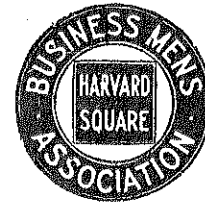


Harvard Square Business
Men's Association
ANNUAL REPORTS
OFFICERS and MEMBERS



APRIL, NINETEEN TWENTY-TWO

AMERIDGE HISTORICAL COMMISSION
831 MASSACHUSETTS AVENUE
CAMBRIDGE, MA 02139
617 349 4083

FOR STUDY PURPOSES ONLY
WRITTEN PERMISSION REQUIRED
FOR ALL OTHER PURPOSES

IN MEMORIAM



FRED H. LEAVITT

OUR LATE DIRECTOR

REPORT OF THE PRESIDENT



GEORGE H. CARRICK
President

In accordance with Article VI of the By-laws of the association, I herewith submit my report for the year 1921-1922. I am very pleased to be able to state that our membership is now larger than ever before and also that at our meetings during the year our average attendance has exceeded any previous year. This shows that our organization is in a very healthy condition and that the business men in Harvard Square are working together. There are, however, several people doing business in the immediate vicinity of Harvard Square who should join with us in our endeavors to help one another. As I stated last year, one doing business in a community must eventually derive benefit if he helps in any little way the success of the community in which he is located. It is

therefore to the interest of every member to make it his individual duty that his neighbors, not only belong to our organization but that he and they will attend all meetings, enter into the discussions freely, and introduce suggestions pertaining to the business interests of Harvard Square. Constructive criticism is very beneficial. It is very gratifying to me to state that our officers and committees are working in complete harmony. Several propositions have come up during the year and all have been solved and attended to promptly and to the benefit of all of us.

Our City Government cooperates with our committees and grants all requests made. This is as it should be and will be, but never lose sight of the fact that it cannot continue without the wholesale backing of our members united.

Harvard Square is growing in importance and is to continue to grow. There are no vacant spaces to rent either for stores or offices and with our asset of having the best transportation facilities in New England it is only a question of time, in my opinion, when the property owners must enlarge their present buildings or build new ones to meet the demand for business which wants to locate here.

We have at the present time three very important matters in hand.

First, the removal of the Subway structure in Harvard Square. Two years ago we introduced a resolve in the legislature, last year under House Bill 507 a report was made by the Department of Public Utilities, but this report stated the expense should be borne by the tax payers of Cambridge. We introduced a new bill this year, have held hearings and also had the Committee on Railroads visit the square. They have not as yet made a report but we have secured the consent of our City Government to pay one-half the cost and feel confident that we will ultimately accomplish results.

Second, the enlargement of the loading platform in the subway for the North Cambridge, Arlington, Belmont and Huron Avenue cars. The hearing on this matter was held on Tuesday last at the State House and we have every assurance that that report will be favorable.

Third, the placing of wires underground. This matter, while originating from your association, also interests the city as a whole, as our principal streets are in-

cluded. The committee on mercantile affairs voted unanimously on Tuesday of this week to report this bill favorably and as all parties interested, namely, the City Government, Cambridge Electric Light Company, New England Telephone & Telegraph Company, Boston Elevated Railway Company, and your Committee on Municipal Affairs are in accord, we expect within the next month to have the bill passed and signed by the Governor.

I wish to thank the members and the committees for their hearty co-operation during the past year and sincerely trust that in starting our new year everyone will consider it his personal duty to be a booster for Harvard Square.

GEORGE H. CARRICK, President.



J. LEE ROBINSON
Vice-President

REPORT OF THE SECRETARY, 1921-1922



N. RUSSELL CAZMAY

Secretary

As Secretary of this Association, I herewith tender my annual report.

During the year the directors have held 11 meetings. We have had four association meetings, all held at the Colonial Club, as formerly. The attendance on the average at these has been larger than ever before—due again to the efforts of President Carrick in securing notable speakers.

The January meeting was the largest attended of any in the history of our association, there being 104 present, including several of our women members. Our guests were Governor Cox and Mayor Quinn and they provided a most enjoyable evening for those present.

