

CITY OF CAMBRIDGE.

In Board of Aldermen, June 20th, 1893.

The Joint Standing Committee on Roads and Bridges

to which was referred the subject of the proposed widening of Harvard Street, on the northeasterly side between Quincy Street and Harvard Square,

Reports

This subject was first brought to the attention of the City Council early in the year 1890, at the suggestion of the late Mayor Gilmore, and by an order approved June 11, 1890, the Committee on Roads and Bridges was "instructed to consider the expediency of widening Harvard Street on the northeasterly side beginning at a point nearly opposite Bow Street and extending the line of such widening to Harvard Square. Said Committee to be authorized to confer with the authorities of Harvard College, and ascertain if they desire to cooperate with the City Council in the matter of such widening." The Committee of that year so far considered the subject of the proposed widening, as to obtain from the City Engineer, a plan of the same, and a communication was addressed to the President and Fellows of Harvard College, asking their cooperation in the matter. Inasmuch as the plan was not completed until August, the College being then in vacation, there was a delay until October 1, when a meeting of the College Corporation was held. At that meeting, the

subject of the widening was considered, and it was Voted, to offer to give to the City the strip of land from the College yard, needed for that purpose, as shown by the City plan of August 27, 1890, on condition that the City shall ^{lay} and maintain a smooth asphalt pavement of the best quality on Harvard Street, and the full width thereof, from Bow Street to Dunster Street: shall make no charge to the College for betterments; and shall assume all expenses to the College caused by the change."

Upon receipt of the notice of the foregoing vote, of the College authorities, the Committee held a meeting and decided that the laying of asphalt pavement would be objectionable, and voted to notify the College in reference to its proposition that "the Committee will recommend that it be accepted, the street widened, and the surface thereof macadamized." This proposition was declined by the College Corporation, in a letter dated November 10, 1890, no further action was taken in that year and the matter then went over to the City Council of 1891, during which year, although it was from time to time considered in Committee, no action was taken thereon, and at the end of the year it was again disposed of by reference to the City Council of 1892, and by it referred to the Committee on Roads and Bridges. Further correspondence was had with the College authorities upon the subject, by the Committee of 1892, and a letter was received from the Corporation, conveying information of the following vote:

At a meeting of the President and Fellows of

Harvard College, in Boston, February 29, 1892.

Voted to offer to give the City of Cambridge the strip of land from the College Yard which is needed to widen Harvard Street, as shown

by the City plan of August 27, 1890, on condition that the City shall lay on the widened Harvard Street and the full width thereof from Bow Street to Dunster Street, a smooth pavement of the same kind and at least as well made as the pavement now on Beacon Street, Boston, on the north side of the tracks between Charles Street and Arlington Street: the City to make no charge to the College for betterments, and to assume all expenses to the College caused by the change. As a quiet and clean pavement on Harvard Street is of the highest importance to the College this offer is made with the full confidence that after such a pavement has been laid it will be forever maintained by the City of Cambridge.

A true copy of record,

Attest: E. W. Hooper, Secretary.

Inasmuch as the adoption of the asphalt pavement upon the line of the proposed widening, would require the use of such pavement by the West End Railway Company, between its tracks, a letter was addressed to the Company by the Superintendent of Streets, asking for information as to the practicability of its use. The following reply was received:

West End Street Railway Company.

Boston, May 3, 1892.

E. H. Reed, Esq.,

Superintendent of Streets, Cambridge.

Dear Sir:-

Your letters respecting the use of asphalt upon our track on that part of Harvard street near Harvard Square, were duly received. It was necessary for me to consult with our practical men before making an answer, hence my delay.

It seems to be the universal opinion that asphalt pavement between our tracks would be impracticable. As doubtless you are aware, that form of pavement is very slippery for horses in the winter, - so much so that it would render the tracks practically useless in operating our cars by horse power. Also it is often necessary for us to get at the foundation of our tracks to raise and adjust the rail joints, and for other purposes; and an asphalt pavement would have to be destroyed every time we did this.

I write this with regret, for I should be glad to be accommodating if possible and reasonable: but I think that upon reflection you will agree with me that an asphalt pavement is wholly unsuitable for our business.

Very truly yours,

Henry M. Whitney, President.

