

*Harvard Square:  
Architecture and Development*

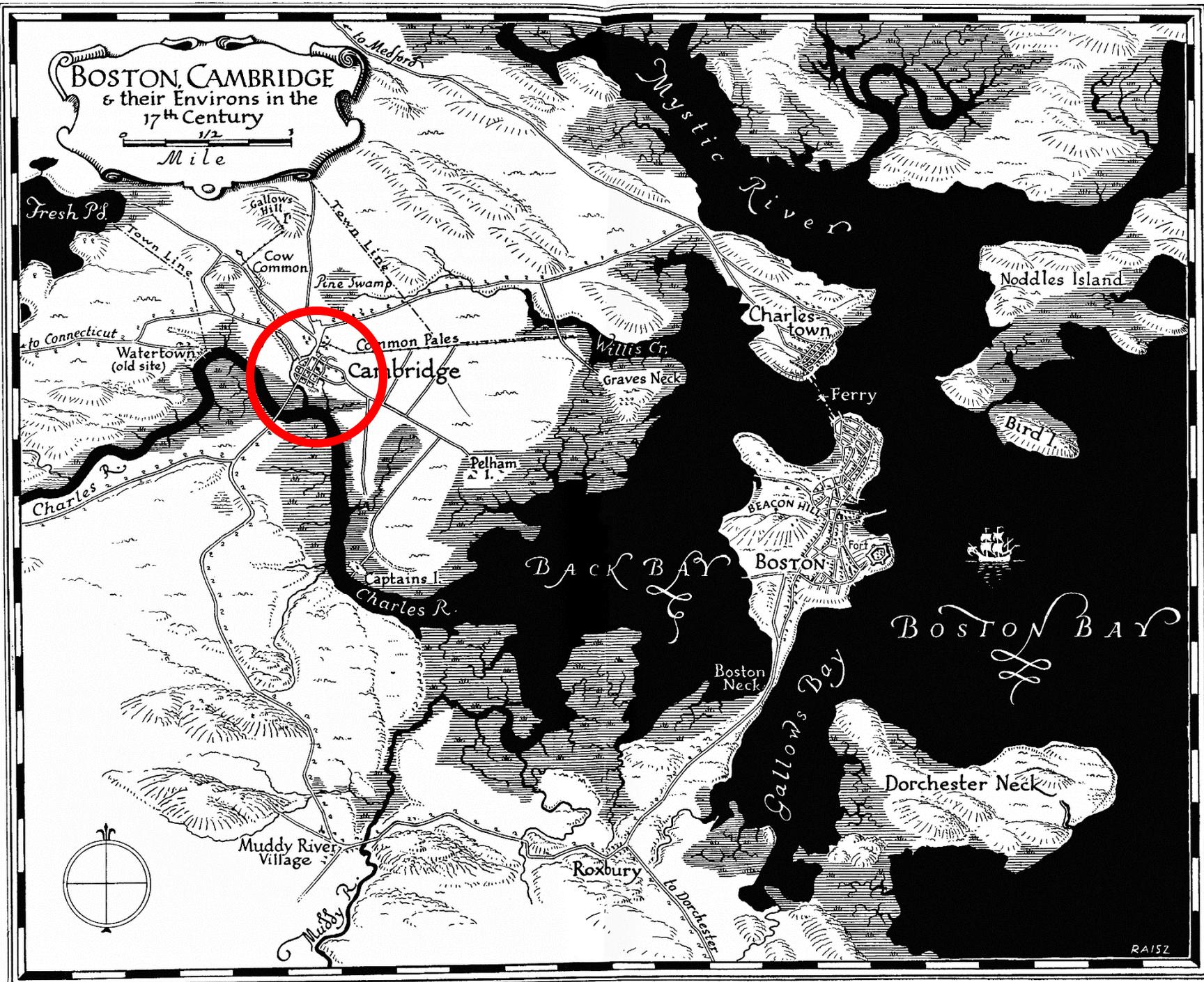
Charles Sullivan

Cambridge Historical Commission

November 4, 2018

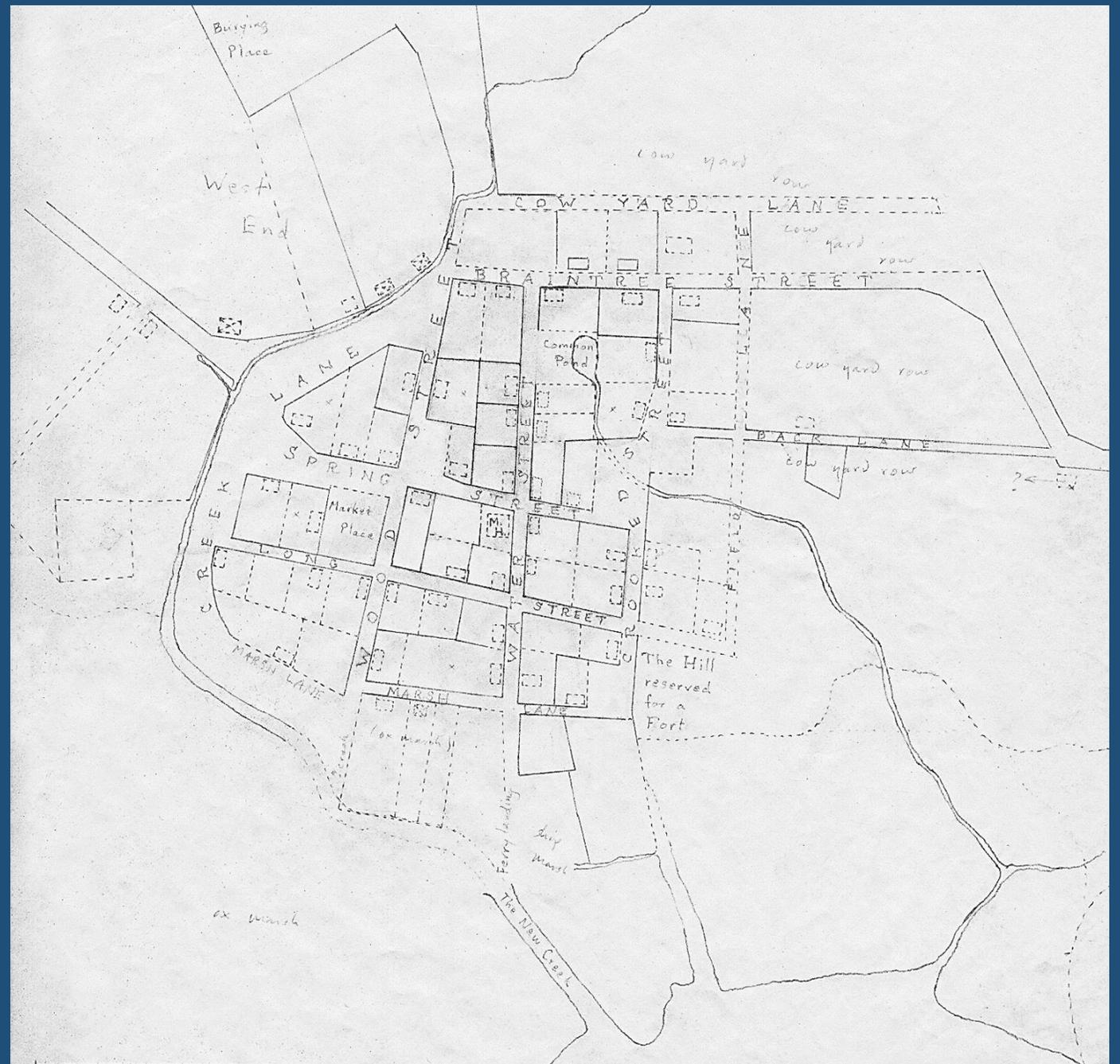
The Winthrop-Woods Map of Massachusetts Bay, ca. 1633–37 (detail).

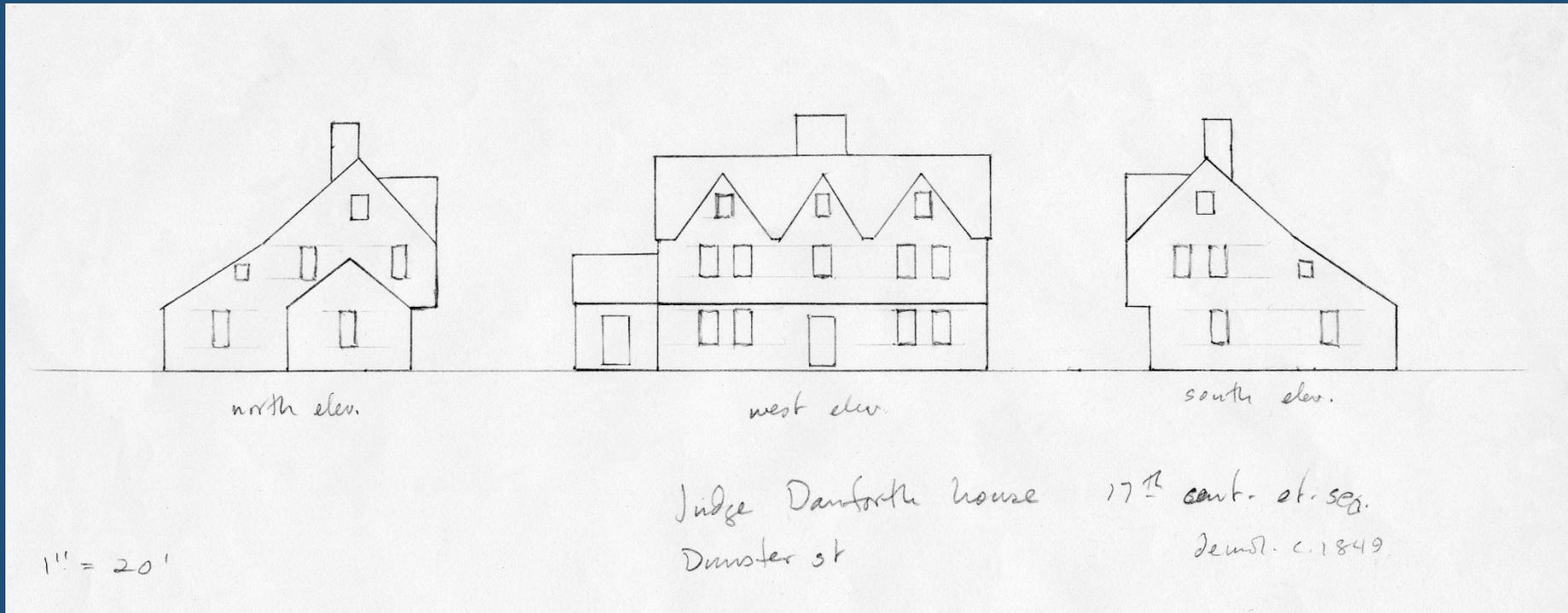




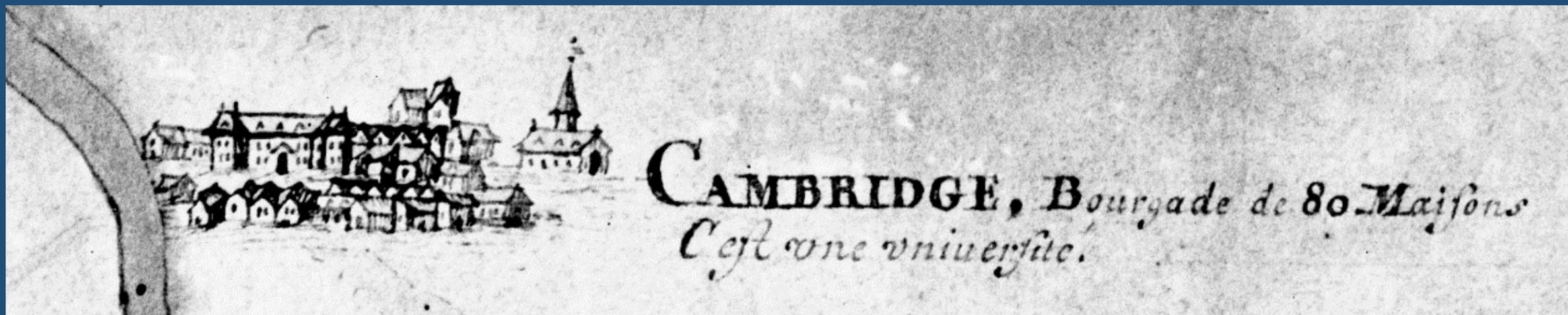
Reconstructed plan of Cambridge and environs in the 17th century

Reconstructed plan of Newtowne in 1635, illustrating the “contrived streets” and “faire structures” described by William Woods in 1634.



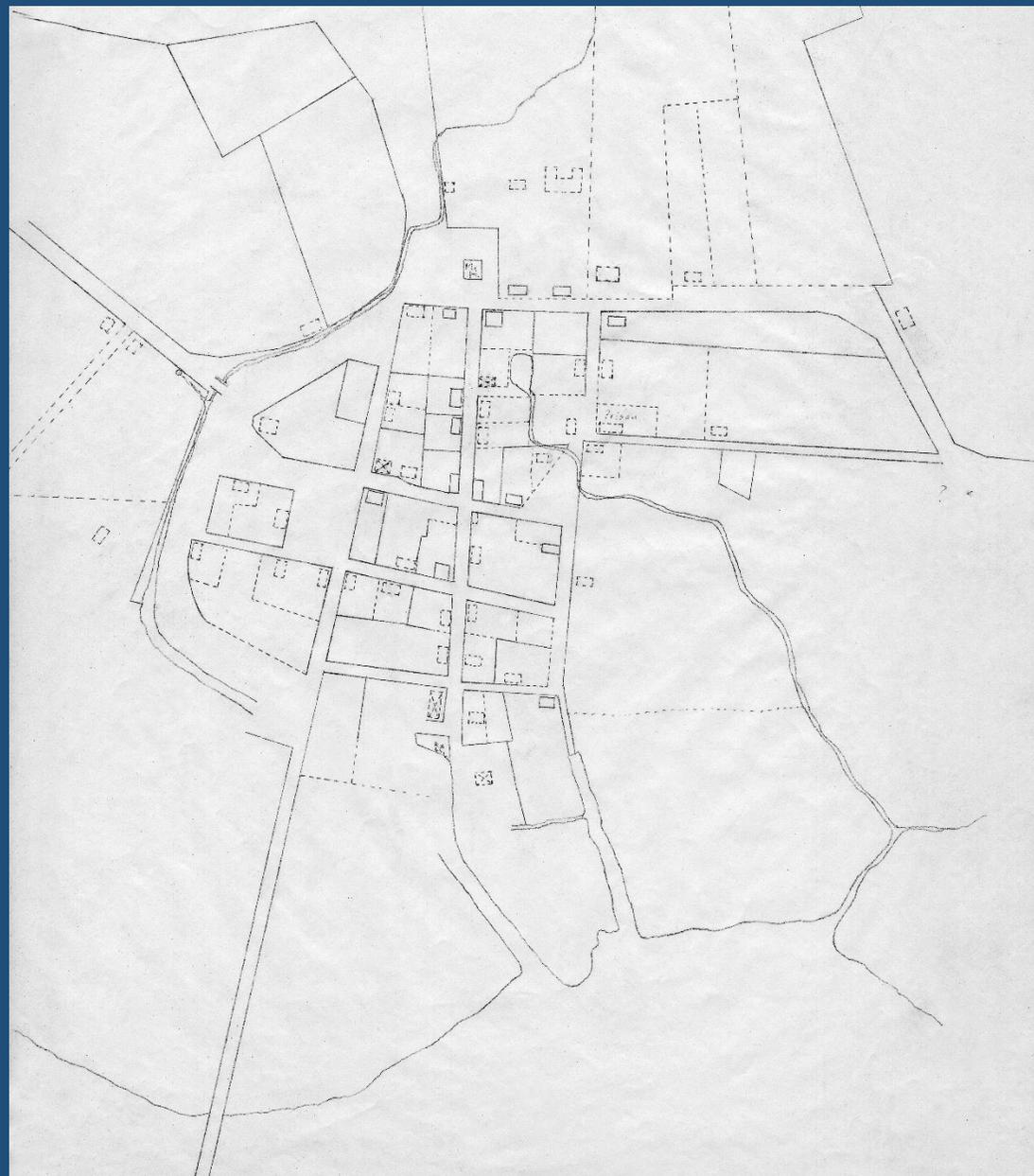


Conjectural drawing of the 1634 Nathaniel Hancock house, Dunster Street.  
Demolished 1849



First known view of Cambridge, 1693

The village in 1662, after construction of the Great Bridge in 1660.