We started the year with 152 members, including

the associate members. Four have resigned. One has been lost by death. Fifteen have been dropped for non-payment of dues, and twenty-six have been admitted, a net gain of six, making a total of 158.

I stated in my last year's report that there were many desirable persons doing business in our midst who should become members, and I again recommend that a membership campaign be started soon.

The unexpected death of our late director, Mr. Fred H. Leavitt, came as a great shock to the members. He was held in the highest esteem by all who knew him and his passing is a distinct loss to our association and the community. At our January meeting his place on the board of directors was filled by the unanimous election of Mr. Joseph August.

The association owes much to Mr. George G. Wright and his tireless Committee on Municipal Affairs. They have accomplished a great deal, as their report will show.

The Harvard Square Business Men's Association has been responsible for several improvements during the past year, such as the placing of street signs on Boylston street at Harvard Square and Mount Auburn street—a safety lane in Brattle Square opposite the Post Office—the trolley stop on outbound cars at Dunster street was changed so that traffic going north from Dunster street could cross Massachusetts Avenue without a wait—the matter of underground wires and the removal of the Harvard Square Subway Station is progressing favorably. We were also successful in preventing the Boston Elevated Railway from renting part of this station for a lunch room.

The association owes its appreciation to Mr. Philip Dallinger for his generosity in officiating at the piano, and to the Cambridge Trust Company for its kindness in allowing our directors' meetings to be held in its rooms.

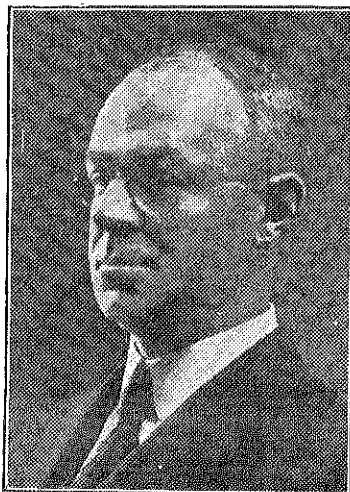
On behalf of the officers, I wish to thank the members for their large attendance at the meetings. It has been very gratifying to your directors.

Respectfully submitted,

N. RUSSELL CAZMAY, Secretary.



GEORGE E. COLE
Treasurer



WILLARD H. SPRAGUE
Auditor

RECEIVED COMMISION
HARVARD SQUARE
BOSTON, MA 02139
TEL. 5-54683
NOT TO BE USED FOR ANY
OTHER PURPOSES
FOR ALL OTHER PURPOSES
RECEIVED COMMISION

REPORT OF THE TREASURER

RECEIPTS

Receipts for the year ending March 31, 1922:

Balance on hand as per last report, cash and bonds	\$ 415.16
Dues	1,217.00
Dinner Guests	55.10
Interest on Bonds.....	17.00
Interest Harvard Trust Co.....	2.68
	\$1,706.94

DISBURSEMENTS

Disbursements for the year ending March 31, 1922:

Dinners	\$ 404.00
Printing and Supplies	65.75
Multigraphing and Typewriting.....	63.08
Advertising	95.25
Secretary	100.00
Assistant to Treasurer.....	50.00
Cigars	30.40
Postage	28.64
Entertainment	8.30
Securing Signatures—Overhead Wires.....	48.00
Flowers (F. H. Leavitt).....	10.00
Incidentals	2.45
	\$905.87
Harvard Trust Co., cash.....	401.07
Liberty Bonds	400.00
	\$1,706.94

GEORGE E. COLE, Treasurer.

April 10, 1922.

I hereby certify that I have examined the accounts of the treasurer of the Harvard Square Business Men's Association for the year ending March 31, 1922, together with the proper vouchers and have found all correct.

WILLARD H. SPRAGUE, Auditor.

