City of Cambridge

IN BOARD OF ALDERMEN,

September 25th, 1900.

Resolved: That the public necessity and convenience require that Mount Auburn street, near the Fitchburg Railroad Bridge, should be widened on the northerly side, and that for the purpose of such widening and laying out it is necessary to take certain parcels of private land supposed to belong to unknown owners, and bounded and described as follows:-

Beginning at a point in the southeasterly line of Holworthy street at the tangent point of a curve distant forty (40) feet northeasterly from the intersection of said line of Holworthy street with the northeasterly line of Belmont street as now fenced; thence southerly and southeasterly along said curve of ten (10) feet radius about twenty-three and forty-nine hundredths (23.49) feet to the other tangent point of said curve, said point being thirty-one (31) feet northerly from the northerly line of Mount Auburn street in Watertown, as laid out by a decree of the County Commissioners, dated June 13, 1896, said line being produced and extended easterly; thence northeasterly by a line parallel to and thirty-one (31) feet northerly from said northerly line of Mount Auburn street in Watertown, produced and extended easterly about one hundred and eighty-four and ninety-three (184.93) feet to the tangent point of a curve; thence easterly along said curve of one hundred (100) feet radius, about twenty-nine and forty-eight hundredths (29.48) feet to its other tangent point in the present northeasterly line of Mount Auburn street. All the areas lying southerly and southwesterly from the above described lines and northerly from the present southerly line of Mount Auburn street, are hereby made parts of Mount Auburn street.

Also that the grade of said widening shall be inaccordance with the heretofore established grade of said Mount Auburn street.

The above described parcels of land are shown on a plan entitled "Plan of Mount Auburn street Widening," drawn by L. M. Hastings, City Engineer, dated April 1900, and on file in the office of the City Engineer, Cambridge, Mass.

And

Whereas, due notice has been given of the intention of this Board to take the said parcels of land for the purpose aforesaid, as appears by the return on the order of notice issues therefor,

It is therefore

Ordered:

That the parcels of land hereinbefore described, be and the same hereby are taken and laid out under the provisions of law authorizing the assessment of betterments, as a public street or way of the City of Cambridge, with the name of Mount Auburn street, all according to the aforesaid plan of such widening and laying out, and the grade of the land so taken is hereby established in conformity with the established grade of said Mount Auburn street.

ADOPTED,

Attest

Sent to the Common Council for Concurrence.

City Clerk.

IN COMMON COUNCIL.

Sept 25, 1900

CONCURRED

ATTEST: CLERK

EXECUTIVE DEPARTMENT.

Sept 28 1900

APPROVED.

MAYOR.

MAYORS RECORDS, VOL 8 PAGE 100

Order

widening Mount Auburn

Street as the work ends

over the railroad bridge.

Sept 25 - 1900

City of Cambridge,

SEP 27 1900

Presented to the Mayor

for approval.

City Clerk.

City of Cambridge

IN BOARD OF ALDERMEN,

September 25th, 1900.

Resolved: That the public necessity and convenience require that Mount Auburn street, near the Fitchburg Railroad Bridge, should be widened on the southerly side, and that for the purpose of such widening and laying out it is necessary to take a certain strip or parcel of private land supposed to belong to unknown owners bounded and described as follows:-

Beginning at a point in the present southerly line of Mount Auburn street at its intersection with the southeasterly location line of the Watertown Branch of the Fitchburg Railroad; thence running easterly along said line of Mount Auburn street, about forty-two (42) feet to the tangent point of a curve; thence westerly along said curve of one hundred (100) feet radius, about thirty-four (34) feet to the other tangent point of said curve in the proposed new southerly line of Mount Auburn street; thence westerly along said new southerly line about twenty (20) feet to its intersection with said location line; thence northeasterly along said location line, about sixteen (16) feet to its intersection with the present southerly line of Mount Auburn street at the point of beginning. Containing one hundred and forty (140) square feet, more or less.

This taking is had in pursuance, by virtue of and in accordance with the provisions of Chapter 431 of the Legislative Acts of the Commonwealth of the year 1900, in so far as the same is legal, and of all other provisions of the Statutes of the Commonwealth applicable to such proceedings;

Also that the grade of said Mount Auburn street widened as aforesaid shall be in accordance with the heretofore established grade of said street.

