741
PARCS ET TRAVERSES, Commission
Rapports et dossiers divers.

PARC MONT-ROYAL

1895
1896

Rapport du Comité du Parc Mont-Royal recommandant l'extension des voies du tramway à travers le parc. Correspondance et documents.

Protestations d'associations diverses s'opposant à la construction de cette voie.

Plans.

PARCS ET TRAVERSES, COMM'N
RAPPORTS ET DOSSIERS

265
513
542
545
741
1048

Members of Y. M. C. A.
protesting against
alienation or encroachment
of Mt Ry. Parks for
railway purposes

Presented to Council 16 Feb 1893
Présenté au Conseil

Referred to Parks & Pr
Renvoyé à

We the undersigned Members of the

Young Mens Christian Association —

do earnestly petition the City Council to resist the proposal to amend the Clauses 530 and 546 which at present protect Mount Royal Park from alienation and encroachment, and beg most respectfully to protest against the entrance of any Electric Railway into the Park. We consider that any such project would seriously interfere with the character of the Park as a rural resort, and that it would spoil its beauty and destroy its value to the citizens of Montreal.

Samuel Cushing
A. L. Paterson,
H. J. Rose.
W. J. Saunders
[illegible]
A. Heath
W. H. Gunning.
Wm Young.
Jas K. McNutt.
Fred Bruce Stone
W. Reading
H. W. Powers
Fred T. Matthews
J. Wilson
C. K. Calhoun
D. M. Turner
G. B. Wheaton
F. M. H. Cushing

D. W. Daniel
John Paterson
Edw. W. Burke
J. H. Walker
Wm Kung
R. B. Ross Jr.
John H. Moore
J. H. Merritt
C. A. Richardson
H. J. Muage
A. L. Bogart
W. J. Marshall
C. H. Dawson
A. E. DeSolets
Benj. F. Foster
C. Thicadee.

S. C. Felgate
A R Small
Samuel Robertson
J. S. Fotheringham
Wm Geo Lloyd
W. S. Beall
H Ballantyne
R. H. Macdonald.
J. M. Harrower
J. A. Howell
D. Watson
Alex. Arthur
Jas S Mackay
Thos Martin
J. C. Bray
E. J. Roberts
T. A. Patterson
J. A. Watson
Wm Acheson
A. B. Allingham
Geo. E. Williams
W. R. Charlton
Frank J. Benedict
Geo E. Wells
J. Taylor
W. D. Lewis-Lewis

C W McBride
Chas E. Stanley
W. Ferns
C. H. Sheffield
A. Boyd
L. Clark
Jn A Brown
George Smith
G. T. Bradbury
W Lewis
George Fisher
C. B. Pickett
Coudre
J. Ferns
H. Diplock
H Lardner
Geo. F. Rodgers
John B. Pyke
H. J. Archibald
Thomas Fraser
R. G. Weir
Campbell Moir
W. Crosby
W. B. Cole

G. T. Ry Literary and Scientific institute protesting against a railway in the Park.

Presented to Council 2 feb 1903
Presenté au Conseil

Referred to Parks & ferries
Renvoyé a

Name

Geo. Wilson

J. J. Cunningham

R. J. Stuart

Name

GRAND TRUNK RAILWAY LITERARY & SCIENTIFIC INSTITUTE

Montreal,

January 26, 1903

James Cochrane, Esq.,

Mayor.

Dear Sir:-

We the undersigned members of the G. T. R. Literary & Scientific Institute and employes would earnestly petition the City Council to resist the proposal to amend the clauses 530, 546, which at present protect the Mountain Park from alienation and encroachment, and beg most respectfully to protest against the entrance of any electric railway.

We consider that any such project would seriously interfere with the character of the Park as a rural resort, that it would spoil its beauty, and destroy its value to the Citizens of Montreal.

C Manning	Chief Clerk M. P. Dept G.T.
T. R. Clark	Clerk G.T.R. Co
J H Kent	Clerk G.T.R.
J. S. Smith	Clerk G.T.R.
M Hall	Clerk G.T.R.
Fred S Hamilton	Clerk G.T.R.
Jno A Duffie	Clerk G.T.R.
C E Lemmon	Clerk G.T.R.
Jas Powell	Chief Draughtsman. M. P. Dept
N. T. Dix.	Draughtsman
W. Holness.	Appr. Draughtsman.
Geo. G. Mitchell	Draughtsman.
W. A. Booth.	Draughtsman.
G Patterson	Appr. Draughtsman.
D. Semple	Draughtsman
J. Quagan	Clerk G.T.R.
L. Fontaine	Clerk G.T.R.
R Lucas	Clerk G.T.R.
Brown	Clerk G.T.R.
A. L. Olson	Clerk G.T.R.
W Buckley	Motive power office G.T.R.
J. Day	" " " "
R. Allan	Master Mechanic, "

John. O. Price.
Charles Fletting
James Dougherty
J. Marcoschi
J. Inness
Geo Thompson
R. Bothwell
A. Shotton
L. Arcouette
Geo. A. McGattie

MONTREAL, January 21st. 1896.

At a meeting of the Directors of the Montreal Street Railway Company held this day there were present

Messrs. L.J. Forget, the President, in the Chair.

James Ross

K. W. Blackwell

Lieut-Col. Henshaw

G. C. Cuningham

The question of the extension of its System into the Mount Royal Park having been referred, to, and discussed,

IT WAS RESOLVED:

THAT, in view of the opposition of the citizens to the proposed extension of the Montreal Street Railway into the Mount Royal Park, the Company should not apply to the Council for permission to construct this extension, but should request the Council to pass a Resolution declaring that it will not grant permission to any railway to build within the limits of Mount Royal Park, but, at the same time, recognizing that the prior right to build within the Park limits belongs properly to the Montreal Street Railway Company; and that the President be requested to transmit a copy of this Resolution to the City Council, with such further explanations of the Company's position as he may deem expedient.

I certify the above to be a true extract from the Minutes of the Meeting held as above.

Secretary

545

Extract meeting of directors M. S. Ry Co anent Street Ry in M. R. Pk

Presented to Council 21 Jany 1896

Presenté au Conseil

Referred to M. R. Pk

Renvoyé à

A la Cité de Montréal:-

Le comité du Parc Mont-Royal a l'honneur de faire rapport:-

Qu'il a pris en considération la question de l'établissement et de l'exploitation d'un nouveau circuit par la Compagnie du chemin de fer urbain de Montréal dans le parc Mont-Royal;

Qu'après avoir étudié avec soin toute la question,il l'a reférée à un sous-comité,qui a examiné tous les détails se rattachant à cette affaire;

Que le 16 courant,le dit sous-comité a fait rapport qu'à son avis,le nouveau circuit projeté devrait être établi, vu qu'il ne déparerait en rien les beautés du parc et permettrait au public en général de jouir d'une propriété publique, qui a coûté aux citoyens plus d'un million de dollars et qui doit être considérée comme un héritage commun;

Que le rapport du dit sous-comité a été adopté,le 16 courant,by votre comité,qui est aussi d'opinion que le dit chemin devrait être construit d'après le plan ci-joint,sous le contrôle et la surveillance de l'Inspecteur de la Cité,qui devrait être tenu de voir à ce que le moins d'arbres possible ne soient coupés pendant la construction de ce chemin;

Votre comité est aussi d'opinion que les mesures voulues devraient être prises pour que la construction du dit chemin offre toutes les garanties sous le rapport de la solidité et de la sûreté;que des plate-formes devraient être érigées à divers endroits pour permettre au public d'entrer dans les wagons et d'en sortir avec facilité;que les parties de niveau du dit chemin devraient être entourées de clôtures rustiques

rustiques,les talus recouverts de gazon et les courbes dans le rocher embellies avec des plantes grimpantes;

Votre comité recommande aussi que le réglement no.210, intitulé"Réglement concernant l'établissement et l'exploitation d'un chemin de fer électrique dans la cité de Montréal par la Compagnie de chemin de fer urbain de Montréal",soit amendé en y ajoutant les clauses nécessaires pour pourvoir à l'établissement d'un nouveau circuit devant être connu sous le nom de"Circuit du Parc Mont-Royal" ,et pour autoriser la dite compagnie à faire circuler ses wagons dans cette partie du parc indiquée sur le plan ci-annexé,pendant les mois d'été,à certaines heures,qui pourront être changées par le conseil,mais qui,pour le moment,seront d'au moins de 9 heures du matin au coucher du soleil,et au moins toutes les demi heures,lorsque le temps sera beau,-la compa nie devant être tenue de se conformer à toutes les conditions de son contrat,lorsque elles ne seront pas incompatibles avec l'arrangement spécial concernant ce circuit,et aussi de payer à la cité un bonus sur les recettes réalisées sur ce circuit;

Votre comité a aussi pris en considération la question de permettre à la compagnie d'exiger un prix de passage additionnel sur le dit circuit,mais il n'en est arrivé à aucune conclusion à ce sujet,laissant au conseil à décider cette question.