Boston and Cambridge ca. 1770

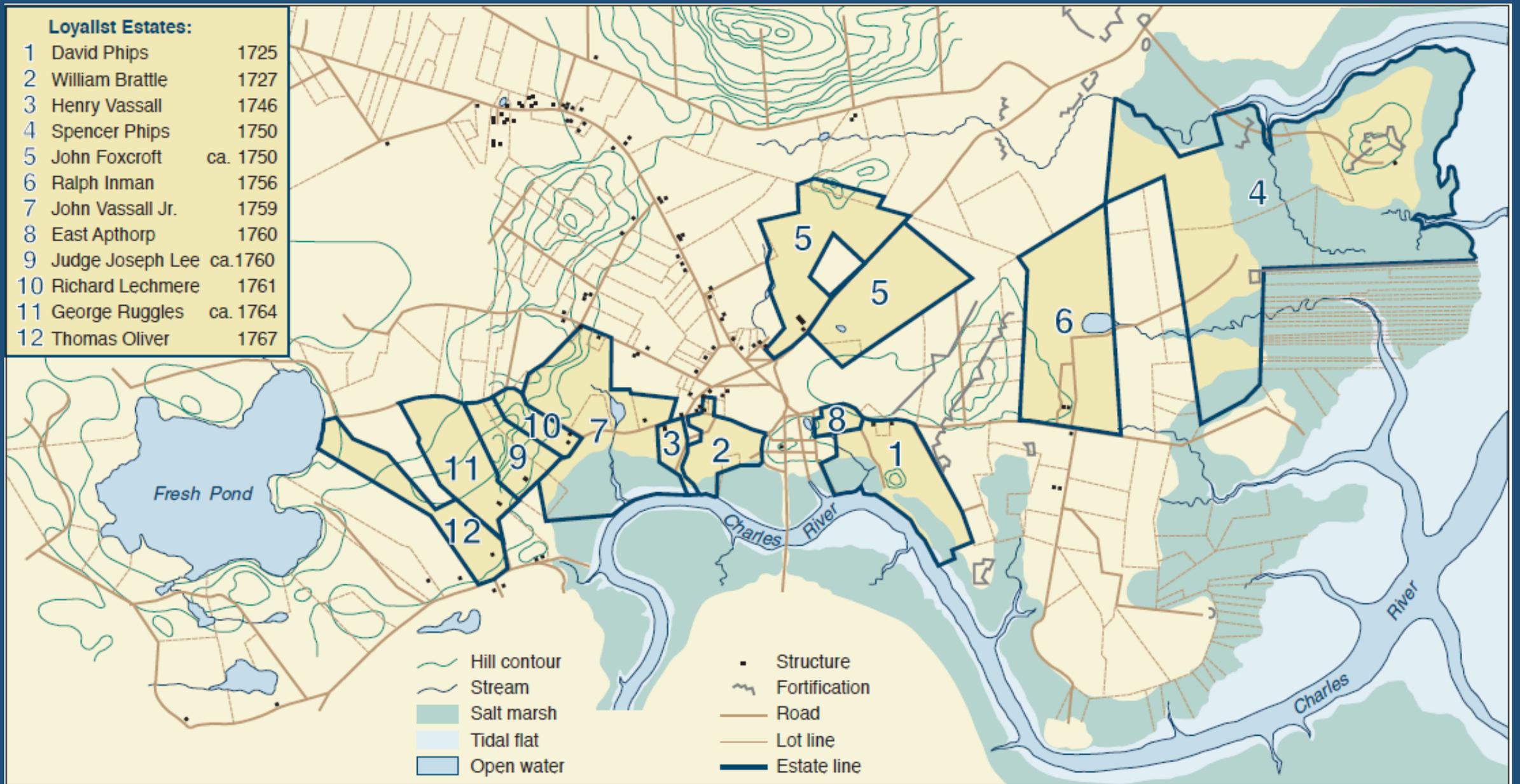


The Village  
(Harvard Square)  
seen from the  
north in 1775

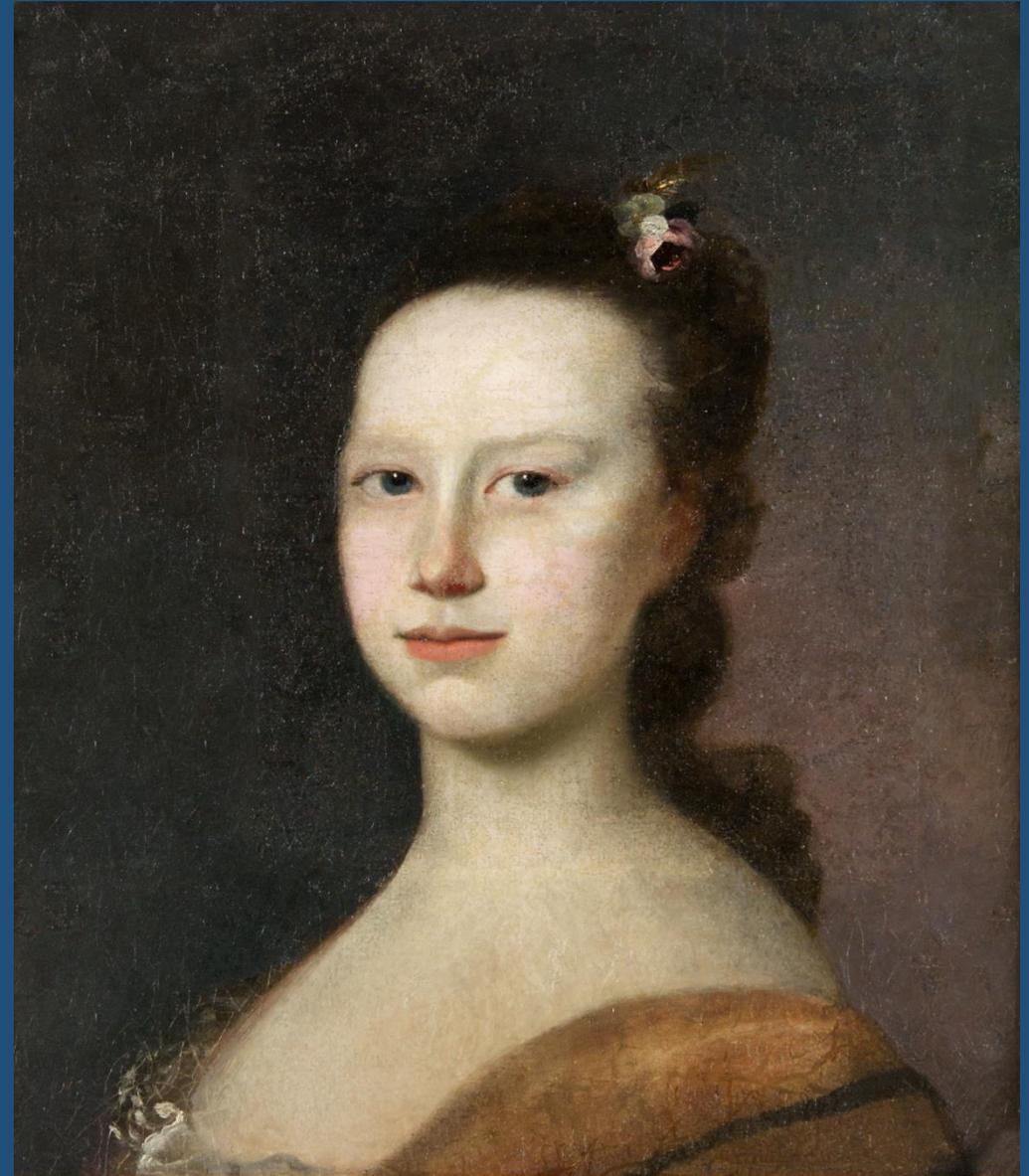
*THE HOUSE of SAMUEL WEBBER, A.A.S., and of The COURT HOUSE in Cambridge,*



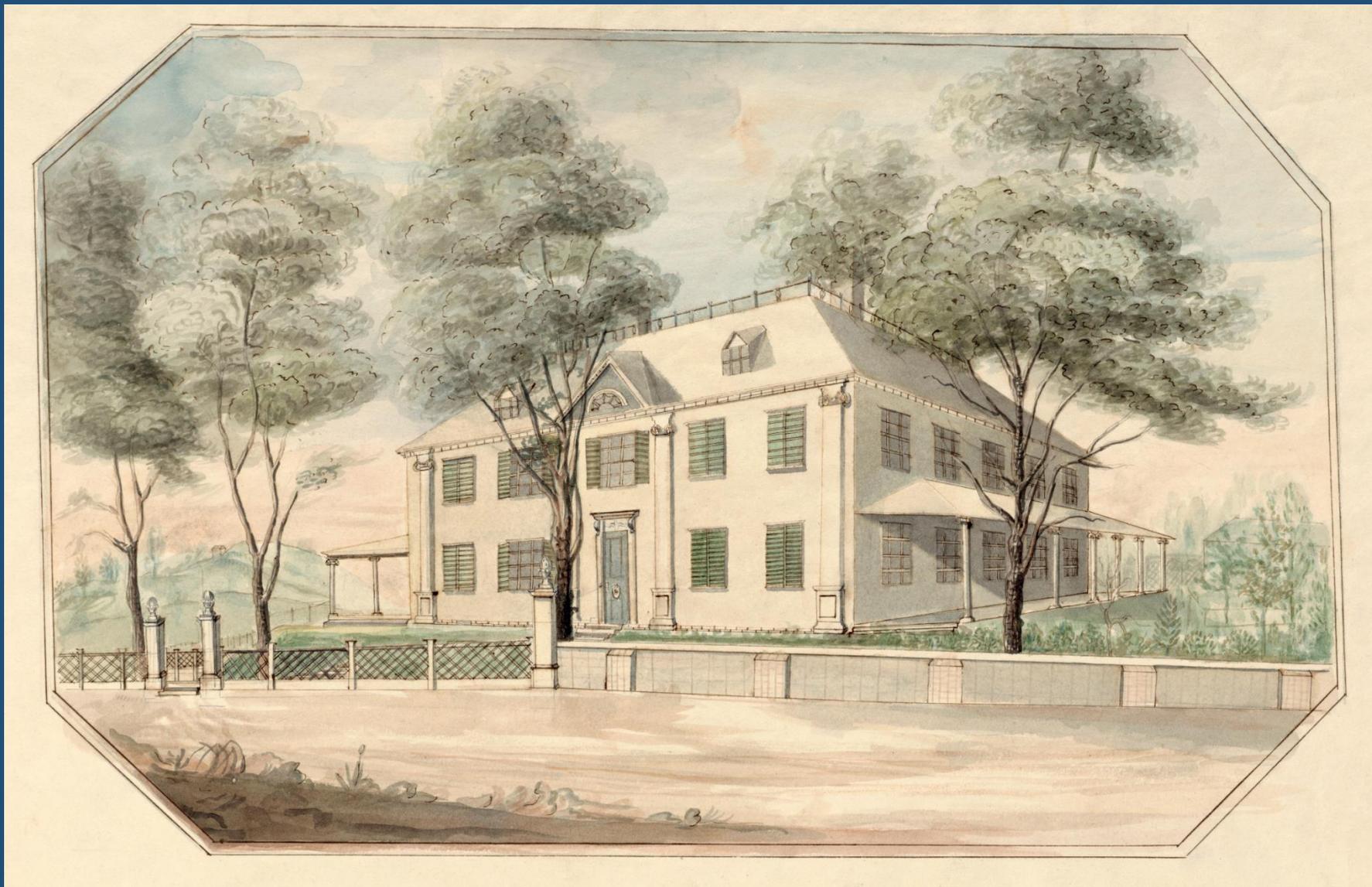
Middlesex County Courthouse (1758), on the site of today's Harvard Coop, and the Prentice-Webber house (1750), as seen in 1796.



Loyalist Estates in 1775



Colonel Henry Vassall and Penelope Royall Vassall (1724–1800)



John Vassall Jr. house, 105 Brattle Street (1759),  
with porches added by Andrew Craigie in 1791-94

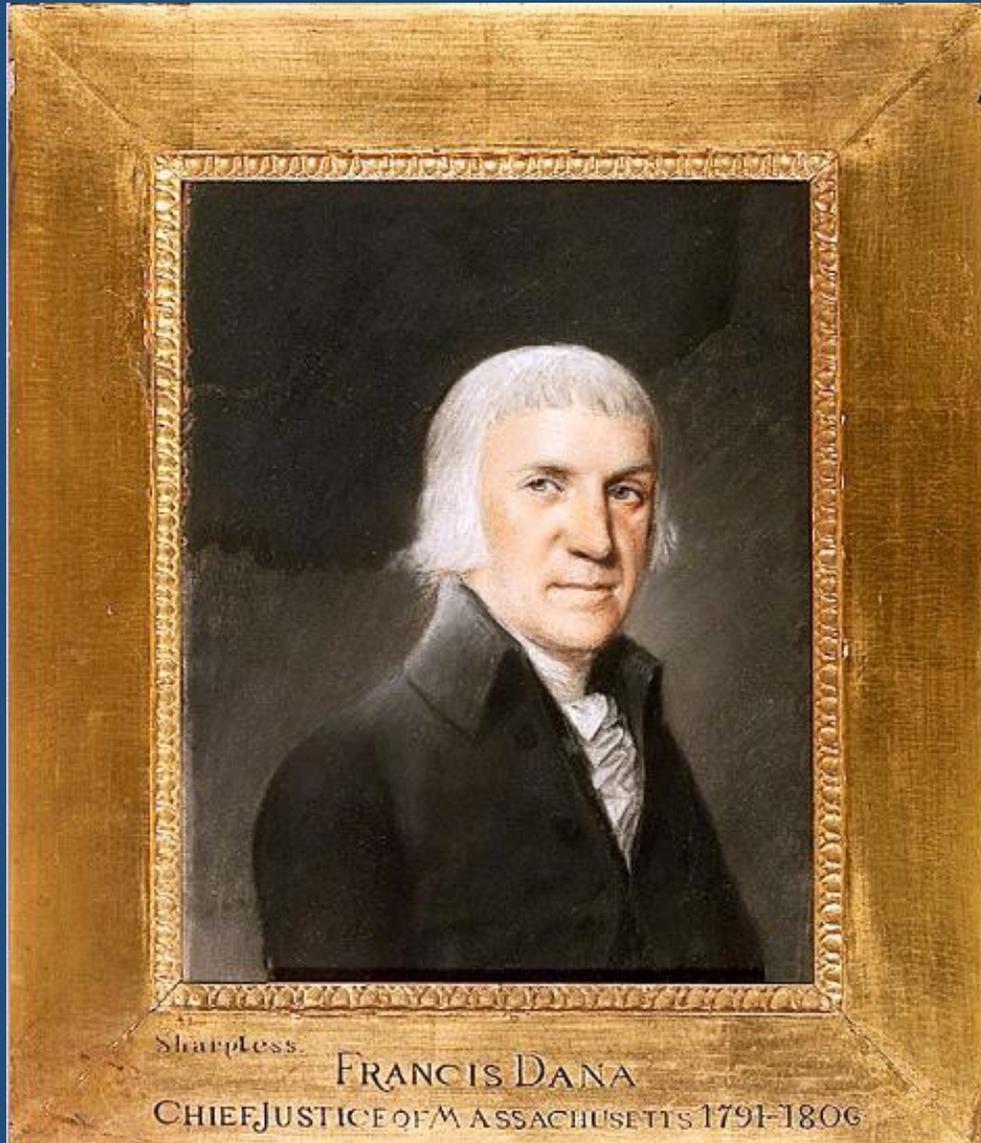


The earliest accurate view of the village, 1780–81, as seen from Dana Hill.