The above described parcel of land is shown on a plan entitled "Plan of Mount Auburn street Widening", drawn by L.M.Hastings, City Engineer, dated April 1900, and on file in the office of the City Engineer of Cambridge, Mass.

And Whereas, due notice has been given of the intention of this Board to take the said parcel of land for the purpose 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 under the provisions of law as before stated, all according to the aforesaid plan of such widening and laying out, and the grade of the land so taken is hereby established in accordance with the heretofore established grade of said Mount Auburn street.

IN COMMON COUNCIL.

Sept 25, 1900

ADOPTED, Sent to the Common Council for Concurrence.

Attest Edward J. Brandon City Clerk.

CONCURRED

ATTEST: Edward A. Counihan CLERK.

EXECUTIVE DEPARTMENT.

Sept 18, 1900

APPROVED.

Edgar R. Champlin

MAYOR.

MAYORS RECORDS, VOL. 8 PAGE 100

City of Cambridge,

SEP 27 1900

Presented to the Mayor

for approval.

Order

Mount Auburn

Street

near the railroad bridge.

Sept 18. 1900

City of Cambridge

IN BOARD OF ALDERMEN,

May 1st, 1900.

Ordered,

That the report of the Committee on Roads and Bridges of August 1, 1899, in relation to the proposed widening of Mount Auburn street on the southerly side, together with all accompanying papers be taken from the files of the City Clerk and referred to the Committee on Roads and Bridges, to make such recommendations thereon as the Committee may deem advisable.

ADOPTED, Sent to the Common Council for Concurrence.

Attest: Edward Brandon
City Clerk.

IN COMMON COUNCIL.

May 1, 1900

CONCURRED

ATTEST: Edward H. Quinlan CLERK

46/

Order

in relation to the report of the Committee on Roads & Bridges of 1899, upon the petition for widening of Mount Auburn Street.

May 1. 1900.

Ordered

That the Committee on Roads and Bridges be and hereby is authorized and directed to widen Mount Auburn Street between the northerly line of Dunster Street and the southerly line of Harvard Square, to the extent of twenty-five feet from the present northerly line of said Mount Auburn Street, and to take for the City of Cambridge the land necessary for said purpose, and to lay out as a public highway the land so taken, and to make such compensation therefor as may be agreed upon with the owners thereof, or as may be awarded by the County Commissioners on petition of said Committee, in accordance with the provisions of Chapter 49 of the Revised Laws and acts in addition thereto or in amendment thereof.

Approved May 1st, 1900.

ALFRED D. CHANNING,

Mayor.

In Board of Aldermen

Ordered to lie

CITY OF CAMBRIDGE.

In Board of Aldermen,
May 15th, 1900.

Resolved: That the public necessity and convenience require that Mount Auburn street, near the Fitchburg Railroad Bridge, should be widened on the northerly side, and that for the purpose of such widening and laying out it is necessary to take a certain parcel of private land bounded and described as follows:—

Beginning at a point in the southeasterly line of Holworthy street at the tangent point of a curve distant forty (40) feet northeasterly from the intersection of said line of Holworthy street with the northeasterly line of Belmont street as now fenced; thence southerly and southeasterly along said curve of ten (10) feet radius about twenty-three and forty-nine hundredths (23.49) feet to the other tangent point of said curve, said point being thirty-one (31) feet northerly from the northerly line of Mount Auburn street in Watertown, as laid out by a decree of the County Commissioners, dated June 13, 1896, said line being produced and extended easterly; thence northeasterly by a line parallel to and thirty-one (31) feet northerly from said northerly line of Mount Auburn street in Watertown, produced and extended easterly about one hundred and eighty-four and ninety-three (184.93) feet to the tangent point of a curve; thence easterly along said curve of one hundred (100) feet radius, about twenty-nine and forty-eight hundredths (29.48) feet to its other tangent point in the present northeasterly line of Mount Auburn street. All the areas lying southerly and southwesterly from the above described lines and northerly from the present southerly line of Mount Auburn street, are hereby made parts of Mount Auburn street.

