

❖ CITY OF CAMBRIDGE. ❖

In Board of Aldermen, *July 28* 1889.

The Committee on *Roads and Bridges,*

to which ~~was referred the petition~~ recommitted the matter
of the proposed extension of Front Street, from the Boston
and Albany Branch Railroad to the Harbor line of
Charles River,

Reports,

Recommending the
adoption of the accompanying order for extending and
laying out said Front Street, in accordance with the
order of notice in relation to the same. Also, an
order that no compensation be allowed for the land taken
for such extension.

For the Committee

Alex. Millar

REPORT.

Committee on *Roads & Bridges*
in relation to the extension
of Freet Street from the
Boston & Albany R.R. to
the Harbor line of Charles
River.

July 23, 1889.



CITY OF
CAMBRIDGE.

IN BOARD OF MAYOR AND ALDERMEN,
July 9, 1889.

WHEREAS, in the opinion of this Board, the public necessity and convenience require that Front street should be extended and laid out as a public way from its present terminus to the Harbor line in Charles River. It is therefore hereby

ORDERED, That due notice be given to the owners of the land over which such way is proposed to be laid out, that this Board intends to lay out the street before mentioned, by taking the following described parcels of land and laying out the same as a public street or way, to wit:

Beginning at a point in the southerly location line of the Boston & Albany Branch Railroad, where the southwesterly line of Front street as widened and extended in the year 1888 intersects said location line, thence in a straight line in continuation of said southwesterly line of Front street about (175.62) one hundred seventy-five and sixty-two one hundredths feet to the tangent point of a curve, thence in a southerly direction by a curved line of (1278) twelve hundred and seventy-eight feet radius about (897.14) six hundred ninety-seven and fourteen one hundredths feet to the other tangent point of said curve; thence southerly about (599.10) five hundred ninety-nine and ten one hundredths feet to the Harbor line of Charles River, said last described line being a continuation of the westerly line of West Chester Park, as laid out by the City of Boston; thence easterly along said Harbor line about (90.26) ninety and twenty-six one hundredths feet to a point (90) ninety feet distant at right angles from the last described line; thence northerly parallel with and (90) ninety feet distant from said line in continuation of the westerly line of West Chester Park about (592.42) five hundred ninety-two and forty-two one hundredths feet to the tangent point of a curve; thence northerly by a curved line of (1368) thirteen hundred and sixty-eight feet radius parallel with and (90) ninety feet distant from the first described curve about (746.23) seven hundred forty-six and twenty-three one hundredths feet to the other tangent point of said curve, thence northerly about (146.94) one hundred forty-six and ninety-four one hundredths feet to the southerly location line of the Boston & Albany Branch Railroad at a point (90) ninety feet distant at right angles from the first described line, thence westerly along said southerly location line of the B. & A. Branch R. R. about (94.46) ninety-four and forty six one hundredths feet to the point of beginning. Containing (133.085) one hundred thirty-three thousand and eighty-five square feet, more or less, as shown on a plan drawn by William S. Barbour, City Engineer, dated November 7, 1887, and now on file in the office of the City Engineer; and that this Board will give a public hearing in relation thereto on Tuesday, the 23d day of July current, at 8 o'clock P. M.

Sent down for concurrence.
Attest: WALTER W. PIKE, City Clerk.

IN COMMON COUNCIL, July 9, 1889.
Concurred.
Attest: EDWARD N. MANNING, Clerk.

Approved, July, 10th, 1889.
HENRY H. GILMORE, Mayor.

A true copy,
Attest:

Walter W. Pike

City Clerk.

Special Assignment

July 23 - 1889

at 8 P. M.

