du tunnel et sa complétion sérieusement retardée à l'été de 1911, il était devenu impossible de mettre à exécution ce projet de conduits, cet automne.

Après avoir conféré avec les Compagnies intéressées et propriétaires des poteaux et fils, avec peu de satisfaction je dois dire, j'ai préparé le projet que j'ai l'honneur de vous soumettre aujourd'hui.

A cet effet je vous transmets 2 feuilles de plans montrant les poteaux actuels et la disposition que devrait occuper d'après moi, ce petit système de conduits au tunnel, et vous trouverez sur les coupes les espaces réservés aux compagnies intéressées ainsi que celui destiné au service municipal.

Ce projet a été préparé en vue non-seulement des besoins du tunnel proprement dit mais aussi en préparation des extensions probables qu'il y aura à faire ultérieurement, étant donnée la situation particulière des lieux et le développement qu'a pris la Cité vers la Rivière des Prairies, surtout.

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P49/C8,8

1 2 3 4 5 6 7 8

Le projet comporte 2600 pieds courants de tranchée à ouvrir pour y placer 32 cables portant fils, dont 3 pour la Montreal St. R'y. 8 pour la M. L. H. & P. Co., 8 pour les diverses compagnies de téléphone, 4 pour les télégraphes et 4 pour les services municipaux d'incendie etc., L'estimation du coût probable de ces ouvrages, tout compris, serait d'après moi le suivant, savoir:

2600 pieds courants de tranchée, "ducts" de 32 ouvertures,		
compris,	à \$3.00 =	\$7800.00 en
14 manholes en béton ordinaire et armé, avec		
couvercles de font, au prix moyen chacun de \$152.50 =		2135.00
875 verges cubes de roc à extraire des fouilles		
non-compris dans le 1er item ci-dessus, à	2.00	1350.00
Services de l'Ingénieur, 5%		<u>584.25</u>
Coût approximatif total		<u>\$11849.25</u>
ou au prix moyen par pieds courant, de	\$4.56	

Ce prix total pourrait, suivant que vous en décidiez, éventuellement, être réduit en supprimant le travail projeté sur la nouvelle rue conduisant du Boulevard St.-Laurent à la nouvelle gare du C. P. R'y. de même sur la rue Comte à partir de St.-Laurent jusqu'à St.-Dominique, et enfin sur l'Avenue du Dépôt, soit en tout une longueur approximative de 825 pieds ou une réduction dans le coût total de \$3762.00-

Enfin M. M. si c'est votre intention de demander dans le cours de l'hiver des soumissions de prix aux constructeurs pour le travail en question, je verrais à préparer le devis indispensable ainsi que des formules ou blancs à remettre aux entrepreneurs soumissionnaires.

Ce projet qui a été préparé en outre en conformité aux "Rules for wires crossing Railway" de la Commission des Chemins de fer du

363

Le projet comporte 2600 pieds courants de tranchée à ouvrir pour y placer 32 cables portant fils, dont 8 pour la Montreal St. R'y. 8 pour la M. L. H. & P. Co., 8 pour les diverses compagnies de téléphone, 4 pour les télégraphes et 4 pour les services municipaux d'incendie etc., L'estimation du coût probable de ces ouvrages, tout compris, serait d'après moi le suivant, savoir:

2600 pieds courants de tranchée, "ducts" de 32 ouvertures,		
compris,	à \$3.00 =	\$7800.00 en
14 manholes en béton ordinaire et armé, avec		
couvercles de font, au prix moyen chacun de \$152.50 =		2135.00
675 verges cubes de roc à extraire des fouilles		
non-compris dans le 1er item ci-dessus, à	2.00	1350.00
Services de l'Ingénieur, 5%		<u>564.25</u>
Coût approximatif total		<u>\$11849.25</u>
ou au prix moyen par pieds courant, de	\$4.56	

Ce prix total pourrait, suivant que vous en décidiez, éventuellement, être réduit en supprimant le travail projeté sur la nouvelle rue conduisant du Boulevard St.-Laurent à la nouvelle gare du C. P. R'y. de même sur la rue Comte à partir de St.-Laurent jusqu'à St.-Dominique, et enfin sur l'Avenue du Dépôt, soit en tout une longueur approximative de 825 pieds ou une réduction dans le coût total de \$3762.00-

Enfin M. M. si c'est votre intention de demander dans le cours de l'hiver des soumissions de prix aux constructeurs pour le travail en question, je verrais à préparer le devis indispensable ainsi que des formules ou blancs à remettre aux entrepreneurs soumissionnaires.