The above described parcel of land is shown on a plan entitled "Plan of Mount Auburn Street Widening," drawn by L. M. Hastings, City Engineer, dated April, 1900, and on file in the office of the City Engineer of Cambridge, Mass. It is therefore hereby

Ordered: That due notice be given to the owners of land abutting on the northerly side of said Mount Auburn street, between the points mentioned, and all other persons interested, by a delivery of a copy of this order of notice in the manner prescribed by law, and by publication in the newspaper called the Cambridge Chronicle, that this Board intends to widen and lay out said Mount Auburn street by taking a portion of their land and laying out the same as a public street, and that Tuesday, the 29th day of May, current, at 8.30 o'clock P. M., and the Aldermanic Chamber, City Hall, are assigned as the time and place for hearing any objections which may be made thereto.

Adopted. Sent to the Common Council for concurrence. Attest: Edward J. Brandon, City Clerk. In Common Council, May 15, 1900. Concurred. Attest: Edward A Counihan, Clerk. Executive Department, May 18, 1900. Approved, Edgar Champlin Mayor. Mayor's Record, Vol. 8, Folio. A true copy, Attest: Edward J. Brandon, City Clerk.

Middlesex ss. Cambridge May 21st 1900

I hereby certify that I have served copies of the within named order of notice by delivering a copy in hand to Mary Hogan #10 Holworthy St: also James H. Gilmore #27 Holworthy St: by delivering certified copies at the last and usual place of abode of Martin O'Hara, Holworthy St: W. F. McGrath Holworthy St. By mailing a certified copy enclosed in a registered letter, postage pre-paid to E. D. Codman - President Fitchburg Railroad - Union Station, Boston Mass. Also by posting notices in the vicinity of the within described premises and one notice at City Hall, And all of said services were made not less than seven days before the 29th day of May 1900.

Walter F. Hayward

Constable of Cambridge.

City of Cambridge

IN BOARD OF ALDERMEN,

May 15th, 1900.

Resolved: That the public necessity and convenience require that Mount Auburn street, near the Fitchburg Railroad Bridge, should be widened on the northerly side, and that for the purpose of such widening and laying out it is necessary to take a certain parcel of private land bounded and described as follows:-

Beginning at a point in the southeasterly line of Holworthy street at a point the tangent point of a curve distant forty (40) feet northeasterly from the intersection of said line of Holworthy street with the northeasterly line of Belmont street as now fenced: thence southerly and southeasterly along said curve of ten (10) feet radius about twenty-three and forty-nine hundredths (23.49) feet to the other tangent point of said curve, said point being thirty-one (31)feet northerly from the northerly line of Mount Auburn street in Watertown, as laid out by a decree of the County Commissioners dated June 13, 1896, said line being produced and extended easterly: thence northeasterly by a line parallel to and thirty-one (31)feet northerly from said northerly line of Mount Auburn street in Watertown produced and extended easterly about one hundred and eighty-four and ninety-three (184.93)feet to the tangent point of a curve: thence easterly along said curve of one hundred (100)feet radius about twenty-nine and forty-eight hundredths (29.48)feet to its other tangent point in the present northeasterly line of Mount Auburn street. All the areas lying southerly and southwesterly from the above described lines and northerly from the present southerly line of Mount Auburn street, are hereby made parts of Mount Auburn street.

The above described parcel of land is shown on a plan entitled "Plan of Mount Auburn street Widening", drawn by L. M. Hastings City Engineer, dated April 1900 and on file in the office of the City Engineer of Cambridge, Mass.

It is therefore hereby

Ordered:

That due notice be given to the owners of land abutting on the northerly side of said Mount Auburn street, between the points mentioned, and all other persons interested, by a delivery of a copy of this order of notice in the manner prescribed by law, and by publication in the newspaper called the Cambridge Chronicle, that this Board intends to widen and lay out said Mount Auburn street by taking a portion of their land and laying out the same as a public street, and that Tuesday the 29th, day of May current, at 8.30 o'clock P. M., and the Aldermanic Chamber, City Hall, are assigned as the time andplace for hearing any objections which may be made thereto.

ADOPTED, Sent to the Common Council for Concurrence.

Attest: Edward A. Counihan
City Clerk.

IN COMMON COUNCIL
May 15, 1900
CONCURRED
ATTEST: Edward A. Counihan CLERK.

