

Estimate of materials required to grade the
Strut located over Prison Point Bridge. —

Said strut to be graded as far Northeastly
as the Harbor Commissioners Line, to the height
of the top of the rails on the Passenger track
of the Boston & Lowell Railroad where the
same cross said strut & to be fifty feet
in width. The Northeastly end of said grading
to be protected by a sea wall laid upon a
pile foundation.

100 Piles for foundation of Sea wall

250 Perches Stone for Sea wall

250 Tons Ballast

2153 Cubic Squares earth filling

Cambridge May 5. 1858 Jos. Whitney
Surveyor

In Board of Aldermen, May 5. 1858.

The above estimate, reported by the Mayor, is referred to
the whole Board —

Justin A. Jacobs. City Clerk.

Estimates - Prison Pt. Bridge

May 5, 1850.

350

375

150

6457

City of Cambridge.

...
In Board of Aldermen, July 14 1858

Ordered, That the Mayor and Superintendent of Streets are hereby authorised to confer with the Directors of the Lowell Railroad, and ascertain whether the said company would fill the Prison Point Bridge solid to the Commissioners line, and report their terms for so doing, or otherwise.

Adopted and sent down for concurrence.
Justin A. Jacobs. City Clerk.

In Common Council July 25, 1858

Concurred. Attest. James M. Schaefer Clerk.

Ordered

Prison Point Bridge -

July 14. 1850.

Co.

Proportion of the Lowell R R Co
to build Wisconsin Point Bridge \$14,400
to the Wisconsin line 650 feet

It would cost us to build the same
as follows

50000 filling 3750 square \$11,250.00

Grubble filling ballast 600.00

Sea wall and fifty feet 18000

it will require about one

hundred feet 1800 3600.00

16450.00

Cost of building a bridge like that of
river street 50 feet wide and
650 feet long

19,500

$$\begin{array}{r}
 1350 \\
 \times 4 \\
 \hline
 5400 \\
 560 \\
 \hline
 2900.00
 \end{array}$$

$$\begin{array}{r}
 650 \\
 \times 30 \\
 \hline
 32500 \\
 60 \\
 \hline
 19500.00
 \end{array}$$

4/6/27

Side 1115 13000000 14th Aug average thickness 6ft

$$\begin{array}{r}
 7800 \\
 \times 14 \\
 \hline
 109200
 \end{array}$$

$$\begin{array}{r}
 31200 \\
 \times 10 \\
 \hline
 312000
 \end{array}$$

$$\begin{array}{r}
 7800 \\
 \times 10 \\
 \hline
 78000
 \end{array}$$

$$\begin{array}{r}
 396 \\
 \times 10 \\
 \hline
 3960
 \end{array}$$

$$\begin{array}{r}
 4412 \\
 \times 150 \\
 \hline
 661800
 \end{array}$$

$$\begin{array}{r}
 1350 \\
 \times 3 \\
 \hline
 4050
 \end{array}$$

$$\begin{array}{r}
 312000 \\
 \times 40 \\
 \hline
 12480000
 \end{array}$$

$$\begin{array}{r}
 2500 \\
 \times 155 \\
 \hline
 387500
 \end{array}$$

$$\begin{array}{r}
 396 \\
 \times 10 \\
 \hline
 3960
 \end{array}$$

$$\begin{array}{r}
 4412 \\
 \times 150 \\
 \hline
 661800
 \end{array}$$

$$\begin{array}{r}
 1350 \\
 \times 3 \\
 \hline
 4050
 \end{array}$$

$$\begin{array}{r}
 312000 \\
 \times 40 \\
 \hline
 12480000
 \end{array}$$

$$\begin{array}{r}
 2500 \\
 \times 155 \\
 \hline
 387500
 \end{array}$$

Whitney Estimate

- 100 Piles for foundation of sea wall
- 250 Perches of stone for sea wall
- 250 Tons Ballast
- 2153 Cubic Yards earth filling

Piles

$$\begin{array}{r} \$125.00 \\ 375.00 \\ 150.00 \\ 6459.00 \\ \hline \$6909.00 \end{array}$$

$$\begin{array}{r} 650 \\ 60 \\ \hline 325.00 \\ 60 \\ \hline 1950.00 \end{array}$$

$$\begin{array}{r} 26 \overline{) 1500} 60 \\ \underline{1500} \\ 0 \end{array}$$

In Board of Aldermen, Dec. 1. 1858.

Accepted and sent down for concurrence.

Justin A. Jacobs, City Clerk.

In Common Council Dec. 9. 1858.

Concurred. Will James M. Release. Clerk

Referred =
27
Prison Point - Bridge -
Dec. 1. 1858.

City of Cambridge Dec. 1st 1858

In Board of Aldermen
Dec. 1st 1858

The Undersigned who were authorized
by an Order of July 14th to confer
with the Directors of the Lowell Rail-
road and ascertain whether the
said Company would fill the
Prison Point Bridge to the com-
missioners line and report their
terms for so doing or otherwise
have attended to their duty and
would respectfully
Report

That they submitted the question
to the Directors of that Corporation
who at a subsequent meeting
of said Directors and the undersigned
submitted the following proposition
That they would build the
abutment extending the wall far
enough in each direction to protect
the slope of the earth filling

which expense should be paid
for by ~~the~~ City of Cambridge
and that ^{they} would ^{fill} the Bridge
solid for \$4,80 per square to be
measured in the bank, the Rail-
road Corporation to pay a reasonable
price for the amount of the
filling outside the line of the
Bridge, And in a subsequent
conference with the agent of
the Company we were given
to understand that they had
no other proposition to make
but they were ready to receive
any proposition the City might
be disposed to make.

The undersigned ~~do~~ not consider
it for the interest of ~~the~~ the City
to accept the above proposition.

When the question was first
acted upon by the City Council
it was under the impression
that the Lowell Railroad Company
were about to proceed to fill

up their Flats crossed by this
bridge in which case it was
supposed that an arrangement
could be made advantageous
for the City, We are informed
however that they have come
to no conclusion whether they
shall or shall not proceed with
the work at present ^{upon reflection} we are
of the opinion ^{as the matter now stands} that it would be
for the interest of the City to build
a wooden bridge whenever a
new one is required which
can be done at much less expense
than a solid structure, as they
have no doubt that heretofore
such a structure would require
any considerable repairs, ~~they~~
~~have no doubt~~ the flats will be
filled up, in doing which they
must in order to make the bridge
available fill a very large portion
of it without any expense to the city.
All of which is respectfully submitted

John Sugrue
Geo. W. Lifford.