Le tout,etc.

Chambre du comité,
Hôtel de Ville,
Montréal,16 janvier 1896 .

To the City of Montreal:-

The Mount-Royal Park Committee respectfully

Report:-

That they have considered the question of the establishment and operation of a new circuit by the Montreal Street Railway Company in Mount-Royal Park;

That after having carefully considered the whole question, they referred the matter to a Sub-Committee, who examined all the details in connection with the matter;

That on the 13th. inst., said Sub-Committee reported that in their opinion, the proposed new circuit should be established inasmuch as it would in nowise disparage the beauties of the Park, and would afford the public generally an opportunity to enjoy alike a public property, which has cost the citizens over a million dollars, and which must be considered as a common inheritance;

That the report of said Sub-Committee was adopted, on the 16th. inst., by your Committee, who are also of opinion that the said road should be constructed according to the plan hereunto annexed, under the control and supervision of the City Surveyor, who should be held to see that during the construction the least possible number of trees be cut down;

Your Committee are also of opinion that means should be taken in order that the construction of said road shall offer every guarantee in respect to solidity and safety; that platforms should be erected at different places in order to give passangers easy access and egress to and from the cars; that the level parts of the road should be enclosed with rustic fences, the slopes sodded and the rock curves embellished with climbing plants;

Your Committee also recommend that By-Law no.210,entitled"By-Law concerning the establishment and operation of an Electric Railway in the City of Montreal by the Montreal Street Railway Company",be amended by adding thereto the necessary clauses to provide for the establishment of a new circuit to be known as "The Mount Royal Park Circuit" and to authorize the said Company to run their cars over that part of the Park as shown on the plan hereunto annexed,during the summer months,at certain hours,which may be changed by the Council,butwhich,for the present,shall be at least from 9 o'clock a.m.to susset,at least every half hour in fine weather,-the Company being bound to comply with all the conditions of their contract,when not inconsistent with the special arrangement concerning this circuit,and also to pay the City a bonus based upon the receipts from said circuit;

Your Committee have also considered the question of allowing the Company to charge an additional fare for said circuit,but have come to no decision in that respect,leaving the matter to be decided by the Council.

The whole,etc.

Committee Room,
City Hall,
Montreal,16th.January 1896.

Aux membres du comité du Parc Mont-Royal.

Messieurs,

Votre sous-comité nommé pour mettre à l'étude le projet de permettre à la Compagnie des tramways de Montréal de construire et mettre en opération un nouveau circuit de son chemin sur le parc de la Montagne, a l'honneur da faire rapport:

Qu'après avoir considéré avec soin toute la question, avoir pris communication de tous les documents et requêtes sur le sujet, avoir entendu les délégations pour et contre le projet et avoir visité l'endroit où le tracé du dit circuit a été ~~tracé~~ fixé, et après avoir mûrement délibéré, a constaté:-

Que d'après le plan annexé, la compagnie se propose de construire cette partie de chemin depuis un point sur l'Avenue du Parc, situé à au-delà de mille pieds plus en haut que de la route par où les voitures et les piétons se rendent au parc, pour de là le dit chemin se diriger en passant par le bas du ~~flanc~~ flanc de la montagne, jusqu'à un point situé à à peu près 500 pieds en arrière de la résidence du surintendant du parc Mont-Royal;

Que le tracé fait pour une double voie, qui doit être suivi par la compagnie des tramways ne dérange en rien les routes ou chemins du parc, la seule intersection se trouvant au chemin du cimétière protestant;

Que ce chemin une fois fait et construit se trouvera pratiquement caché à la vue de ceux qui fréquentent les routes et chemins du parc, et qu'il passera dans un endroit très peu fréquenté par le public;

Que l'établissement de ce chemin ne déparera en aucune

aucune facon les beautés du parc,et s'il est construit selon les recommendations de l'Inspecteur de la Cité,ne pourra pas constituer un danger pour les citoyens visitant le parc;

Que ce chemin offrira aux habitants de la cité l'avantage de pouvoir en plus grand nombre visiter économiquement ce parc,qui a coûté plusieurs millions,et qui jusqu'à présent est resté presqu'~~entièrement~~ inconnu à la plus grande partie de la population;

Qu'au moyen de ce chemin,l'accès des deux cimétières sera facile et à bon marché;

Que les objections qui ont été présentées à votre sous-comité ne viennent pas de la plus grande masse de la population,qui est favorable au projet,ainsi que le démontre la requête signée par au-delà de 11,000 citoyens et la résolution de la Chambre de Commerce Francaise,ainsi que les résolutions prises par différentes associations ouvrières;

Qu'il est donc de l'intérêt des citoyens de Montréal, qui doivent tous jouir également d'une propriété publique publique,qui est l'héritage commun de tous,que ce nouveau circuit soit établi sous le plus court délai possible;

Que ce dit chemin devra être construit d'après le plan ci-dessus mentionné,sous le contrôle et la surveillance de l'Inspecteur de la Cité,et que ce dernier devra voir à ce que durant sa construction le moins d'arbres possible ne soient détruits;

Que la dite construction devra offrir toute la solidité requise;que des plate-formes devront être établies à différents endroits pour permettre au public de monter et descendre facilement des voitures de la compagnie;que les parties du dit chemin qui se trouvent de niveau devront être entourées de clôtures rustiques et que les talus des parties du dit chemin

qui se trouvent exhaussées devront être recouvertes de gazon et les coupes dans les rochers garnies de plantes grimpantes;

Votre sous-comité recommande donc respectueusement:-

Que le réglement no.210,intitulé"Réglement concernant l'établissement et la mise en opération d'un chemin de fer à passagers électrique,dans la cité de Montréal,par la compagnie des tramways de Montréal",soit amendé en ajoutant les clauses nécessaires pour l'établissement d'un nouveau circuit appelé" le circuit du parc de la montagne",autorisant la compagnie susdite à faire circuler ses voitures dans la dite partie du parc de la montagne,ci-dessus décrite,durant les mois d'été,à des heures que le conseil pourra modifier,mai qui,pour le présent, devront être au moins depuis 9 heures du matin jusqu'au coucher du soleil,au moins toutes les demi-heures pendant les journées de beau temps,-le prix du passage devant être le prix fixé par le dit réglement pour ce district distinct et pour lequel il n'y aura pas de correspondances .La compagnie devant être soumise à toutes les conditions de son contrat en autant qu'elles ne seront pas incompatibles avec l'arrangement spécial concernant ce circuit.La compagnie étant tenue de payer le bonus sur les recettes provenant de cette exploitation .

Le tout,etc.

Chambre du comité,
Hôtel de ville,
Montréal,13 janvier 1896.

H. Dufort
Président

To the Chairman and Members of the
Mount Royal Park Committee:

Gentlemen:-

Your sub-Committee appointed to examine and report on the question of allowing the Montreal Street Railway company to construct and operate a new circuit of their system in Mount Royal Park, respectfully report:-

That after having carefully considered the whole question, taken communication of all the documents and petitions connected with the matter, heard the delegations for and against the scheme and visited the proposed route or tracé of the circuit and duly deliberated, is of opinion:-

That the company propose to establish their route from a point on Park avenue about 1000 ft above the carriage way to the park, and from there to run along the ~~brow~~ slope of the mountain to a point about 500 ft in rear of the dwelling of the superintedent.

That the tracé which has been laid out for a double road shall in no-wise interfere with the park routes or roads the only intersection being at the road leading to the protestant cemetery.

