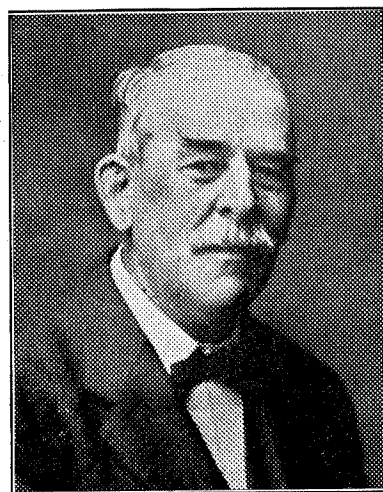
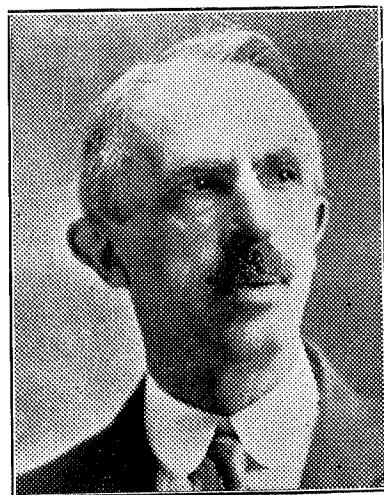




GEORGE G. WRIGHT
President



R. CURRIE GROVESTEIN
Vice-President

REPORT OF THE RETIRING PRESIDENT



GEORGE H. CARRICK
Retiring President

In accordance with Article VI of the By-Laws of the Association, I herewith submit my report for the year 1922-1923.

I am very much pleased to state our membership is now larger than ever before and also that our meetings during the year averaged a larger attendance than any previous year. This shows that our organization is in a healthy condition and that the business men of 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 the 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 neighbor, not only belong to our organization, but that he and they will attend all meetings, enter into the discussions freely, and intro-

duce suggestions pertaining to the further advancement of the business interest of Harvard Square.

Constructive criticism is very beneficial. It is very gratifying to me to state that our officers and the committees are working in complete harmony. Several propositions have come up during the year and have been attended to promptly, several have been solved 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 backing of our members uniting.

Harvard Square is still 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 must eventually locate here.

The Cambridge Savings Bank is building a new structure in the square which will have, besides its own quarters, rooms for stores and offices. Brock Brothers have remodelled a portion of the College House and have moved to their new location and rented every portion of their property including the offices on the three upper floors.

During the past year we have succeeded in having the enlargement of the loading platform in the subway for North Cambridge, Arlington, Belmont and Huron Avenue cars. We also succeeded in having a statute passed whereby the overhead wires must be placed underground. The City Government, Cambridge Electric Light Co., New England Telephone & Telegraph Co., Boston Elevated Railway Company, and your committee on municipal affairs were in accord and therefore this improvement was accomplished not only for Harvard Square, but for the benefit of Cambridge as a whole.

We have also succeeded in having a city ordinance passed regarding traffic regulations in Harvard Square. The credit for this as for the enlargement of the loading platform in the subway should be given to our committee on municipal affairs.

At the present time, we are still working on the re-

moval of the subway structure in Harvard Square. Three years ago we introduced a resolution in the Legislature, two years ago on the House Bill 507, a report was made by the Department of Public Utilities and the Trustees of the Boston Elevated Railway Company sitting jointly that the matter was feasible, or that it could be reduced in size, or taken down and a new and smaller building take its place. Last year we introduced a bill for the removal of the structure. This was reported as approved but should be taken up at the next annual session. This year we once again took up the question of the removal of the structure in the middle of the square. Last week a hearing was held on the subject by the House Ways and Means committee. They have not yet reported, but we trust it will be favored to either entirely do away with the building in the center of our square and place the entrances and exits on the sidewalks, or to tear down the present building and replace the same with a smaller and more transparent building.

We have asked our City Government to widen Church Street and also that Palmer Street may be accepted. A hearing was held at a counsel meeting at City Hall in regard to these two matters. No one appeared in opposition and therefore was referred to the Committee on Roads and Bridges. We have not as yet received their report as to whether or not they recommend what we desire, but I am confident a desirable result to us will be their decision.

