Harvard had owned Bridge

By William F. little

In 1949, members of The Tech staff, inspired by a movement begun over 30 years earlier, unofficially inaugurated the present Harvard Bridge as "The Technology Bridge," after it had been cleared of struts for reconstruction. Despite its efforts, the bridge was officially dedicated seven weeks later, by Governor Dewey, The Harvard Bridge.

Harvard University was given the right of way to operate a ferry from Boston to Cambridge, at the present site of the Harvard Bridge. Later, the ferry service was replaced by a toll bridge, which was owned and operated by Harvard University and was itself named The Harvard Bridge. However, 15 years prior to the Institute's moving to Cambridge, in 1906, the present bridge was opened and in accordance with tradition and Harvard's previous ownership of the old bridge, it was called The Harvard Bridge. According to the MDC, Harvard still receives a dividend of $200 per month from the City of Boston in compensation for the loss of revenue from the operation of the toll bridge.

In 1910, the original wood block paving was replaced by wood sheathing which would periodically pull loose with the increasing amount of traffic. Engineer Corps members of the RSGC, who had annually arranged the theoretical problem of locating dynamic charges to demolish the bridge were effectively.

The possibility of construction of a new bridge was becoming brighter in the early twenties and the Institute's cause to rename the bridge reached Beacon Hill. A state senator proposed that "in the event that a new structure is erecte to replace Harvard Bridge, a move to christen it 'Technology Bridge' will have some serious consideration." However, the MDC elected to appropriate funds to reconstruct the bridge to fit the increasing traffic over the following thirty years, and since a new structure was not built, the bridge was reopened in 1924 as the Harvard Bridge.

Since then the bridge has been noteworthy only to those pedestrians who have to braving severe cold during a windy winter day and to those drivers who delight in peals during a windy winter day and to those drivers who delight in peals of hurrah when spraying slush of rain water on the unprotected pedestrians.

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