

October 27, 1910.

President Richard C. Maclaurin,
Massachusetts Institute of Technology,
Boston, Mass.

Dear Dr. Maclaurin:-

The Committee appointed by you last June to meet and discuss the matter of site and other questions in connection with the new Institute has held several meetings during the summer and has explored the territory around Boston with a view to looking over sites that have been suggested and discovering possible new ones. As a result of its investigations, the Committee hands you the following preliminary report of what they have been able to learn regarding the site situation. This report may be followed by fuller details, should you so desire. In all its investigations, the Committee has been careful not to disclose the object for which the land would be used, although it necessarily has had to consult with various real estate men. We send you with this such plans of various sites as we have been able to collect, with letters from agents who have looked into the prices, etc., for us.

The obvious requirements for a suitable site for the new Institute are ease of access for students and professors, as well as the general public, including those living in Boston and those who come in from the suburbs on railroads, a topographical condition which would

permit of the construction of a dignified group worthy of the Institute's importance. The price of the land should not be so high as to swallow up funds necessary for the development of buildings and equipment, nor should land be taken where unusually expensive foundations would be required. It would also appear that the site should be so located as to be independent of the influence of other institutions, while at the same time being near enough to the City of Boston to allow the Institute to retain its identity with the interests of the City.

The principal sites which we have investigated are the following.

1. The property on Commonwealth Avenue, Brighton, now occupied by the Allston Golf Club.
2. The Riverbank land in Cambridge, east of Massachusetts Avenue.
3. The Riverbank land west of Massachusetts Avenue.
4. Land in the Fenway bounded by Brookline Avenue, the Riverway, Avenue Louis Pasteur and Longwood Avenue.
5. The Stadium site, so called.
6. Land bounded by Perkins St., south Huntington Avenue, Centre Street and Jamaica way in Jamaica Plain, overlooking Jamaica Pond.
7. Land on south Huntington Avenue, overlooking the Riverway.
8. Land fronting on Allendale and Centre Streets, West Roxbury.

9. Land between Morton and West Selden Streets,
Dorchester.

10. Two tracts of land in the Fenway bordering on
Ipswich Street.

Other tracts which might be mentioned, but which
the Committee has not seriously investigated, are the Sally's
Rock land, so called, in Hyde Park, possibly an island in
the Charles River Basin and the following:-

Norton's Woods, Cambridge.
Fresh Pond, Cambridge.
Stony Brook between Cambridge and Waltham.
Gore Place, Waltham.
Mystic Lake, Winchester.
South Boston (east side).
Corey Hill and Winchester Sts., Brookline.
Chestnut Hill, near Boston College.
Bowditch Hill, near Arboretum.
Forest Hills, Minot Land.
Commonwealth Golf Club, Newton.

Of the above tracts, three of them only seem to
your Committee to be worthy of serious consideration. They
are the Allston Golf Club, the Riverbank, east of Massachu-
setts Avenue, and the Fenway sites. Your Committee feels
that the Allston Golf Club site would be admirably suited for
building purposes; that its cost recommends it, but that the
site is one which is liable to deteriorate in importance and
is perhaps in what might be called too much of a residential
section of the City.

The Riverbank east of Massachusetts Avenue would
be a very imposing location and is perfectly practical for

building purposes. The cost of the land is in excess of the Allston site, and the manufacturing district and tenements in the rear are somewhat of an objection. The fact that it is in Cambridge and its proximity to Harvard are further objections.

The Fenway site seems in every way suited for the needs of the Institute as far as location, size and possibility of dignified development is concerned. Should the Institute build upon it, it would make one more group of semi-public buildings in that locality and practically establish an interesting civic centre, the only two serious objections to it being the cost of the land and the added expense of foundations under some of its buildings. Your Committee feels that if the money could be raised to overcome these two difficulties, this site would be on the whole, the most desirable of those investigated. Details of each of the sites investigated by your Committee follow.

1. ALLSTON GOLF CLUB.

This embraces a tract of rolling gravelly land of something over 30 acres. This land seems well suited for building purposes and could be reached in a thoroughly practical way and in an architectural manner from the adjoining main street. The slight inequalities of the ground could be easily leveled, while the soil itself may have value for concrete

aggregate.