I wish to thank the members and the committees for their hearty cooperation 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.

REPORT OF THE SECRETARY



N. RUSSELL CAZMAY
Secretary

As secretary of the Harvard Square Business Men's Association I herewith tender my annual report.

The directors have held 11 meetings and the Association has held six meetings at which the average attendance has been around 50.

We met in May to discuss principally Traffic Regulations in Harvard Square. After the business meeting we listened to an illustrated talk by Orrin C. Bourne, Chief Warden of the Massachusetts Fish and Game Commission.

Our next meeting was in November and Congressman Dallinger was the speaker. At the January meeting we had as guest City Engineer Hastings. Mayor Quinn had also been invited but was called out of town at the last moment. At the February meeting Hon. Walter C. Wardwell, County Commissioner, talked to us

on the duties of his commission and enlightened us greatly on county affairs. In March we had Speaker Benj. Loring Young, of the Massachusetts House of Representatives, who gave us a very concise address on state administration.

We started the year with 158 members, including the associate members. Of this number seven have resigned, three have been lost by death, and one has been dropped. During the year 11 have been admitted, making a total of 159, a net gain of one. I desire at this time to remind the members of the Association that the membership committee recommended that we strive to have 250 members by now. Members should interest their business neighbors who do not already belong to join our Association.

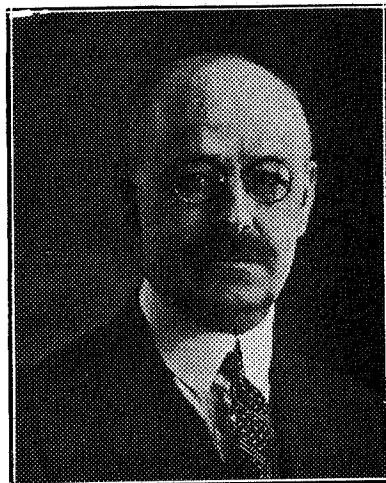
It is with regret that we record the passing on of Messrs. J. Lee Robinson, Wallace W. Peirce and more recently of William H. Simonds since our last annual meeting.

The Committee on Municipal Affairs continues its constructive work, as the report of its chairman will show. The Association is responsible for the three additional clerks furnished the Harvard Square Post Office and it is gratifying to state that we found Postmaster Baker most willing to cooperate. It is felt that the last hearing on the Harvard Square subway structure will bear fruit in the right direction. The widening of Church Street and the acceptance of Palmer Street is at present under consideration by the City Council.

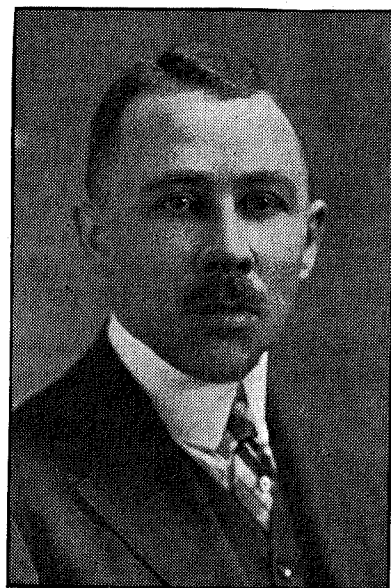
Our appreciation to the Cambridge Trust Co. for its kindness in allowing us to hold the directors' meetings in its rooms and also to Mr. Philip Dallinger for his continued generosity in officiating at the piano is gratefully acknowledged.

On behalf of the officers of the Association I wish to thank the members for their loyal support.