Ce projet qui a été préparé en outre en conformité aux "Règles fer vires for crossing Railway" de la Commission des Chemins de fer du


363

REPRISE

Canada, et qui doit être exécuté, si vous le décidez dans ce sens, au printemps très à bonne heure afin que le pavage en blocs de scorie dont l'entreprise a déjà été octroyée, pour ce qui concerne le tunnel, ne soit pas retardé.

J'ai l'honneur d'être, M. M.,

Votre dévoué, serviteur,


Ingénieur chargé des travaux du tunnel-

362

Tunnel 24/11/10

26000 \$ de com. auto de command de 32 tranchées — @ 3 ⁰⁰	# 7800.00	
14 machines, en béton ordinaire, bé- ton armé et courbes de fonte au prix moyen de, 152 ⁵⁰	2135.00	
675 cubes de béton à couler un empais dans les têtes @ 2 ⁰⁰	1350.00	11285.00
Services de l'Ingénieur et surveillance — 5 ⁰⁰		564.25
Coût approximatif total		# 11849.25

Ou au prix moyen par pd. command
tout empais de # 4.56

825
426
4925
4125
3300
3762.102

11285
564.25

152.5
152.5
152.5
2135.00

360

CITE DE MONTREAL
EXTRAIT DU PLAN GENERAL

DU
QUARTIER LAURIER

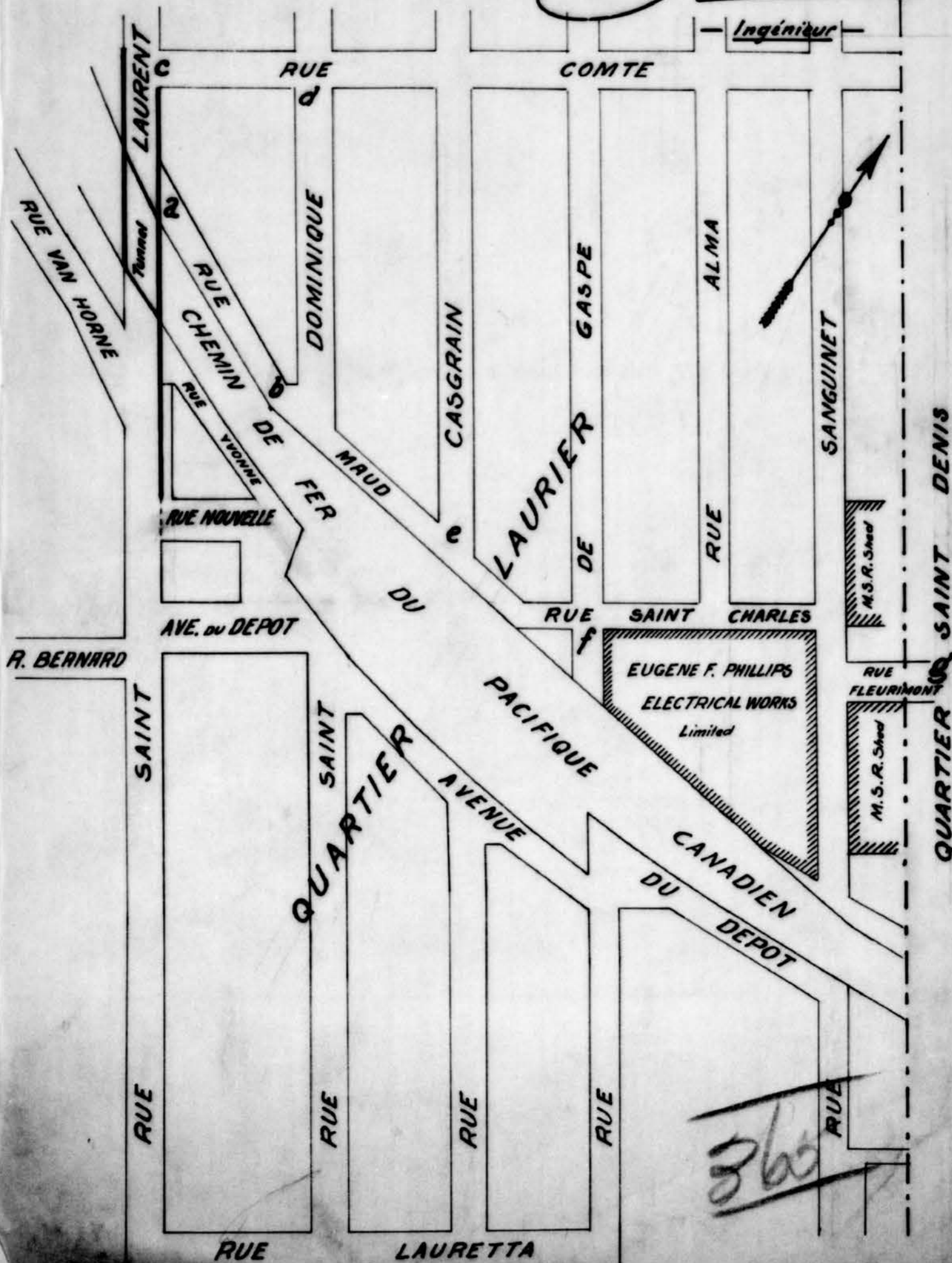
Echelle: 200' = 1"