The fact that this site commands an agreeable prospect, and one which would be perpetually open, recommends itself visually, though this point of view is somewhat injured by the presence of a noisy railroad. Fortunately, this railroad is below the property, allowing all vistas to pass over it and in some measure losing its noises against the embankments. The property is easily reached by electric cars to Boston and also to Cambridge. The property, fortunately, lies within the limits of the City of Boston.

The development of this site might be accomplished by two roads entering the property at right angles to the main street and terminating at the escarpment adjoining the railway tracks. The parallelogram of land embraced by the main street, the two streets mentioned above and the escarpment could be developed as a hollow square with one side opening on the main street. That side of the square towards the escarpment might be developed with a monumental structure, which would not only dominate the view of the quadrangle when seen from the main street, but would also form a land mark visible for all time along both sides of the river.

The principal difficulty with this land would seem to be its distance from the main railroad terminals in Boston, but for freight transportation, delivery of coal, etc., as well as its picturesque and commanding locations, it seems to be unrivalled. There is plenty of land in the vicinity for the

development of dormitories, which would probably be built by real estate investors. Land could probably be bought for 25¢ to 50¢ per foot.

2. RIVERBANK EAST OF MASSACHUSETTS AVE.

This piece we may call the Marcy land, and extends from Massachusetts Avenue easterly to the Shoe Exposition Building or three blocks on the river front, making a total frontage including two cross streets, of about 1767 feet. The area of the three blocks fronting on the river, streets and passageways included, is 362,470 feet, which carries us back to Amherst Street, now built and which is quite a thoroughfare.

The net area of the next three blocks is 306,039 feet, which brings us back to Princeton Avenue, a 100 feet street laid out but not built.

The strip on the other side of Princeton Avenue, two blocks long, contains 220,856 feet net, and if we took in the balance of this strip, that is another block long, there would be nearly 100,000 feet additional.

Without this uncertain piece we have a total net area of 889,365 feet or a gross area, including the enclosed streets, of something like 1,200,000 square feet.

This does not take us all the way back to the railroad, and probably between it and the railroad there would still be between 300,000 and 400,000 feet net area.

Site level.

Requires short piles, length 15 to 20 feet.

Excellent outlook over river and very conspicuous location as seen from Boston.

Probably best obtainable as far as location advertising school.

Orientation good and of such a shape as to divide up easily and properly into quadrangles.

Massachusetts Avenue with its trolley service is very accessible, both from Boston and from a great territory north of Boston, and this trolley service directly hits one end of the Marcy land.

The easterly end of the Marcy land is one-quarter mile from Kendall Square station of the new Cambridge subway and a less distance from the surface cars on Main Street, and with present transportation facilities the time from Kendall Square to the Old State House is only ten or twelve minutes, while the subway would land one at Park Street ⁱⁿ five minutes.

Freight R. R. immediately back of site gives good freight service.

The objections are:

1. The expense of land. The following letter from Mr. Whitmore will explain.

"I find that the bulk of the land east of Massachusetts Avenue, and between the Charles River Basin and the Boston & Albany Railroad in Cambridge, is owned or controlled in the Ames office. There are, however, about twenty other owners. Mr. Cole, of that office, told me there were about 1,060,000 square feet ex-

clusive of the streets, up to a certain line. They have some beyond that. He thought it might be possible to get this together for about \$750,000. He once had had options on it, but they have expired. If anything were done, he believed it would be easier for them to get it together than it would for anyone else to go directly to the people interested.

"In regard to the streets, he said that when the land was filled an agreement was made with the City of Cambridge leaving the streets to it. He could not tell what the attitude of the City would to toward closing it. It would depend a good deal upon the use to be made of the land. When they were talking with the Institute of Technology some years ago, the City seemed willing to have the Institute come there. The land is restricted practically for dwelling houses, but Mr. Cole thought if it were to be used by an institution, the restrictions could be so arranged as to permit of it."

2. An encroaching manufacturing district, with its accompanying tenements, making it an undesirable dormitory region.
3. Proximity to Harvard might prove unpopular.
4. Cambridge objection to more untaxable land.

Were it not for the above objections, the Riverbank would probably commend for itself first place, particularly on account of its conspicuous and very convenient location, as well as its facilities for water sports. These latter facilities, however, would be almost equally available at the Allston site.

3. RIVERBANK WEST OF MASSACHUSETTS AVE:

The same remarks apply to this as to the land east of the Avenue, except that the tract is less accessible and much less desirable.