N. RUSSELL CAZMAY.



FRED W. DAVIES
Auditor



HENRY F. RAMHOFER
Treasurer

REPORT OF THE TREASURER

RECEIPTS

Receipts for the year ending March 31, 1923:

Balance on hand as per last report, cash and bonds	\$ 801.07
Dues	1,336.50
Dinner Guests	31.50
Interest on Bonds	17.00
Interest Harvard Trust Co.....	15.12
	\$2,201.19

DISBURSEMENTS

Disbursements for the year ending March 31, 1923:

Dinners	\$ 533.50
Printing and Supplies	40.50
Multigraphing and Typewriting.....	66.87
Advertising	98.10
Secretary	100.00
Assistant to Treasurer	50.00
Cigars, etc.	60.05
Postage	53.59
Entertainment	3.00
Tabulating auto, Harvard Square.....	38.00
Incidentals	9.90
Harvard Trust Co.....	747.68
Liberty Bonds	400.00
	\$2,201.19

GEORGE E. COLE, Treasurer.

REPORT OF THE AUDITOR

I hereby certify that I have examined the accounts of the Treasurer of the Harvard Square Business Men's Association for the year ending April 1st, 1923, together with the proper vouchers, and have found all correct. The balance in bank amounting to \$747.68 has been proved, and Fourth Liberty bonds to the par value of \$400.00 have been presented for inspection.

WILLARD H. SPRAGUE, Auditor.

ANNUAL REPORT OF THE COMMITTEE ON MUNICIPAL AFFAIRS

The most important work of the Committee the past year has been the beginning of proper regulation of the traffic in Harvard Square. It must not be forgotten that all of the present regulations for the control of traffic and of parking in Harvard Square are the result of the work of this committee. When it is recalled that the Committee made its first suggestion to the Mayor four years ago some idea of the difficulty of the work may be understood. The enormous growth of motor traffic has created a problem which demands much more radical action than has yet been taken and it is much to be regretted that the Mayor did not accept the suggestion of this Committee, that a committee of citizens be appointed composed of owners of motor vehicles and of those who were not owners, to investigate the problem for our whole city. The growth of the number of motor vehicles in the United States was from 7,558,848 in 1919 to 12,238,375 in 1922—in Massachusetts alone from 365,780 in 1921 to 463,294 in 1922. It is estimated that the present year the registration in Massachusetts will reach 538,000 and in 1927 a total of 840,000 is looked for. In January, February and March of this year 867,628 motor vehicles were made and the total production for the year is expected to reach 3,000,000. In the entire United States today there is one motor vehicle for each $8\frac{1}{2}$ of the population; in Massachusetts there is one to each 9 of the population, and it is estimated that the number will ultimately reach 1 to every 5 of the population. More than 11,000 persons were killed and 42,000 persons were injured, while more than \$1,000,000,000 of property was destroyed by motor vehicles in the United States last year. This indicates the extent of the work. All over the country the demand is rising for more uniform and better enforced traffic regulations. The Governor of Pennsylvania recently asserted "There are too many ignorant, too many unskillful, too many reckless drivers on the highways." The Chicago News recently stated: "Throughout the United States Coroner's juries, grand juries, state's attorneys and judges are demanding effective safeguards against the fatal consequences of reckless driving of automobiles as well as against lack

of consideration for the common good that results in intolerable congestion of business streets through the parking of automobiles in them." There is scarce a town of any size in the West where the problem has not been met more efficiently than it has been met in Cambridge. One town clerk writes: "We have been trying to regulate traffic for a long time, but it is a hard proposition. We have to arrest 'Jay drivers' very frequently."

To quote from a report issued by the Iowa State College: "The regulation of street traffic to facilitate the movement of vehicles in congested districts, prevent accidents and safeguard pedestrians has become one of the most important problems of municipal government. Until recently only the larger cities were confronted with this problem, but with the increasing use of motor vehicles even the smallest towns are finding it necessary to give the matter some attention." "Many municipalities find it necessary to restrict the parking of vehicles in certain districts to prevent the blocking of streets and interference with business. Some cities prohibit parking in front of hotels, theatres and other places which have a large number of patrons arriving or leaving by motor vehicles; others set aside whole blocks in which vehicles are not allowed to stand; some allow parking in the center of the street or on one side or the other only."

