

**HARVARD BRIDGE:  
BOSTON TO CAMBRIDGE,  
MARCH 1892**

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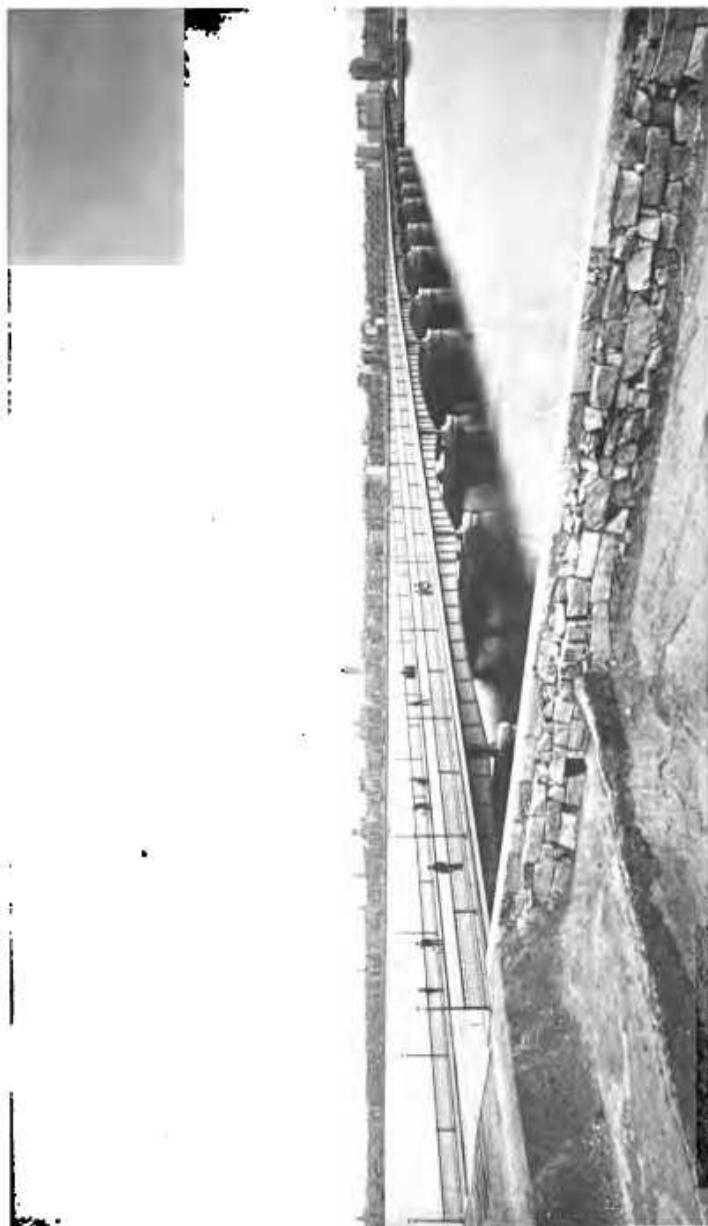
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**ALPHEUS B. ALGER & NATHAN MATTHEWS & GEORGE W. GALE**

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D. W. BUTTERFIELD, PHOTOGRAPHER, GAITHERDOL, MASS.

HARVARD BRIDGE.

Bridges, U.S.: Boston

FOR HARVARD BRIDGE COMMISSIONERS

BOSTON TO CAMBRIDGE

MARCH, 1892

HARVARD BRIDGE.

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TO THE CITY GOVERNMENTS OF BOSTON AND  
CAMBRIDGE:

*Gentlemen:* The Commissioners authorized by Chapter 282 of the Acts of 1887, to construct a bridge over Charles River between Boston and Cambridge, have substantially completed the task assigned to them, and herewith transmit to your honorable bodies a statement of their acts, with a brief description of the bridge known as "HARVARD BRIDGE," which was constructed under the authority given them.

Respectfully submitted,

ALPHEUS B. ALGER,  
NATHAN MATTHEWS, JR.,  
GEORGE W. GALE,

*Harvard Bridge Commissioners.*

MARCH, 1892.

## HARVARD BRIDGE.

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IN 1874 the construction of a new bridge between Boston and Cambridge was agitated by residents of both cities. In that year the Legislature passed two Acts, Chapters 175 and 314, "authorizing the construction of a new bridge and avenue across the Charles river, between Boston and Cambridge." Nothing, however, was done about the matter, and the subject was not agitated again until 1882, when, by Chapter 155 of the Acts of that year, the cities of Boston and Cambridge were authorized to construct and maintain a bridge over Charles river, which Act was approved April 14, 1882. Its provisions are as follows:

[CHAP. 155, ACTS OF 1882.]