4. FENWAY SITE ON BROOKLINE AVENUE.

A comparatively rectangular piece of land, containing from 1 to 2 million feet of land.

Adgacent to the Art Museum and other large buildings; in other words, a part of the monumental development of the Fenway Scheme.

On the Ipswich and Longwood Avenue lines, not far from the Huntington Avenue lines, and very near the City proper, Railroad facilities rather poor. Nearest station Longwood on the Newton circuit.

Its disadvantages are:

1st - Cost; about \$1.00 per foot (perhaps a little less).

2nd - Expense of foundations, the greater part requiring long piles, some of it almost too deep for piles.

5. STADIUM SITE.

Area about 1,300,000 square feet, and would cost probably _____ per square foot.

Site level, somewhat below street.

Should extend to State reservation, which would be about 800,000 feet additional; in all, over 2,000,000 feet.

No piles necessary, except possibly near river.

Surroundings generally uninteresting, except on the river side, which on both banks is a planted state reservation and in the course of time will be of great beauty.

Situation not easily accessible.

The Western Avenue car line, with the Allston and Harvard Square lines each about a half-mile away.

There is a possibility of the extension of the Boylston Street (Cambridge) line, which would give better service to this location and to the Stadium opposite.

Site is not imposing, like the Riverbank or Allston locations, seems less interesting, but can probably be obtained for less money than any other scheme.

Very poor surroundings, except for the Stadium, the Harvard Boat House and the Parkway, that is, small wooden houses crowded together and streets in poor condition.

Nearest R. R. the Boston & Albany line at Allston, with level haul.

This site, on account of its difficulty of access, together with the fact of its being somewhat under the shadow of Harvard, did not seem a desirable one to the Committee.

6. JAMAICA POND SITE.

Fairly level piece of ground, with only two houses on site.

No difficulty with foundations, as there is good ground to surface.

Area, anything desired from 1 to 1 1/2 million feet.

R. C. M.-----11.

Letter regarding price accompanies plan.

Land fronts on the Parkway and overlooks Jamaica Pond.

As the Parkway at this point is the roadway over which the greater part of the automobiles enter the city from the south, it can be said to be conspicuous enough.

The Parkway is to the west, and quadrangles can be easily arranged to give sun, quiet and views.

The site is within a five minute walk of the "Tech. Field" in Brookline.

The objections to this site can be summed up in "difficulty of access."

The South Huntington Avenue and Centre Street lines are adjacent to the eastern limits of the property, but their service is not satisfactory.

7. SOUTH HUNTINGTON AVENUE SITE.

Site not seriously considered, as it seemed too narrow and too steep and irregular.

Outlook over Parkway beautiful, and location on car line somewhat nearer the city than the Jamaica Parkway site.

8. ALLENDALE ROAD SITE.

This is a very attractive piece of property, but there is practically no transportation, and the availability for building purposes is much injured by a stone crusher and quarry in the rear, which would probably have to be acquired to make it of any use.

9. DORCHESTER SITE.

Transportation is poor and land swampy and un-attractive.

10. IPSWICH STREET SITE IN FENWAY.

These tracts are convenient to the center of the city, but probably not large enough for the Institute's development, and do not seem to offer any advantages in any way of open space, room for dormitories, freight facilities or general expansion.

The Committee will be glad to follow the above with further study, if you so desire, and would be glad to have a conference with you, in order to take up the other questions mentioned.

Very truly yours,

Arthur Wallace Rice

Andrew A. Stewart

Mary J. Carlson

Walter D. Michener
Chairman.

December 15, 1910.

Dr. Richard C. Maclaurin,
Pres't. Massachusetts Institute of Technology,
Boston, Mass.

Dear Dr. Maclaurin;-

Following your request, we have examined the land occupied by the Allston Golf Club to study its possibilities as a site for the Institute. We have limited ourselves to a careful consideration of the size, orientation, approaches and accessibility of the site, having in mind all the available data upon the immediate and future requirements of floor space. The architectural treatment of individual buildings and the details of grades and surroundings, or the production of striking pictorial plans or perspectives of this scheme, has seemed to us aside from the main problem now at issue. It became evident to us very early in our studies that the Allston site is available for the accommodation of all the buildings and for interspaces of liberal size. Room is also available for a convenient athletic field and for a dormitory group if desired.

The following notes and the accompanying block plan indicate the results of our studies.

THE SITE.