That the road when constructed shall practically be concealed from the view of those who will frequent the park roads, inasmuch as it will pass in a part of the park not much frequented by the public.

That the establishment of the road shall in no-wise disparage the beauties of the parkand if constructed according to the instructions of the City Surveyor cannot be considered dangerous for the citizens visiting the park.

That the road will afford the inhabitants of the city the advantage of being able to visit the park in great numbers with economy and enjoy the beauties of a public resort which has cost the citizens millions of dollars and which until now has not been visited by the greater part of the population.

That by means of the proposed road , access to the park will become easy and cheap.

That the objections which were laid before your sub-committee did not come from the great mass of the population which is in favor of the scheme, as is shown by the petition signed by over 11.000 citizens and the resolution of the Chambre de Commerce Francaise,as well as the resolutions adopted by the different labor organisations.

That it is therefore in the interest of the citizens of Montreal, who must all enjoy alike a public property which can only be considered as a common inheritance, that this new circuit should be established with the least possible delay.

That the said road shall be constructed according to the above-mentioned plan, under the control and supervision of the City Surveyor, who shall be held to see that during the construction the least possible number of trees are cut down.

That said construction must offer every guarantee in respect to solidity; that platforms must be constructed at different places in order to give passengers easy access and egress to and from the cars; that the level parts of the road must be enclosed with rustic fences and that the slopes must be sodded and the rock curves embellished with climbing plants.

Your sub-Committee therefore begs to recommend:-

That By-Law No. 210 entitled: " By-Law concerning the establishment and operation of an electric railway in the City of Montreal by the Montreal Street Railway Co." be amended by adding the necessary clauses to provide for the establishment of a new circuit to be known as " The Mount Royal park circuit",and to authorize the company to run their cars over the above mentioned part of the park during the summer months, at certain hours which may be changed by the council, but, for the present, which must be at least from nine o'clock in the morning until sunset, at least every half-hour in fine weather; the fare to be that which will be fixed by said by-law for that particular circuit and for which no transfers shall be given. The company shall be bound to comply with all the conditions of its contract when not inconsistent with the special arrangement concerning this circuit, and the company shall be bound to pay the city a bonus based upon the receipts from said circuit.

Montreal, 13 Jany. 1896.

542

Rapport du Sous-Comité re Tramways dans le Parc

13 Janv 1892

Montréal, le 7 janv. 1892.

Mon cher Monsieur,

Le Sous-Comité spécial concernant les chemins de fer a pour mission de vous faire savoir que le Bureau a pris connaissance de votre requête en date du 5 courant, et qu'il vous informe que le Comité spécial ne peut pas recommander à la Cité de donner son consentement à l'opération de chemins de fer dans le Parc Lafontaine, mais qu'il est prêt à recommander à la Cité de donner son consentement à l'opération de chemins de fer dans le Parc Lafontaine, si certaines conditions de gérance, et de contrôle pour les cas d'accidents, et de protection du public, lui sont accordées.

Il est bien entendu que le Comité spécial ne peut pas se prononcer sur les conditions de gérance et de contrôle, mais qu'il est prêt à recommander à la Cité de donner son consentement à l'opération de chemins de fer dans le Parc Lafontaine, si certaines conditions de gérance et de contrôle pour les cas d'accidents, et de protection du public, lui sont accordées.

Votre dévoué serviteur,

J. Bte Rolland

Président du Sous-Comité spécial

Mr. Jos. Ouellet,
Président du Comité des Finances,
Hôtel de Ville.

Mont Royal

Une Bi-Ligne "Sio Antiflag": "Bi-Ligne Connecting Co." de Montréal Street Railway Co.

Pour sauvegarder une opération et un électric railway qui actuellement sur opération une compagnie spéciale pour les chemins de fer dans le parc Lafontaine, et qui se trouve dans le cas d'accidents, et de protection du public, lui sont accordées.

To the Chairmen and members of the Mount Royal Park Committee:—

GENTLEMEN—Your sub-committee appointed to examine and report on the question of allowing the Montreal Street Railway Company to construct and operate a new circuit of their system in Mount Royal Park, respectfully report:—

That, after having carefully considered the whole question, taken communication of all the documents and petitions connected with the matter, heard the delegations for and against the scheme, and visited the proposed route or trace of the circuit and duly deliberated, is of opinion :—

That the Company propose to establish their route from a point on Park Avenue, about 1,000 feet above the carriage way to the park, and from there to run along the slope of the Mountain to a point about 500 feet in rear of the dwelling of the superintendent.

That the trace, which has been laid out for a double road, shall in nowise interfere with the Park routes or roads, the only intersection being at the road leading to the Protestant cemetery.

That the road, when constructed, shall practically be concealed from the view of those who will frequent the Park roads, inasmuch as it will pass in a part of the Park not much frequented by the public.

That the establishment of the road shall in nowise disparage the beauties of the Park, and, if constructed according to the instructions of the City Surveyor, cannot be considered dangerous for the citizens visiting the Park.

That the road will afford the inhabitants of the city the advantage of being able to visit the park in great numbers with economy and enjoy the beauties of a public resort, which has cost the citizens millions of dollars, and which, until now, has not been visited by the greater part of the population.

That, by means of the proposed road, access to the park will become easy and cheap.

That the objections which were laid before your sub-committee did not come from the great mass of the population, which is in favor of the scheme, as is shown by the petition, signed by over 11,000 citizens, and the resolution of the Chambre de Commerce Francaise, as well as the resolutions adopted by the different labor organizations.

That it is, therefore, in the interest of the citizens of Montreal, who must all enjoy, alike, a public property, which can only be considered as a common inheritance, that this new circuit should be established with the least possible delay.

That the said road shall be constructed according to the above mentioned plan, under the control and supervision of the City Surveyor, who shall be held to see that, during the construction, the least possible number of trees are cut down.

That said construction must offer every guarantee in respect to solidity; that platforms must be constructed at different places in order to give passengers easy access and egress to and from the cars; that the level parts of the road must be enclosed with rustic fences, and that the slopes must be sodded, and the rock curves embellished with climbing plants.

Your sub-committee, therefore, begs to recommend:—

That By-law No. 210, entitled: "By-law concerning the establishment and operation of an electric railway in the City of Montreal, by the Montreal Street Railway Company," be amended, by adding the necessary clauses to provide for the establishment of a new circuit, to be known as "The Mount Royal Park Circuit," and to authorize the Company to run their cars over the above mentioned part of the Park during the summer months, at certain hours, which may be changed by the Council, but, for the present, which must be, at least, from nine o'clock in the morning until sunset, at least every half hour in fine weather; the fare to be that which will be fixed by said by-law for that particular circuit, and for which no transfers shall be given. The company shall be bound to comply with all the conditions of its contract, when not inconsistent with the special arrangement concerning this circuit, and the company shall be bound to pay the city a bonus, based upon the receipts from said circuit.

Montreal, 13th January, 1896.

EXTRACT

From the Minutes of a Meeting of the Road Committee

Held on the 25 Jan 1895

Resolved

That the petition of the Montreal Street Ry. Co., for permission to put a survey party into Mount Royal Park to make an accurate survey of the route for proposed line to the Lookout, be referred to the Mount Royal Park Committee with the Plan of the Montreal Park & Island Ry. proposed loop line to same point, with a recommendation that the Montreal Street Ry. be allowed to make the desired survey.

(Certified)

Mount Royal Park Comtee

A. Coombe
acting City Clerk

GRANVILLE C. CUNINGHAM.
MANAGER & CHIEF ENGINEER.

Montreal Street Railway Co.

Montreal 24 JANUARY 1895.

To,

The ROAD COMMITTEE of the CITY of MONTREAL,

CITY HALL.

GENTLEMEN:-

The Montreal Street Railway Company is desirous of having an access to the Mt.Royal Park, so as to carry the citizens up to the Look-out and other parts of the Park. I submit a sketch plan showing a route by which the track would be carried round the East side of the Mountain, giving most ready access to both the Cemeteries and would not interfere with any of the drives. There would be some heavy rock work on the route and a tunnel through the Eastern spur of the Mountain, about 350 feet in length.