EXECUTIVE DEPARTMENT.

May 18, 1900

APPROVED,

Edward A. Crane

MAYOR.

MAYORS RECORDS, VOL. 8 PAGE 9

City of Cambridge,

May 16, 1900.

Presented to the Mayor

for approval.

City Clerk.

Order of notice in relation to existing Mount Auburn Street R.R. tracks

Ordered: That the public necessity and convenience require that Mount Auburn street, from the Watertown Electric Railway Company's location to a point about 1000 feet southwesterly therefrom, be altered by the location and construction of a double track railway for the passage of cars drawn by electricity or other motive power, and that for the purpose of such alteration it is necessary to take a certain parcel of private land bounded and described as follows:-

Beginning at a point in the southeasterly line of Holworthy street (9A) at its intersection with the northeasterly line of Mount Auburn street as now located; thence northeasterly and southeasterly along said Holworthy street (9A.33) one hundred and seventy-nine and four-tenths (179.4) feet; thence southeasterly and northeasterly along said Holworthy street (9A.33) one hundred and seventy-three and four-tenths (173.4) feet; thence northeasterly and northwesterly along said Holworthy street (9A.33) one hundred and seventy-nine and four-tenths (179.4) feet to the southeasterly line of Mount Auburn street; thence northeasterly along said Mount Auburn street one hundred and twenty-one (121) feet; thence northwesterly and northeasterly along said Mount Auburn street one hundred and twenty-one (121) feet to the northeasterly line of Mount Auburn street; thence northwesterly along said Mount Auburn street one hundred and seventy-nine and four-tenths (179.4) feet to the southeasterly line of Holworthy street (9A.33); thence southwesterly and northwesterly along said Holworthy street one hundred (100) feet; thence southwesterly and northwesterly along said Holworthy street one hundred and seventy-nine and four-tenths (179.4) feet to the point of beginning, as laid out by a decree of the Superior Court dated June 21, 1898, said point being bounded and described as follows: Northeasterly by a line parallel to and one hundred and twenty-one (121) feet northeasterly from said Mount Auburn street; southeasterly by a line parallel to and one hundred and twenty-one (121) feet northwesterly from said Holworthy street; southwesterly by a line parallel to and one hundred (100) feet northeasterly from said Holworthy street; and northwesterly by a line parallel to and one hundred and seventy-nine and four-tenths (179.4) feet southeasterly from said Mount Auburn street, as shown on a plan entitled "Plan of Mount Auburn street, Watertown, Mass." dated April 1898 and on file in the office of the City Engineer, dated May 15, 1900 and on file in the office of the City Engineer of Cambridge, Mass.

If in the foregoing petition

Ordered: That due notice be given of and a hearing to all parties interested in the matter will be had before Mount Auburn street, between the southeasterly side of Holworthy street and a point about one hundred and twenty-one (121) feet southeasterly therefrom, by a location and construction of a double track railway for the passage of cars drawn by electricity or other motive power, and that for the purpose of such alteration it is necessary to take a certain parcel of private land bounded and described as follows:-

Beginning at a point in the southeasterly line of Holworthy street (9A) at its intersection with the northeasterly line of Belmont street as now located; thence northeasterly and southeasterly along said Holworthy street (9A.33) one hundred and seventy-nine and four-tenths (179.4) feet; thence southeasterly and northeasterly along said Holworthy street (9A.33) one hundred and seventy-three and four-tenths (173.4) feet; thence northeasterly and northwesterly along said Holworthy street (9A.33) one hundred and seventy-nine and four-tenths (179.4) feet to the southeasterly line of Mount Auburn street; thence northeasterly along said Mount Auburn street one hundred and twenty-one (121) feet; thence northwesterly and northeasterly along said Mount Auburn street one hundred and twenty-one (121) feet to the northeasterly line of Mount Auburn street; thence northwesterly along said Mount Auburn street one hundred and seventy-nine and four-tenths (179.4) feet to the southeasterly line of Holworthy street (9A.33); thence southwesterly and northwesterly along said Holworthy street one hundred (100) feet; thence southwesterly and northwesterly along said Holworthy street one hundred and seventy-nine and four-tenths (179.4) feet to the point of beginning, as laid out by a decree of the Superior Court dated June 21, 1898, said point being bounded and described as follows: Northeasterly by a line parallel to and one hundred and twenty-one (121) feet northeasterly from said Mount Auburn street; southeasterly by a line parallel to and one hundred (100) feet northeasterly from said Holworthy street; southwesterly by a line parallel to and one hundred and seventy-nine and four-tenths (179.4) feet southeasterly from said Mount Auburn street; and northwesterly by a line parallel to and one hundred (100) feet northeasterly from said Holworthy street, as shown on a plan entitled "Plan of Mount Auburn street, Watertown, Mass." dated April 1898 and on file in the office of the City Engineer, dated May 15, 1900 and on file in the office of the City Engineer of Cambridge, Mass.