The site comprises a level tract, practically at street grade, lying principally west of the proposed extension of

(R.C.M.-2-)

Pleasant Street and about 650 deep on Commonwealth Avenue. A further depth of about 200 feet is composed of the slope of the bluff and a lower tract adjacent to the railroad. East of Pleasant Street, the bluff slopes to a low level extending east to the boundary of the lot.

Pleasant Street will form an important link in the future transportation development of the Metropolitan District. When connected by a bridge to Magazine Street, Cambridge, it will form a direct line from Coolidge Corner to Central Square, Cambridge, and thence to the great thoroughfares to the north of Boston. Legislation looking towards the construction of this bridge has already been enacted, and the Town of Brookline has taken steps to establish a building line on Pleasant Street. We have, therefore, considered keeping all buildings clear of the widened line of this street. It seems to us that this important thoroughfare will be of distinct benefit to the property.

DEVELOPMENT OF THE SITE.

A: Principal Axis.

A good development of the site seems to us to begin with the main axis, or Court of Honor, at right angles to Commonwealth Avenue, about half way from Pleasant to Babcock Streets, extending to the edge of the bluff, about 500 feet long and 250 feet wide. This court will have a sheltered south exposure and have a pleasant aspect at all seasons. It could be treated with two double rows of trees and a broad

(R.C.M.-3-)

green esplanade like the Avenue de l'Observatoire at Paris or the Tapis Vert at Versailles. It is about 50 feet wider and 150 feet shorter than the Harvard Yard. At the end of this axis, on the edge of the bluff, is the Administration Building. On account of its commanding position, we recommend, particularly for its advertising value, a high dome or tower, which could be easily seen from Harvard and West Boston bridges and the Charles River esplanade, forming a landmark up and down the valley so that the Institute could be readily pointed out to visitors and others. Back of the Administration Building, a terrace overlooking the river and shops could be developed into a striking feature.

The right and left of this court, and probably connected by corridors or porticos, would be ranged the department buildings, arranged as the best future judgment may indicate. We advise placing the long axis of as many buildings as possible in a general north and south direction, so that the long fronts will obtain the morning and afternoon sun.

The shops and power house are suggested to be placed on the low land adjacent to the railroad and behind the Administration Building, where the noise of the railroad would not be objectionable to these departments and coal supply and ash removal could be economically handled by rail.

B: Athletic Field.

East of Pleasant Street extension we suggest placing the Gymnasium, at the north near the railroad, and the Walker

(R.C.M.-4-)

Memorial at the south near the street. Between them the sloping bluff would be utilized for a combination grand-stand and staircase 220 feet wide descending to the low level, which would be occupied by a kite-shaped track and athletic field embracing a diamond, gridiron and tennis courts. This arrangement of seats is commended by its position back to the afternoon sun and by its striking view down the valley. The east end of the field might be closed by some low building to be used in connection with sports. The land is sufficient to accommodate a quarter-mile track or better, and actually has area sufficient to contain a structure of the size of the Harvard Stadium. A row of dormitory buildings could be put along the Commonwealth Avenue front if necessary.
C: Transverse Axis.

A secondary transverse axis extends east and west from the center of the above spectatorium across the Court of Honor to the extension of Babcock Street, which would be used as a private roadway for the Institute. West of Babcock Street extension, the land could be used for further extension of the buildings or for a dormitory system. Among these we suggest one containing a dining hall and assembly hall, which should preferably be near Commonwealth Avenue. Besides its daily use by the student body, such a building would be of great value for alumni reunions, etc.

DIMENSIONS AND AREAS.

In estimating the spaces covered by the buildings, our ~~guide~~ guide has been the report prepared by Mr. Wigglesworth. We

(R.C.M.-5-)

are not clear whether the figures given in this report are for net or gross areas. In any case, it is obvious that reliable data of this sort is of the utmost importance in developing even the most tentative scheme for the new Institute, and the value of the present report depends largely on the correctness of the above figures. Our method has been to assume an arbitrary width of 60 feet for the buildings, considering that to be about as wide, for a central 10-foot corridor with 24-foot classrooms on each side, as could be effectively lighted by windows. We then simply divided the areas given for four-story buildings by 60, which gave the required lengths. According to Mr. Wigglesworth's report, the Institute now has 354,000 square feet of floor space and requires 491,000, covering in all 148,000 feet of ground area. Omitting the Administration Building, Gymnasium and shops, the ground area required for the department buildings is 110,500. Dividing this by 60, the result is 1840 lineal feet of building. Our plan contains 2280 lineal feet of department buildings, and it is evident that if any considerable addition to this were to be placed on the block between Pleasant and Babcock Streets, the central court would have to be sacrificed and all opportunity for a dignified effect would be lost.