Upon the receipt of this letter the Committee on Roads and Bridges, asked the College to modify its offer so far as ^{it} related to asphalt pavement. To this latter request, the Committee received the following reply:

At a meeting of the President and Fellows of
Harvard College, in Boston, May 9, 1892.

A request from the Committee on Roads and Bridges of the City of Cambridge for a modification of the offer made by the College in relation to the widening of Harvard Street was considered but not granted.

A true copy of record,

Attest: E. W. Hooper, Secretary.

No further action was taken by the Committee of the year 1892, and the matter was ultimately sent to the present City Council,

and referred to this Committee, which has recently had the same under serious consideration. In view of the lapse of time between the date of the offer of the College authorities, and the present action of your Committee thereon, it was deemed advisable to ascertain if the offer was still open for acceptance. At a meeting of the College corporation held on June 12, inst., the following vote was passed, and the same communicated to your Committee:

At a meeting of the President and Fellows of

Harvard College, in Boston February 29, 1892.

Voted to offer to give to the City of Cambridge the strip of land from the College Yard which is needed to widen Harvard Street as shown by the City plan of August 27, 1890, on condition that the City shall lay on the widened Harvard Street and the full width thereof from Bow Street to Dunster Street, a smooth pavement of the same kind and at least as well made as the pavement now on Beacon Street Boston on the north side of the tracks between Charles Street and Arlington Street: the City to make no charge to the College for betterments, and to assume all expenses to the College caused by the change. As a quiet and clean pavement on Harvard Street is of the highest importance to the College, this offer is made with the full confidence that after such a pavement has been laid it will be forever maintained by the City of Cambridge.

At a meeting of the President and Fellows of

Harvard College, in Boston June 12, 1893.

Voted to re-affirm the action taken by the Corporation on February 29, 1892, in relation to the widening of Harvard Street, and again

to notify the fact to the City of Cambridge.

A true copy of record,

Attest: E. W. Hooper, Secretary.

The previous offer of the College having been thus reaffirmed, your Committee is of the opinion that it should now be accepted. The principal objection of the West End Street Railway Company, to the use of asphalt pavement on the widened Harvard Street, that such pavement is slippery for horses in winter, is deprived of its force, so far as that Company is concerned, by the fact that the Company expects soon to discontinue the use of horses on this route, and operate its cars by electric motive power.

The following estimate of the cost of the proposed widening, has been furnished by the City Engineer:

Estimate of the cost of widening Harvard Street between Quincy Square and Harvard Square in accordance with plan dated August 1890.

A.- 600 cubic yards earth excavation - - - @ .50 - - - \$	300.00
B.- 22 Trees removed - - - - - @ \$20.00 - - - \$	440.00
C.- 885 feet, Fence reset - - - - - @ \$ 1.00 - - - \$	885.00
D.- 880 linear feet, Edgestone, reset - \$.25 - - - \$	220.00
E.-1033 square yds. Brickto paving, relaid @ .25 - - - \$	258.25
F.- 600 square yds. Granite paving, relaid @ .25 - - - \$	150.00
G.- Catch basins, Hydrant etc., removed - - - - - \$	200.00
	<u>\$ 2,453.25</u>
4200 yds. asphalt pavement laid @ \$3.50 - - - - -	<u>\$14,700.00</u>
Total estimate of cost - - - - -	<u>\$17,153.25</u>

Inasmuch as the proposition of Harvard College, before recited, presents to the City an opportunity, to make a great public improvement, the desirability of which must be apparent to all who have occasion to pass through the narrow portion of the street which this widening will relieve, - your Committee would urge that the offer to give the necessary strip of land, upon the conditions stated, be accepted. The adoption of the accompanying orders is therefore recommended, viz:-

1.-Order, making an appropriation of the sum of \$ 17,000.00 for the purpose of completing the proposed widening.

2.-Order of notice of the intention of this Board to widen Harvard Street on the northeasterly side, between a point nearly opposite Bow Street, and Harvard Square, in accordance with a plan drawn by the City Engineer, and dated August 27, 1890, the hearing thereon to take place on Tuesday September 12, at 8 1/2 o'clock P. M.

For the Committee,

Walter H. Lenz
Chairman

REPORT.
Roads and
Committee on *Bridges,*

*upon the proposed widening
of a portion of Harvard
Street.*

June 20 - 1870