ANNUAL REPORT OF THE COMMITTEE ON MUNICIPAL AFFAIRS

Few people appreciate how completely the control of our streets is passing into the hands of public service corporations. It is equally true that an even less number give the subject any consideration at all—it is much easier when the public suffers to exclaim, "Why does not somebody do something about it?" The work of the Committee on Municipal Affairs the past year has brought this control very forcibly to their attention. Among the things, for instance, which the car riders cannot allow are the prohibition of the practice of standing street cars in the public streets, the removal of unsightly and dangerous wires and poles from our streets, the removal of the dangerous obstruction to travel caused by the surface station in the middle of the square. It seems, however, that there are a few things which the car riders can allow according to the Chairman of the Elevated Trustees, and the Committee invite your attention to the proposals. First it is suggested that the Elevated be allowed to retain the \$4,000,000 assessed upon the taxpayers to pay the deficit in operating the road the first year of public control—an assessment made with the distinct statement that it would be repaid. This Committee in its report in 1920 made the following statement, "We are told that this assessment is only a loan but it requires no prophet to predict that the real estate owners will never see a penny of the amount advanced upon this loan made without interest." The Committee call your attention to the rapid progress being made towards the fulfillment of their prediction. The amount advanced by the City of Cambridge was \$288,000, or \$2.50 per \$1,000 of the assessed value of our property. It is further proposed that the Elevated be released from the payment of all rentals for the use of the subways in Boston and Cambridge a sum amounting to about \$2,000,000 per year to be paid by the taxpayers. It is further stated that the car rider is willing to allow the fares to be reduced to 5 cents, the difference between receipts and expenses to be assessed upon the taxpayers. All these amounts together with certain taxes heretofore paid by the railway are to be added to the present crushing load carried by the real estate of the city.

Whether our members appreciate it or not these proposals call for very serious consideration by the business men of the city, meaning, as they do of course, further increase in rentals. One is in doubt how to fitly express the gratitude of these proposals when he recalls that a former state official goes much farther and asks that the cars be operated free at the expense of the taxpayers. These proposals are of especial importance when it is realized that the city, state and county taxes in 1921 consumed the earnings of the average worker for 33 days that year and this does not include the taxes collected by the United States. At the present time the average family, it is estimated, pays an annual tax in Massachusetts of \$460.

The most important work of the committee has been the continuation of the effort to remove the surface station in Harvard Square. On the 13th of February, 1919 (three years ago) the Committee on Municipal Affairs was authorized to ask the trustees of the Elevated to substitute a smaller building, one which should be less of an obstruction to travel and less of an injury to the appearance of the square. Few people are aware that the present structure is the largest building used by the Elevated which is located in the public highway. The stations in Scollay Square measure 53 ft. by 28 ft., and 65 ft. by 12 ft., that in Adams Square 70 ft. by 27 ft., the one in Haymarket Square 50 ft. by 45 ft., while the one in Harvard Square covers 42 ft. by 61 ft. The contrast between using an area of only 1,484 feet in Scollay Square and 2,562 feet in Harvard Square tells its own story. Few people know the conditions under which this building was constructed. By the provisions of Chapter 520 Acts of 1906, the company was authorized to build upon the approval of its plans by the railroad commission, and the act expressly says they could proceed whether the mayor approved the plans or did not. The mayor was authorized to employ an expert engineer to advise him, but as his approval or consent was not necessary, this provision does not seem to have been of any value. The mayor employed William Barclay Parsons, who built the New York Subway, and was guided by his advice. Mr. Parsons was unqualifiedly opposed to the location of this station in the middle of the Square and advised

its location upon the westerly or southerly side of the Square and the mayor refused to approve the plans. The city council also protested against the plans as objectionable a serious interference with public travel and an unwarranted occupation of the public streets. Today it is admitted by practically every one that the building ought never to have been built, but like many mistakes it is not easy to provide the remedy. In accordance with the vote of the association, the committee conferred with the trustees of the Elevated in 1919, presenting to them a request for the change signed by practically all the business men and property owners in the Square and sketches were made of a building which should occupy only about 600 feet. The proposal that the state should own the subway seemed to offer an opportunity to remove the structure entirely and the work of your committee has since been in that direction solely. They have received the cordial support of the Cambridge members of the general Court and his honor the mayor, Senators Counihan and Carrick and Representative Reading have at all times been ready to aid in any way. Hearings, conferences and interviews have followed until finally a resolve was adopted for an investigation by the department of public utilities and the trustees of the Elevated jointly as to the expediency and cost of removal.