Chester P. thence easterly along said Harbor line about (90.26) ninety and twenty-six one hundredths feet to a point (90) ninety feet distant at right angles from the last described line; thence northerly parallel with and (90) ninety feet distant from said line in continuation of the westerly line of West Chester Park about (592.42) five hundred ninety-two and forty-two one hundredths feet to the tangent point of a curve; thence northerly by a curved line of (1368) thirteen hundred and sixty-eight feet radius parallel with and (90) ninety feet distant from the first described curve about (746.23) seven hundred forty-six and twenty-three one hundredths feet to the other tangent point of said curve, thence northerly about (146.94) one hundred forty-six and ninety-four one hundredths feet to the southerly location line of the Boston & Albany Branch Railroad at a point (90) ninety feet distant at right angles from the first described line, thence westerly along said southerly location line of the B. & A. Branch R. R. about (94.46) ninety-four and forty six one hundredths feet to the point of beginning. Containing (133.085) one hundred thirty-three thousand and eighty-five square feet, more or less, as shown on a plan drawn by William S. Barbour, City Engineer, dated November 7, 1887, and now on file in the office of the City Engineer; and that this Board will give a public hearing in relation thereto on Tuesday, the 23d day of July current, at 8 o'clock P. M.

Sent down for concurrence.
Attest: WALTER W. PIKE, City Clerk.

IN COMMON COUNCIL, July 9, 1889.
Concurred.
Attest: EDWARD N. MANNING, Clerk.

Approved, July, 10th, 1889.
HENRY H. GILMORE, Mayor.

A true copy,
Attest:

Walter W. Pike

City Clerk.

❖ CITY OF CAMBRIDGE. ❖

In Board of Aldermen, June 25 1889.

The Committee on Roads and Bridges,

~~to which~~ ~~referred the petition~~ respectfully

Reports,

Recommending

the adoption of the accompanying order of notice in relation
to the extension and laying out of Front Street, from its
present terminus at the Boston & Albany Railroad crossing,
to the Harbor line in Charles River, and assigning Tuesday,
July 9th at 8 o'clock P.M. as the time for a hearing thereon.

For the Committee.
Alex. Millam

REPORT.

Committee on Roads & Bridges

rec^d? the adoption of an over
-~~of~~ ~~bridge~~ in relation to the extension
and laying out of Front Street,
for the Boston & Albany R.R.
to the Harbor line of Charles River.

June 25. 1887.

Alb. Maclean

50
① CITY OF CAMBRIDGE. ①

In Board of Aldermen, July 23. 1889,

Resolved,

~~Ordered,~~ That the public necessity and convenience require that Front Street should be extended and laid out as a public way, at the width of ninety feet, from its present terminus to the Harbor line in Charles River, the whole to be done by taking for the purpose of such extension and laying out a certain parcel of private land shown on a plan drawn by the City Engineer, dated November 7, 1887, and on file in his office, the area of land to be included in said Front Street extended and laid out as aforesaid being colored in pink on said plan. Also, that the grade of said Front Street extended and laid out as aforesaid shall be established; and that for the purpose of the aforesaid extension and laying out of said Front Street it is necessary to take and lay out as a public street or way of the City of Cambridge, the following described parcels of land, to wit:

A parcel of land, an undivided sixteen eighteenth interest belonging to the Charles River Embankment Company, a corporation organized

CITY OF CAMBRIDGE.

In Board of Aldermen,.....188

~~Ordered,~~

under the laws of this Commonwealth, and an undivided two eighths interest belonging to Charles W. Luntz, bounded as follows:

Beginning at a point in the southerly location line of the Boston and Albany Branch Railroad where the southwesterly line of Front street as widened and extended in the year 1888 intersects said location line, thence in a straight line in continuation of said southwesterly line of Front street about (175.62) one hundred seventy-five and sixty-two one hundredths feet to the tangent point of a curve, thence in a southerly direction by a curved line of (1278) twelve hundred and seventy-eight feet radius about (697.14) six hundred ninety-seven and fourteen one hundredths feet to the other tangent point of said curve; thence southerly about (599.10) five hundred ninety-nine and ten one hundredths feet to the Harbor line of Charles River, said last described line being a continuation of the westerly line of West Chester Park as laid out by the City of Boston, thence easterly along said Harbor line about (90.26) ninety and twenty six one hundredths feet to a point (90) ninety feet distant at right angles from the last described line, thence northerly parallel with and (90) ninety feet distant from said line in continuation of the westerly line of West Chester Park about (592.42) five hundred ninety-two and forty-two one hundredths feet to the tangent point of a curve, thence northerly by a curved line of (1368) thirteen hundred and sixty-eight feet radius parallel with and (90) ninety feet distant from the first described curve about (746.23) seven hundred forty-six and twenty three one hundredths feet to the other tangent point of said curve, thence northerly about (146.94) one hundred forty-six and ninety-four one hundredths feet to the southerly location line of the Boston and Albany Branch Railroad at a point (90) ninety feet distant at right angles from the first described line, thence westerly along said southerly location line of the Boston and Albany Branch Railroad about (94.46) ninety-four and forty-six one hundredths feet to the point of beginning. Containing (133,085) one hundred thirty-three thousand and eighty-five square feet, more or less,

And whereas, due notice has been given of the intention of this Board to take the said parcel of land for the purposes aforesaid, as appears by the return on the order of notice issued therefor,

It is, therefore

CITY OF CAMBRIDGE.

In Board of Aldermen, 188

Ordered, That ~~the~~ parcel of land herein before described be and the same hereby is taken and laid out as a public street or way of the City of Cambridge with the name of Front Street, or such other name as may hereafter be given to said street by the City Council of said city, - and the grade thereof is established, all according to a plan of extension and laying out, and profile of the grade made by William S. Parsons, City Engineer, dated November 7, 1887, and deposited in his office,

It is

Ordered,

That no compensation be allowed for the land so taken as aforesaid.

Order

for the extension and laying
out of Front Street from
the southerly location line of
the Boston and Albany
Branch Railroad to the
Harbor line of Charles River.

July 9. 1889.

City of Cambridge.

IN BOARD OF MAYOR AND ALDERMEN, June 25, 1889.

WHEREAS, in the opinion of this Board, the public necessity and convenience require that Front Street should be extended and laid out as a public way from its present terminus to the Harbor line in Charles River. It is therefore hereby

ORDERED, That due notice be given to the owners of the land over which such way is proposed to be laid out, that this Board intends to lay out the street before mentioned, by taking the following described parcels of land and laying out the same as a public street or way, to wit :

Beginning at a point in the southerly location line of the Boston and Albany Branch Railroad where the southwesterly line of Front street as widened and extended in the year 1888 intersects said location line, thence in a straight line in continuation of said southwesterly line of Front street about (175.62) one hundred seventy-five and sixty-two one hundredths feet to the tangent point of a curve, thence in a southerly direction by a curved line of (1278) twelve hundred and seventy-eight feet radius about (697.14) six hundred ninety-seven and fourteen one hundredths feet to the other tangent point of said curve ; thence southerly about (599.10) five hundred ninety-nine and ten one hundredths feet to the Harbor line of Charles River, said last described line being a continuation of the westerly line of West Chester Park as laid out by the City of Boston, thence easterly along said Harbor line about (90.26) ninety and twenty six one hundredths feet to a point (90) ninety feet distant at right angles from the last described line, thence northerly parallel with and (90) ninety feet distant from said line in continuation of the westerly line of West Chester Park about (592.42) five hundred ninety-two and forty-two one hundredths feet to the tangent point of a curve, thence northerly by a curved line of (1368) thirteen hundred and sixty-eight feet radius parallel with and (90) ninety feet distant from the first described curve about (746.23) seven hundred forty-six and twenty three one hundredths feet to the other tangent point of said curve, thence northerly about (146.94) one hundred forty-six and ninety-four one hundredths feet to the southerly location line of the Boston and Albany Branch Railroad at a point (90) ninety feet distant at right angles from the first described line, thence westerly along said southerly location line of the Boston and Albany Branch Railroad about (94.46) ninety-four and forty-six one hundredths feet to the point of beginning. Containing (133,085) one hundred thirty-three thousand and eighty-five square feet, more or less, and as shown on a plan drawn by William S. Barbour, City Engineer, dated November 7th, 1887, and now on file in the office of the City Engineer ; and that this Board will give a public hearing in relation thereto on **Tuesday, the ninth day of July next, at 8 o'clock P. M.**

Sent down for concurrence.