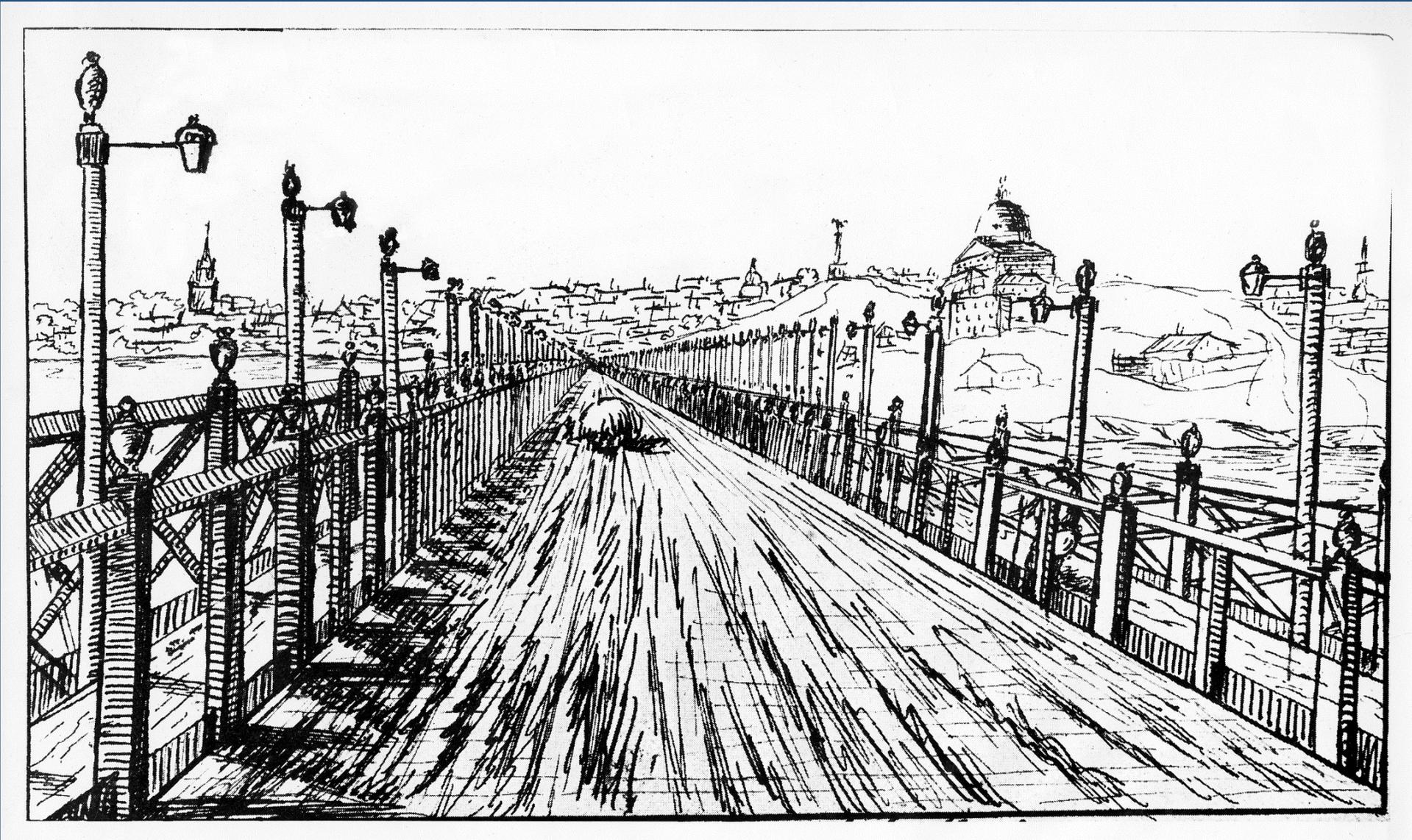
L-R: John Hicks house and its neighbors; Spencer Phips's "very large new built barn;" the Apthorp-Borland house with its barn; the Fourth Meetinghouse, behind the Wadsworth, Hooker-Shepard-Wigglesworth, and Stephen Sewell houses; and the parsonage, with Christ Church in the distance. Harvard buildings include Massachusetts, Stoughton, Harvard, and Hollis Hall (behind the college brewhouse).



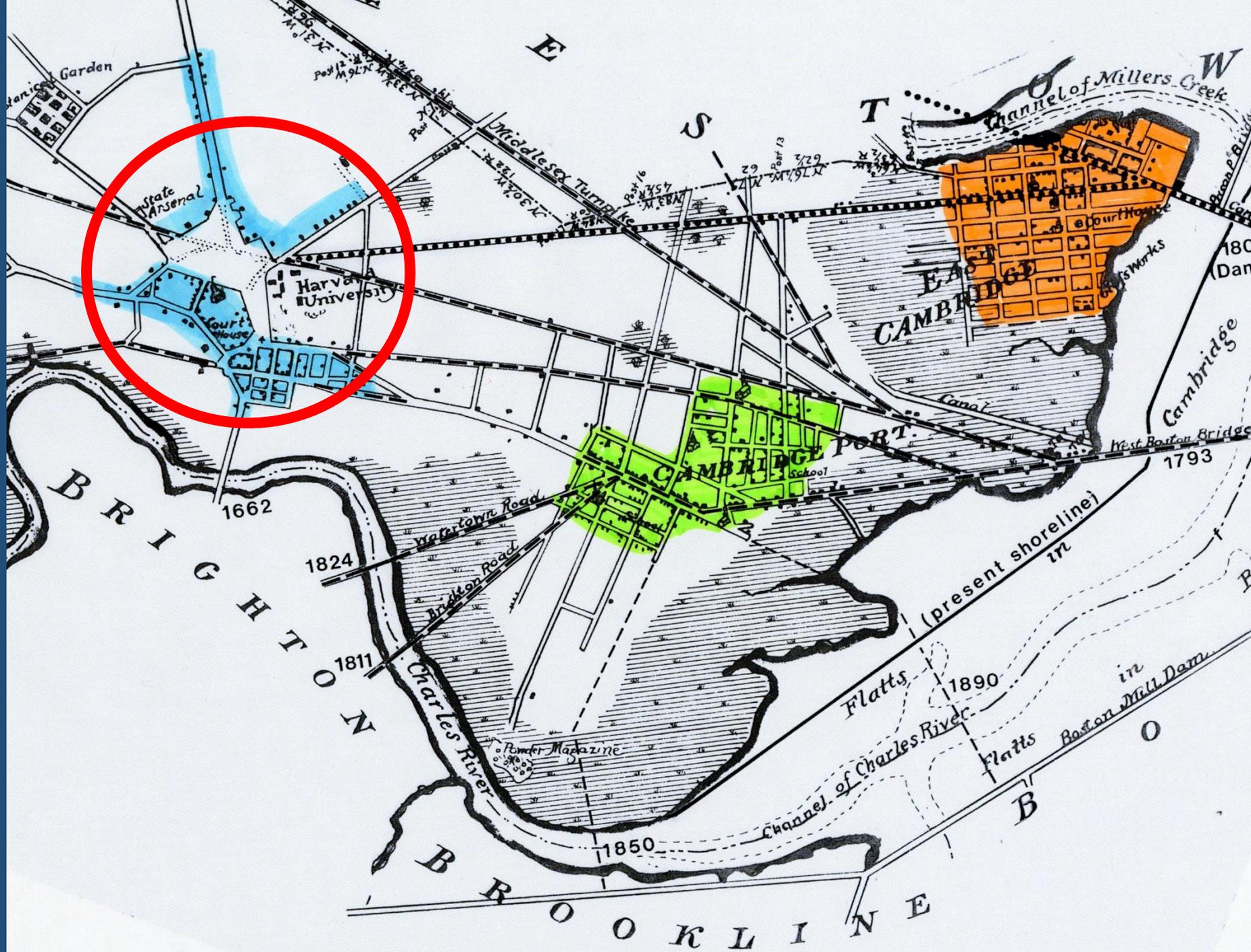
The 1670 parsonage of the First Parish on Massachusetts Avenue, just east of Wadsworth House facing Plympton Street. Attributed to Eliza Quincy (1798–1884), a daughter of Harvard president Josiah Quincy who lived in Wadsworth House in this period.



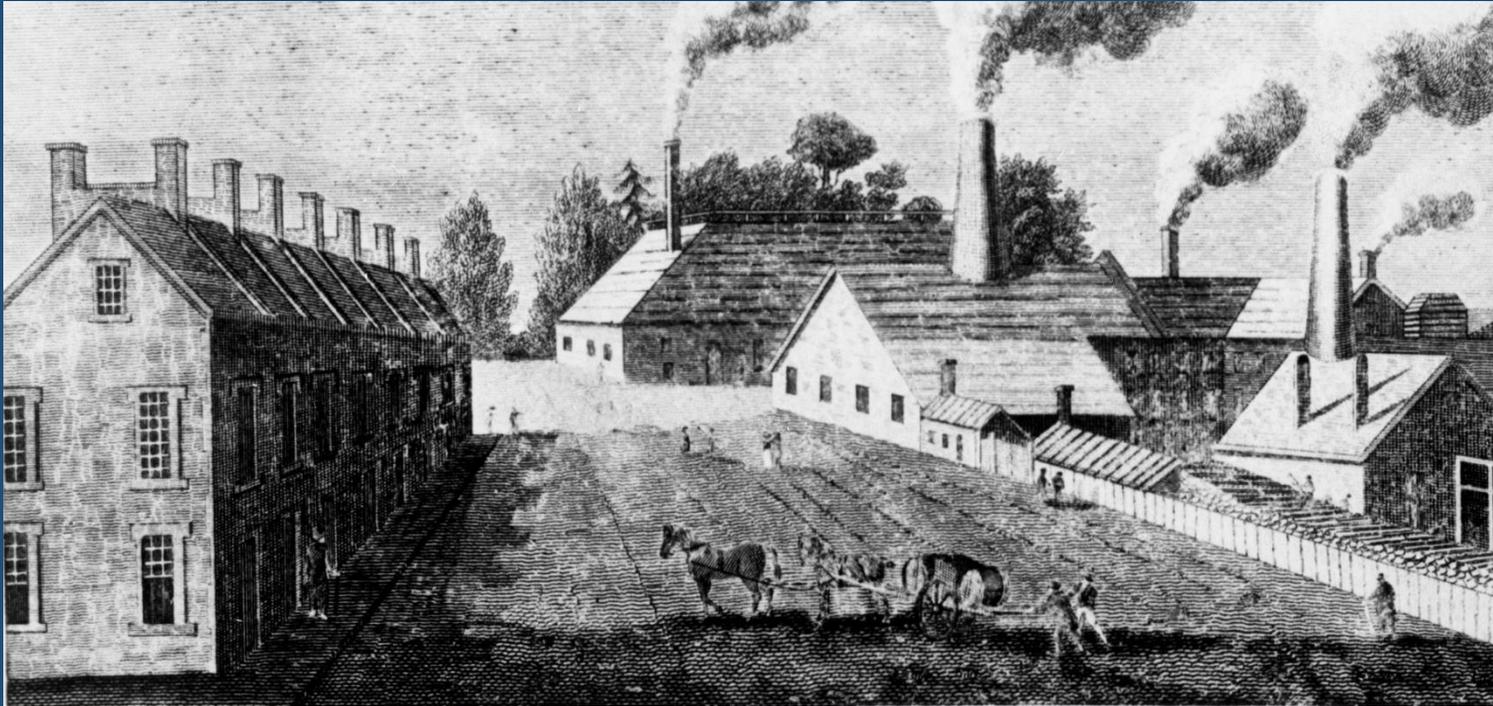
Francis Dana  
Chief Justice of Massachusetts,  
1791-1806



West Boston (Longfellow) Bridge, 1793



Three villages  
on the verge  
of dissolution,  
1830



New England Glass Works,  
East Cambridge, ca. 1825



Lafayette Square,  
ca. 1825



Cambridge Common in 1821, with Harvard Yard and the village



The village,  
1833



Alexander Wadsworth plan of the village, 1833



Deacon Levi Farwell (1784-1844), steward of Harvard College,  
and Prudence Farwell (1775-1847).



Farwell's Store (center), before 1859.



Joseph Hicks house, 64 Kennedy Street at the corner of South Street (ca. 1693–1715).  
Demolished ca. 1903.



Harvard Square in 1854.



Harvard Yard, looking north from the attic of Wadsworth House in 1821.