Briefly our regulation of traffic in Harvard Square compels all vehicles from north or east to pass down on the westerly side, all vehicles from south or west to pass along the southerly side of the Square. The space for travel on the westerly side is only 40 feet—15 feet of which is occupied by street car tracks upon which cars are standing and usually 10 feet is taken by motor cars which are parked there during the day to the number of 200 each day. Through the remaining 15 feet as many as 1,250 vehicles, not including street cars, pass in an hour. What this means will be better understood by the statement that this is about twice the travel which passes through the junction of Tremont and Beacon Streets, Boston. The space between the curb at the junction of Brattle and Boylston Streets is 50 feet, the five curved street car tracks leaving only 15 feet clear on one side and 10 feet on the other. Through this space approximately from 1,600 to 2,200 vehicles pass in an hour, not

counting street cars, which is double the travel which passes through the junction of Tremont and Boylston Streets, Boston. Into this mass of travel the Elevated dumps all its incoming passengers from the subway and surface cars, and through it all persons who wish to use the subway are compelled to find their way. The closeness of the danger to which foot passengers are exposed is shown by the fact that at an ordinary gait a pedestrian will cover only $4\frac{2}{5}$ feet per second, while an auto at 15 miles per hour will cover 22 feet per second. Consequently, a foot passenger who crosses 22 feet in front of an auto has just one second to escape. An editorial in the Boston Transcript states the case most clearly: "Surface and subsurface traffic conditions at Harvard Square today constitute a menace to life and limb for many thousands of people. For twelve hours out of every twenty-four men and women from every state in the union and from every part of this thickly settled community make up the army of wayfarers whose daily duties take them back and forth across the Square or below stairs to the subway transfer station." On Brattle Street a total of 124 street cars pass every hour during the busy part of the day, and it is not uncommon to see both tracks occupied by street cars from Boylston Street to Brattle Square, which with the motor cars parked by the curb completely blocks all travel for the time being. While temporary relief may be obtained by running some surface cars through the subway and by diverting traffic at Putnam Square through Mount Auburn Street, at Quincy Square through Quincy Street and at Church Street through to Brattle Street, yet ultimately more radical changes are inevitable. While the entire removal of the subway structure would also afford a partial relief from this condition, it will not alone cure the evil. It may be remembered that in 1913 a Committee appointed to consider the future development of Harvard Square reported a recommendation that Brattle Street be widened on the northerly side, a proposal which a short-sighted city government failed to make effective and only the vigorous opposition of this Committee on Municipal Affairs prevented even the narrowing of the present width at the junction of Brattle Street and Boylston Street.

It may not be amiss to repeat what that Committee

said: "Harvard Square is now at the beginning of an important transition and it would be of advantage to the city as a whole, as well as to property holders and business men to have a plan prepared which would consider in a careful and comprehensive way all the influences which affect the development of the Square and the streets leading to it. Especially important is the provision for greater width in the approach from Harvard Square to Brattle Square." The growth of traffic since shows what a serious mistake was made at that time and makes more clear the necessity for the entire removal of the Brattle Building before many years. The widening of the Square between Boylston and Dunster Street, certainly as far as the new bank building, is also clearly called for as well as the removal of one of the elevated tracks on the westerly side of the Square.

The regulations for parking are briefly that between 7 A. M. and 6 P. M., no vehicles shall stand more than 20 minutes and no vehicles shall stand within 20 feet of the intersection of streets. These are regulations which have been in force in our western towns for years, some having a rule that no cars shall stop within 25 feet of a street crossing as well as of a street corner. There can be little question that the absolute prohibition of any parking in Harvard Square will be demanded before many years and it is a question whether such a rule ought not to be in effect today. The Committee however realizes that it is always difficult to make radical changes at once and that wisdom teaches it is better to work gradually in such matters. When such a rule is adopted it will call for the furnishing of accessible places for reasonable parking and the question of what is reasonable ought to be carefully considered. It certainly is very difficult to agree with the wishes of some who desire to leave their cars in front of their store or office from the time they arrive in the morning until the close of business. This use of our streets obstructs traffic, interferes with the work of fire departments and absolutely prevents other vehicles from reaching the entrance of the building before which they stand. Streets are intended for public passageways for the free and equal use of all and every one using them should consider the rights and convenience of others. This Committee has presented for the consideration of the Asso-

ciation two locations where reasonable parking can be permitted without injury to others, and purpose to offer others later.