If the areas given in Mr. Wigglesworth's report are net areas inside of work rooms, it is evident that at least 25% more should be allowed for actual ground areas covered by the buildings.

The result apparently indicates that the Institute can

(R.C.M.-6-)

hardly be properly accommodated between Babcock and Pleasant Streets, and it would be imprudent to acquire anything less than the entire tract, including, if possible, the lot on the west corner of Commonwealth Avenue and Babcock Street, which we have hence utilized as a part of the scheme.

The project is a fascinating one from every point of view. A more picturesque location, or one which would lend itself better to striking effects, could hardly be imagined; the land provides good foundations and would need comparatively little grading; the transportation facilities are excellent, and if disturbance by steam and electric railroads is not too great, it would seem to be an ideal site.

COMPARISON OF TRANSPORTATION FACILITIES
BETWEEN THE ALLSTON AND JAMAICA PLAIN SITES.
ALLSTON SITE.

There are three electric car lines running from Commonwealth Avenue to Boston, with the following cars;-

Auburndale.....	6 to 12 cars per hour.
Newton.....	12 to 20 " " "
Waltham.....	4 to 8 " " "
	<u>22 to 40 " " "</u>

The above lines of cars all run to Park Street, connecting at the corner of Massachusetts Avenue and Boylston

R.C.M.-7-)

Street with cars for Roxbury and Dorchester and at the corner of Massachusetts Avenue and Beacon Street with cars for Cambridge.

The running time from the Allston Golf Club site to Park Street is from twenty to twenty-five minutes. When the Riverbank subway is built, this time should be reduced by at least five minutes to Park Street.

There are eight trains from Boston to Cottage Farm station on the Boston & Albany Railroad and ten trains from Cottage Farm to Boston. The Cottage Farm station is about one-quarter of a mile from the Allston site. It will be impossible to carry a spur track from the Boston & Albany yard directly on to the site for freight.

To the above should be added the possibility of a cross town line on future extension of Pleasant Street, which would give speedy access to Cambridge and Brookline.

JAMAICA SITE.

There are four electric car lines running from Jamaica Plain to Boston, with the following cars:-

South Huntington Avenue.....	4 to 8	cars per hour.		
North Station.....	6 to 12	"	"	"
Forest Hills- Crosstown.....	4 to 6	"	"	"
Elevated (Surface cars to Dudley Street Terminal, thence to City proper via Washington Street Tunnel).....	<u>12 to 60</u>	"	"	"
	26 to 86	"	"	"

The smaller figures in each case show the number of cars per hour through the middle of the day, and the larger figures the number of cars during the rush hours in the morning and night.

The South Huntington Avenue line starts from the Jamaica

(R.C.M.-8-)

Plain car station and runs via South Huntington Avenue and Huntington Avenue to the Park Street subway.

The North Station line starts from the Jamaica Plain station and runs via Tremont Street and the subway to the North Station.

The Forest Hills Crosstown line starts from Forest Hills Elevated and runs via Center Street, Roxbury Crossing and Huntington Avenue to Park Street.

The Elevated starts from the Jamaica Plain car station and runs via Center Street and Eliot Square to Dudley Street Elevated.

The running time from Center Street to Park Street is from twenty to twenty-five minutes.

The Boylston Street station on the New York, New Haven and Hartford Railroad is about one mile from the site, and there are twenty-eight trains from Boston to Boylston Street daily and twenty-seven trains from Boylston Street to Boston Daily.

There is a freight yard at the Boylston Station.

The pure air, beautiful surroundings, freedom from electric disturbances and jarring by heavy trains or vehicles, as well as the proximity of the athletic field already owned by the Institute, are compensations for the poorer transportation facilities of this location; but there is a total lack of the "advertising" opportunities of the Allston site, as well as the convenience in relation to the best residential part of the

KILHAM & HOPKINS
ARCHITECTS
9 PARK STREET, BOSTON

(R.C.M.-9-)

city with its great institutions.

As we have already stated, the above report can only be considered as a preliminary one. It would give us great pleasure to continue the investigation on such lines as you may desire.