Attest :

WALTER W. PIKE, City Clerk.

In Common Council, June 25, 1889.

Coucurred.

Attest : EDWARD N. MANNING, Clerk.

June 26, 1889. Approved.

HENRY H. GILMORE, Mayor.

A true copy.

Attest :

Walter W. Pike

City Clerk.

Notice not Acroed on
One owner

Special Assignment
July 9-1889
at 8 P.M.

Front St.

CITY OF CAMBRIDGE.

In Board of Aldermen, *July 23* 1889.

The Committee on *Roads and Bridges,*

to which was ~~referred the petition~~ recommended the matter of the proposed extension and laying out of Front Street, from the present terminus of said street to the Harbor line of Charles River,

Reports,

Recommending

the adoption of the accompanying resolve and order extending and laying out said Front Street from the present terminus thereof to the Harbor line of Charles River, in accordance with the order of notice relating thereto, and as shown on a plan on file in the City Engineers office, dated Nov. 7. 1887; - no compensation to be allowed for the land taken for such extension and laying out.

For the Committee.

Alex. Millam

REPORT.

Committee on *Roads & Bridges*

recommending a resolve and
order for extending and laying
out Front Street from the
present terminus thereof to the
Harbor line of Charles River.

July 23 1889

Middlesex S.S.

Cambridge August 7th 1889.

By virtue of the within order I have given to
Fred Vianx, duly authorized agent for the Charles
River Embankment Company and to Charles H. Souther
in person a true and attested Copy of the within,
and posted upon the Bulletin Board in the City Hall
in Cambridge a true and attested Copy of the same.

Frank H. Lull
Constable of Cambridge.

CITY OF CAMBRIDGE.

In Board of Aldermen, July 23, 1889.

RESOLVED, That the public necessity and convenience require that Front street, should be extended and laid out as a public way, at the width of ninety feet, from its present terminus to the Harbor line in Charles River, the whole to be done by taking for the purpose of such extension and laying out, a certain parcel of private land shown on a plan drawn by the City Engineer, dated November 7, 1887, and on file in his office, the area of land to be included in said Front Street extended and laid out as aforesaid, being colored in pink on said plan. Also, that the grade of said Front Street extended and laid out as aforesaid shall be established; and that for the purpose of the aforesaid extension and laying out of said Front Street it is necessary to take and lay out as a public street or way of the City of Cambridge, the following described parcel of land, to wit:

A parcel of land, an undivided sixteen eighteenths interest belonging to the Charles River Embankment Company, a corporation organized under the laws of this Commonwealth, and an undivided two eighteenths interest belonging to Charles H. Souther, bounded as follows:

Beginning at a point in the southerly location line of the Boston and Albany Branch Railroad where the southwesterly line of Front street as widened and extended in the year 1888 intersects said location line, thence in a straight line in continuation of said southwesterly line of Front street about (175.62) one hundred seventy-five and sixty-two hundredths feet to the tangent point of a curve, thence in a southerly direction by a curved line of (1278) twelve hundred and seventy-eight feet radius about (697.14) six hundred ninety-seven and fourteen hundredths feet to the other tangent point of said curve; then southerly about (599.10) five hundred ninety nine and ten hundredths feet to the Harbor line of Charles River, said last described line being a continuation of the westerly line of West

CITY OF CAMBRIDGE

In Board of Aldermen, July 23, 1889.