The location of the traffic officers as at present is neither safe nor efficient. Several officers, while exposed to the danger of passing traffic, have received injuries which have been indirectly the cause of their death. To locate an officer in charge of the traffic on the same level with that traffic and in the midst of it must strike any intelligent person as absurd, and almost criminal. His absolute inability to oversee the approaching traffic in all directions and the necessity for caring for his own personal safety are sufficient reasons to condemn the present practice which has grown up without much thought or consideration. Traffic has been kept standing owing to the inability of the officer to see it until the conductors of the Elevated have motioned to the drivers to proceed. The officers deserve well for what they have succeeded in doing under these adverse conditions, but they ought not to be asked to labor under such conditions any longer. The officer ought to be mounted on a horse, or if not, a raised platform should be built from which he might see all the traffic and be free from care as to his personal safety. In New York towers have been erected in the middle of the intersection of some of the streets, and a comparison of the travel will show the same need in Harvard Square. At the corner of Fifth Avenue and Forty-second Street, New York, 21,872 vehicles pass in 12 hours, an average of 1,823 per hour. At the corner of Brattle and Boylston Streets, Cambridge, 17,554 pass in 9 hours, an average of 1,950 per hour, practically the same amount of travel. It will be said this will cost too much—the safety of the officer and the efficiency, however, outweigh the expense.

No regulations will be complete without a proper control of the travellers on foot. Justice, as well as safety, for all using our streets, calls for the same control as is exercised over vehicles. The attention of the officer ought not to be distracted by the uncontrolled passage of foot passengers through the confused mass of vehicles. Lines should be drawn as has been done in the past, and foot passengers should be compelled to observe the same rules as all others using the streets. The location of taxi cabs in front of the easterly entrance to

the subway ought also to be changed—a proper place would be at the northerly end where they can be reached just as readily and at the same time they will not interfere with foot passengers.

Such is the problem as it presents itself to the Committee and the sooner it is met the better for all persons using Harvard Square. The opposition of a few selfish people ought not to weigh against the safety of all foot passengers as well as all riders.

The removal of the surface structure of the Elevated Railway in Harvard Square still remains unsettled—a question which will never be settled until the building is finally entirely removed. The trustees still adhere to their position that the entrance and exits must be upon the southerly side of the Square. While there is ample room upon the easterly side of the Square, they insist that the public would not be satisfied with such a change. If it was suggested to them to announce that all cars to and from Boston should stop at Dunster Street and all cars to and from North Cambridge should stop at Church Street, they would undoubtedly reply that the car riders would object to walking that distance to continue their journey. Yet, as a matter of fact, that is precisely what is done today by all persons who wish to continue their journey beyond Harvard Square. All passengers for Mount Auburn and beyond, walk from Dunster Street to Palmer Street and all passengers for North Cambridge and beyond walk to Church Street today. After the change to the easterly side was made the public would accept it as they have accepted the present arrangement. At almost the end of the last session of the legislature the Committee on Street Railways reported a bill to remove the building, the City to pay one-half of the expense. As the bill called for an expenditure of money, it was referred to the Ways and Means Committee, too late, however, to allow the Committee proper time to properly consider it. The Ways and Means Committee accordingly reported reference to the present legislature and the matter was heard by the Committee on Street Railways in March.

After our last annual meeting the legislature passed partment of Public Utilities having reported a bill to relieve the street railways from any part of the expense of the removal of wires from the surface of any street or

highway to an underground conduit this Association has requested our Senator and Representatives to oppose the passage of any such provision. This proposal is in line with many others which seek to transfer from the railway to the general community many expenses which the railway companies have always borne. At a time when everybody is loaded with heavy burdens of taxation it seems decidedly unfair to relieve one class entirely of all burdens and to transfer them to others whose burdens are at present without any addition much heavier. Certainly while the per capita cost of government in Massachusetts remains at \$64.25 for every man, woman and child within its borders every year the rent payers and home owners have a right to protest against further exaction. It is estimated that the total tax for every family of five in Massachusetts averages \$575 per year, which has been called the peak of plunder under the guise of law. A commission on taxation was appointed in 1922 to consider among other questions ways and means whereby municipal levies upon real estate may be controlled and reduced. As has been the rule in such matters no suggestions of reduction are contained in their report, but several new taxes are offered in place of such reduction.