Respectfully yours,

Walter H. Kilham
.....
Chairman.

Arthur Wallace Rice
.....

Henry J. Carlson
.....

Arthur A. Shurloff
.....
of the Committee.

68

Interim Report of Site Committee.

The special committee on the site has worked continuously from the time of its appointment, and has found the problem presented to it a far from simple one. The selection of a site has not been merely a question of deciding upon the best location and coming to an agreement as to price, but it has involved in the case of two of the sites most seriously considered the removal of restrictions, the closing of projected or legally accepted streets and other difficulties not apparent until ~~actual~~ negotiations were actually undertaken.

Your committee has been absolutely unanimous in its opinions and decisions, and while it can not to-day state that it has actually secured a site for the Institute, it has made such headway that it feels that satisfactory progress can be reported.

Representatives of the owners of the large tract on the Cambridge river bank east of Massachusetts Avenue, known to your Corporation as the "Cambridge site", have pledged themselves as far as possible to transfer the land to the Institute, free from all existing restrictions, on terms more favorable to the Institute than have so far been obtained with reference to other sites of similar value. Your committee has informed these representatives that, subject to certain restrictions being removed and a number of roads closed by proper action on the part of the city government of Cambridge, a good title being given within a reasonable time the Institute will purchase and pay the price agreed upon. The tract referred to consists of about fifty acres and has a frontage of 1750 feet to the Esplanade on the river bank and

1760

1150 feet to Massachusetts Avenue.

In view of the possibility of it proving impracticable to the owners of this tract to fulfil the stipulations of this agreement, your committee has not ended its consideration of other sites, and continues to hold important options on other lands.

Notes.

Cosmopolitan character of the Institute. Students drawn from the ends of the earth and widely distributed over every state in the Union. For its size the Institute is more representative of America as a whole than any other institution in the country. The function that it plays is mainly a national one. It does, however, play a peculiarly important role in this particular locality. It educates a large number of young men who must live at home, either within the metropolitan area or within striking distance of Boston by railroad. To fulfil its national function, the Institute might be located anywhere, but for the benefit of those who live near the Hub, it must be situated as conveniently as possible - must be easily accessible by car from the railroad stations, and from the various parts of the metropolitan district, the suburbs being in this respect no less important than the city itself. It is this fact which excludes a country site for the Institute as has sometimes been suggested for it. There is, however, another important factor in determining the site, and this is one that is not generally understood. The new location must be within easy distance of Copley Square. To most people in Boston, the Institute is associated with two buildings - the Walker and Rogers buildings, almost opposite the Hotel Brunswick in Boylston street. These are its oldest buildings, but represent only a small fraction of the equipment of the Institute. A great part of its work is carried on in Trinity Place and also in Garrison Street. The Trinity Place and Garrison street property is free from all restrictions and may be disposed of at any moment, but the property in Boylston Street is curiously restricted and the Institute is practically bound to it, if not for all time at any rate for a long time. It is, of

course, impossible to sacrifice so valuable a site and buildings, and therefore whatever happens to the Institute, as far as a new site is concerned, the Boylston Street property must continue an important element. There for many years doubtless its administration buildings will be located, and that portion of its work carried on which can be most easily separated from the remainder. In choosing a site, then, it must be borne in mind that the site must be easily accessible to the railroad stations and the suburbs, and as near as possible to the Institute's property in Boylston street.

From the report of the site committee submitted to the Corporation this afternoon, there would seem to be a high probability that the Institute, whilst retaining its headquarters on Boylston Street will transfer its activities in Trinity Place and ~~xxxxxxx~~ Garrison Street to the River Bank in Cambridge. The site selected there, included by a red line on the plan, is remarkable for its accessibility. It is already easily reached from all points of the metropolitan area, and when the Cambridge subway is completed, will be even more accessible, especially from the North Station. It comprises an area of just about fifty acres, has a frontage of a third of a mile to the Esplanade on the River Bank, of over a thousand feet to Massachusetts Avenue and 250 feet to Main Street- stretches from Massachusetts Avenue to the Shoe Exposition Building and from the Esplanade to the Boston and Albany Railroad tracks. It is all level land capable of being advantageously developed for building purposes with admirable exposure for light everywhere.