I beg to request from your honourable Committee permission to put a survey party into the Park, to make an accurate survey of the proposed route, so as to ascertain the cost of the undertaking and in what manner the difficulties can be best overcome in the event of this Company receiving the permission of the City to construct a line here.

Yours truly,

Granville C. Cuningham

Manager & Chief Engineer.

Subject Application to lay track on Mount Royal Park.

City Surveyor's Office,
Montreal, Dec.5th. 1895

TO THE CHAIRMAN

AND MEMBERS OF THE ROAD COMMITTEE.

GENTLEMEN:,

I beg to report upon the application of the Montreal Street Railway Co.to lay a track on Mount Royal Park,from Park Avenue to a place behind the Park Rangers House,as more fully shown on the accompanying plan. I have been over the route and find that the line they have suggested would not interfere with any of the road--ways in the Park,the only crossing that they would make would be at the intersection of the Drive and the Cemetery Road. The route pro--posed will be practically hidden from view in a part of the Park not generally used by the public.

Should the Council decide to give the Company the right to make this extension,I would suggest that the overhead system be supported with iron centre bracketed poles,that the earth on the embankment and in in the cuts,be sodded,and in the rock work,that vines be placed therein,and all finished to the satisfaction of the City Surveyor; that no trees be cut without the sanction of the City Surveyor,who will go over the route before any timber is cut and show what trees can be saved; that the Company shall put up a fence constructed of wire on rustic posts to the satisfaction of the City Surveyor,for the protec--tion of the public,on both sides of the track.

Yours truly,

Percival W. St George

City Surveyor.

Mont. Street Ry.
Mt Royal Park route
7 Dec 1895

O.C.
Ch. Pel + Ex

Diverses associations s'opposant à la construction d'une voie de tramways dans le parc.

X

Montreal Jan 11th/1896

To the Mayor and Aldermen
of the City of Montreal

Gentlemen

At a special meeting of the Workingwomens Protective Association. Which took place on Saturday Eve" The following resolution was unanimously adopted

Whereas - We the Workingwomens Protective Association of Montreal and vicinity representing a large majority of the female employees of this city are unable to pay canvassers for the purpose of soliciting names to a petition as has been done by a few ladies of this city who are desirous of preventing as far as possible the masses of the people from reaching the summit of the mountain. We therefore take this means of making known our wishes and urging on your honorable body the fact that in our opinion it is imperative that the said line should be built with the least possible delay so that the people who are unable to drive in carriages and who have to drag out a miserable existence in the factories, stores, Kitchens, Laundries

May have the opportunity in the evenings of reaching the top of the mountain at a moderate charge where they may be able to breathe the pure air which the Creator intended for all alike.
~~And~~
And Whereas, the above mentioned womens petition is said to contain 23 000 signatures, we are strongly convinced that the vast majority of names attached thereto have been secured by misrepresentation and as their petition asserts that the poor classes can reach the base of the mountain and that the air there is equally as good as that at the summit.
Be it resolved, that as we consider that the mountain and every part thereof belongs to the whole people and not to any section or class we call upon the City Council to use every means in their power to see that every obstacle is removed, and that steps be taken immediately to have the above mentioned line completed without delay.

Mrs Allen President
Madeline Dubois Sec

Workingwomen's Protective Association in favor of the Street Railway in the Park.

Presented to Council 13 Jany 1896
Presenté au Conseil 18

Referred to M. R. Pk
Renvoyé à .....

The Good Government Association
OF MONTREAL.

OFFICE OF THE SECRETARY.

181 St. James Street,

MONTREAL, Jan. 10th 1895

His Worship Mayor Villeneuve

City Hall.

Dear Sir,

At a general meeting of the Good Government Association held yesterday it was unanimously resolved,

"That this Association in general meeting assembled, hereby "records its protest against the proposal to extend the trolley "system into Mount Royal Park and calls upon the City Council "to refuse the franchise sought for by the Street Railway Coy. "and also to declare, by by-law or otherwise, that no single "rood of Park property shall be alienated for any purpose "whatsoever."

I am, Sir,

Yours very truly

J. Cradock Simpson

Hon. Secretary

Good Govt. Assn.
protesting against
the Street Ry.
in the Park.

Presented to Council 13 Jany 1896
Presente au Conseil 18

Referred to M. R. Pk
Renvoye a .....

MEMORANDUM re the service proposed to be given to the MOUNT ROYAL PARK by the MONTREAL STREET RAILWAY.

There would be a double track laid, from the point of junction with the Street Railway system at Park Avenue, to the termination of the Park line at the point shown on the map, near the Park Ranger's house.

The gradients have been arranged so as not to exceed 6 feet per 100, and it is expected that in construction this will be maintained. There are breaks in the grades, where pieces of level come in, so as to afford safe and convenient stopping places. The gradient of 6 feet per 100 will allow of the cars pulling trailers up the grade.

The total length of the line would be, approximately, 2 miles of double track, or 4 miles of single track.

It is not proposed to run this route during the Winter, but to close the line when Winter weather sets in and when the travel to the Park ceases. The service to the Park in the Summer time would depend largely upon the weather and the number of people going there. It is not proposed to run the cars there early in the morning or late at night, but chiefly in the hot Summer afternoons and early part of the evening, when

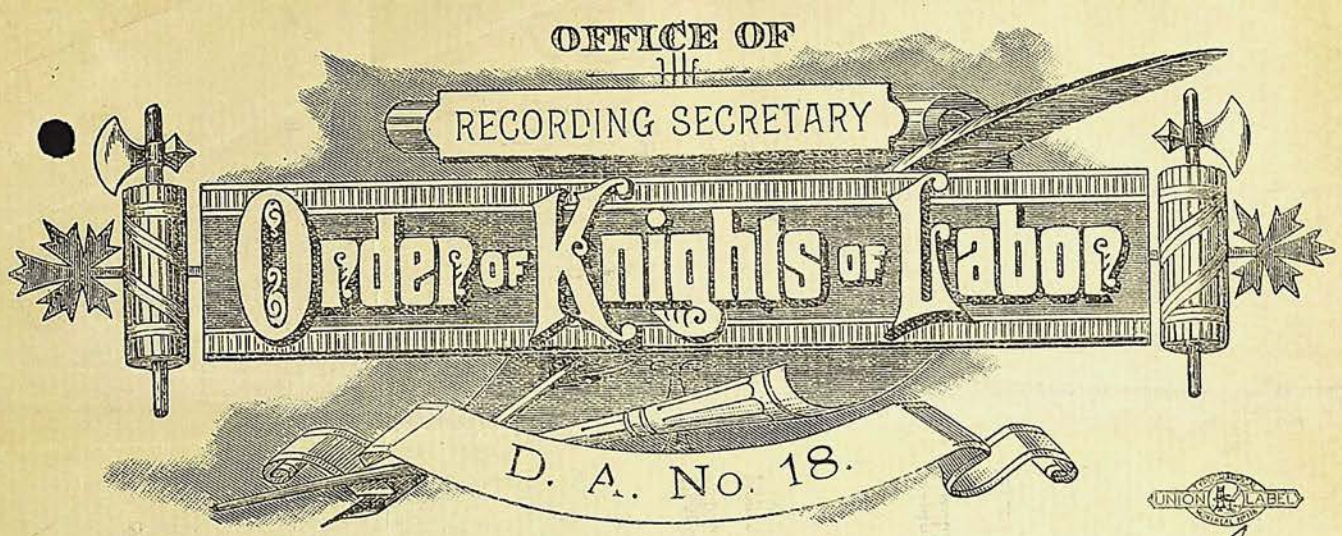
large numbers of the citizens desire to enjoy the fresh air of the Park. On special days, such as Sundays and holidays, special services might be run from various parts of the system. On ordinary days the route from Craig St.up Bleury would in all probability suffice; but of course the Company would arrange their service in order to carry the people who desired to go there. On wet days, when few people would desire to visit the Park, the service would, of course, be limited accordingly.

It is proposed that double fare be charged for conveyance in the Park.

Granville C. Cunningham

Manager & Chief Engineer,
M.S.R.CO.

MONTREAL,
9th.January, 1896.



