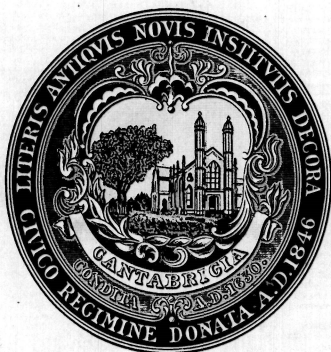




*Office of the Mayor
Cambridge Massachusetts*

Sept. 25th, 1900.

To the

Honorable the City Council of the
City of Cambridge:

The future use of the Charles River above the Cambridge Bridge, being now assured as a great Water Park in connection with our Metropolitan Park system, the bridges between Cambridge and Boston above the Harvard Bridge at some time should be constructed upon plans in harmony with the environments upon which Cambridge, Boston and the State have already expended millions of dollars.

For economical and architectural reasons each of these bridges should be constructed without a draw, and if so built would afford probably twenty-six (26) feet clear headway over the main ship channel at mean high water, conforming in this respect to the bridge now being built. This will materially affect the present grade of the approaches to the bridges, and it will be necessary to raise the same.

It seems to me wise to at once consider the adoption of measures for the establishment of such new grades while it can be done at a minimum expense and while there are but few buildings to be affected by the change in the approaches. And furth-

To the

Honorable the City Council of the
City of Cambridge.

ermore an imperative reason for definitely establishing the grades with reference to the needs of the future is the Park and boulevard construction on the river bank by the Park Department of Cambridge which is and will be intersected by the approaches, and any radical change made hereafter and not now planned for, will occasion unnecessary expense hereafter in the readjustment of the Park and boulevard grades.

It will not be necessary and perhaps not advisable, to go further at the present time than to establish the grades of the approaches in preparation for the needs of the future, which can be done at a comparatively small expense.

There are, however, two bridges above the Cambridge Bridge requiring early attention.

The Brookline Street Bridge, being much below the grade of the street upon the Boston side, and being crossed at the foot of the sharp declivity by the tracks of the Grand Junction Railway at grade, does not properly serve the locality where it is placed. The danger and the delay to traffic occasioned by the railroad crossing would be obviated by raising this bridge to the height proposed, and such change would undoubtedly result in the running of the electric cars to Boston by the way of Cottage Farms, and thus furnish a more direct route to Boston for the residents of Ward Four.

(Pg. 3.)

To the
Honorable the City Council of the
City of Cambridge.

The Boylston Street Bridge, converging at the draw, is a source of danger whenever a crowd of people congregate in the vicinity, which frequently happens.

CRAIGIE and PRISON POINT BRIDGES, on account of their defective conditions, will require the early attention of the city government.

It seems to me wise that some broad and general plan should be adopted in relation to these bridges, and that legislative authority for the construction of such bridges should be sought at the next session of the General Court. Congress having authorized the construction of one drawless bridge, the assent of the War Department ought to be readily obtained for a similar construction of bridges above.

I transmit herewith blue prints of plans made by the City Engineer of Boston, showing the proposed grades.

I would respectfully suggest the early reference of this entire subject to a Committee of the City Council.

Respectfully,

Edgar A. Campbell

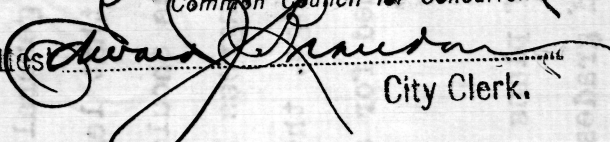
Mayor.

COMMUNICATION
from the Mayor, transmitting.
recommending repairs of
certain bridges.

Sept 25. 1900.

In Board of Aldermen
Sept. 25. 1900.
Ref'd to Committee on Engi-
neering.

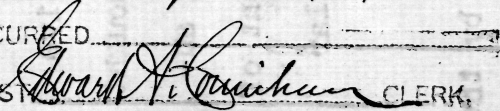
Sent to the
Common Council for Concurrence.

Attest 
City Clerk.

IN COMMON COUNCIL.

Sept. 25, 1900

CONCURRED

ATTEST  CLERK.



City of Cambridge

IN BOARD OF ALDERMEN,

December 4th, 1900.

Ordered,

That His Honor the Mayor be requested to petition to the General Court, at its next session, for legislative authority for the construction of drawless bridges across the Charles River between Cambridge and Boston, above the ^{Cambridge} ~~Long~~ Bridge, in place of the existing bridges. The same to be constructed on plans in harmony with the improvements that have been contemplated, or are now being favored by the two cities in the vicinity of the approaches to said bridges.

ADOPTED.

Sent to the
Common Council for Concurrence.

Attest

Edward A. Hanson
City Clerk.

IN COMMON COUNCIL

Dec. 4, 1900

CONCURRED

ATTEST

Edward A. Hanson
CLERK

EXECUTIVE DEPARTMENT,

Dec. 6, 1900

APPROVED,

Edgar A. Campbell
MAYOR

MAYOR'S RECORDS, VOL. 8 PAGE 146

City of Cambridge,

Dec. 5, 1900.

Presented to the Mayor
for approval.

Edward Brandon
City Clerk

Nov 4. 1900

Order
requesting the Mayor to
petition the General Court

relative to the construction of
the bridges across the
River, above the
Harvard Bridge.

also proposed.

one being located on the two sides of the street
between the two bridges. The name to be constructed on plans in
between Cambridge and Boston above the Harvard Bridge. In place
for the construction of a new bridge across the Charles River
the General Court at its next session for legislative purposes
that His Honor the Mayor be requested to petition to

December 4th 1900.

City of Cambridge



City of Cambridge

IN BOARD OF ALDERMEN,

December 4, 1900.

The Committee on City Engineering, to which was referred a communication from His Honor the Mayor of Sept. 25, 1900, relative to the proposed reconstruction of the existing bridges across the Charles River above the Harvard Bridge, and suggesting "that some broad and general plan should be adopted in relation to these bridges, and that legislative authority for the construction of such bridges should be sought at the next session of the General Court",

Reports

Recommending the adoption of the accompanying order requesting "the Mayor to petition the General Court at its next session for legislative authority for the construction of drawless bridges across the Charles River between Cambridge and Boston, above the ~~Harvard~~ ^{Cambridge} Bridge".

For the Committee,

John T. Shea

REPORT. 17

Committee on

City Engineering

*upon a communication from
the Mayor relating to the
reconstruction of certain bridges.*

See p. 1900.

Recommendation of the Council

also see

December 4, 1900.

City of Cambridge