If in the foregoing petition

Ordered: That due notice be given of and a hearing to all parties interested in the matter will be had before Mount Auburn street, between the southeasterly side of Holworthy street and a point about one hundred and twenty-one (121) feet southeasterly therefrom, by a location and construction of a double track railway for the passage of cars drawn by electricity or other motive power, and that for the purpose of such alteration it is necessary to take a certain parcel of private land bounded and described as follows:-

Beginning at a point in the southeasterly line of Holworthy street (9A) at its intersection with the northeasterly line of Belmont street as now located; thence northeasterly and southeasterly along said Holworthy street (9A.33) one hundred and seventy-nine and four-tenths (179.4) feet; thence southeasterly and northeasterly along said Holworthy street (9A.33) one hundred and seventy-three and four-tenths (173.4) feet; thence northeasterly and northwesterly along said Holworthy street (9A.33) one hundred and seventy-nine and four-tenths (179.4) feet to the southeasterly line of Mount Auburn street; thence northeasterly along said Mount Auburn street one hundred and twenty-one (121) feet; thence northwesterly and northeasterly along said Mount Auburn street one hundred and twenty-one (121) feet to the northeasterly line of Mount Auburn street; thence northwesterly along said Mount Auburn street one hundred and seventy-nine and four-tenths (179.4) feet to the southeasterly line of Holworthy street (9A.33); thence southwesterly and northwesterly along said Holworthy street one hundred (100) feet; thence southwesterly and northwesterly along said Holworthy street one hundred and seventy-nine and four-tenths (179.4) feet to the point of beginning, as laid out by a decree of the Superior Court dated June 21, 1898, said point being bounded and described as follows: Northeasterly by a line parallel to and one hundred and twenty-one (121) feet northeasterly from said Mount Auburn street; southeasterly by a line parallel to and one hundred (100) feet northeasterly from said Holworthy street; southwesterly by a line parallel to and one hundred and seventy-nine and four-tenths (179.4) feet southeasterly from said Mount Auburn street; and northwesterly by a line parallel to and one hundred (100) feet northeasterly from said Holworthy street, as shown on a plan entitled "Plan of Mount Auburn street, Watertown, Mass." dated April 1898 and on file in the office of the City Engineer, dated May 15, 1900 and on file in the office of the City Engineer of Cambridge, Mass.

If in the foregoing petition

Ordered: That due notice be given of and a hearing to all parties interested in the matter will be had before Mount Auburn street, between the southeasterly side of Holworthy street and a point about one hundred and twenty-one (121) feet southeasterly therefrom, by a location and construction of a double track railway for the passage of cars drawn by electricity or other motive power, and that for the purpose of such alteration it is necessary to take a certain parcel of private land bounded and described as follows:-