It is difficult to properly characterize this so-called investigation, as at the only hearing given the petitioners, the chairman, before hearing any evidence, made it clear that the commission was unqualifiedly opposed to the proposal. Although a second conference was promised none was ever held. The absolute unfairness of the commission is clearly shown by its statement that the cost would be \$131,000. This figure was made to include \$31,000 for construction and \$100,000 for real estate. As it was only proposed to use the basement and first floor of one-fourth of the frontage of a property which the Elevated had recently sold for \$66,000 it requires nothing more to show the little value to be given to their report. At the present session of the legislature a petition was presented signed by his honor Mayor Quinn and by representatives of all the business men's associations of Cambridge asking for the removal of the building. A

hearing has been had before the Committee on Street Railways and that committee has made an inspection of the premises. The matter is now in the hands of the committee awaiting action by the mayor, as soon as estimates of the cost can be furnished him. In this connection the proposed relocation of the tracks on the westerly side of the square necessarily remains unsettled.

The next subject upon which the committee have spent much time is the removal of the poles and overhead wires from our streets. March 10, 1921, the committee was authorized to petition the city council for the removal of all poles and overhead wires from our streets and November 10 they were authorized to employ a suitable person to secure signatures to a petition asking the city council to petition for any legislation necessary to cause the removal of all such wires. This petition was signed by several hundred citizens and under a suspension of the rules the mayor and city solicitor were authorized to petition the General Court for proper legislation. Concurrently with this action all the business organizations of Cambridge petitioned the General Court for the passage of a suitable law to bring about the ultimate removal of all poles and wires from our streets. The committee has spent much time in a survey of the entire city in conferences with the parties affected by the proposed act and in attending hearings upon the question. They have had many photographs taken of unsightly dangerous spots and have selected 40 miles of streets from which to remove all poles. As a result a bill was drawn which met the approval of all concerned except upon two points and the matter is now in the hands of the Committee on mercantile affairs of which Senator Carrick is Chairman. The committee do not underestimate the task before us, as Cambridge according to our best information has more poles in its streets in proportion to its area than any other City in the Commonwealth. There are between 8,000 and 10,000 poles in Cambridge while the total in Boston is only 17,000 notwithstanding its greater area. This work began in Boston in 1894 from 2 to 5 miles of streets being cleared each year yet after 30 years there are today more poles in that city than when the work began. These poles

are dangerous from liability to fall by reason of decay as well as when loaded with ice,—the wires are a menace in many cases to the public safety especially the high tension wires—they are a hindrance to the fire department both from their location and from the danger of crossed wires—the poles and wires are unsightly, growing worse with age, they are also a cause of serious damage to our shade trees and of ruin to their shape, and the exposure to breakage by storms or by the work of the fire department causes a large annual loss from interrupted service. Notwithstanding there are 250 miles of poles in our streets today the Electric Light Company has one petition now before the City Council for the location of $4\frac{1}{2}$ miles more in 67 of our residential streets besides numerous other petitions for lesser numbers.

Your Committee believes no highway need be disfigured by a tangle of wires nor by a row of poles. In Berlin one of the most perfectly lighted cities in the world not a wire is to be seen, and in Baltimore today there are practically no overhead wires and no poles in the public streets. At a time when progressive cities are making efforts to clear their streets and to make them attractive, Cambridge ought not to fall behind others. In this connection the Committee suggest that the Mayor be asked to cause an investigation to be made of the desirability of lighting all our side streets with high powered gas lamps. This has been found practicable in other cities and there appears to be no reason why it would not be in Cambridge. There are today upward of 200,000 incandescent mantle street lamps in 180 towns and cities of the United States including Milwaukee, Washington, Pittsburgh and Baltimore. In Washington there are today 10,000 gas street lamps, and the use of gas is considered essentially a police measure. In Europe gas street lamps range as high as 4,500 candle power and in London, Paris, Berlin and Vienna gas is the predominant street illuminant. At this time when we are seeking to remove all poles and wires from our streets the lighting of our residential streets with gas would prevent the location of new poles. The lighting service would also be a constant service free from interruption from storm or conflagration. The storm last November while it caused the total discon-

tinuance of the electric lights did not interrupt the gas lighting in the least. This is an advantage worth having if for no other reason than as a police protection even if it should cost more. It is also worthwhile to consider whether the City might not derive a revenue from such poles as are in our streets by collecting an annual rental for each pole. Whether this has ever been done or can be done the Committee have not as yet investigated.