Charles W. Eliot (1834-1926)

President of Harvard University,  
1869-1909



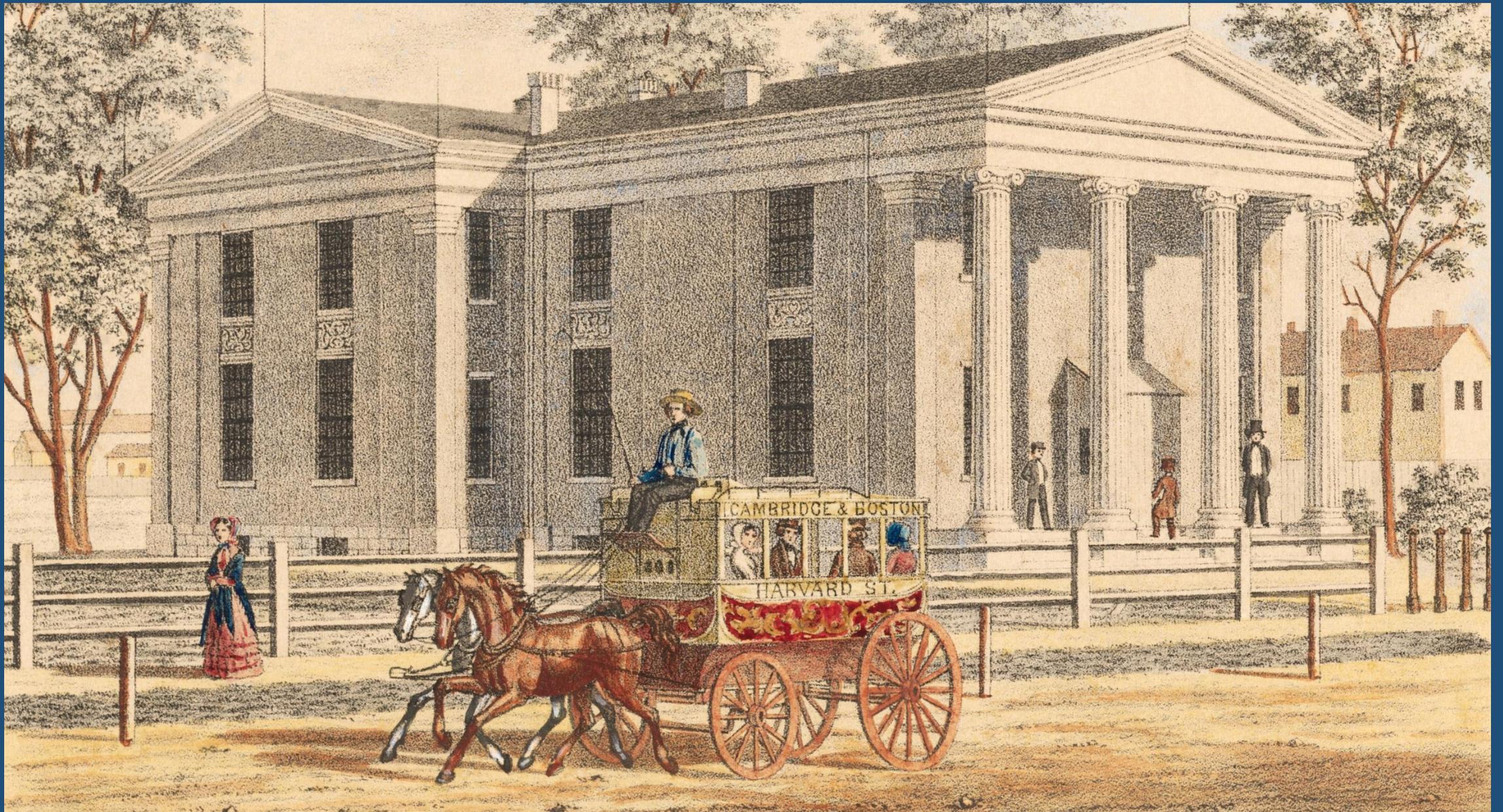
# CAMBRIDGE CHRONICLE.

## CAMBRIDGEPORT.

SATURDAY MORNING, FEB. 3, 1855,

**PROPOSED SECESSION OF OLD CAMBRIDGE.**—A meeting of the citizens of Ward One was held at Lyceum Hall on Thursday evening last to consider the expediency of taking measures to set off **Old Cambridge** as a separate town. Hon. J. G. Palfrey was chosen Chairman, and G. G. Hubbard, Esq., Secre-

Proposed Secession of Old Cambridge, 1855

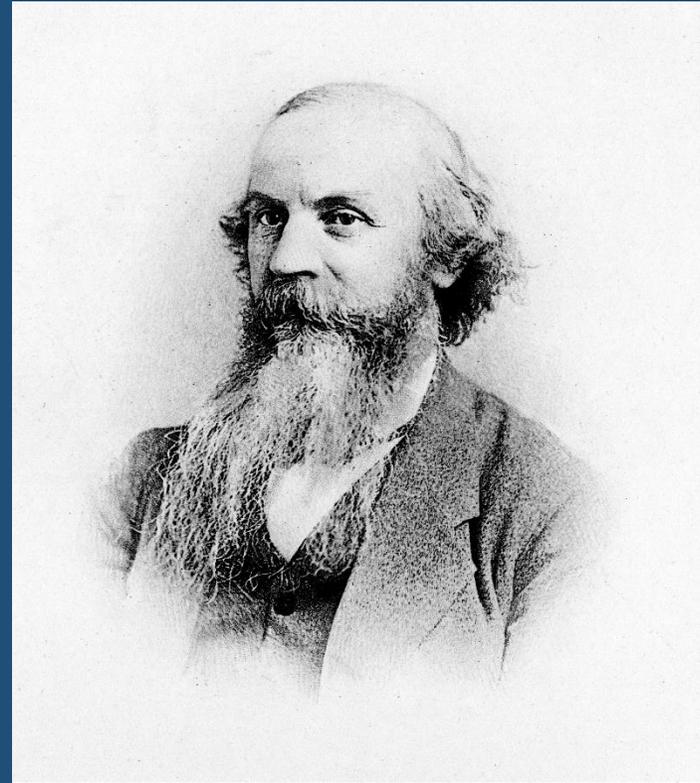


A Harvard Street omnibus passing Dane Hall in 1852.





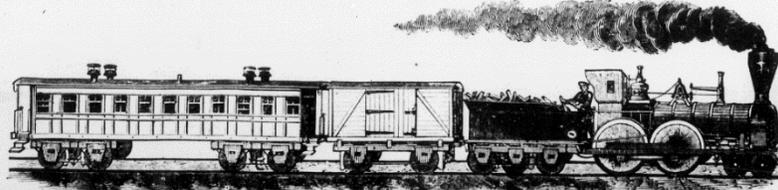
Gardiner Greene Hubbard (1822–1897)



Dr. Estes Howe (1814–1887)

# HARVARD BRANCH RAILROAD.

FOR CAMBRIDGE COLLEGES.



ON AND AFTER MONDAY, JAN. 5, 1852,

TRAINS WILL RUN AS FOLLOWS:

LEAVE CAMBRIDGE,  
NEAR THE COLLEGES,

7.30 A. M.  
8.30 "  
10.15 "  
1.40 P. M.  
3.30 "  
4.25 "  
6.30 "  
7.10 "

LEAVE BOSTON,  
AT THE FITCHBURG STATION,

8.00 A. M.  
9.30 "  
12.45 P. M.  
2.15 "  
3.50 "  
5.30 "  
6.50 "  
11.15 "

\* Except on Saturdays, when it will leave at 10 P. M.

## NEW ARRANGEMENT.

Season Tickets, \$6 per quarter. Package Tickets, ten for a dollar, will convey passengers from and to Cambridge to Dover Street, or to the New South Boston Bridge, by the Dover street Omnibus and the South Boston Omnibus, which leave the Fitchburg Station on the arrival of each train.

Tickets to and from Cambridge to Fitchburg Station at fifty cents for a package of seven. Single Tickets ten cents, for cars only. For sale at the Railroad Stations, and by Charles Stimpson, 105 Washington street, Boston.

Passengers taken to and from the Station in Cambridge to any distance now run by the Cambridge Omnibuses in the First Ward, for three cents. Order slate, at Wood & Hall's and at the Station.

The office in Boston is in the Lowell Ticket Office, Scolley's Buildings, Court street. Passengers called for at this Office.

PRINTED AT THE CAMBRIDGE CHRONICLE OFFICE.

Harvard Branch Railroad, 1849-54

**HARVARD BRANCH RAILROAD.**  
FOR CAMBRIDGE



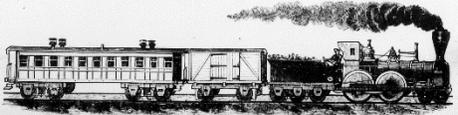
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Cambridge Gas Co., established 1852; gasholder at the foot of Ash Street

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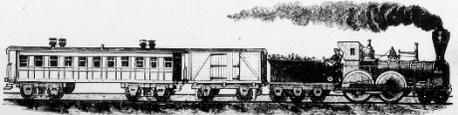
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Cambridge Water Works, established 1852  
Standpipe on Reservoir Hill

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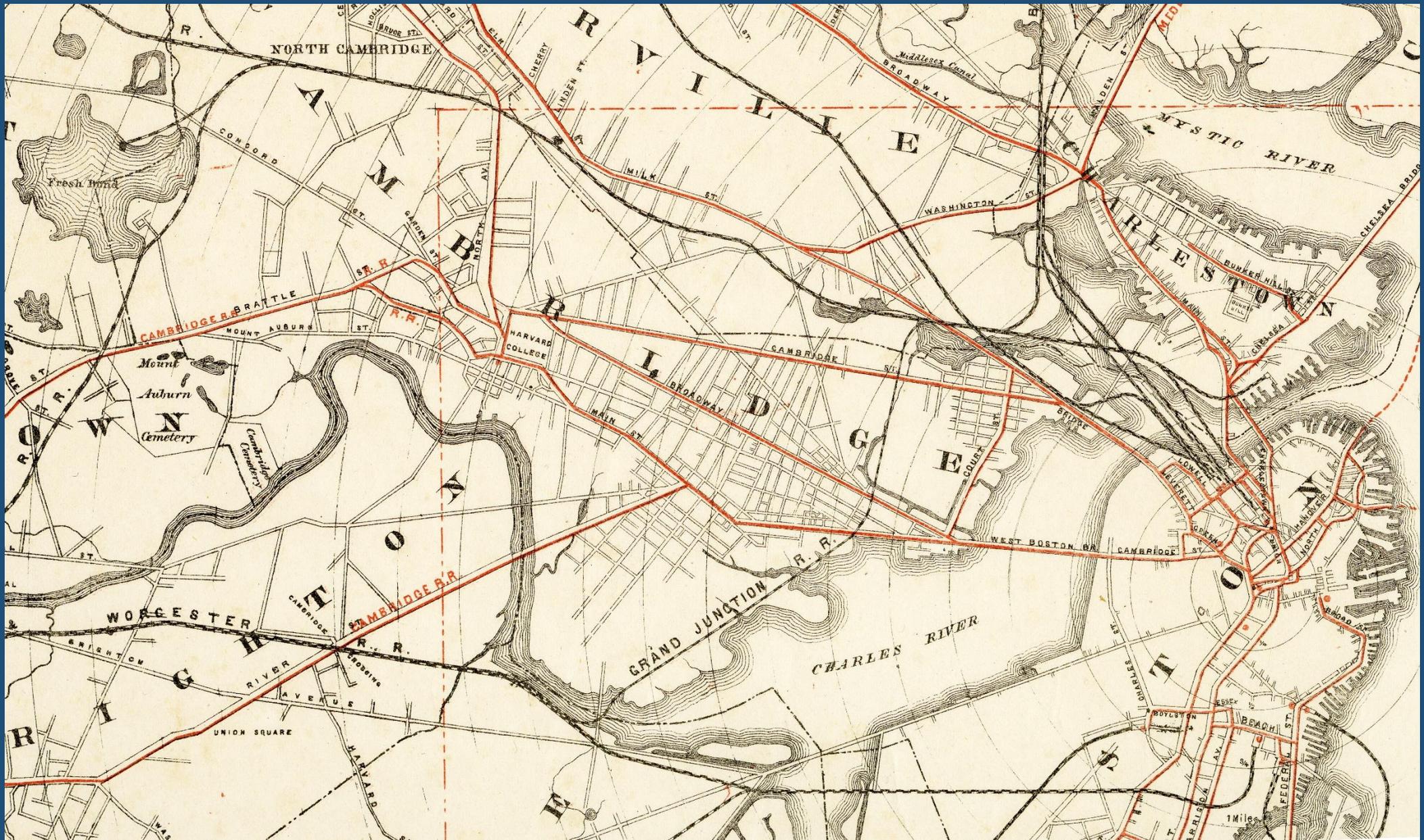
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Cambridge Railroad, established 1854  
Boston terminal, Bowdoin Square



Railroads and street railways around Boston in 1865.

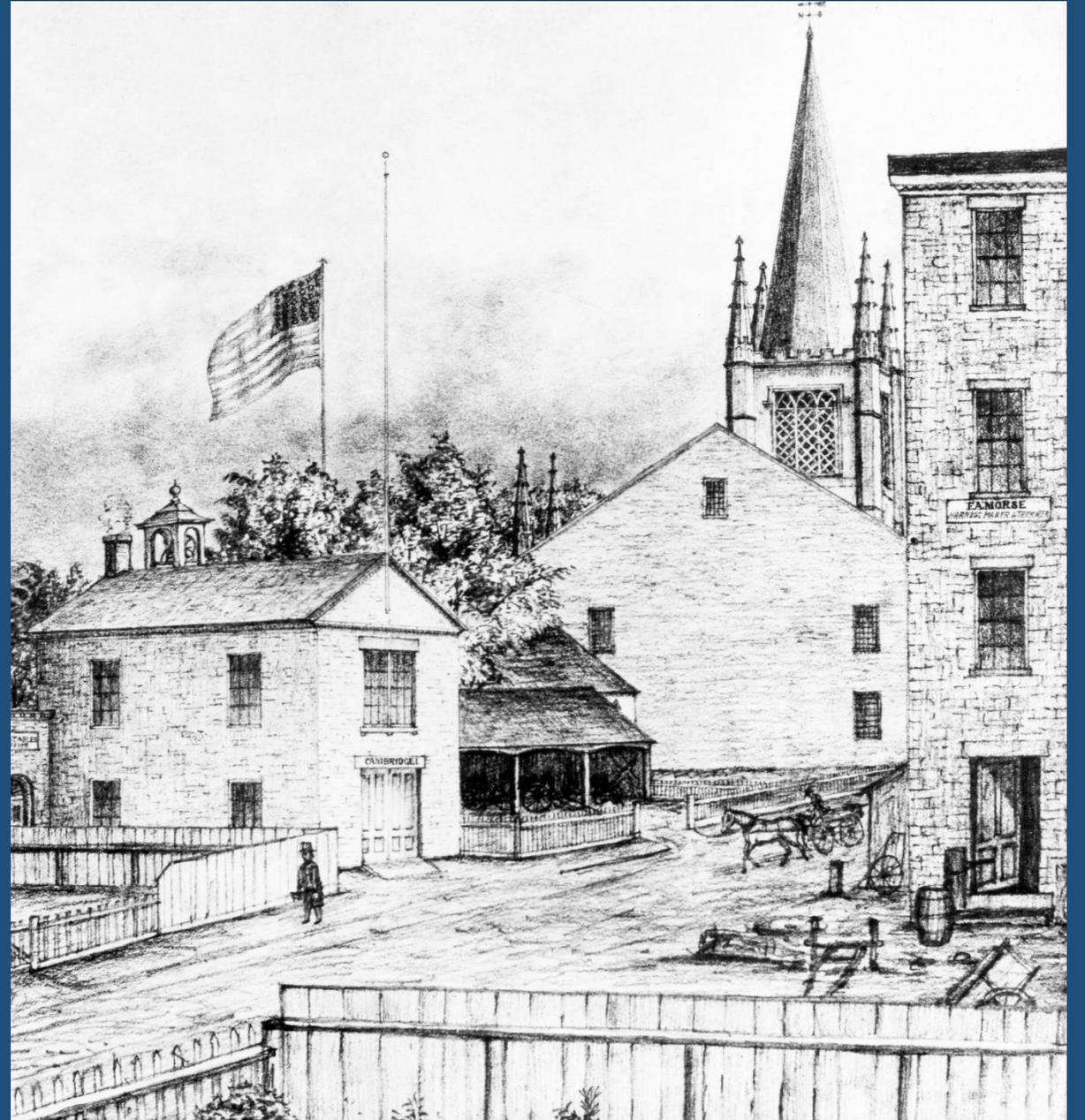


Harvard Square in 1865-75





Brattle Street and Brattle Square ca. 1868.