Among many other matters still unsettled are the placing of the sidewalks on Massachusetts Avenue and Peabody Street inside the line of the Commons, the establishing of a new line on the southerly side of the Square between Boylston and Dunster Streets properly defining the line of Massachusetts Avenue in front of College House. These and many other questions show the necessity for an organization such as ours and the duty of all our business men to give it their hearty and liberal support. There are few questions which the committee have been called upon to consider which have not required several years of active continuous effort which can only be made certain by a proper permanent body. It is unfortunate that we have among us men who judge everything by its effect upon their own personal interests, entirely forgetting that in any community there must be a yielding on both sides—a give and take. Certain of our citizens appear to think that having erected an act to remove and place underground the overhead wires and to remove the poles from twenty miles of our

streets (Chap. 428, Act, 1922). The list of streets was carefully selected by the City Electrician and the representatives of the companies affected and the work each year connects with the work of the year preceding and the year following. In this way we shall receive better results than to allow the selection to be made each year without reference to previous work. The work is now in progress and at the close of the present year our principal street (Massachusetts Avenue) will be free from all wires and poles, except trolley poles and wires, its entire length from Harvard Bridge to Alewife Brook. Cambridge Street follows next year, Main Street and Western Avenue in 1925 and so on. We hope the improvement will be carried farther by planting trees in place of most of the poles removed, so that in a few years our city will regain its former beauty which some of us can still remember. Mr. Grovestein and the Chairman, with the City Electrician, visited every location for terminal poles on side streets asked for by the Electric Light Company from Harvard Bridge to Alewife Brook, and in that way brought about desirable changes in the proposed locations. The City Electrician and the Pole and Conduit Commission have heartily cooperated with your Committee in making effective not only the letter of the law, but more important in making effective the spirit of the law as well. The Elevated Trustees having shown a willingness in many ways to cooperate with our Association, it is to be regretted that they felt called upon to ask for the exemption of their wires from Harvard Bridge to Lafayette Square at the entrance to our city. Upon their petition we are glad to report that the Department of Public Utilities dismissed the petition in the following language. "By the Act the Legislature has provided for progressive steps to accomplish its requirements and we are of the opinion that we ought not to grant exemptions therefrom merely to relieve an applicant of the burden of some expense. The desirability of the removal of the wires on Massachusetts Avenue in Cambridge from the standpoint of public safety and convenience seems to be clear. The burdens imposed upon the applicant by the requirements of the City do not seem to us unduly large. Thus, we are of the opinion that the exemption ought not to be granted." The Desome modern buildings in the Square we are under such obligations to them that we should advocate no meas-

ures to which they are opposed. One of them recently threatened to appeal to the Supreme Court to prevent action taken by the City Council upon the petition of this Association. Such an attitude is not one to be taken by any man who sincerely desires the prosperity of Harvard Square. If we are to progress, all differences should be settled at our meetings, where the majority should rule. It certainly is time to say to such people that it is the community which gives value to their buildings and not their buildings which give value to the city. If they will consider how valuable their buildings would be away from population they will understand this. The history of the United States will furnish more than one instance where large investments in costly buildings failed to create a town and resulted in serious loss to the investors. It cannot too often be told to such people that they owe much to the community while the community owes them nothing. These words written centuries ago are commended to their careful consideration. "Other men laboured and ye are entered into their labours." If any men deserve credit for their efforts in behalf of our city it is certainly that small band of men who with great faith and small capital started our water works, our gas company and our street railway. Knowing many of them as I did, I doubt if there was one among them who ever thought the community owed them anything for efforts more valuable to our city than the erection of a few buildings in a city of 110,000 population.

May I not urge upon you, as I have done before, that you give to your city the best that is in you, remembering always that every man inherits as he lives much from his city and that he should bequeath something of his time and his talents for the higher good of that city before he dies. Believe me, you will find when life's struggle is nearing its close more satisfaction in the work you have done to benefit and improve the community in which you have lived than you can possibly derive from any amount of money. The wealth may vanish, but nothing can deprive you of the memory of past efforts to benefit others.