The practice of allowing street cars to stand in our streets while not in operation is one which is fraught with danger to the lives of our citizens, a serious interruption to travel and a cause of detriment to the tidy appearance of our streets. This use of the track in front of the Sumner Statue was the cause of the death of a prominent woman of Cambridge besides the occasion of many narrow escapes. It was at one time the practice of the Elevated to run cars out of the subway and to allow them to stand on Massachusetts Ave. opposite Garden St.—often four cars at a time. At present it is the practice to run cars out of the subway and to shift them at that place from one track to the other. At this point where the traffic from the Square narrows down and is joined by that from Cambridge St. at certain hours as many as 500 motor vehicles pass in an hour and at all times there is a fairly steady travel. It requires no argument to show that this is a dangerous practice. At Porter Square it is not uncommon to see four or even six cars standing in the street. On one day the chairman of the committee saw three Kendall Square cars, two Union Square cars on this track at the same time. At the foot of Brookline street it is a more or less common occurrence for three and four cars to stand in the line of travel. To prevent this use of our streets the city council passed an ordinance to regulate the use of the streets by street railway cars. Under the provision of Chap. 161 Sec. 84, General Laws, the city was obliged to petition the Public Utilities Commission to approve this ordinance and the petition was supported by all the business men's organizations of the city. As was to have been expected the petition was denied. The chairman of this committee has appealed to the governor to consider this decision and the governor has promised to give the matter proper attention. The growth of this practice of assuming supervision by the State of strictly

local affairs began with the Charles River Street Railway and has grown by the constant appeal of parties unable to secure their ends through the local government. It has not been confined to any one line of action and today constitutes a most dangerous influence upon local self-government. With the state assuming control of the local affairs of the cities, the national government assuming control of the local affairs of the states we are fast tending to a government by bureaucracy—a government after the Prussian pattern.

Possibly because the Association may have thought that the committee endeavors to promote civic honesty a list of 20 members whose annual assessments were unpaid for two or more years each was referred to it for recommendation. The committee has recommended that 10 members be dropped and the assessments of two be entirely abated for satisfactory reasons. Five have paid in full and three have made partial payment and are held for further observation. The committee has also recommended the adoption of two amendments to the by-laws which appear upon the notice for the annual meeting. It is strange that any man should consider the non-payment of his assessment a proper way to resign and the committee advise that in such cases hereafter the members be dropped for non-payment and a record made of the fact that they have failed to carry out their agreement with their fellow members.

The Committee has called attention of the Metropolitan District Commission to the great distance between the Anderson bridge and the Western Avenue bridge where there is no passage across the Charles River and to the desirability of a foot bridge across Charles River opposite the end of Sparks St. to make the parkway on the Boston side accessible to Cambridge people. In reply the Commission say that it does not seem expedient to construct a foot bridge at that point.

The question of renumbering Brattle St. so as to include Brattle Square and thus remove the present confusion has been considered by the City Engineer. To renumber the entire length of Brattle Street and avoid using letters or half numbers would call for the change of 148 numbers and does not at the present time appear to be called for. To renumber as far as

the Social Union seems practicable by the use of letters or half numbers for all premises on the second floor (only 6 in all) giving whole numbers for all stores on the ground floor. The matter awaits the further action of the Association before petition to the City Council by whom the change must be ordered.

Various other matters remain unsettled such as the building line between Boylston and Dunster streets and the placing of the sidewalks on Massachusetts Avenue inside the fence on the Common. Several traffic regulations have been presented to the mayor and are being considered by him. The two lights at the Sumner statue will be placed within a short time, the city council having passed the necessary vote and the light on Mount Auburn street at the entrance of the subway is now in place.