Church Street ca. 1857-64.



The Palmer Street saloon served workingmen until Cambridge went dry in 1882



Workmen at George O. Rollins's blacksmith shop, 23–25 Church Street, ca. 1875.

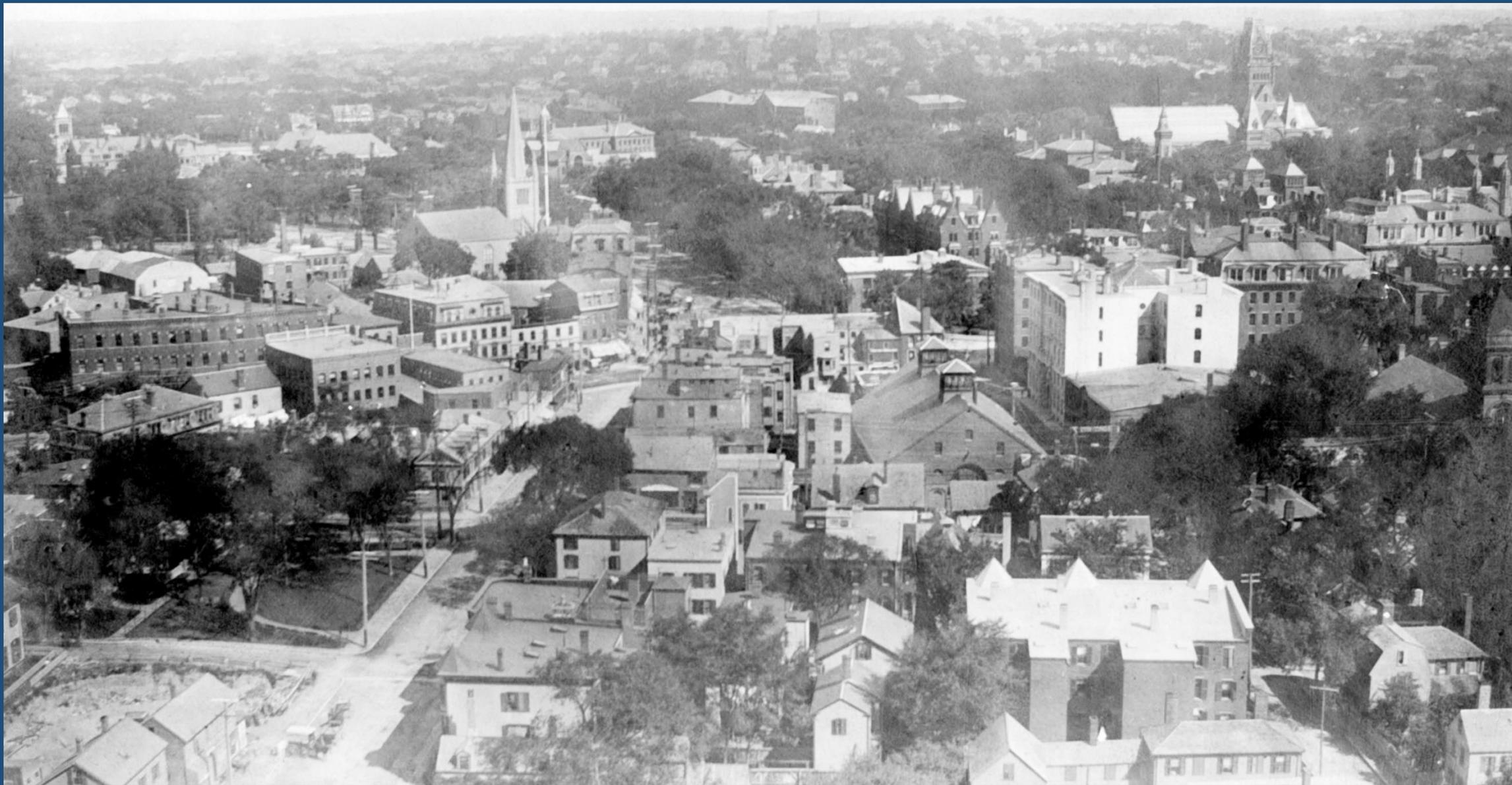


Housemaids at the home of Prof. Epes Sargent Dixwell, 58 Garden Street, ca. 1885.

In 1880 the census taker enumerated three servants at the Dixwells: Julia Sullivan, 30; Sarah Cohen, 28; and Ellen Stockwell, 21. Sullivan and Cohen were Irish; Stockwell was from St. Lawrence County, New York



African American waiters outside Memorial Hall, 1875



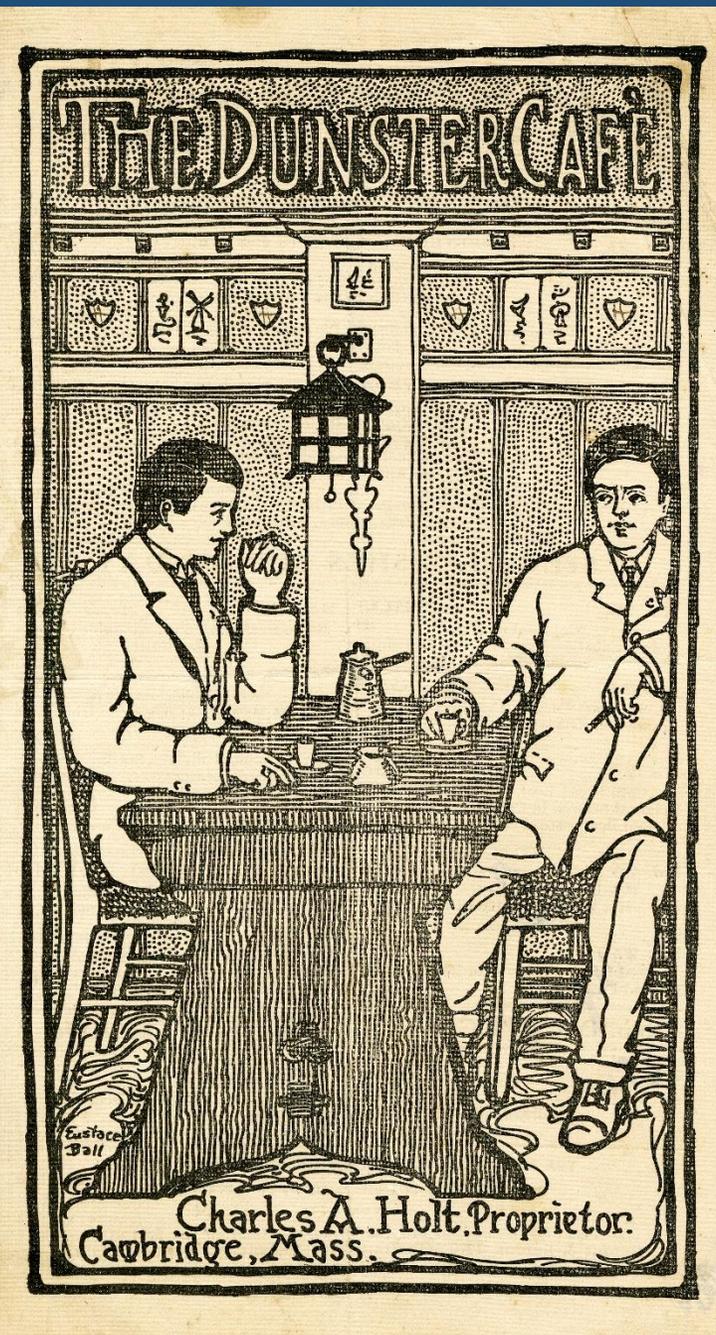
Harvard Square in 1897.



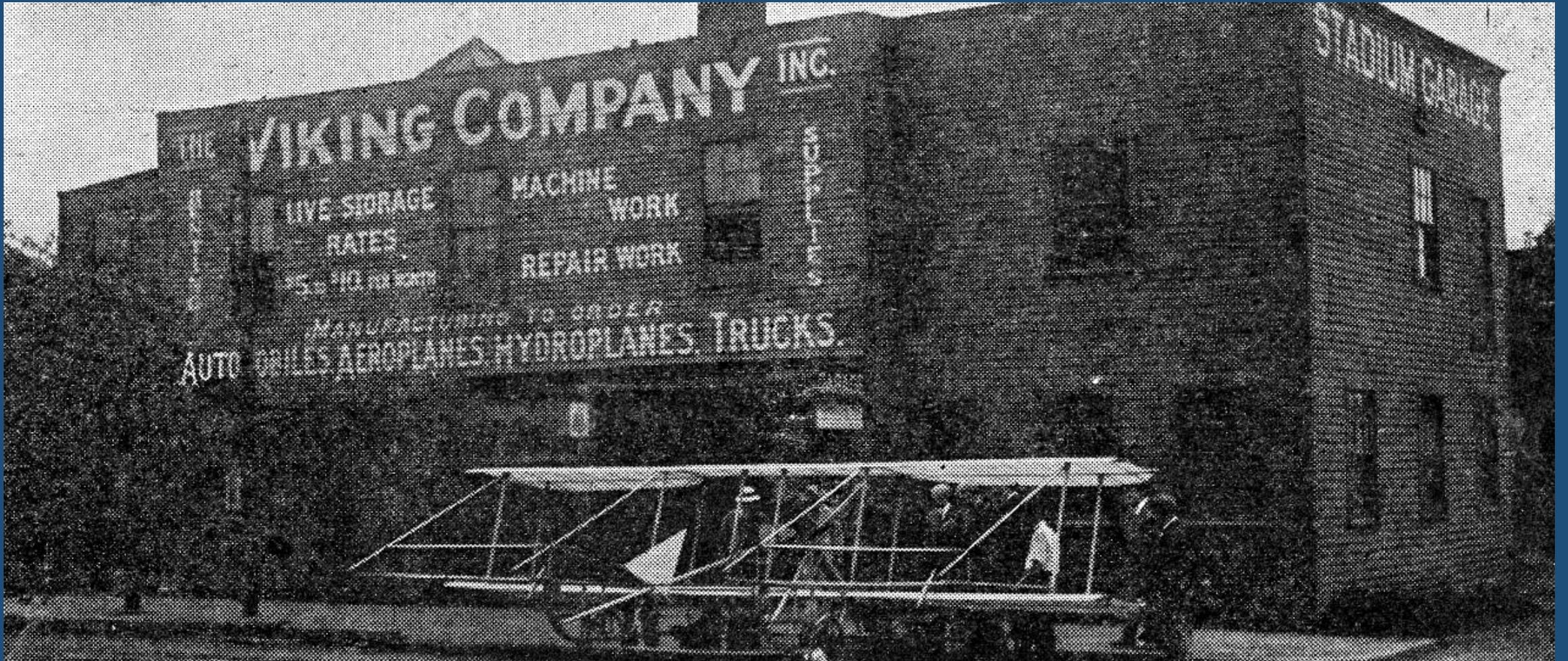
Winthrop Square as seen from Mt. Auburn Street, with Kennedy Street on the left. Photo ca. 1889.



Private dormitories in Harvard Square, 1910.



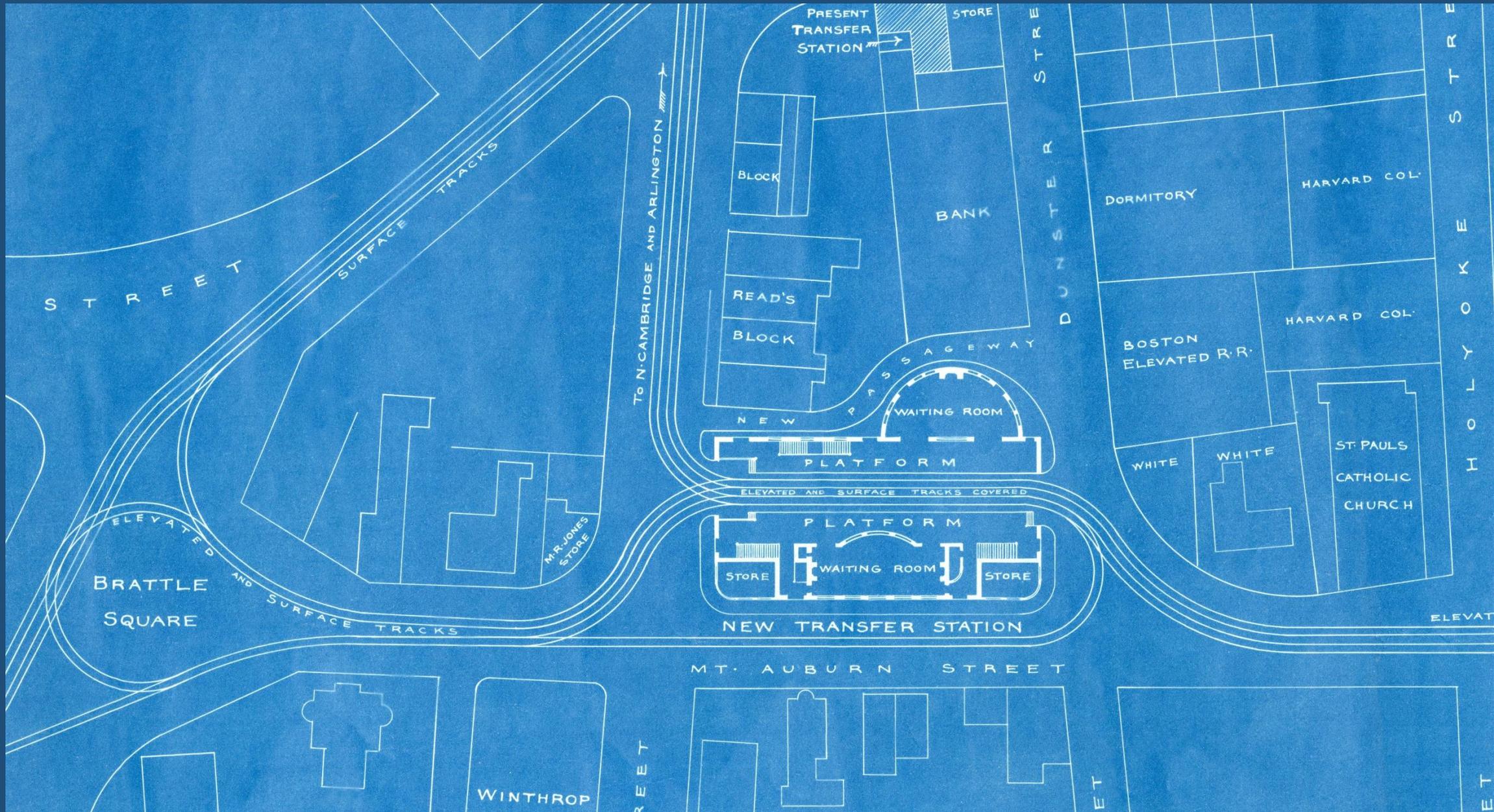
Dunster Café, ca. 1910; Coes & Young Shoe Store (1907, Coolidge & Carlson, architects)