Montréal, le 16 décembre, 1910.

Préparé par:

J. Louis Vanier

Ingénieur



P49/C8,8



Tunnel

December 21st. 1910.

F. L. Wanklyn Esq. C. E.,
Board of Control,
City Hall,
C I T Y -

Dear Sir:-

I beg to return to you herewith the letter that was addressed to you end of November last by Mr. Geo. H. Olney, sec.treas. of the "EUGENE P. PHILLIPS ELECTRICAL WORKS LTD.", Laurier Ward, whose factory is situated next to C. P. R'y. north side, along Sanguinet St.-

I would not under any circumstance recommend the breaking of the actually built concrete retaining walls and balustrades of the St.-Lawrence Boulevard tunnel for the purpose of introducing stairs to reach Maud St. from St.-Lawrence.

The breaking of said walls was already refused sometime ago to Duquette on the west side of tunnel and lately I dissuaded my personal friend Mr. L. Villeneuve, S. E. corner of Comte and St.Lawrence to ask your Board for similar privileges.

Besides there are other reasons for not entertaining this kind of proposition, and that is that street cars would not stop anyhow on the incline in the subway opposite MAUD STREET and passengers would have to get off anyhow at corner of Comte. -Besides that, the space

365

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1 3 2

1 2 3 4 5 6 7 8

occupied as a lumber yard by L. Villeneuve, bounded by St. Lawrence, Comte, Maud, and St.-Dominique Streets, is going likely to have sidings on Maud between St. Dominique and St. Lawrence and this would prevent any way pedestrians to go through.


From a close examination of the situation I do not see any other way for pedestrians and vehicles that want to reach the Electrical that to go when leaving St.-Lawrence St. to follow course indicated by the letters C- d-, b- e- f-, on hereto attached plan.

Those coming from St. Denis St. cars can come by Fleurimont which is still an homologated Street on the official plan of the City.

It is true that pedestrians who used to cross C. P. R. tracks from Depot Avenue before the Station grounds were fenced ^{but they} ~~in~~ can just as well now cross St. R'y. tracks on Fleurimont.

I therefore will most strongly object to the Electrical Works proposition.

Yours truly,


Eng. in charge tunnel-

366-4

tunnel

December 31, 1910.

John R. Barlow Esq.,
City Surveyor,
City Hall,
C I T Y -


Dear Sir:-

I beg to return to you herewith account of "THE MONTREAL LIGHT
HEAT & POWER CO.", chargeable to Duquette.