The selection of such a site for the Institute offers great advantages both to Boston and to Cambridge. The removal from Trinity Place will make possible the carrying out of the designs of the Park Square Trust to connect Columbus Avenue with Dartmouth Street by a broad street parallel to Boylston Street as indicated on the plan and t

thus make possible an important civic improvement. It will be particularly convenient for the students who must live in Boston to have the Institute located in so convenient a site, more accessible than any other that is available within the metropolitan district. It will offer to Boston a splendid opportunity of improving the Charles River Basin. That is a feature of Boston which has wonderful possibilities artistically and otherwise - opportunities that seem scarcely to be realized by the citizens as a whole. Scarcely a city in the world has similar opportunities or having them has so neglected them. The building of a fine esplanade one-third of a mile long along the water front would add enormously to the artistic effect of the basin, and the location of the Institute on the river bank would save the basin from its otherwise inevitable doom of being spoiled by the gradual encroachment of factories, garages, etc. along its banks. The advantages to Cambridge would be equally great; it would save that part of the city from the type of development to which it is otherwise doomed, and, of course, the placing of a great Institution, such as the Institute, famous throughout the world - the placing of such an Institute right in the midst of Cambridge would add to its prominence as the intellectual centre of the Union. These advantages to Cambridge have been clearly recognized for long by many of its prominent citizens and during the year petitions from various individuals and institutions in Cambridge have poured in upon the president of the Institute, urging his consideration of the Cambridge site. These petitions have come from the mayor and from the city council, from the Cambridge Club, the Economic Club of Cambridge, the Cambridge Tax-payers Association, the Citizens Trade Association, senators, representatives and a large number of leading citizens.

If the negotiations are brought to a conclusion, as it

seems probable that they will, a problem that has concerned the Institute for long will be happily solved. It has been recognized for many years by the friends of the Institute that something must be done to relieve the pressure due to increasing numbers and more extensive courses and equipment. In every department, the Institute is crowded out, not only in its old buildings on Boylston Street, but in the newer ones on Trinity Place and Garrison Street. The difficulty of relieving the pressure has been mainly if not entirely financial, especially during the last ten years, changing conditions have imposed a very heavy burden on the Institute in carrying out its policy of keeping its leadership in the higher branches of technical education. The cost of maintenance has steadily increased and it has been realized that it has been impossible to keep in the front rank and take the larger step of moving its location at the same time, unless unusual financial support could be secured. The authorities wisely decided to sacrifice everything to the maintenance of high standards. During the year, however, an appeal was made to the legislature for a special appropriation during this decade to help the Institute to initiate a policy of development. The appeal of the Institute was ultimately granted and the resolve giving it \$100,000 a year for the next ten years was signed by the governor on the 20th of May. Then for the first time the Institute felt that it could face the problem of a site really seriously. Its Corporation met in the first week of June and after careful discussion of various sites, authorized the appointment of a committee of five with full power to settle the matter. This committee consisted of the President and Messrs. Wigglesworth, Hart, Webster and Everett Morss. It proceeded at once to business and was especially fortunate in securing the services of Mr. Whittier, who placed his great knowledge of real estate

problems and his skill in negotiations freely at the disposal of the Institute. The negotiations have proved exceedingly difficult, owing to a variety of complications that revealed themselves in the process of time. The committee has been absolutely unanimous in its opinions from the first. After careful investigations of various sites, it decided that the Cambridge site would be the best, provided it could be obtained at a certain price and provided also that all the streets intersecting it, except Vassar Street, could be closed. There were about forty owners to deal with, those having the largest interests being the trustees of the Ames estate and Dr. Marcy of Commonwealth Avenue. It was naturally a difficult problem to come to an agreement with so many owners, but at last such an agreement has been reached and the Institute has undertaken to buy at a certain price, provided, and the provision of course is a very important one, - provided that Cambridge rises to the occasion and agrees to the closing of the streets. This proviso is of the essence of a contract and unless it can be ~~reached~~ carried out, the Institute will go elsewhere. The actual price agreed upon has not been discussed by the Institute authorities, but it is understood to be in the neighborhood ~~of~~ of 3/4 of a million. Of this sum, a former student of the Institute, Mr. T. Coleman duPont, the president of the Powder Company, has generously agreed to pay 1/2 a million on condition that other ~~money~~ money is forthcoming to complete the purchase and erect the necessary buildings. As it will require more than two million dollars for these buildings, it will be apparent that a large financial problem still confronts the Institute.