AN ACT TO AUTHORIZE THE CITIES OF BOSTON AND CAMBRIDGE TO  
CONSTRUCT AND MAINTAIN A BRIDGE OVER CHARLES RIVER.

*Be it enacted, etc., as follows:*

SECTION 1. The cities of Boston and Cambridge are authorized to construct a bridge and avenue across Charles river,



from a point on Beacon street, in Boston, to a point in Cambridge, west of the westerly line of the Boston and Albany railroad. The location of said bridge and avenue shall be determined by the city councils of said cities acting separately, subject to the approval of the board of harbor and land commissioners, so far as it affects the harbor, and subject, moreover, to the limitation that the line thereof shall not be north-east of a line drawn from the junction of Beacon street and West Chester park, in Boston, to the junction of the harbor line with Front street, extended, in Cambridge, nor south-west of a line drawn from the junction of Beacon street, Brookline avenue and Brighton avenue, in Boston, to the junction of the Boston and Albany railroad with Putnam avenue, extended, in Cambridge. Said bridge shall have a draw with a clear opening of at least thirty-eight feet in width for the passage of vessels.

SECT. 2. Said bridge shall be constructed of such materials as the said cities may agree upon, but on iron or stone piers and abutments, to be of such size, shape, and construction, and be at such distance from one another, as the said board of harbor and land commissioners, upon application made by said cities upon such notice as said board may deem proper, and after a hearing thereon shall determine and certify to each of said cities; and no pier or abutment shall be built except in accordance with such certificate. The avenue, with the exception of the portion between the harbor lines, may be constructed of solid filling, with the approval of the said board of harbor and land commissioners. Neither city separately shall enter upon the construction of said bridge, but they shall jointly proceed to construct the same in accordance with plans

to be submitted to and approved by the councils of said cities concurrently, and by the said board of harbor and land commissioners.

SECT. 3. Each city may within its own limits purchase or otherwise take lands, not exceeding one hundred and twenty-five feet in width, for said bridge and avenue; and all the proceedings relating to such taking shall be the same as in the case of land taken for highways within said cities respectively, with like remedies to all parties interested; and betterments may be assessed for the construction of said bridge and avenue in each city in like manner as for the laying out of highways under the betterment acts in force in each city respectively, with like remedies to all parties interested.

SECT. 4. Each of said cities shall bear the expense, including land damages, of constructing such part of said bridge and avenue as lies upon its own side of the Charles river; but the expense of constructing so much thereof, including the draw, as shall lie between the harbor lines, shall be borne by both cities in such proportion as may be agreed upon by the two cities. The care and management of said bridge and draw shall be vested in a board of commissioners consisting of one person from each city, chosen in accordance with such ordinances as said cities shall respectively establish, and until such commissioners are chosen the mayors of said cities shall *ex-officio* constitute such commissioners.

SECT. 5. Said avenue and bridge when completed shall be a public highway, and the expense of maintaining in repair that part thereof which lies between the harbor lines and of keeping the draw in repair, and of tending the draw day and night for the passage of vessels, shall be borne equally by

the two cities, and all damages recovered by reason of any defect or want of repair in that part of the bridge between the harbor lines, or in the draw shall be paid equally by said cities.

SECT. 6. Said avenue may cross at grade any railroad operated by steam, and the board of railroad commissioners shall, upon the application of either city or any railroad corporation, prescribe the details of the crossing, and certify to the parties its decision, which decision may be enforced by proper process in equity.

SECT. 7. Each of said cities may issue bonds in payment in whole or in part of the expense incurred by it, under this Act. Such bonds may bear interest, payable semi-annually, at a rate not exceeding six per cent. per annum, and shall be payable at such time not less than ten nor more than thirty years from their respective dates as shall be determined by said cities respectively, and expressed upon the face of the bonds. Nothing, however, contained herein shall warrant an increase of municipal indebtedness beyond the limitation prescribed by Section four of Chapter twenty-nine of the Public statutes.

SECT. 8. This Act shall be void unless that portion of the bridge between the harbor lines shall be constructed within ten years from the passage hereof. [*Approved April 14, 1882.*]

Under the above Act, City Engineer Henry M. Wightman, of Boston, and City Engineer William S. Barbour, of Cambridge, made reports to their respective city governments, submitting plans for