I have received from said Co. copy of said account which I
am keeping in file for future use.

It is always understand that I am keeping these amounts from
Duquette's estimates.

Yours truly,

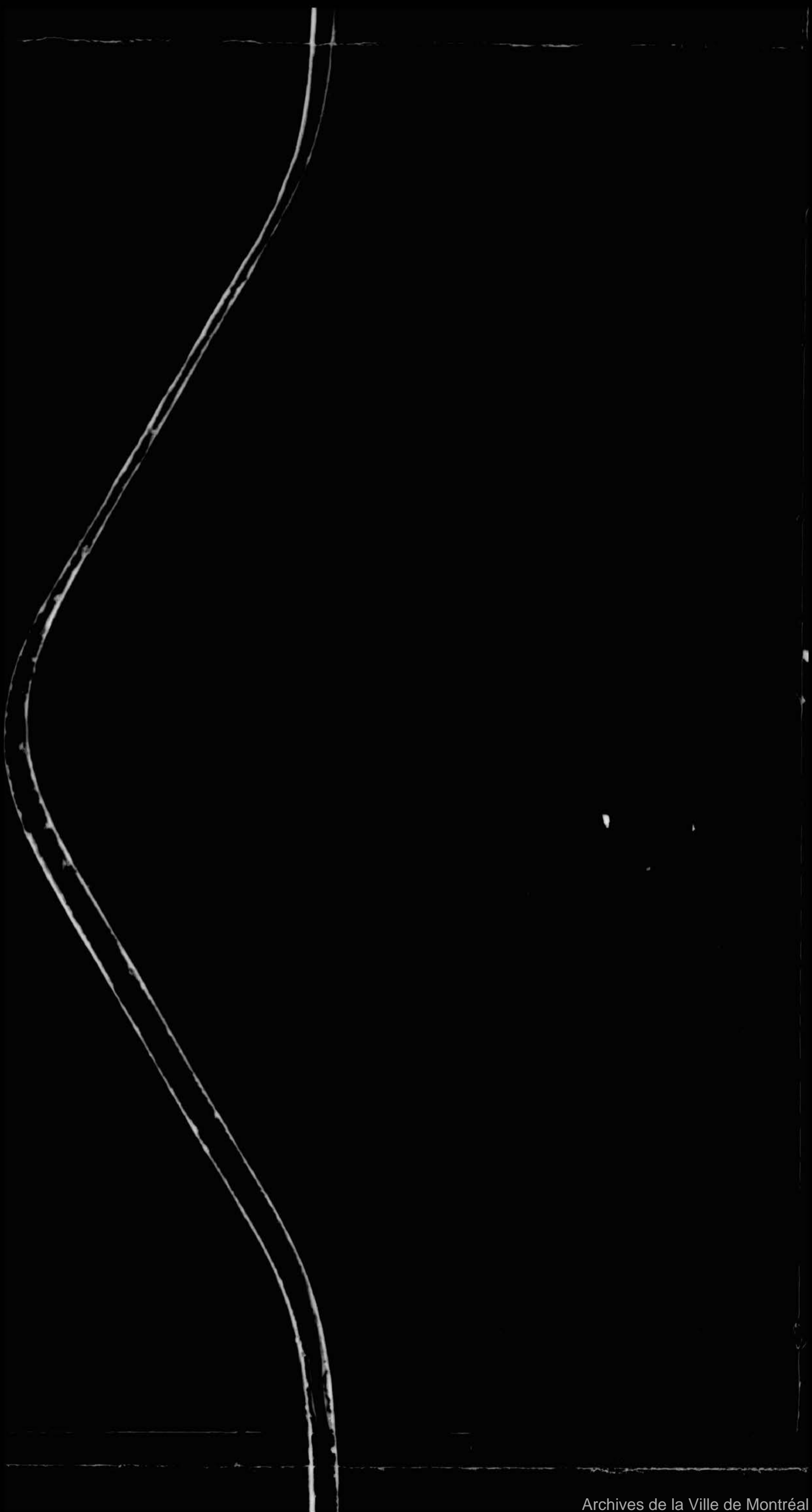