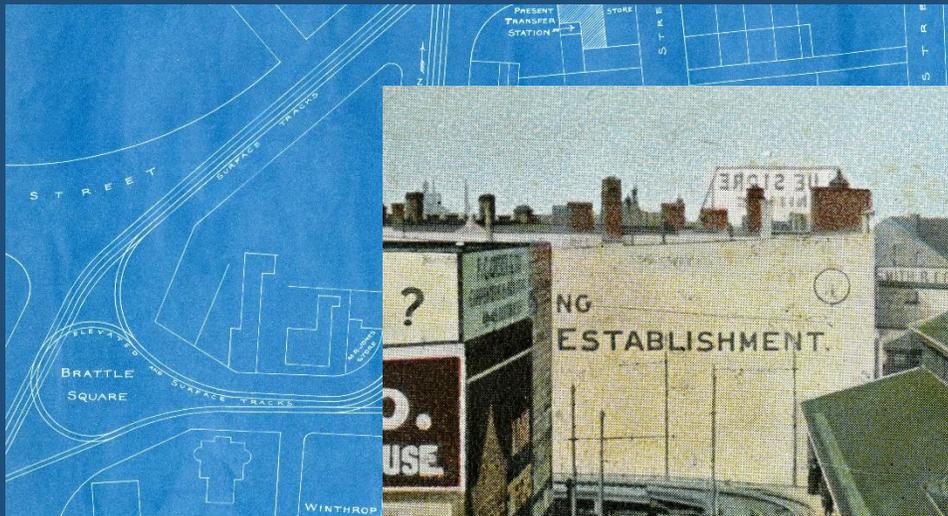
The Viking Company on Kennedy Street manufactured “automobiles, aeroplanes, hydroplanes [and] trucks.” The biplane was the *Harvard I*, which members of the Harvard Aeronautical Society built in Viking’s workshop. Photo 1910.



Recently electrified streetcars in Harvard Square, 1892.



Proposed rapid transit station, 1897



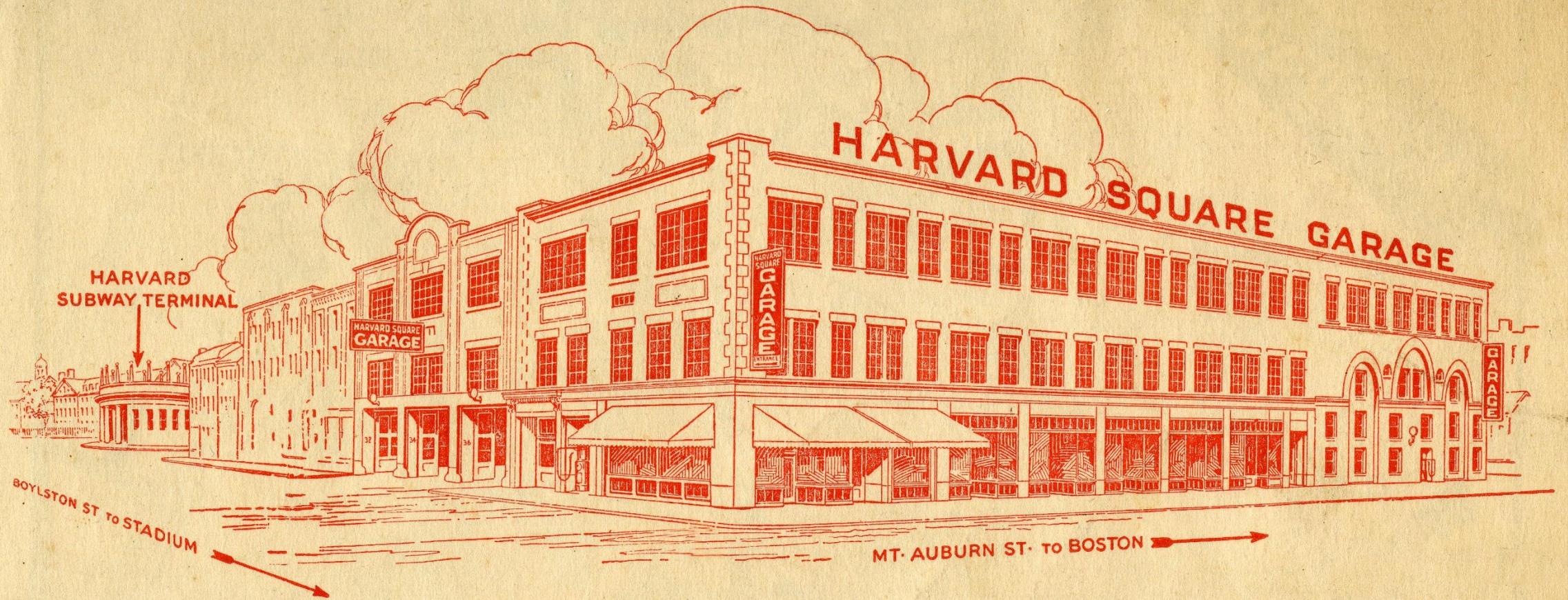
Dudley Station, Roxbury, ca. 1910.



Harvard Square in 1912, after completion of the subway.



Harvard Square, ca. 1917.



*Serving Harvard Students for 20 Years*

TROwbridge 3910  
ELIot 9030

**32 Boylston St., cor. Mt. Auburn St.**

**Harvard Square  
CAMBRIDGE**

The Harvard Square Garage offered parking for 325 cars after completion of this structure in 1923.



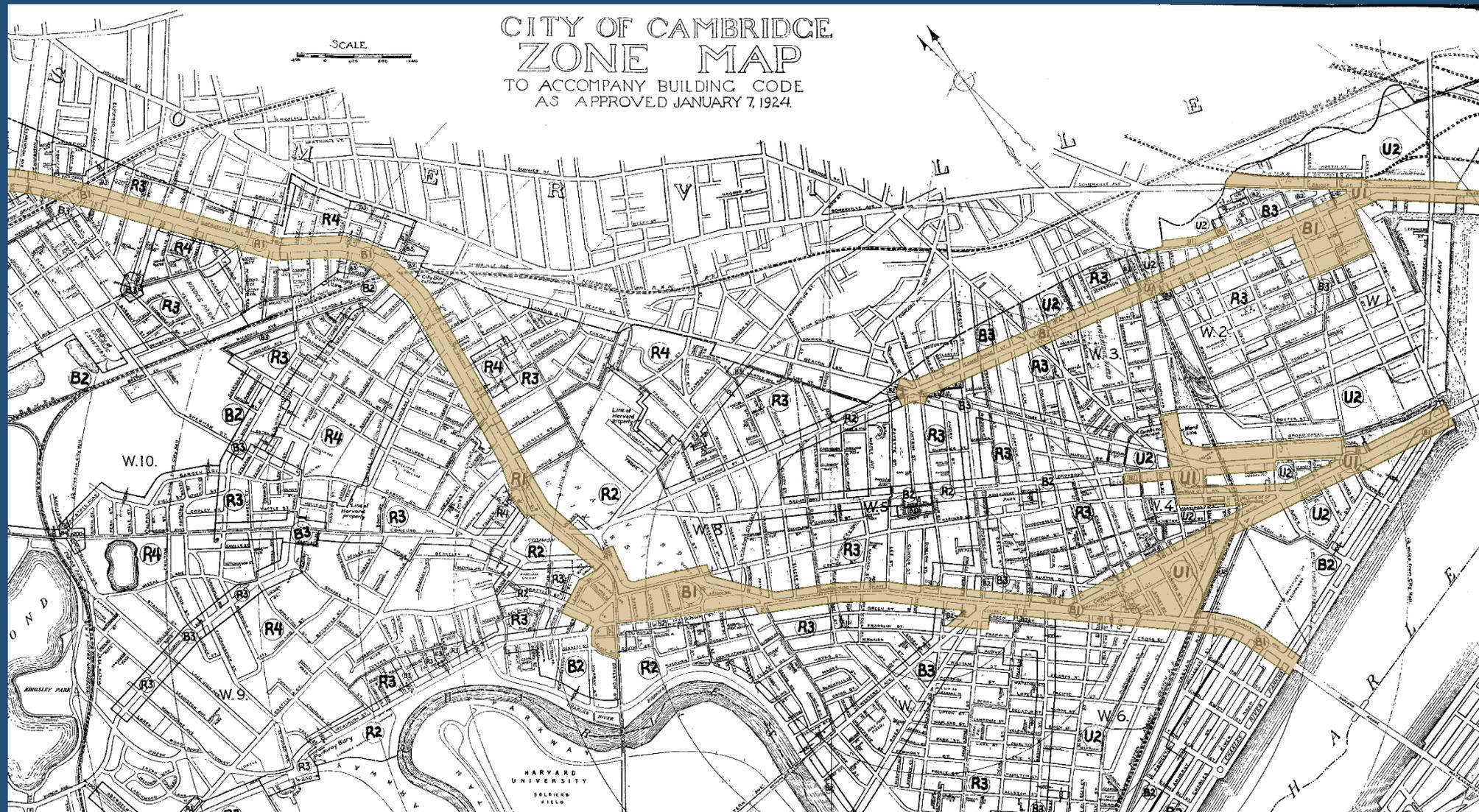
Brattle Square in 1910.



Brattle Square, ca. 1938.



Cambridge Electric Light Co. showroom, 23-25 Church Street  
(1936, William Galvin, architect)



Cambridge's first zoning map, 1924.

The highest density business, residential, and unlimited-use districts (shaded) had a 100-foot height limit.



James M. Landis (1899-1964)  
Harvard Law School Dean and  
Chair of the Cambridge Committee  
for Plan E

## *Al Smith Says:*

“Of all the wild-eyed, crazy, non-sensical things that have ever afflicted the City of New York, I certainly think there is nothing that equals **Proportional Representation.**”  
*(New York Times)*

## **Vote No--Plan E Means Proportional** **Representation - - Protect** **American Democracy!**

- Plan E is undemocratic!
- Plan E incites group prejudices!
- Plan E causes confusion!
- Plan E makes voting a lottery!
- Plan E encourages corrupt elections!
- The method of tabulating votes under Plan E is uncertain!

# **VOTE NO ON PLAN E**

The People's Committee for the Preservation of Democracy in Cambridge

Daniel A. Lynch, 16 Norris Street, N. Cambridge

# CAMBRIDGE SPEEDS DRIVE ON HARVARD

## CONANT, AIDES PONDER ACTION ON SEPARATION

Prof. McLaughlin Says Proposal To Sever University from City Would Be "A Good Thing for Harvard"—Toomey Hits 'Non-Taxed Empire'

President James B. Conant and other Harvard University officials met today to decide what action, if any, they would take on a vote of the Cambridge city council to seek legislation to make the college a separate and distinct municipality.

Traveler 14-19 38  
 would even the consent of the district's inhabitants.

"I never heard of a college being a municipality." He cited the Chicago situation where administrative departments within the city are separate municipalities.

"The university's tax exemption is also a concern of the Legislature," he said. "They might not have the power to make the university a separate municipality but they can do things which will have the same effect."

"The main wealth of Cambridge is in the Harvard section and if the university were included in the separate municipality it would be an advantage."

### CAMBRIDGE PASSES PLAN

Harvard authorities met in University Hall as the Cambridge city council pressed its plan to sever the university from the city and strip it of all police, fire and health protection now provided by the city of Cambridge.

The council awaited a report as to the legality of the plan, from City Solicitor Richard C. Evans.

Mayor John W. Lyons announced today that he would request the election commission to conduct an investigation of charges that more than 2000 students at Harvard were illegally registered voters.

To support his contention, Toomey quoted from a Harvard Alumni Bulletin, entitled "The Fun of Buying for Harvard." In the article William G. Morse, Harvard purchasing agent, stated that "helping members of the Harvard staff to supply their personal needs is one of our duties and pleasures," and detailed the money spent in one year for merchandise, including radios, rugs, refrigerators, fuel oil, coal, washing machines, water heaters, stoves, sheets and pillow cases bought for members of the staff "at considerable savings to them."

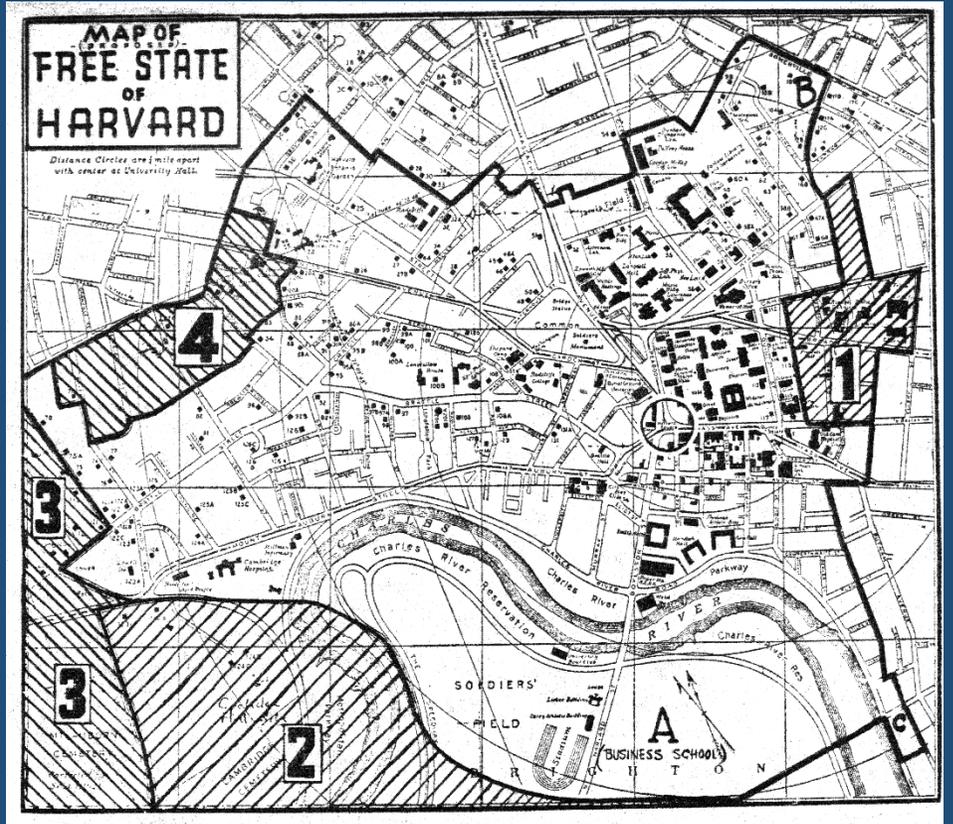
### OVERSEERS LESS SERIOUS

Harvard overseers and officials generally were not inclined to take the matter as seriously as the city councilmen who unanimously adopted Councilman Toomey's resolution ordering the city solicitor to seek "secession" legislation.