As this committee has said more than once—if Harvard Square is to progress—if it is to be what it ought to be, every one of us should stand together. We are told that "a man's life consisteth not in the abundance of the things which he possesseth"—there are things more important than mere wealth. It is with a full realization of this truth we should all work. One can hardly conceive of a more discouraging task than the building up of Kansas City. The original site was a narrow strip of levee between the shores of the treacherous Missouri river and sheer cliffs of clay with deep yawning ravines. "It cannot be done," some said, but just the same it was done. As an old settler expressed it, "If a hill was in the way, they cut it down—if a ravine interfered, they threw the hill into it." The community fought with the spirit of a Roman gladiator and after 50 years of valiant struggle, courage and big vision brought success. We in Cambridge have no such possibilities as Kansas City, but the same spirit will work wonders here also.

GEORGE G. WRIGHT, Chairman.

REPORT OF MEMBERSHIP COMMITTEE

We are glad to report a net gain in membership for the year. The gain is only six to be sure, but this is due to the fact that we have had a sort of house-cleaning and dropped from the roll fifteen members who did not show sufficient interest to pay their dues.

We started the year with 152 members, including associate members; 20 have been lost in various ways, and 26 new members have been admitted, leaving the membership today 158, including associate members.

We recommend that the new membership committee endeavor during the coming year to raise the list of members to at least 250.

J. LEE ROBINSON, Chairman.

April 1, 1922.

REPORT OF ADVERTISING COMMITTEE

We, the undersigned, hereby hand in our report for the year.

In regard to advertising Harvard Square, your committee decided not to spend any money this year, as the outlook was not favorable to procure trade.

Respectfully submitted,

JOSEPH AUGUST,

Chairman, Advertising Committee.



EDWIN B. POWELL
Term Expires 1923



CHARLES A. STOVER
Term expires 1925



JOSEPH AUGUST
Term expires 1924

OFFICERS

<i>President</i>	George H. Carrick
<i>Vice-President</i>	J. Lee Robinson
<i>Secretary</i>	N. Russell Cazmay
<i>Treasurer</i>	George E. Cole
<i>Auditor</i>	Willard H. Sprague

Directors

Edwin B. Powell	Joseph August	Charles A. Stover
Term Expires 1923	Term Expires 1924	Term Expires 1925

Standing Committees Appointed by the Board of Directors—1922-1923

Municipal Affairs

George G. Wright, Chairman
R. Currie Grovestein Thomas F. Sullivan

Membership

Irving F. Ridlon, Chairman
N. Russell Cazmay Atherton C. Gosse

Advertising

Joseph August, Chairman
James F. Brine William G. Rice

LIST OF ACTIVE MEMBERS

(Corrected to May 1, 1922)

Name and address	Joined
Amee, Albert F., 1380 Mass. Ave.	Charter
Amee, John, 1380 Mass. Ave.	1913
Anagnos Brothers, 1378 Mass. Ave.	1921
Anderson, Samuel A., 19 Boylston St.	1919
Andrews, E. A., 4 Brattle St.	1912
August, Joseph, 1302 Mass. Ave.	1910
Barnes, Albert M., 719 Mass. Ave.	1910
Bernazani, Charles, 1246 Mass. Ave.	1919
Berry, H. F., 8 Boylston St.	1915
Blais, Louis A., 27 Church St.	1921
Boland, William F., 1300 Mass. Ave.	1917
Boyce, Fred, 1388 Mass. Ave.	1921
Bragg, Dr. Henry W., 1278 Mass. Ave.	1911
Brennan, J. J., 6 Boylston St.	1917
Brine, James E., 1436 Mass. Ave.	1919
Brine, Louis C., 1436 Mass. Ave.	Charter
Brock, Frank E., 1372 Mass. Ave.	1910
Burke, W. A., 1362 Mass. Ave.	1917
Cady, Dr. Frederic B. M., 1306 Mass. Ave.	1921
Cambridge Savings Bank, 15 Dunster St.	1913
Cameron, Russell R., 38 Brattle St.	1914
Caragianes, Felix, 1304 Mass. Ave.	1919
Carpenter, F. A., 28 Church St.	1919
Carrick, George H., 8 Boylston St.	Charter
Caustic, C. E., 32 Brattle St.	1915
Cazmay, N. Russell, 8 Boylston St.	1917
Chase, Fred B., 1426 Mass. Ave.	1921
Clark, Ernest W., 5 Brattle Sq.	1920
Clarke, Joseph, 4 Brattle St.	1911
Cohen, L., 3 Brattle Sq.	1919
Colburn, Frank A., 10 Boylston St.	Charter
Cole, George E., Harvard Coöperative Society	1913
Conant, George H., 9 Brattle St.	1917
Coolidge, W. S., 50 Congress St., Boston	1915
Couyow, Michael, 1310 Mass. Ave.	1921
Cox, Geo. Howland, 1336 Mass. Ave.	1910
Crosby, W. L., 286 Boylston St., Boston	1915
Culolias, George C., 1280 Mass. Ave.	1921