Montreal, January 8th 1896

L. O. David Esq
City Clerk

Dear Sir

Please find copy of resolution passed at a regular meeting of this body on the above date; Lowit: Resolved- That this District Assembly, representing all of the English speaking Knights of Labor in the City: most emphatically protests against the granting of any more public franchises ~~to~~ or extension thereof to private corporations.

We demand that the City take steps to provide a proper, adquate, and safe means of transportation to the summit of the Mountain of this City

truly yours
R. J. Kerrigan
Rec Secty D.A. 18 K. of L.

88 St Antoine St
Montreal

Petition

Knights of Labor

opposing granting

of new franchises

to Private Cos

Presented to Council 13 Jany 1896

Presented in Council 18

Referred to M. R. PK

Renvoye a .....

662½ CRAIG STREET.

BLACK DIAMOND ASSEMBLY 1711,

Knights of Labor.

S O K of L M

In Reply to yours
Received

Montreal, Jan 5th 1896

Mr. chairmen of Park committee

At a meeting of Black Diamond assembly K of L held in their Hall 662½

The following resolution was passed
Whereas the running of cars over the mountain would be to the interest of the working classes in general that this assembly request the aldermen to vote in favor of same and any alderman voteing against the road we shall oppose him at the polls

And the following deputation was appointed to waite on the road and Park committee

S. Fitzpatrick
R. McDonald
H McCambly

MOUNT ROYAL CEMETERY COMPANY.

SECRETARY TREASURER'S OFFICE,

196 ST. JAMES STREET,

MONTREAL, 2nd January 1896

L. O. David. Esqre
City Clerk
Montreal

Dear Sir

Enclosed I beg to hand copy of the Resolutions unanimously passed at a Special Meeting of the Board of Trustees of the Mount Royal Cemetery Company referring to the proposed running of a Railway Line through the Park.

I also take the opportunity of thanking you kindly promising to have me notified when the next Meeting of the Council or Park Committee will be held - with compliment of the Season

Remain
Your Obt Servant
F Darnford
Secy Treas

Petition
Mount Royal
Cemetery Company

Presented to Council 13 Janv. 1896
Presente au Conseil 18

Referred to M. R. P. K.
Renvoye a .....

AT A ~~GENERAL~~ Special MEETING OF THE TRUSTEES OF THE MOUNT ROYAL CEMETERY COMPANY, HELD YESTERDAY AFTERNOON, IT WAS UNANIMOUSLY RESOLVED;- " THAT THE TRUSTEES OF THE MOUNT ROYAL CEMETERY, BEING THE REPRESENTATIVES OF THE VARIOUS PROTESTANT BODIES IN MONTREAL, DESIRE TO ENTER AN EMPHATIC PROTEST AGAINST THE PROPOSAL TO RUN A RAILWAY LINE THROUGH MOUNT ROYAL PARK AND NEAR THE CEMETERY BOUNDARY. THE TRUSTEES BELIEVE THAT IT IS IN THE BEST INTERESTS OF THE PUBLIC THAT THE PARK SHOULD RETAIN THOSE FEATURES OF NATURAL BEAUTY AND SECLUSION WHICH ARE ITS UNIQUE CHARM, AND THEY ARE ESPECIALLY OPPOSED TO A LINE WHICH WILL INTERFERE WITH THE REVERENT, QUIET AND SOLEMNITY SO NECESSARY IN A PLACE INTENDED FOR THE BURIAL OF THE DEAD. THEY, THEREFORE URGE MOST EARNESTLY, THAT THE CITY COUNCIL WILL NOT SANCTION ANY SCHEME WHICH WILL SACRIFICE THE NATURAL BEAUTIES OF THE PARK, OR BRING THE TROLLEY WITHIN SIGHT AND HEARING OF THOSE WHO ARE ATTENDING FUNERALS IN THE ~~CITY~~ Cemetery OR VISITINGS THE GRAVES OF THEIR RELATIVES."

IT WAS FURTHER RESOLVED, "THAT THE PRESIDENT AND SUCH MEMBERS OF THE BOARD AS CAN MAKE IT CONVENIENT TO ACCOMPANY HIM, WAIT UPON THE PARK COMMITTEE OR THE CITY COUNCIL, AND MAKE SUCH REPRESENTATIONS IN SUPPORT OF THE VIEWS INDICATED IN FOREGOING RESOLUTION."

A true copy
F Barnard
Secretary Treasurer

Montreal 2nd Dec 1895

RESOLU UNANIMEMENT

QUE les Trustees du CIMETIERE MONT ROYAL etant les Representants des differentes parties Protestantes dans Montreal desirent prendre une protestation Emphatique contre le propose d'une ligne de tramway au parc Mont Royal et pres des bornes du Cimetiere. Les Trustees croient que il est dans l'interet du public que le Parc devrait retenir sa beauty naturelle et sa seclusion qui sont ses charmes uniques; et ils sont specialment oppose a une ligne, qui derangerait la tranquilite reverende, et la solemnite si necessaires dans une place servant comme lieux de sepulture. Ils desirent alors, que le Conseil de la Ville, ne sanctionne aucun procede qui sacrifira les beautes naturelles du parc, ou en amenant le Trolley pres de la vue et de l'ouie de ceux qui suivent les ceremonies funeraires ou ceux qui visitent la tombe de leurs parents ou de leurs amis.

IL EST ENCORE RESOLU

QUE le President ainsi que certains membres qui pouront l'accompagnier, attendront le Comite du Conseil de Ville et ferront leurs representations en support des vues indiquees dans la resolution ci-dessus.

P O R T E.

MONTREAL,

31 Decembre, 1895.

COMPAGNIE DU CEMETIERE MONT ROYAL.

Français

OFFICE OF

L. A. 525,

Order of Knights of Labor

CARTERS & FREIGHT-HANDLERS.

TYPOGRAPHICAL UNION LABEL MONTREAL No 176

Montreal, 31st Dec 1895

At a regular meeting of the above Assembly held in their hall 280 Richmond st. the following resolution was unanimously adopted viz:-

That this Assembly strongly protest against any rights or previliges to any Company in spoiling Mount Royal Park by the introduction of electric, steam, or any Railway scheme that would endanger the lives of the citizens, or destroy the only place of recreation open to workingmen be it further resolved that a copy of this resolution be sent to the press and also to W J Torrance.

By order.

546.

L. a. 525 R. of L.
N. S. Ry. in
Park.

Presented to Council 21 Janv 1896
Presente au Conseil 18

Referred to M. R. P.
Renvoye a .....

NATURAL HISTORY SOCIETY MONTREAL CORPORATED 1832

"Tandem fit Surculus Arbor"

Museum: 32 University Street.

HIS EXCELLENCY THE GOVERNOR-GENERAL, PATRON
SIR J. W. DAWSON, L.L.D., F.R.S., F.R.S.C., HON. PRESIDENT

Montreal, December 31st, 1895

L. O. David Esq
City Clerk of Montreal:

Dear Mr. Clerk,

Enclosed please find the petition of the Council of the Natural History Society of Montreal re the projected Rolling line up the mountain, which I have to ask you to be so good as place before the Mayor and Council, to whom it is addressed.

May I also ask your acceptance of the accompanying volume, of which I made mention on the occasion of an interesting conversation some months ago. Having yourself made no inconsiderable contributions to the literature of our common country, you may find something in this bulky volume, which has aimed at preserving some passages in the past story of our city, to interest you.

Believe me,

Yours with high respect,

Robt. Bell

Petition
Natural History
Society

Presented to Council 13 Janv 1896
Presente au Conseil 18

Referred to M. R. PK
Renvoye a .....