Beginning at a point in the southeasterly line of Holworthy street (9A) at its intersection with the northeasterly line of Belmont street as now located; thence northeasterly and southeasterly along said Holworthy street (9A.33) one hundred and seventy-nine and four-tenths (179.4) feet; thence southeasterly and northeasterly along said Holworthy street (9A.33) one hundred and seventy-three and four-tenths (173.4) feet; thence northeasterly and northwesterly along said Holworthy street (9A.33) one hundred and seventy-nine and four-tenths (179.4) feet to the southeasterly line of Mount Auburn street; thence northeasterly along said Mount Auburn street one hundred and twenty-one (121) feet; thence northwesterly and northeasterly along said Mount Auburn street one hundred and twenty-one (121) feet to the northeasterly line of Mount Auburn street; thence northwesterly along said Mount Auburn street one hundred and seventy-nine and four-tenths (179.4) feet to the southeasterly line of Holworthy street (9A.33); thence southwesterly and northwesterly along said Holworthy street one hundred (100) feet; thence southwesterly and northwesterly along said Holworthy street one hundred and seventy-nine and four-tenths (179.4) feet to the point of beginning, as laid out by a decree of the Superior Court dated June 21, 1898, said point being bounded and described as follows: Northeasterly by a line parallel to and one hundred and twenty-one (121) feet northeasterly from said Mount Auburn street; southeasterly by a line parallel to and one hundred (100) feet northeasterly from said Holworthy street; southwesterly by a line parallel to and one hundred and seventy-nine and four-tenths (179.4) feet southeasterly from said Mount Auburn street; and northwesterly by a line parallel to and one hundred (100) feet northeasterly from said Holworthy street, as shown on a plan entitled "Plan of Mount Auburn street, Watertown, Mass." dated April 1898 and on file in the office of the City Engineer, dated May 15, 1900 and on file in the office of the City Engineer of Cambridge, Mass.

If in the foregoing petition

City of Cambridge

In Board of Aldermen, May 15th, 1900.

The Joint Standing *Committee on Roads and Bridges,*

to which was requested by an order of April 24, 1900, to consider the expediency of widening Mount Auburn street in the vicinity of Mount Auburn Cemetery,

Reports

That this subject has been considered by various City Councils, and reports made thereon from time to time. By the provisions of Chapter 156 of the Acts of 1898, the City of Cambridge, was authorized to take land belonging to Mount Auburn Cemetery for the purpose of such widening, and in order to straighten the southerly line of the street. A report from the Committee on Roads and Bridges of December 20, 1898, states that the aforesaid Act, which required the approval of the Town of Watertown, had not then received such approval. A later report made August 1, 1899, states that the Town did not act upon the matter until it was too late, as the Statute of 1898 had become void by limitation.

The subject was then dismissed from further consideration. A new bill having been introduced at the present session of the General Court, early in February, looking to the taking of land from Mount Auburn Cemetery, for street purposes, this committee was requested to consider as to what action should be taken in reference to it, and its report of February 12, recommending that the passage of the bill be opposde by this City, was adopted by the City Council. It was believed that the taking on the lines contemplated, would entail a large expense to this City without a corresponding benefit. Since this last report was presented, the subject has again been referred to your Committee and the various reports thereon taken from the files and recommitted. New lines of widening have been suggested on both sides of the street near the railroad bridge. Upon these lines it is believed that the widening can be made at an inconsiderable cost.

Your Committee recommends the two accompanying orders of notice, of intention to widen Mount Auburn street at the bridge, one relating to the southerly and the other to the northerly side, the date of the hearing thereon being fixed for Tuesday May 29th, current.

For the Committee,

John T. Shea

REPORT.

Committee on Roads and Bridges.

in relation to the proposed widening of Mound Avenue and Sheets near the railroad bridge.

May 15. 1900.

SPECIAL ASSIGNMENT.

May 29th, 1900.

8.30 o'clock. P. M.

CITY OF CAMBRIDGE.

In Board of Aldermen,
May 15th, 1900.

Resolved: That the public necessity and convenience require that Mount Auburn street, near the Fitchburg Railroad Bridge, should be widened on the northerly side, and that for the purpose of such widening and laying out it is necessary to take a certain parcel of private land bounded and described as follows:—

Beginning at a point in the southeasterly line of Holworthy street at the tangent point of a curve distant forty (40) feet northeasterly from the intersection of said line of Holworthy street with the northeasterly line of Belmont street as now fenced; thence southerly and southeasterly along said curve of ten (10) feet radius about twenty-three and forty-nine hundredths (23.49) feet to the other tangent point of said curve, said point being thirty-one (31) feet northerly from the northerly line of Mount Auburn street in Watertown, as laid out by a decree of the County Commissioners, dated June 13, 1896, said line being produced and extended easterly; thence northeasterly by a line parallel to and thirty-one (31) feet northerly from said northerly line of Mount Auburn street in Watertown, produced and extended easterly about one hundred and eighty-four and ninety-three (184.93) feet to the tangent point of a curve; thence easterly along said curve of one hundred (100) feet radius, about twenty-nine and forty-eight hundredths (29.48) feet to its other tangent point in the present northeasterly line of Mount Auburn street. All the areas lying southerly and southwesterly from the above described lines and northerly from the present southerly line of Mount Auburn street, are hereby made parts of Mount Auburn street.