Cunningham, E. W., 50 Boylston St.	1918
Cunningham, W. J., Cambridge P. O.	1919
Davies, Fred W., Cambridge Trust Co.	1921
Derby, John H., 1374 Mass. Ave.	1919
Dow, George L., 4 Brattle St.	1913
Duvey, Harry F., 9a Brattle St.	1919
Dyer, Charles H., 83 Mount Auburn St.	1918
Eaton, Walter F., 31 Brattle St.	1919
Eisenberg, M. C., 37-39 Boylston St.	1921
Ellis & Andrews, 4 Brattle St.	1917
Ernest, Charles, 1 Boylston St.	1920
Ferranti, Charles, 1302 Mass. Ave.	1921
Fish, Samuel, 32 Brattle St.	1919
Fiske, Howard H., 3 Brattle St.	1915
Fridolin, J., 1302 Mass. Ave.	1919
Frost, Henry A., 4 Brattle St.	1920
Furniss, William E., Quincy Sq.	1911
Galvin, William T., 57 Boylston St.	1918
Gomatos, Georges, 27 Brattle St.	1919
Gordon, E. A., 10 Arrow St.	1915
Gosse, Atherton C., 32 Boylston St.	1921
Grovestein, R. Currie, 109 Hammond St.	1911
Gustafson, B. H., 6½ Holyoke St.	1921
Hadley, Thomas, 5 Brattle Sq.	Charter
Haley, Timothy W., 86 Mount Auburn St.	1912
Haley, J. J., 8 Palmer St.	1919
Haley, T. F., 8 Palmer St.	1919
Harlow, Frank S., 1388 Mass. Ave.	1921
Harlow, Hamilton, 1388 Mass. Ave.	1921
Harrington, J. H., 112 Mount Auburn St.	1920
Harwood, R. W., Harvard Crimson Bldg.	1921
Haskell, Geo. H., 763 Mass. Ave., Room 5	1915
Hathaway, Alvan B., 1336 Mass. Ave.	1920
Hayden, Fred, 19 Boylston St.	Charter
Hayden, James W., 19 Boylston St.	1920
Healey, Hugh H., Brattle Square	1921
Henderson, Arthur R., Abbot Building	Charter
Hilliard, Alonzo, 1613 Mass. Ave.	1919
Hitchcock, R. M., 1284 Mass. Ave.	1920
Holmes, George H., 124 Walker St.	Charter
Holt, Charles A., 18 Centre St.	1911
Hvte, Benjamin, 32 Plympton St.	1920