Engineer in charge

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P49/C8,8





P49/C8,8

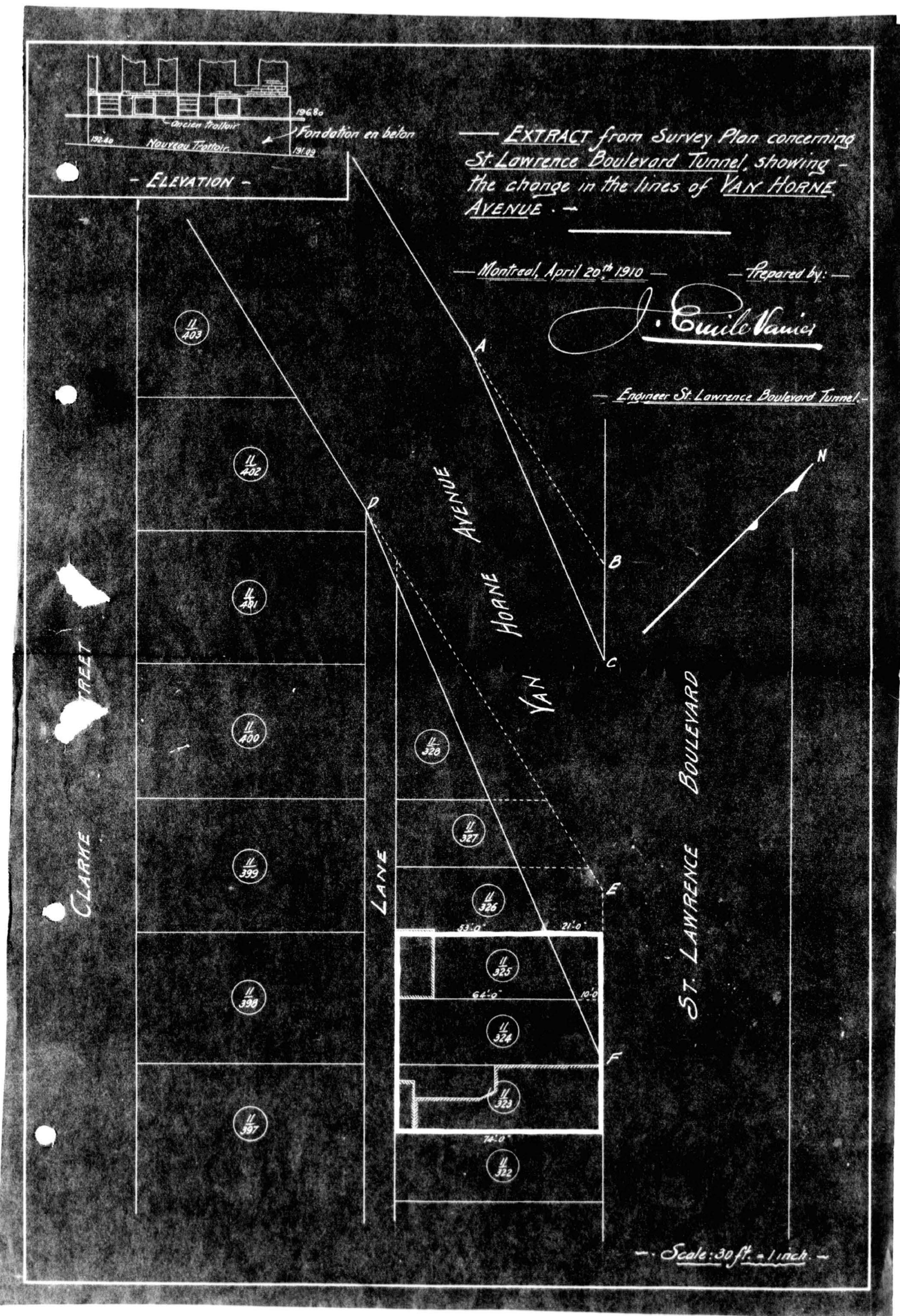
Plan

Tunnel St-Laurent

Plan #324

Voir Bobine 1 #53





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