RESOLVED, That the public necessity and convenience require that Front street, should be extended and laid out as a public way, at the width of ninety feet, from its present terminus to the Harbor line in Charles River, the whole to be done by taking for the purpose of such extension and laying out, a certain parcel of private land shown on a plan drawn by the City Engineer, dated November 7, 1887, and on file in his office, the area of land to be included in said Front Street extended and laid out as aforesaid, being colored in pink on said plan. Also, that the grade of said Front Street extended and laid out as aforesaid shall be established; and that for the purpose of the aforesaid extension and laying out of said Front Street it is necessary to take and lay out as a public street or way of the City of Cambridge, the following described parcel of land, to wit:

A parcel of land, an undivided sixteen eighteenths interest belonging to the Charles River Embankment Company, a corporation organized under the laws of this Commonwealth, and an undivided two eighteenths interest belonging to Charles H. Souther, bounded as follows:

Beginning at a point in the southerly location line of the Boston and Albany Branch Railroad where the southwesterly line of Front street as widened and extended in the year 1888 intersects said location line, thence in a straight line in continuation of said southwesterly line of Front street about (175.62) one hundred seventy-five and sixty-two hundredths feet to the tangent point of a curve, thence in a southerly direction by a curved line of (1278) twelve hundred and seventy-eight feet radius about (697.14) six hundred ninety-seven and fourteen hundredths feet to the other tangent point of said curve; then southerly about (599.10) five hundred ninety nine and ten hundredths feet to the Harbor line of Charles River, said last described line being a continuation of the westerly line of West Chester Park as laid out by the City of Boston, thence easterly along said Harbor line about (90.26) ninety and twenty-six hundredths feet to a point (90) ninety feet distant at right angles from the last described line, thence northerly parallel with and (90) ninety feet distant from said line in continuation of the westerly line of West Chester Park about (592.42) five hundred ninety two and forty-two hundredths feet to the tangent point of a curve, thence northerly by a curved line of (1368) thirteen hundred and sixty-eight feet radius parallel with and (90) ninety feet distant from the first described curve about (746.23) seven hundred forty-six and twenty three hundredths feet to the other tangent point of said curve, thence northerly about (146.94) one hundred forty six and ninety-four hundredths feet to the southerly location line of the Boston and Albany Branch Railroad at a point (90) ninety feet distant at right angles from the first described line, thence westerly along said southerly location line of the Boston and Albany Branch Railroad about (94.46) ninety-four and forty-six hundredths feet to the point of beginning. Containing (133,085) one hundred thirty-three thousand and eighty-five square feet, more or less.

AND WHEREAS, due notice has been given of the intention of this Board to take the said parcel of land for the purposes aforesaid, as appears by the return on the order of notice issued therefor. It is therefore

ORDERED, That the parcel of land herein before described be and the same hereby is taken and laid out as a public street or way of City of Cambridge with the name of Front Street, or such other name as may hereafter be given to the said street by the City Council of said city, and the grade thereof is established, all according to a plan of the aforesaid extension and laying out, and profile of the grade of said street made by William S. Barbour, City Engineer, dated November 7, 1887, and deposited in his office. It is

ORDERED, That no compensation be allowed for the land so taken as aforesaid.

IN COMMON COUNCIL

July 23 1889

Concurred.

Attest: Edward Manning Clerk.

adopted Sent down for concurrence
attest Walter W. Pike City Clerk

July 25 1889. approved
Henry V. Fichard

Resolve and Order
^{and laying out}
extending Front Street,
from the east line of the
Boston and Albany R.R.
to the Harbor line of Charles
River.

July 23 1889

Laying out Front Street from B & A. R. R. to the Bridge

In Board of Aldermen, July 23, 1889.