Knapp, Frank S., Harvard A. A.	1919
Kinsman, Dr. E. O., 5 Boylston St.	1919
LaFlamme, Dr. J. L., 4 Brattle St.	1919
Lavash, Abraham, 6 Palmer St.	1919
Leavitt & Peirce, Inc., 1316 Mass. Ave.	1921
Levy, David, 22 Brattle St.	1921
Lowell, A. Lawrence, University Hall	1919
Maddalena, Arthur B., 29 Brattle St.	1920
Marks, George M., 1288 Mass. Ave.	1912
Marshall, W. E., Brattle Building	1919
Mason, Harrie E., 1408 Mass. Ave.	1919
McCormick, Peter J., 1346 Mass. Ave.	1911
McKenna, Joseph, 86 Mount Auburn St.	1921
Mills, Charles W., 1444 Mass. Ave.	1917
Moore, Fred W., Harvard A. A.	1915
Morin, John B., 160 Hancock St.	1920
Murphy, Henry C., 11 Dunster St.	1921
Nichols, Anthony, 1380 Mass. Ave.	1921
Nickerson, F. R., & Co., 83 Mount Auburn St.	1920
Olsson, Frederic A., 9 Boylston St.	Charter
Olsson, Miss M. L., 1414 Mass. Ave.	1915
Peak, H. F., 5 Brattle Sq.	1913
Philbrook, V. H., 22 Dunster St.	1919
Phippen, E. Willard, 1336 Mass. Ave.	1919
Pinkos, Louis, 338 Washington St., Boston	1911
Porter, W. M., Eliot Sq.	1920
Powell, Edwin B., 2 Brattle Sq.	Charter
Rice, William G., 23-25 Brattle St.	1921
Richardson, Charles H., 324 Harvard St.	1921
Ridlon, Irving F., 5 Brattle St.	1916
Robinson, Edgar W., 2 Palmer St.	1919
Robinson, J. Lee, Abbot Building	Charter
Rooney, James F., 6 Brattle Sq.	1919
Rosencranz, L., 1268 Mass. Ave.	1919
Sage, Edwin R., 10 Brattle St.	Charter
Sale, Charles E., 4 Brattle Sq.	1920
Sawin's Express, 1388 Mass. Ave.	1921
Senders, Henry H., 1388 Mass. Ave.	1918
Shea, William J., 2 Palmer St.	1920
Shine, John J., 25 Sherman St.	1919
Simonds, William H., 1312 Mass. Ave.	1919
Simpson, John, 1 Brattle St.	1919

Skoog, Karl F., 34 Boylston St.	1921
Smith, Frank G., 30 Palmer St.	1917
Snell, George F., 65 Boylston St.	1919
Snow, Parke, Inc., 1350 Mass. Ave.	1911
Spike, James E., Camb. Electric Light Co.	1914
Sprague, C. H., 24 Leonard Ave.	1921
Sprague, Willard H., 1408 Mass. Ave.	1919
Stearns, Harry N., 4 Brattle St.	1910
Stockwell, George H., 9 Brattle St.	1921
Stover, Charles A., 1360 Mass. Ave.	Charter
Sullivan, Humphrey J., 17 Brattle St.	1917
Sullivan, Patrick M., 85 Mount Auburn St.	1921
Sullivan, Thomas F., 302 Brattle Building	1919
Toohy, John P., 24 Brattle St.	1921
Toohy, M. P., 22 Boylston St.	1919
Turner, Joseph, 11 Dunster St.	1921
Waldorf System, Inc., 1326 Mass. Ave.	1918
Wallace, Joseph J., 24 Boylston St.	1919
Watson, Charles B., 28 Boylston St.	1921
Waugh, John, 128 Oxford St.	1911
Wheeler, William H., 99 Mount Auburn St.	1919
White, Herbert H., University Press	1912
White, Louis H. M., 1 Putnam Square	1921
White, Moses P., 101 Tremont St., Boston, Rm. 901	1916
Whitford, Edward D., Harvard Trust Co.	1921
Whitney, Fred E., 25 Brattle St.	1921
Whitney, Oscar L., 8 Boylston St.	1920
Whouley, John M., 1344 Mass. Ave.	1920
Wright, George G., 84 Mount Auburn St.	Charter
Wyeth, Benjamin F., 1426 Mass. Ave.	1919
Yoston, James A., 22 Palmer St.	1921
Zahos, John H., 1250 Mass. Ave.	1921

Associate Members

Corcoran, Ellen, 1388 Mass. Ave.	1919
Harris, F. E., 5 Brattle Sq.	1919
Hofbrook, Jessie F., 1410 Mass. Ave.	1919
Littlefield, Nina, 301 Brattle Building	1919
Tupper, Mabel, 1388 Mass. Ave.	1919

IN MEMORIAM

John J. Anderson
 Elmer W. Billings
 Haliburton D. Brock
 Ossian H. Brock
 Dr. Edward R. Cogswell
 Frank F. Duvey
 Frederick B. Furbish
 George H. Kent
 Charles H. Lake
 Frederick A. Laws
 Fred H. Leavitt
 J. Leo McDonald
 Robert J. Melledge
 Harold S. Moore
 Edward O'Hara
 John H. Sawyer
 Henry C. Shaw
 Frederick Worcester