Purchasing Agent Morse said: "The article referred to was written some time in 1931, as near as I can recollect. There was some criticism following the article, and purchasing for the Harvard staff was then halted."

"I haven't the slightest knowledge of any move within Harvard concerning this plan of the city council."

Councilman Toomey, when informed that Morse said the statement was written in 1931, said: "I read an excerpt from the Alumni Bulletin of April 28, 1935. Even if the practice was discontinued they probably only stopped doing it with

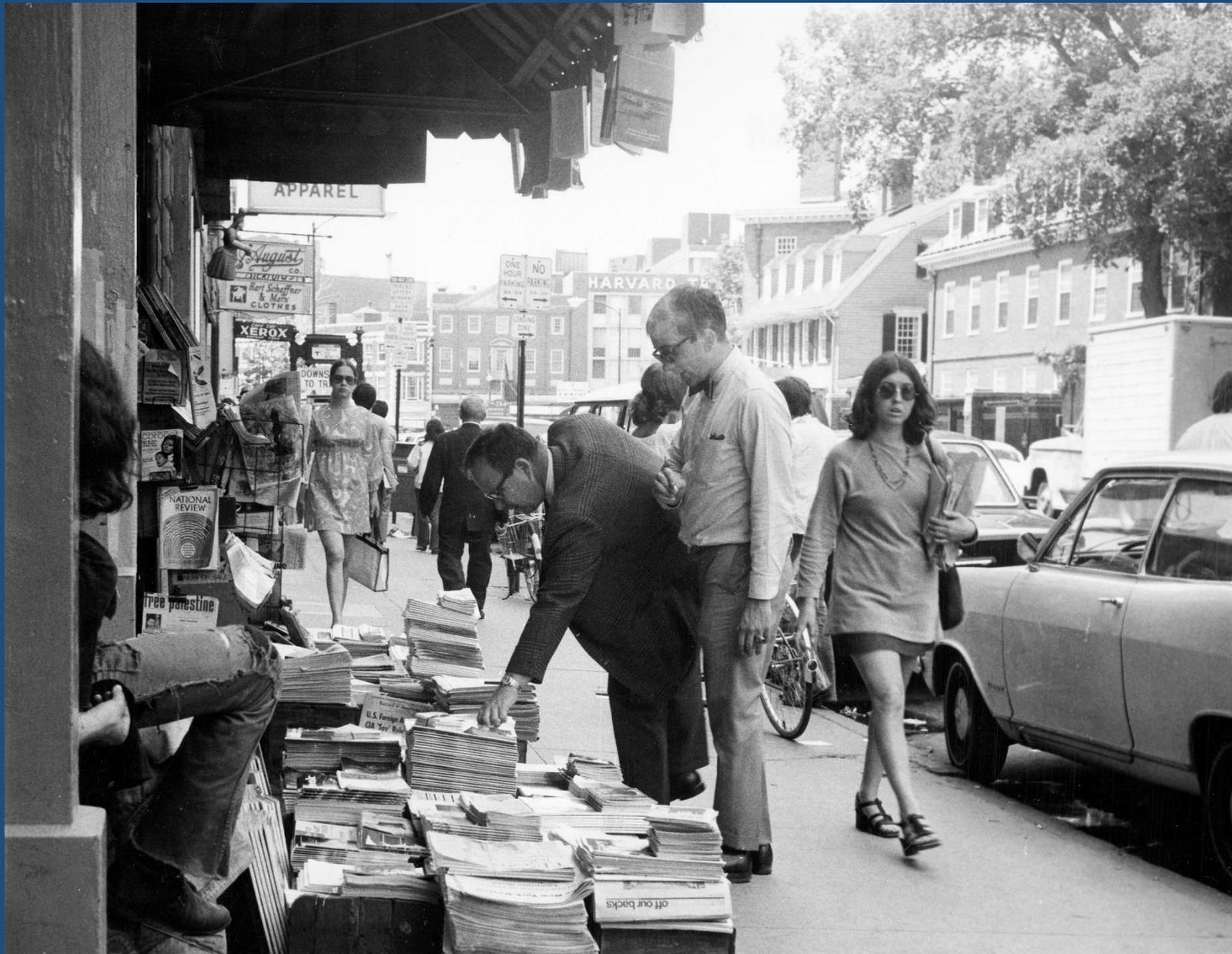


The City Council threatens to have Harvard set off as a separate municipality; students propose Anschluss with Radcliffe, Wellesley  
*Boston Traveler*, Oct. 19 and 27, 1938





Brattle Street, 1946.



Felix's Newsstand, 1304 Massachusetts Avenue



Hayes Bickford's 24-hour cafeteria, 1324 Massachusetts Avenue. Photo ca. 1967.



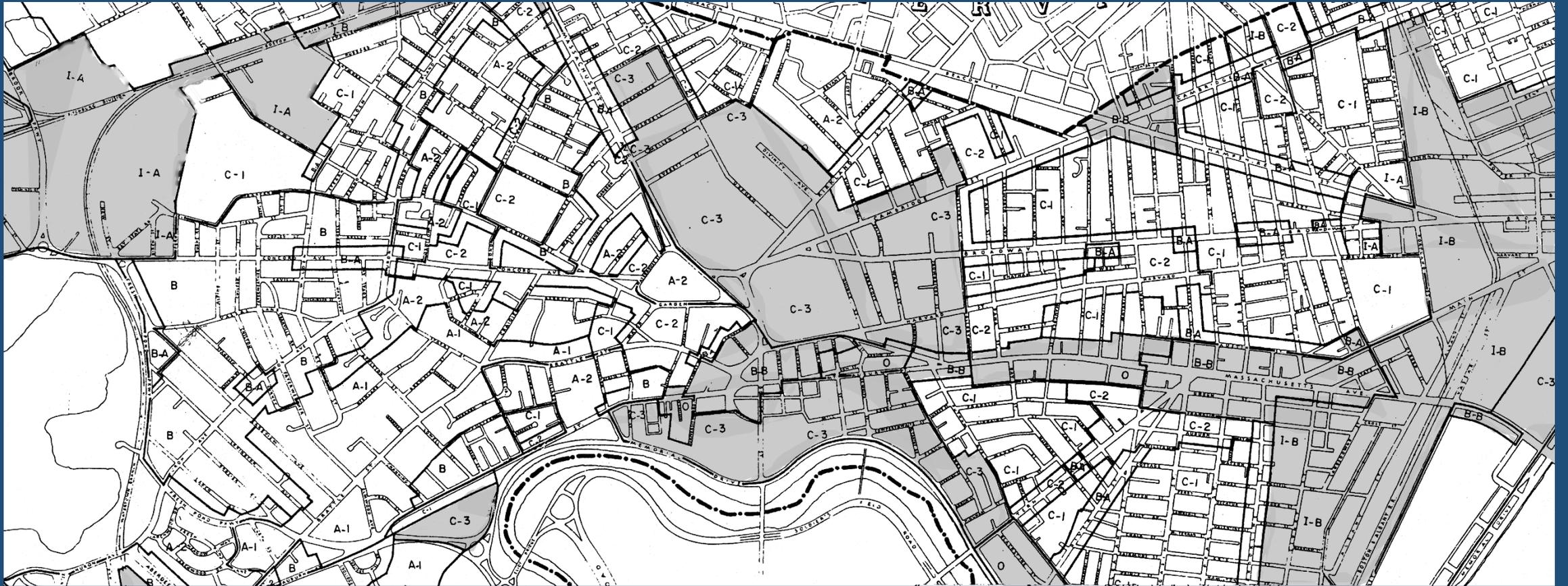
Massachusetts Avenue between Holyoke and Dunster streets, ca. 1958.



Holyoke Center, 1962



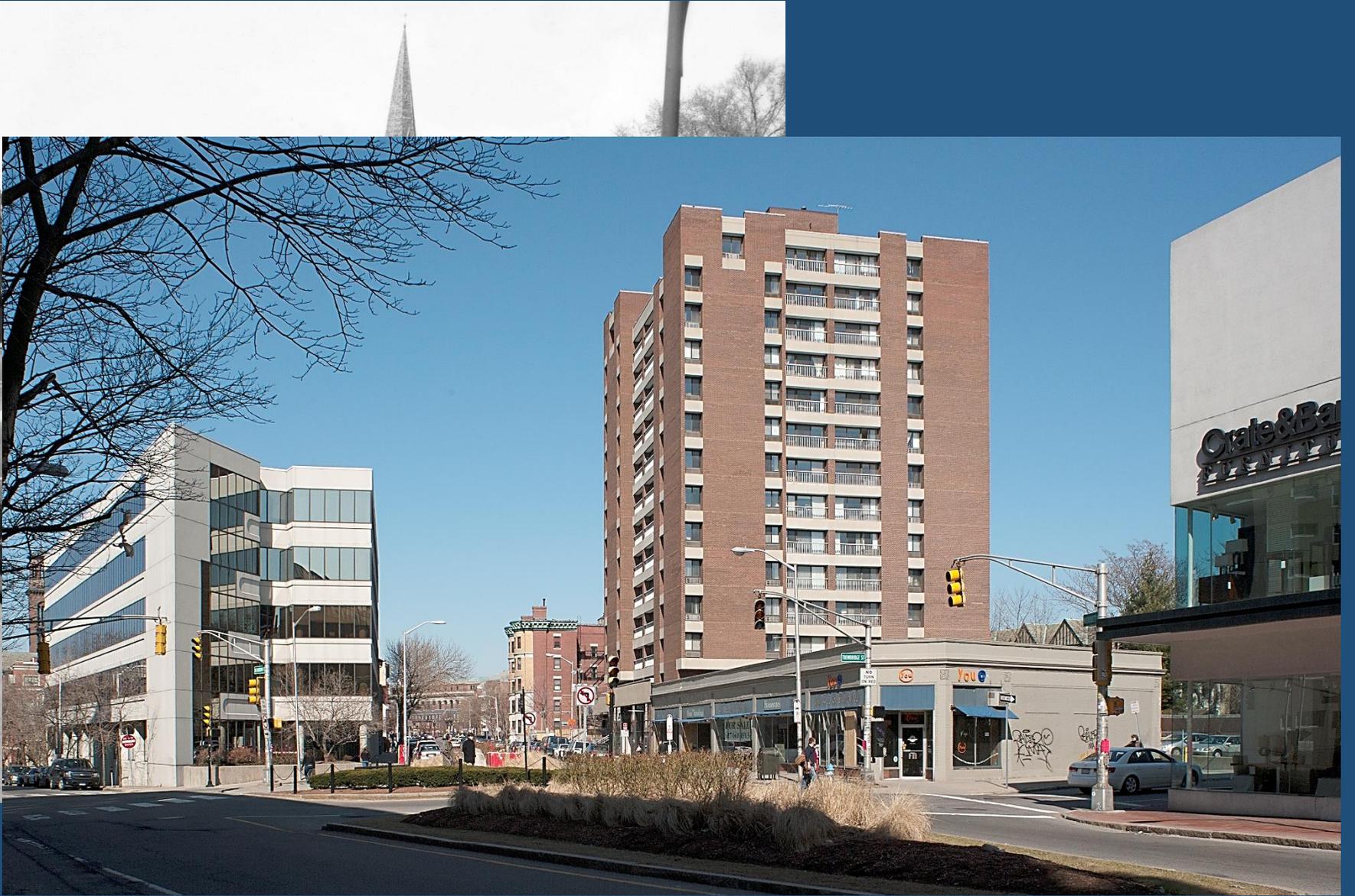
Proposed fifteen-story tower for Flagstaff Park with a bus station on the ground level, 1960.



The 1962 zoning code abolished height limits in the shaded areas.  
William James Hall (1963), Peabody Terrace (1963), and Mather House (1967)  
conformed to the new code.



Putman Square, 1951



Putnam Square after 1978. Photo 2009.



Harvard Square becomes  
a free state with equal access  
for all.

Joan Baez, Bill Wood, and  
Ted Alevizos behind the  
kiosk, 1959

## 6000 Pour Into City, 1000 Police Called

# Marchers Riot in Cambridge

*Violence Followed Rally  
Of 50,000 in Boston*

*2000 National Guard  
Ordered to Stand By*

*Several Hundred Injured,  
Aid Given at Churches*



POLICE BATTLE "PEACE" RIOTERS DURING DISTURBANCE LAST NIGHT ON BOYLSTON STREET, CAMBRIDGE.

By EARL MARCHAND and TOM SEWELL  
HT Staff Reporters

Helmeted state and local police battled 6,000 anti-war demonstrators engaging in an orgy of window breaking and setting of fires in the Harvard square area of Cambridge last night.

The rioters, a large number of them students, went wild after returning from a peaceful and orderly "Silent Spring" rally on the Boston Common attended by an estimated 50,000 people.

Several hundred rioters and several policemen and bystanders were treated at the scene or in hospitals for irritation from tear gas, and for cuts and bruises and possible broken bones. First aid stations were set up in churches.

At one time, approximately 2,000 National Guardsmen were mobilized in the Greater Boston area awaiting orders.

More than 1,000 Cambridge, Somerville, Newton, Boston and state police moved into the area soon after 7 p.m., when conditions, as one police official said, "went completely out of control."

Soon after 9 p.m., police began lobbing tear gas canisters into Harvard University yard and in areas of Harvard square in an

attempt to restore order. Fires broke out in stores and in at least one bank.

"It's a nightmare scene, everything's gone crazy," said a city official.

A gasoline bomb hit one of the news-  
(Continued on Page Three)

## Reds Kill 22 Yanks in Viet

1968 Traveler Wire Service  
SGON — Two enemy actions, one of them three miles from the Cambodian border, killed 22 Americans and wounded 52, the U.S. Command reported yesterday. Enemy losses were not known, the command said.

One of the attacks last night was against an artillery base called Atkinson, 78 miles northeast of Saigon in War Zone C, three miles from the Cambodian border. Eight Americans from the U.S. 1st Air Cavalry Division were killed and 20 wounded.

North Vietnamese gunners pumped more than 50 rounds of mortar shells into the base, then assaulted it, firing rifles and machine guns.

