

Boston, Mass., May 13, 1911.

Dr. Richard C. Maclaurin,
President, Mass. Inst. of Tech.,
Boston, Mass.

Dear Sir:-

Inasmuch as persistent rumors concerning the site favored for the New Technology seem to indicate the contemplated purchase of the so-called Allston Golf Club property, I am taking the liberty of placing myself on record as unalterably opposed to this location.

If Tech is fortunate enough to be able to move, as a devoted alumnus of the Institute I should be sorely grieved to witness such a calamitous mistake as a removal to this site would be.

My reasons for making such a strong statement are based entirely on hard personal experience. Having lived in Allston between Brighton Avenue and the B. & A. R.R. for seven years (1903-1910), I have observed the development of the Allston freight yard of the above Railroad Co. from a small "dead-end" yard to the present extensive distributing yard planned for some seventy tracks, I believe.

The smoke nuisance at the site in question, which can be abated only by the complete substitution of electric traction (a most remote possibility in view of recent reports) is in itself ample cause to eliminate this location from serious consideration, if the erection of ornate buildings is contemplated.

The excessive vibration due to passing trains would surely interfere with delicate laboratory experiments.

The above objections while serious do not compare with the noise. Bad during the day, at night and particularly after midnight

the noise due to the incoming and outgoing freight trains, together with the classification of cars with the aid of from three to six switch engines becomes intolerable.

I moved my family from Allston to get if possible some refreshing sleep. In case the new Tech is to include buildings where students are expected to study and sleep, I can assure you that any site between Commonwealth, Brighton and Harvard avenues and the B. & A. R.R. is "impossible".

A casual or even critical examination of the plot in question during the day time might not make a bad impression on even the keen observer. Let him live in the district mentioned and he will quickly realize the true state of affairs.

The above statements are made only after careful deliberation and it is needless to say that the writer has no interest in the matter other than the best interests of his Alma Mater.

My realization of the unsuitableness of the Allston Golf Club site is so keen that I have felt impelled to do what little I may to prevent a misstep at this critical time in the Institute's career. Let Tech by all means remain in her present location rather than remove to a site that must surely prove an eternal curse.

Very truly yours,

Luzerne S Cowley

Class of '97.

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Dear Mr. Cowles:

I must thank you for your letter with reference to the Allston Golf Club property as a possible location for the Institute.

Yours sincerely,

May 15, 1911.

Mr. Luzerne S. Cowles,
101 Milk Street,
Boston, Mass.

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June 21, 1911.

William W. Lewis, Esq.,
49 Oak Street, Hyde Park, Mass.

Dear Lewis:

Thank you very much for your letter of the 19th.

I shall communicate your suggestions to the other members of the Site Committee, as in the consideration of the Fen site the question of filling, and also of pile foundations, will be given due weight.

Sincerely yours,

(Signed) F. R. Hart

WILLIAM W. LEWIS
M. AM. SOC. C. E.
CIVIL ENGINEER
49 OAK STREET

HYDE PARK, MASS. June 19, 1911.

Francis R. Hart
Old Colony Trust Co.

Dear Hart

In the public press I have seen that you have been appointed a member of a committee to select a site for the new institute.

I have also seen it mentioned that one of the sites being considered is in the Fens near the Harvard Medical School but that one of the problems in connection with this site is the question of filling.

It occurred to me to suggest in this connection ^{that} the city will have many thousands of cubic yards of earth to dispose of in connection with the building of the subway and tunnels that are proposed. If all three schemes are carried out there will be over 500,000 cu yds to dispose of.

The excavation from the Common in connection with the Cambridge tunnel has been carried to the Fens and used in filling a portion. Of this question of filling acts as a figure in the discussion of the problem I simply

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want to suggest that it would be wise
to look into ^{the} subject of using this surplus
excavation from the tunnels.

If I can be of any use to
you in looking into this matter further
I should be very glad.

Yours respt.

W. W. Lewis.