Resolved, That the public necessity and convenience require that Front Street should be extended and laid out as a public way, at the width of ninety feet, from its present terminus to the Harbor line in Charles River, the whole to be done by taking for the purpose of such extension and laying out, a certain parcel of private land shown on a plan drawn by the City Engineer, dated November 7, 1887, and on file in his office, the area of land to be included in said Front Street extended and laid out as aforesaid being colored in pink on said plan. Also, that the grade of said Front Street extended and laid out as aforesaid shall be established, and that for the purpose of the aforesaid extension and laying out of said Front Street it is necessary to take and lay out as a public street or way of the City of Cambridge, the following described parcel of land, to wit:

A parcel of land, an undivided sixteen eightieths interest belonging to the Charles River Embankment Company, a corporation organized under the laws of this Commonwealth, and an undivided two eightieths interest belonging to Charles H. Foster, bounded as follows:

Beginning at a point in the southerly location line of the Boston and Albany Branch Railroad where the Northwesterly

line of Front Street as widened and extended
in the year 1888 intersects said location line,
thence in a straight line in continuation
of said southwesterly line of Front Street
about (175.62) one hundred seventy-five
and sixty-two hundredths feet to the tangent
point of a curve, thence in a southerly
direction by a curved line of (1278) twelve
hundred and seventy-eight feet radius
about (597.14) six hundred ninety-seven
and fourteen hundredths feet to the other
tangent point of said curve; then southerly
about (599.10) five hundred ninety-nine
and ten hundredths feet to the Harbor
line of Charles River, said last described
line being a continuation of the westerly
line of West Chester Park as laid out by
the City of Boston, thence easterly along
said Harbor line about (90.26) ninety
and twenty-six hundredths feet to a
point (90) ninety feet distant at right
angles from the last described line,
thence northerly parallel with and (90)
ninety feet distant from said line in
continuation of the westerly line of West
Chester Park about (592.42) five hundred
ninety-two and forty-two hundredths
feet to the tangent point of a curve, thence
northerly by a curved line of (1368)
thirteen hundred and sixty-eight feet
radius parallel with and (90) ninety
feet distant from the first described

curve about (746.23) seven hundred
forty six and twenty-three hundredths
feet to the other tangent point of said
curve, thence northerly about (146.94)
one hundred forty six and ninety-four
hundredths feet to the southerly location
line of the Boston and Albany Branch
Railroad at a point (90) ninety feet
distant at right angles from the first
described line, thence westerly along
said southerly location line of the
Boston and Albany Branch Railroad
about (94.46) ninety-four and forty six
hundredths feet to the point of beginning.
Containing (133.005) one hundred thirty-
three thousand and eighty-five square
feet, more or less.

And Whereas, due notice has been
given of the intention of this Board
to take the said parcel of land for the
purposes aforesaid, as appears by the
return on the order of notice issued therefor.

It is therefore Ordered, That the
parcel of land hereinbefore described
be and the same hereby is taken
and laid out as a public street or way
of the City of Cambridge with the
name of Front Street, or such other
name as may hereafter be given to
the said street by the City Council of
said City, and the grade thereof is
established, all according to a plan of
the aforesaid extension and laying out and

profile of the grade of said street made
by William S. Barbour, City Engineer,
dated November 7, 1887, and deposited in
his office. It is

Ordered, That no compensation
be allowed for the land so taken
as aforesaid.

Railway Location on the Bridge

City of Cambridge

In Board of Aldermen, Dec. 11, 1888

Ordered,

That a location be granted to the West End Street Railway Company for its tracks, in the middle of the roadway of the Harvard Bridge, with the right to construct and maintain a double track in said roadway, the same to be in accordance with a plan of said tracks to be submitted to, and approved by the Board of Aldermen. Said company is further authorized to run its street cars over said bridge upon the aforesaid tracks.

CITY OF CAMBRIDGE.

In Board of Aldermen, Jan. 21. 1890.