TO THE MAYOR AND ALDERMEN OF THE CITY OF MONTREAL, IN COUNCIL ASSEMBLED:

THE PETITION of the undersigned, representing the Council of the NATURAL HISTORY SOCIETY of MONTREAL, humbly sheweth;

THAT your petitioners have heard with consternation of the proposal by the City Passenger Railway Company to construct a Trolley Line to the top of Mount Royal Park;

THAT the Citizens of Montreal have near their doors, in their Park, materials for the study of nature which might well be the envy of the rest of the world, and which with the passing of years as the destruction of the forests of the district, on private properties, goes on, will increase in value for scientific purposes;

THAT the trees, shrubs and plants, which now adorn the slopes of the mountain and crown its brow, have been the production of ages, and, if once destroyed, they cannot be reproduced;

THAT the surveyed line, if it purposely aimed at destroying the most precious portion of the Park, could not have done it more effectually, much of the most thickly wooded sections of the mountain's side, in which the primitive Flora of the district and the rarer forms of life find shelter, being marked out for slaughter by the Surveyors' stakes;

THAT your petitioners are deeply concerned for the preservation of the integrity of the Park, as a heritage of beauty and instruction for the Citizens of Montreal for all time, its rare value becoming more appreciated with the advance of education and the multiplication of schools and colleges in the City;

THAT the destruction of a very large area of the people's pleasure ground is involved in the tortuous windings of the surveyed line, which zigzags up the Northwestern spur of the mountain;

THAT the line traverses, before it reaches the hill, one of the most beautiful and most frequented portions of the Park, crossing the popular footpath by which the majority of pedestrians reach Mount Royal Cemetery;

THAT the proposed line invades the basky dells and secluded nooks, which are greatly resorted to by family parties on hot summer days, spoiling some of the most admired and picturesque points of our lovely mountain retreat;

THAT the pretence that the line is projected in the interests of the poorer Citizens is a hollow one, no one needing to be told that it is the pedestrian, whether poor or rich, who wends his way up the mountain, that has the best of it, in pursuit of health or pleasure,-that the bulk of the people who frequent the Park it would be a questionable benefit, even if the Railway Company offered them a free ride to the top of the mountain, as they would miss the exhilarating exercise of mountain climbing,-while, as to the aged and feeble, the present Incline Railway provides every facility needed for conveying them to the mountain top;

(PETITION Continued)

THAT the Council, as the guardian of the people's rights and interests, as opposed to those of the corporation that now seeks to despoil the Park, while refusing to allow the Company to make any further invasion of the people's property on the Park Avenue side, ought to insist upon the Company's fulfilling its obligations to the public, by affording them facilities for reaching the Park in other directions;

FOR all these reasons and others that might be urged, your petitioners most earnestly protest against any spoliation of one of the noblest popular resorts in the world;

AND your petitioners will ever pray;

Montreal, December 26th, 1895.

W. Sumner
Chairman of Council

J. Wm Dawson, R.C.B. C.M.G. &c
Hony President

Robert Campbell, D.D.M.A. President, Stat. Bo. &c

John D. Shearer 1st Vice " " " "

B.J. Harrington, M.A., Ph.D.

John R. Robertson

R. Wurtele: V. P.

J. Stimson Brown

W. M. Hughes

J. H. Joseph

Edward T. Chambers.

Chas. S. Phillips Rec. Sec.

J. W. Stirling M.D. &c

Edgar Judge

Frank D. Adams Ph.D.

Jas Carmichael

Jas Gardner - Member of Council

Jonathan Hodgson

Geo R Rowe

W. Drysdale

E. P. Rotherell

E. B. Greenshields

James Morgan

James Stewart M.D.

Joseph Bermose

W. C. McDonald

Hugh Allan

James Slessor

James Johnston

A. L. Lockerby

T. Silverman

E. H. Greene

EXTRACT

From the Minutes of a Meeting of the Road Committee

Held on the 16 Dec 1895

Resolved

That the report of the City Surveyor on the proposed extension of the Montreal Street Ry. line through Mount Royal Park with plans be referred to the Mount Royal Park Committee.

(Certified)
L. A. David
City Clerk
P.M.

Mt Royal Park Committee

Montreal Dec 16/95

L O David. Esq. City Clerk.

Dear Sir.

Dominion Assembly 2436. Knights of Labor respectfully request that you will inform the proper Committee or City Council that they as Citizens of Montreal are very much opposed to the granting to any Company or Corporation the power to run any cars upon the Mountain park farther than is being done at present. Believing as this assembly do that it will spoil the park as a place of rest and Recreation for all future time for the Citizens in General of Montreal. hoping that the Gentlemen having this matter in hand will take Cognizance of our wishes.

I Remain
Respectfully yours.
Wm Darlington. Rec. Secretary
of Dominion Assembly of Knights of Labor

1513 Wellington Street
City

To the ~~Sub~~ Committee of the Mount Royal Park Committee.

Gentlemen

In addressing the Committee on the Question of granting a franchise to the Street Railway Co. to construct an Electric road through Mount Royal Park to the Summit, we hope, so to present our arguments, that you will make a report against the project and in favour of the petition which will be presented to the Council from the Women of Montreal.

We are told that this is the first time that the women of this City have ever made an attempt to speak with one voice on any public matter. This fact is of itself enough to shew how deeply they feel the necessity to preserve Mount Royal Park inviolate.

The chief arguments on which our petition is based have been frequently urged and never controverted. They are in brief

1st Mount Royal Park belongs to the Citizens of Montreal: our representatives have no right to give away an inch of it: indeed the present generation has no right to do so, being in this matter only trustees for posterity.

2d It was never intended that the City of Montreal, or any private

Corporation or individual, should make money out of Mount Royal Park: therefore when our representatives grant permission for any sort of commercial enterprise within its limits, they are not only forgetting their duty, but guilty of infringement of the rights of the people.

Passing from Rights to opinions and feelings:

3° We believe that the Park in its present condition is infinitely more valuable to all classes, than it would be when intersected wholly or in part by a double track; its silence and solitude invaded by the buzz of the broom-stick and the jangle of the motor-man's bell; that an electric road traversing a large portion of the Park will be exceedingly harmful, that it will imperil the lives of children, or at best, largely restrict their freedom & that it will deprive all the poorer classes of a simple and healthy pleasure. We have reason to suppose that the Company will charge an extra fare to the summit, but even if it does not, we believe that no trolly car excursion can make up to the people the loss of the opportunity to see and know nature fresh from the hand of God.

If you give us time we will show you that the vast majority of the women of Montreal are with us

For a statement of the harm that will be done to the natural beauty of the Park should the proposed scheme be carried out, we direct your attention to the petition of the Natural History Society which has already been published & can not be improved on.

We further object to the Railway in the interest of Public Morality we believe that along with it will come shows of divers sorts, pavilions of entertainment, & that the Park will no longer be a pleasant resort for the respectable multitude, or a safe one for decent women and children. This fear is not imaginary. What has happened a dozen times is likely to under precisely similar conditions to happen the thirteenth. You have only to visit the several Park & Island Road and the Back River to know that our fear is well founded.

We do not mean to imply that the amusements in these places are depraved, but only to say that their intrusion into Mount Royal Park would be destructive of the purpose for which it was originally intended.

The only answers to our arguments which we have so far heard from our representatives are

1. That the proposed line does not interfere with the Park's natural beauty.

On this point we distinctly take issue: we know the ground well and we protest that the Railway will devastate an extensive & beautiful region

2. That the line is especially intended to convey the poor, those said one alderman who have no vehicles of their own, to the Mountain top and to the Cemeteries

This argument present several curious points; It implies that the poor have no use for the mountain slopes; that these are in fact arid deserts, through which the poor must be speedily whirled, lest some evil befall them. Such an assumption is of course absurd. The slopes are charming, they are the favorite picnic grounds of thousands of women and children, and the air there is quite as pure and healthy as on the summit.

Again the argument implies that most of us, for most of us are poor, either have no legs, or are so feeble, so puny, so degenerate that the pleasure of reaching

the top of the mountain on foot is forever denied us

We are surprised that such a criticism on our physical powers should be uttered by anyone, more surprised to hear it spoken by French Canadians. Have you forgotten the proud history of your race in this country, must we remind you of the Bretonian sailors who crossed an unknown sea and planted the Lilies France on a new continent; of the soldiers and peasants who held their own against odds of winters snow and summers sun, and constant attack of savage enemies, of the dauntless pioneers who following those Jesuit fathers, become immortal by their virtues and their courage, carried the cross and the Fleur de Lys from Gaspe to Lake Superior

To say that the descendants of heros absolutely need or generally want a trolley car to transport them from Fletcher's field, either to the top of the mountain or the graves of their dead is worse than criticism — it is slander.

