Early Harvard Bridge Operated As a Toll Bridge

Old Name No Longer Applies to Bridge Which Has Lost Last Beauty

Case is the dim-faded days behind when the Bridge was truly a Harvard bridge and can be honestly said to have been the greatest vaunt of the Charles then and there. These days are gone forever. Now the Bridge neither has a beauty nor a name to call it by.

Thus has the waters widened the facts of the case are these. When the first Charles River Bridge was built by Harvard and operated as a toll bridge, it was advertised by public nuisance and the Commonwealth threatened to build another alongside. It is said that the Bridge was not good enough even when we had no automobiles or trolley cars to overcrowd and overload it, and when the space that the bridge spanned was a regid of the handsome Charles River Basin.

'The day was yet not come when the hands of those short-sighted tax-payers had not suffered enough from the noise and ugliness of the truthless spectator, the Legislature is actually proposing to prolong the life of the Charles River Bridge upon us for another twenty years. They claim that they can silence it by picking it with new granite and finally abolishing the narrow and dangerous draw; but to do these things they must spend at least $600,000, and in the end, the handsome brigdes that of those of the Institute, and then ruin the whole effect by placing at the most conspicuous point and on what is probably the most-traveled highway in Eastern Massachusetts, a pitch-black bridge that is too narrow anyway, that has no adequate approaches, that allows no under-passes, and that is really another bridge.

T. E. N.

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THE HARVARD BRIDGE

A S one has said, it is a symptom that our sister institution, which is the sponsor for the crusade and unifying structure known as the Harvard Bridge. The engineers of the 800's did the best they could with the inadequate appropriation which was placed in their hands and brought out of the cities of Boston and Cambridge at that time; and they would be the first to acknowledge that the design was not as good as it could have been.

THE TECH presents the operation of the new bridge. The TECH always tries to be as the infaminlle ping

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We suggest that Theatrical Producers should consider the events of the past few years to be of interest to them. The new bridge was largely financed by the American people. The people of America have a right to expect that their money will be spent wisely.

NINE ENGINES TO QUEENBRIDGE BLAZE

Nine fires of apparatus were stationed in the vicinity of the bridge last night. The Boston fire department, the United States fire department, and the Massachusetts Military Department all responded, bringing a total of nine engines to the blaze.

Less than an hour after the fire was reported, the engines were on the scene. The flames were burning fiercely and the smoke was heavy.

The cause of the fire is not yet known, but it is believed to have been caused by a spark from a passing train.

The fire quickly spread and threatened to engulf the entire bridge. The engineers worked tirelessly to contain the fire, but in the end, the bridge was lost.

The bridge now lies in ruins, a sad reminder of the power of fire.

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