The above described parcel of land is shown on a plan entitled "Plan of Mount Auburn Street Widening," drawn by L. M. Hastings, City Engineer, dated April, 1900, and on file in the office of the City Engineer of Cambridge, Mass. It is therefore hereby

Ordered: That due notice be given to the owners of land abutting on the northerly side of said Mount Auburn street, between the points mentioned, and all other persons interested, by a delivery of a copy of this order of notice in the manner prescribed by law, and by publication in the newspaper called the Cambridge Chronicle, that this Board intends to widen and lay out said Mount Auburn street by taking a portion of their land and laying out the same as a public street, and that Tuesday, the 29th day of May, current, at 8.30 o'clock P. M., and the Aldermanic Chamber, City Hall, are assigned as the time and place for hearing any objections which may be made thereto.

Adopted. Sent to the Common Council for concurrence. Attest: Edward J. Brandon, City Clerk. In Common Council, May 15, 1900. Concurred. Attest: Edward A Counihan, Clerk. Executive Department, May 18, 1900. Approved, Edgar [illegible] Champlin Mayor Mayor's Record, Vol. 8, Folio. A true copy, Attest: Edward J. Brandon, City Clerk.

In Board of Aldermen May 29 1900

Referred to Committee on

Roads & Bridges

Gen. The Committee to report for consideration.

Edward J. Brandon City Clerk.

IN COMMON COUNCIL

May 29, 1900

CONCURRED

ATTEST Edward A. Cousins CLERK.

City of Cambridge
Massachusetts.
Office of the City Clerk.

Edward J. Brandon, City Clerk.
Albert M. Pear, Asst. City Clerk.

July 20th, 1900.

To the Honorable the City Council:-

I desire to call to the attention of the City Council the approval of Chapter 431 of the Legislative Acts of the current year, the same being "An Act to Authorize the City of Cambridge and the Town of Watertown to take certain lands of the Proprietors of the Cemetery of Mt. Auburn for Street Purposes". By the provisions of Section 1 of this Act, if the City of Cambridge intends to take the lands therein named, the City Council must act within three months from the date that the Act takes effect, that is, on or before Nov. 4, 1900.

Very truly yours,

Edward J. Brandon

City Clerk.

59

Communication from the City Clerk relative to Chap. 431 of the Legislative Acts of the current year authorizing the City of Cambridge and the Town of Watertown to take certain lands of the Proprietors of Mt. Auburn Cemetery for street purposes.

In Board of Aldermen JUL 27 1900 1900

Referred to the Committee on Roads & Bridges.

Sent to the Common Council for Concurrence

Edward Brandon City Clerk

IN COMMON COUNCIL

Aug. 7, 1900

CONCURRED

ATTEST: Edward A. Counihan CLERK.

City of Cambridge

In Board of Aldermen, September 25, 1900.

The Joint Standing *Committee on Roads and Bridges,*

to which was recommitted the subject of the proposed widening of Mount Auburn street, on both sides near the Fitchburg Railroad Bridge, after hearing thereon upon orders of notice duly issued, and to which was referred a notice from the City Clerk of the passage of Chapter 451 of the Legislative Acts of the year 1900 relative to taking certain lands of the Proprietors of Mount Auburn Cemetery for street purposes,

Reports

Recommending

the passage of the accompanying orders, viz:-

Order taking lands and widening Mount Auburn street on the northerly side near the Railroad Bridge.

Order taking land and widening Mount Auburn street on the southerly side near the Railroad Bridge, under authority of the aforesaid Chapter 451.

The areas contained in the above mentioned takings are shown upon an accompanying plan by the City Engineer, dated April 1900, and submitted with the aforesaid orders.

For the Committee,

John T. Shea

140

REPORT.

Committee on Roads and Bridges.

upon the widening of
Mount Auburn Street, over
the railroad bridge.

Sept 25. 1900.