In conclusion we wished inform you that this movement of the women for the preservation of the Park was initiated only a fortnight ago, that since then it has been endorsed

by the Woman Council - the Y.W.C.A. and many working-girls clubs; and that the petition is now being signed by hundreds of women daily in every quarter of the city.

We trust you will give our argument your most careful consideration.

A. M. Lugan.
Sub. Com - W.P.P.U.
G. E. Drummond
M. D. Hingston
B. Jett.
C. O. Cox
Annie Clouston.
A. B. Rattat.
B. P. Stevenson

Montreal 30th Dec. 95

The Montreal Board of Trade.

Montreal,

TO HIS WORSHIP THE MAYOR

AND THE ALDERMEN OF

THE CITY OF MONTREAL:

THE MEMORIAL OF THE COUNCIL OF THE MONTREAL BOARD OF TRADE,

Respectfully sheweth,

That your Memorialists having learned of the proposed extension of the Electric Car service of the City Passenger Railway Company into the Mountain Park, beg to renew as follows their urgent protests of 18th February, 1895, against the construction of any railways in that park,-

That the presence of a railway of any kind in the Mountain Park would mar its beauty and disturb the quiet so necessary to the enjoyment of those who frequent it, and moreover, if constructed to run on the level, it would be dangerous to that large class of citizens who regularly resort thither with their children, and largely spoil the Park as a place for driving and pedestrian exercise and recreation,-

That, so far as your Memorialists are aware, there is no precedent in any part of the world for a railway in a public park; indeed it is obvious that there is a universal opinion that such means of conveyance have no place in recreation grounds for the people, for while numerous facilities for the speedy and comfortable transportation of multitudes are generally provided to parks and pleasure grounds, all such stop at the entrances thereof and the beauty, repose, and safety of these places are thus left undisturbed,-

That your Memorialists are not unmindful of the circumstance that the high elevation of a large part of the Mountain Park renders desirable some method of transportation thereto, and that as it is largely frequented by that section of the citizens whose means are limited, cheapness is most desirable, but it is submitted that by the connection of the street railway system with the Incline Railway, access to the upper portion of the Park could easily be obtained,-

Wherefore your Memorialists do most earnestly urge your honourable Corporation , as the guardians of the Mountain Park, not to permit the construction of the proposed extension of the City Passenger Railway within its limits, and to be vigilant in preserving unimpaired the beauty and peacefulness of our picturesque and unique public park.

Signed on behalf of the Council of The Montreal Board of Trade.

Jas. A. Lawder
President.

Geo. Hadrill
Secretary.

Montreal Dec. 21st, 1895.

Memorial
of
Council of Board of
Trade

Presented to Council 3 Dec 18 98
Presente au Conseil 18

Referred to M. R. Park Co
Renvoye a .....

M R P.

Superficie du Parc
510 arpe

LA CHAMBRE DE COMMERCE

Assemblée du Conseil

Vendredi, 8 Mars 1895.

Présidence de Mr. H. Laporte,

Après délibération:-----

CONSIDERANT que le Parc de la montagne a coûté et coûte encore à la municipalité, pour son entretien, des sommes énormes sans que les contribuables puissent en jouir en raison de son éloignement et de son élévation audessus du niveau de la ville;

RESOLU:- Que cette Chambre favorise le projet d'un tramway électrique qui en rendrait l'accès facile à la masse de la population, tout en ne gênant en rien la circulation des équipages et prie le Conseil de ville de vouloir bien aussitôt que possible permettre cette amélioration sous la direction de l'ingénieur des travaux publics.

Pour copie conforme.

Le Secrétaire
S. Coté

Petition

Chambre de Commerce

re Chemin de fer électrique

au parc de la Montagne

Presented to Council 25 March 1895

Presente au Conseil 18

Referred to ~~Special~~ Mt Royal Park

Renvoye a ....

X

CHAMBRE DE COMMERCE.

A l'assemblée du 8 Mars 1895, la résolution qui suit fut adoptée:-

CONSIDERANT que le Parc de la Montagne a coûté et coûte encore à la municipalité, pour son entretien, des sommes énormes sans que les contribuables puissent en jouir en raison de son éloignement et de son élévation au-dessus du niveau de la ville.

RESOLU:- Que cette Chambre favorise le projet d'un tramway électrique qui en rendrait l'accès facile à la masse de la population tout en ne génant en rien la circulation des équipages et des piétons et prie le conseil de ville de Montréal de bien vouloir aussitôt que possible permettre cette amélioration sous la direction de l'ingénieur de la cité.

H. Laporte
Président

Chambre de Commerce
de la Cité & du dist
de Montréal en faveur
d'un tramway Electrique
dans le Parc M. Royal

Presented to Council.....13
Presente au Conseil 4 Mar. 1895

Referred to.....
Renvoye a Pc. M. Royal.

Montreal Feb 21st 95

To The City Council.
City Hall.

Gentlemen. At the last regular meeting of Fraternity Assembly, 1035 K of L. The following resolution were adopted, and I have been instructed to forward a copy of the same to your Honorable body.

1st Resolved. That this assembly of the K of L. enters the protest of the members thereof against the city council. granting any license or charter to any company or individuals to operate railways on Mount Royal Park.

2nd Resolved. that this assembly of the K of L. strongly urge the city council to take steps to manufacture and supply the City

with gas. for lighting & heating purposes, believing that the time has now arrived when it would be to the advantage of the citizens to manufacture and suply their own gas.

3rd Resolved that this assembly strongly protest, against any amendment of the city's by-laws that would allow barber shops either in hotels or elsewhere to be open on Sundays.

Hoping your Honorable body will give these resolutions your serious consideration

I remain
Fraternaly Yours
A. J. McCracken
Rec. Secr.

Knights of Labor
re Railways on the
Mont Royal Park

Presented to Council 25 feby 1895
Presented to Council 19

Referred to Mr Royal Park
Renvoye a .....

Bureau de commerce de Montréal.

A son honneur le maire,

et aux échevins de la cité de Montréal.

Mémoire du conseil du bureau de commerce de Montréal.

Nous sommes alarmés des efforts qui sont faits par certaines compagnies de chemins de fer électriques pour étendre leurs lignes jusque sur le parc de la montagne;

La présence d'un chemin de fer quelconque sur le parc de la montagne le déparerait et troublerait le repos que recherchent ceux qui le fréquentent. En outre, si un chemin de fer était construit de manière à circuler de niveau, il serait dangereux pour cette classe considérable de citoyens qui se rendent régulièrement au parc avec leurs enfants, et gâterait le dit parc comme lieu de promenade en voiture et comme endroit d'exercice et d'amusement.

Si nous sommes bien informés, en aucune partie du monde il n'existe de de chemin de fer dans un parc public. Partout, les lignes de chemin de fer qui facilitent l'accès des parcs s'arrêtent aux entrées de ces parcs.

Nous savons parfaitement qu'une partie considérable du parc de la montagne est fort élevée et qu'il est à propos de permettre aux citoyens, dont la majorité ont des ressources limitées, d'y pénétrer à bon marché; mais il suffirait pour cela que le chemin de fer urbain fût raccordé avec le chemin de fer incliné.

Nous prions donc le maire et les membres du conseil municipal de ne pas permettre la construction d'un chemin de

fer électrique ou autre dans les limites du parc de la montagne et de conserver intacts la beauté et le pittoresque de notre unique parc public.

Signé-Jas.A.Cantlie,

président,

Geo.Hadrill,

secrétaire,

Signé au nom du conseil de commerce de Montréal.

Montréal,18 février 1895.

The Montreal Board of Trade.

Montreal,

TO HIS WORSHIP THE MAYOR
AND THE ALDERMEN
OF THE CITY OF MONTREAL.