~~Ordered,~~

Whereas, The City of Cambridge has within its limits taken certain lands for the purpose of widening and extending Front Street, so that it is now an avenue ninety feet in width, from the new bridge across Charles River to Main Street; and

Whereas, said city on its part has located said Front Street, between the lines laid down upon a plan on file in the Engineer's office of the City of Cambridge, dated November 7. 1887, and on its part has established the grade of said Front Street at grade 21, city grade, for nearly its entire length, and so that it will cross the tracks of the Boston and Albany Railroad at grade:

now therefore it is hereby

Ordered, That said Front Street is hereby determined to be the avenue to the bridge as required by Section one of Chapter one hundred and fifty five of the acts of 1882,

and it is further hereby

Ordered, That notice of said action on the part of this city regarding the avenue to be determined, and the location and grade of said Front Street, as said avenue, be officially communicated by the City Clerk to the City Council of the City of Boston.

adopted

IN COMMON COUNCIL,

January 21. 1890

CONCURRED

Attest Edward D. Davenport, Clerk.

Sent down for concurrence

Attest Walter W. Pike City Clerk

Jan 22 1890 approved

Henry H. Edmunds Mayor

Order

directing that notice be sent to
the City Council of Boston in
regard to the location and grade
of Front Street.

Jan 21. 1890.

Middlesex ss.

Cambridge July 2nd 1889.

By virtue of the within I have hereby notified the following named Fred H. Vianx^{and} Henry D. Hyde for the Charles River Embankment Company by giving in hand to William A. Sargent a true attested Copy of the within for each and afterwards I notified all other interested persons by posting in conspicuous places along said premises five true attested Copies of the within.

Frank H. Lull
Constable of Cambridge

The above named Sargent being
in the same office with said
Hyde^{and} Vianx

Frank H. Lull

City of Cambridge.

IN BOARD OF MAYOR AND ALDERMEN, June 25, 1889.

WHEREAS, in the opinion of this Board, the public necessity and convenience require that Front Street should be extended and laid out as a public way from its present terminus to the Harbor line in Charles River. It is therefore hereby

ORDERED, That due notice be given to the owners of the land over which such way is proposed to be laid out, that this Board intends to lay out the street before mentioned, by taking the following described parcels of land and laying out the same as a public street or way, to wit:

Beginning at a point in the southerly location line of the Boston and Albany Branch Railroad where the southwesterly line of Front street as widened and extended in the year 1888 intersects said location line, thence in a straight line in continuation of said southwesterly line of Front street about (175.62) one hundred seventy-five and sixty-two one hundredths feet to the tangent point of a curve, thence in a southerly direction by a curved line of (1278) twelve hundred and seventy-eight feet radius about (697.14) six hundred ninety-seven and fourteen one hundredths feet to the other tangent point of said curve; thence southerly about (599.10) five hundred ninety-nine and ten one hundredths feet to the Harbor line of Charles River, said last described line being a continuation of the westerly line of West Chester Park as laid out by the City of Boston, thence easterly along said Harbor line about (90.26) ninety and twenty six one hundredths feet to a point (90) ninety feet distant at right angles from the last described line, thence northerly parallel with and (90) ninety feet distant from said line in continuation of the westerly line of West Chester Park about (592.42) five hundred ninety-two and forty-two one hundredths feet to the tangent point of a curve, thence northerly by a curved line of (1368) thirteen hundred and sixty-eight feet radius parallel with and (90) ninety feet distant from the first described curve about (746.23) seven hundred forty-six and twenty three one hundredths feet to the other tangent point of said curve, thence northerly about (146.94) one hundred forty-six and ninety-four one hundredths feet to the southerly location line of the Boston and Albany Branch Railroad at a point (90) ninety feet distant at right angles from the first described line, thence westerly along said southerly location line of the Boston and Albany Branch Railroad about (94.46) ninety-four and forty-six one hundredths feet to the point of beginning. Containing (133,085) one hundred thirty-three thousand and eighty-five square feet, more or less, and as shown on a plan drawn by William S. Barbour, City Engineer, dated November 7th, 1887, and now on file in the office of the City Engineer; and that this Board will give a public hearing in relation thereto on Tuesday, the ninth day of July next, at 8 o'clock P. M.