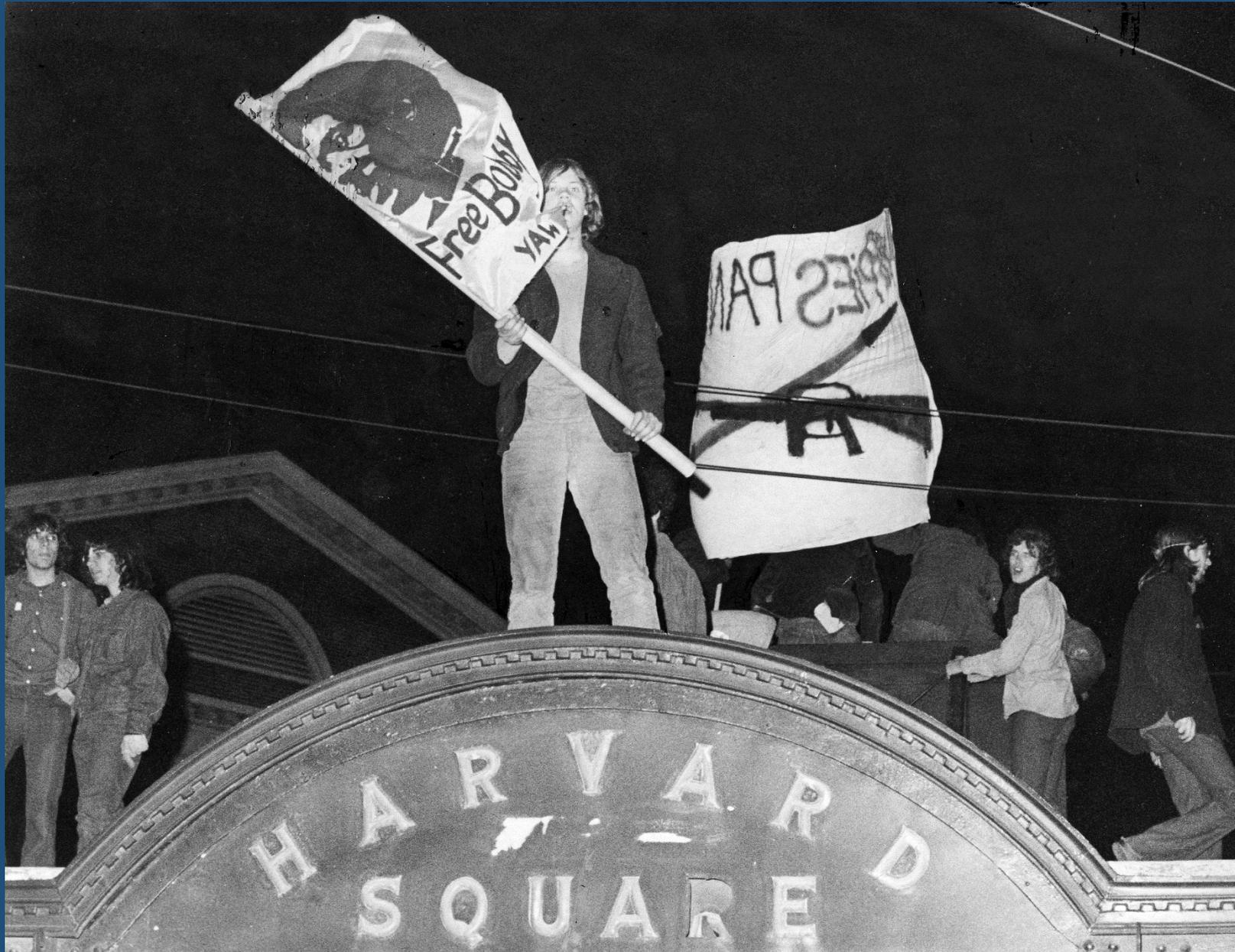
## 'Utter Chaos ... a Disgrace'

By BILL McCAFFREY  
HT Staff Reporter

"If this is a demonstration for peace it's an utter disgrace."

An embattled Cambridge City Manager James L. Sullivan spoke those words as rioting and destruction tore through Harvard Square and its environs following a peace rally on Boston Common.

Boston Herald Traveler,  
April 16, 1970



Antiwar protestors  
capturing the kiosk  
April 15, 1970,



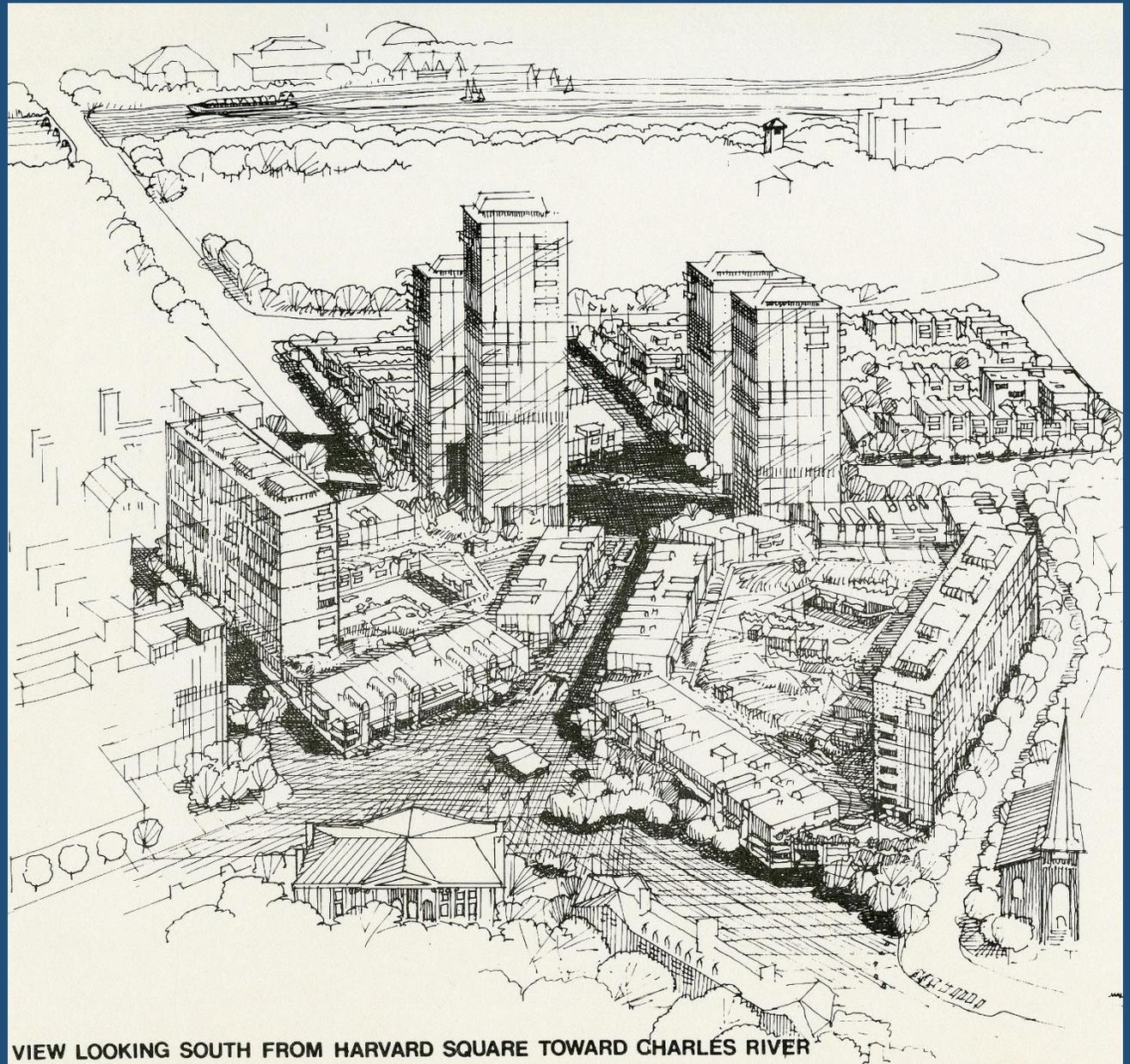
Postcard,  
ca. 1972

“This is our  
scene. ...  
Try to get in it.”



Brattle Square and the southwest sector, 1949.

Cambridge Redevelopment Authority  
proposal for redevelopment  
of the southwest sector, 1968.  
(Okamoto/Liskamm, architects)



VIEW LOOKING SOUTH FROM HARVARD SQUARE TOWARD CHARLES RIVER

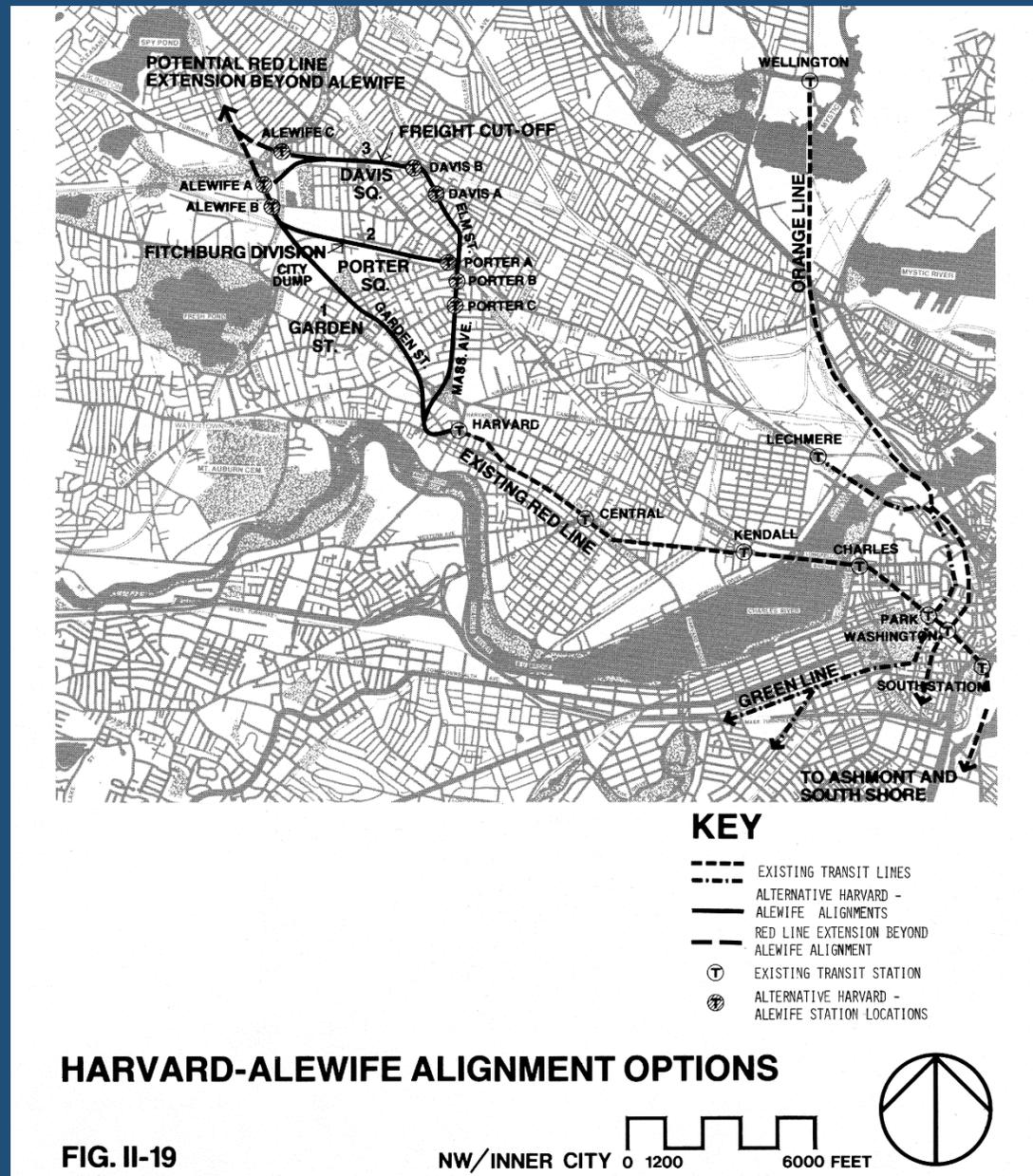


Proposed John F Kennedy  
Presidential Library and  
Institute of Politics, 1973



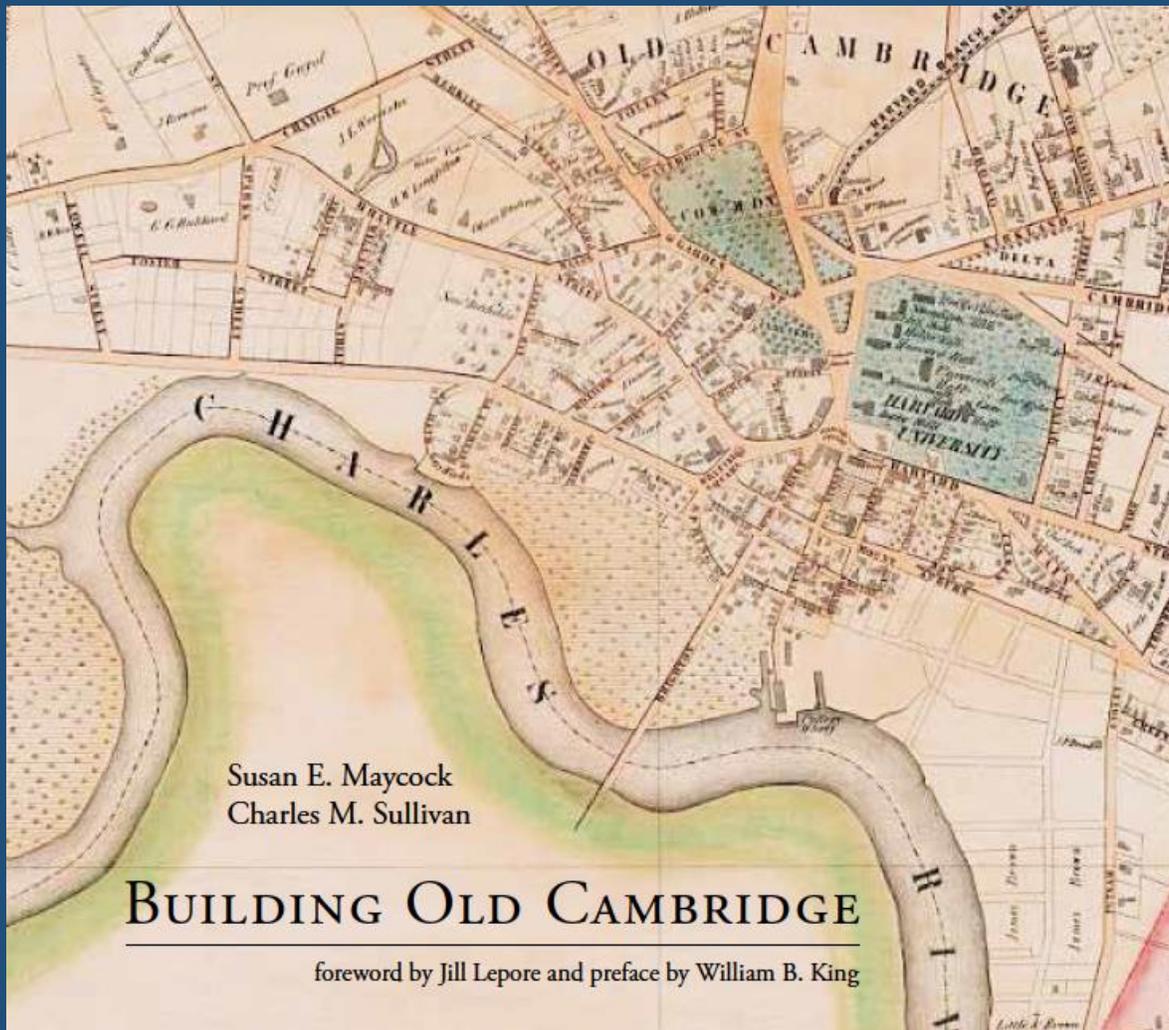
City Councillor Al Vellucci gets the last word, 1981

Red Line Extension, alternate routes and station locations, as proposed in 1973.





Kennedy School of Government and the Southwest Sector, 2011



Buy this book!