THE MEMORIAL OF THE COUNCIL OF THE MONTREAL BOARD OF TRADE,

Respectfully Sheweth,

That your Memorialists note with alarm the efforts now being made by certain electric railway corporations to extend their lines into and about the Mountain Park,-

That the presence of a railway of any kind in the Mountain Park would mar its beauty and disturb the quiet so necessary to the enjoyment of those who frequent it, and moreover, if consructed to run on the level, it would be dangerous to that large class of citizens who regularly resort thither with their children; and largely spoil the Park as a place for driving and pedestrian exercise and recreation,-

That, so far as your Memorialists are aware, there is no precedent in any part of the world for a railway in a public park; indeed it is obvious that there is a universal opinion that such means of conveyance have no place in recreation grounds for the people, for while numerous facilities for the speedy and comfortable transportation of multitudes are generally provided to parks and pleasure grounds, all such stop at the entrances thereof and the beauty repose and safety of those places are thus left undisturbed,-

That your Memorialists are not unmindful of the circumstance that the high elevation of a large part of the Mountain Park renders desirable some method of transportation thereto, and that as it is largely frequented by that section of the citizens whose means

(are

are limited, cheapness is most desirable, but it is submitted that by the connection of the street railway system with the Incline Railway, access to the upper portion of the Park could easily be obtained , and that low rates could as well be given by that route as by the railways proposed to be constructed,-

Wherefore your Memorialists do most earnestly urge your honourable Corporation, as the guardians of the Mountain Park, not to permit the construction of an electric or other railway within its limits, and to be vigilant in preserving unimpaired the beauty and peacefulness of our picturesque and unique public park.

Jas. Cantlie

President.

Signed on behalf of the Council of The Montreal Board of Trade.

Geo. Hadrill

Secretary.

Montreal 18th February 1895.

Petition
Board of Trade
re Roy Mountain Park

Presented to Council 18 feby 1895
Presente au Conseil 18

Referred to Mr Roy de Park
Renvoye a .....

Tailors' Local Assembly 44,

Knights of Labor.

Montreal, Feb 14th 1895

To His Worship the Mayor and Aldermen of the City of Montreal.

Gentlemen. —

I am instructed by L. A. 44. Knights of Labor passed the following resolution. to protest against the attempt being made by the different street Railways of Montreal to obtain permission to run their electric roads over the Mount Royal. We think this would be pressposing on the rights of the citizens and certainly would tend to endanger the lifes of children who make the mountain their recreation ground during summer. We earnestly hope that the Aldermen of the City will refuse to grant the requests of these Companies and thus preserve the beauty and usefulness of the Mountain that all are so proud of.

I remain Yours respectfully
Submitted
F. Davis Rec. Sec. of
L. A. 44.,

R.

Sailors Assembly No. 44. K. of L. protesting against establishment of an Electric railway line in Mount Royal Park

Presented to Council 18 Feby 1895

Presente au Conseil 18

Referred to Mt Royal Park

Renvoye a .....

UNION LABEL

IN REPLY TO YOURS OF

TO

NOBLE ORDER OF THE

KNIGHTS OF LABOR.

Dominion C. A. 2436

Montreal, Feb 9th 1890 1895

To the Aldermen of the City Council.

Sirs,

Resolved that this Dominion Assembly 2436 K of L. view with alarm the proposed action of several Street Railway Companies who are seeking powers to run lines of Railway around and over Mount Royal Park; if the powers sought by these Companies are granted it will result in the destruction of the beauties of Mount-Royal that has been for ages the admiration of all, it will also endanger the lives of those who during summer make the Mountain a resort for recreation and enjoyment. And that we protest against such vandalism and confiscation of the rights of the Citizens of Montreal, and trust the Aldermen of the City Council will refuse any such powers to the Companies interested

I remain your Obedient Servant

J. Prescott
78 Wellington St
Rec. Sec. L. A 2436 Knights of Labor

Resolution of Dominion Knights of Labor against Electric Rys on Mont Royal Park

Presented to Council 11 April 1895
Presenté au Conseil 18

Referred to Mr Roy & Sally
Renvoyé à .....

Capran, Salomon, mcht, 738 Ste-Catherine E., Lx.
Chan, Wm., mcht, 718 Ste-Catherine E., L.
Chan, Joseph, merchant, 718 Ste-Catherine E., L.
Deladurantaye, André, journalier, 278 Panet, L.
Desautels, Joseph, charretier, 249 Visitation, L.
Delongchamps, Frédéric, journalier, 251 Visitation, L.
Desmarais, Alfred, mchd, 261A Visitation, L.

Milette, Leonille, agent, 706 Ste-Catherine E., L.
Ouellette, E., agent, 706 Ste-Catherine E., L.
Perrier, Hermas, surintendant, 254 Panet, L.
Piquette, Alphonse, menuisier, 256 Panet, L.
Proteau, Arthur, soldat, 93 Ste-Rose, L.
Poirier, J. M. J., agent, 241 Visitation, Px.
Quenneville, Edgar, constable, 268 Panet, L.

Montreal 28th January 1895

To
His Worship the Mayor
and
Aldermen of the City of Montreal

Gentlemen

The Petition of the
Mount Royal Park Incline Co
Ltd.
humbly sheweth

That your Petitioners who are citizens of the City of Montreal have the right for the next seven years to operate their Incline Railway on Mount Royal Park, this you are aware they have done for the past nine years to the great satisfaction of the Public generally.

That your Petitioners ask your consent to continue their

their
Railway from their present station on Fletchers field down to Park Avenue, a right they have by their agreement with the City of Montreal.

Your petitioners also request permission to construct and continue their Railway from their station on the Summit of the Mountain to the Entrance of the two Cemeteries. The whole of this work to be done to the Entire satisfaction of the Park Commissioners.

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That your petitioners would not increase the fares for Running to the Cemeteries but would only charge the same Rates as on the present Short Road.

That your petitioners would commence operations so soon as they receive permission, this would enable the Company to give employment to about One hundred and fifty men. as they have the Rails on hand.

The whole

The whole

Respectfully submitted

Mount Royal Park Incline Co
Ltd

W. J. Withall
President

W. G. Turner
Secretary-Treas.

Incline Ry Coy for leave
to continue their railway
from their present station, Jackson's
field, to Park Avenue.

Presented to Council 28 Janv 1895
Presente au Conseil 18

Referred to Mont Royal Park
Renvoye a .....

Petition 265

of John B. Wood

for leave to construct

a roller coaster Railway

on the Mount Royal Park

Presented to Council 25 April 1887

Presente au Conseil 18

Referred to Park Commissioners

Renvoye a .....

To

The Mayor and Aldermen of the City of Montreal.

The Petition of:-

John B. Wood of the said City of Montreal, Manager, respectfully represents:

1. That your Petitioner controls in the Dominion of Canada, the use of a certain patented invention known as "Thompson's Improvement on Coasting Railways" which said invention may be briefly described as follows:-

A, Railway so constructed that the Car is impelled by the force of gravity alone, without the use of steam or other artificial motive force, the rails being laid upon undulating curves in such a manner that the momentum acquired by the Car, one descent is sufficient to carry it over the summit of the succeeding curve.

The track or road bed is necessarily gradually descending and the speed alternately increased and decreased. Stations are built at

convenient distances along the line, and all Cars travel in the same direction, so that no danger from collision can arise.

2. —— That Mount Royal Park — is particularly well adapted for the application of the said invention, which may be an additional attraction to the Park and be of great benefit to the Citizens of Montreal and Visitors from other places. ——

3. — That your Petitioner is desirous of constructing a Roller Coaster Railway under the said patents, from a point at the summit of Mount Royal, thence along the brow of the Mountain, in an Easterly direction, and gradually descending the incline to a point at or nearly ~~to~~ on a line with the Exhibition Grounds, at which point an incline roadway or elevator would be constructed to raise the Cars about forty feet, and thence continuing around the said Mountain to a point at or near Peel Street Steps, where another Elevator would be constructed to return the Cars to the point of departure, the whole as will more

fully appear on reference to a plan of the said proposed Coaster Railway, herewith submitted.

4 That the length of the said Rail-way, would be about three miles, affording a complete panorama of the City and Island of Montreal with the unequalled views of the surrounding landscapes which Mount Royal offers.

Wherefore your Petitioner humbly prays That permission be granted to build and operate the said Roller-Coaster Railway, in the manner indicated in the said plan, or in such a manner and subject to such conditions as the said City Council may be pleased to impose upon your Petitioner.

And your Petitioner as in duty bound will ever pray.

Montreal 20: April 1887

John J. Wood

Brown & White:

Solicitors for Petitioner

PLANS

VM44-4-2-7_13-088

VM44-4-2-7_13-089