IN COUNCIL

Concurred

Attest

Conrad Manning Clerk.

Sent down for Concurrence

attest W. H. Peto City Clerk

June 26th 1889 approved

Wm. H. Edward.

Mayor

Order of notice

in relation to the extension and
laying out of Front Street, from
the Boston and Albany Railroad
to the Harbor line of Charles River.

June 25. 1889.

Middlesex ss.

Cambridge July 16th 1889-

By virtue of the within, I have given notice of the intention of the Aldermen of the City of Cambridge to lay out ^{and extend} Front St. from its present terminus to the Harbor line in Charles River by posting a true and attested Copy of the within order in a public place in said City to wit- One Copy duly attested upon the Bulletin Board in the City Hall in said City and one other true and attested Copy upon the line of said extension and by delivering to Fred Vian a duly authorized Agent for the Charles River Embankment Co. and to Charles H. Souther in person a true attested Copy of the same -

Frank H. Lull
Constable of Cambridge

City of Cambridge.

IN BOARD OF MAYOR AND ALDERMEN, *July 9* ~~June 25~~, 1889.

WHEREAS, in the opinion of this Board, the public necessity and convenience require that Front Street should be extended and laid out as a public way from its present terminus to the Harbor line in Charles River. It is therefore hereby

ORDERED, That due notice be given to the owners of the land over which such way is proposed to be laid out, that this Board intends to lay out the street before mentioned, by taking the following described parcels of land and laying out the same as a public street or way, to wit :

Beginning at a point in the southerly location line of the Boston and Albany Branch Railroad where the southwesterly line of Front street as widened and extended in the year 1888 intersects said location line, thence in a straight line in continuation of said southwesterly line of Front street about (175.62) one hundred seventy-five and sixty-two one hundredths feet to the tangent point of a curve, thence in a southerly direction by a curved line of (1278) twelve hundred and seventy-eight feet radius about (697.14) six hundred ninety-seven and fourteen one hundredths feet to the other tangent point of said curve ; thence southerly about (599.10) five hundred ninety-nine and ten one hundredths feet to the Harbor line of Charles River, said last described line being a continuation of the westerly line of West Chester Park as laid out by the City of Boston, thence easterly along said Harbor line about (90.26) ninety and twenty six one hundredths feet to a point (90) ninety feet distant at right angles from the last described line, thence northerly parallel with and (90) ninety feet distant from said line in continuation of the westerly line of West Chester Park about (592.42) five hundred ninety-two and forty-two one hundredths feet to the tangent point of a curve, thence northerly by a curved line of (1368) thirteen hundred and sixty-eight feet radius parallel with and (90) ninety feet distant from the first described curve about (746.23) seven hundred forty-six and twenty three one hundredths feet to the other tangent point of said curve, thence northerly about (146.94) one hundred forty-six and ninety-four one hundredths feet to the southerly location line of the Boston and Albany Branch Railroad at a point (90) ninety feet distant at right angles from the first described line, thence westerly along said southerly location line of the Boston and Albany Branch Railroad about (94.46) ninety-four and forty-six one hundredths feet to the point of beginning. Containing (133,085) one hundred thirty-three thousand and eighty-five square feet, more or less, and as shown on a plan drawn by William S. Barbour, City Engineer, dated November 7th, 1887, and now on file in the office of the City Engineer ; and that this Board will give a public hearing in relation thereto on ^{twenty third} Tuesday, the ~~ninth~~ day of July ^{current} ~~next~~, at 8 o'clock P. M.

Sent down for concurrence
IN COMMON COUNCIL *attest* *Walter W. Pike City Clerk*
July 9 1889
Concurred *Edward Manning* *Clark*
July 10 1889. approved
Henry W. Pickens
Mayor

Front Street Extension

148

to Charles River

July 23 - 1889

Fred. O. W.