GEORGE G. WRIGHT, Chairman.

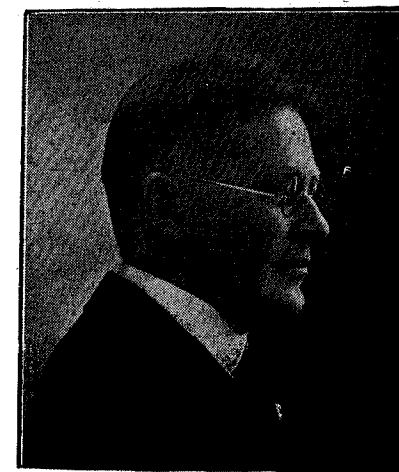
BOARD OF DIRECTORS



JOSEPH AUGUST
Term Expires 1924



CHARLES A. STOVER
Term Expires 1925



GEORGE E. COLE
Term Expires 1926

REPORT OF MEMBERSHIP COMMITTEE

As chairman of the Committee on Membership, I would report that we have admitted 11 new members to the Association, seven have resigned, three have been lost by death, and one has been dropped, making a net gain of one and a total membership to date of 159.

IRVING F. RIDLON, Chairman.

REPORT OF ADVERTISING COMMITTEE

As chairman of the Advertising Committee for the past year, I wish to say that the committee did not deem it advisable to spend any money, therefore there are no further comments.

JOSEPH AUGUST, Chairman.

<i>President</i>	George G. Wright
<i>Vice-President</i>	R. Currie Grovestein
<i>Secretary</i>	N. Russell Cazmay
<i>Treasurer</i>	Henry F. Ramhofer
<i>Auditor</i>	Fred W. Davies

Directors

Joseph August	Charles A. Stover	George E. Cole
Term Expires 1924	Term Expires 1925	Term Expires 1926

Standing Committees Appointed by the Board of Directors—1923-1924

Municipal Affairs

R. Currie Grovestein, Chairman	
Thomas F. Sullivan	Joseph W. Monahan

Membership

E. Willard Phippen, Chairman	
Albert F. Amee	William T. Galvin
Nina Littlefield	Fred Hayden

Advertising

Edgar L. Bishop, Chairman	
William G. Rice	Howard H. Fiske

LIST OF ACTIVE MEMBERS

(Corrected to May 1, 1923)

Name and address	Joined
Amee, Albert F., 21 Brattle St.	Charter
Amee, John, 21 Brattle St.	1913
Anagnos Brothers, Harvard Sq.	1921
Anderson, Samuel A., 19 Boylston St.	1919
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
Bishop, Edgar L., 1320 Mass. Ave.	1922
Blais, Louis A., 27 Church St.	1921
Boland, William P., 1300 Mass. Ave.	1917
Bragg, Dr. Henry W., 1278 Mass. Ave.	1911
Brennan, J. J., 6 Boylston St.	1917
Brine, James E., 1410 Mass. Ave.	1919
Brine, Louis C., 1410	Charter
Brock, Frank E., 1414 Mass. Ave.	1910
Buenke, Fred L., Reliance Coop. Bank	1923
Burke, W. A., 1362 Mass. Ave.	1917
Cady, Dr. Frederick B. M., 1306 Mass. Ave.	1921
Cambridge Savings Bank, 15 Dunster St.	1913
Cambridge Tribune, 5 Boylston St.	1923
Cameron, Russell R., 38 Brattle St.	1914
Caragianes, Felix, 1304 Mass. Ave.	1919
Carrick, George H., 8 Boylston St.	Charter
Caustic C. E., 20 Centre St.	1915
Cazmay, N. Russell, 8 Boylston St.	1917
Chase, Fred B., Harvard Row	1921
Clark, Ernest W., 5 Brattle Sq.	1920
Clarke, Joseph, 4 Brattle St.	1911
Cohen, I., 3 Brattle Sq.	1919
Colburn, Frank A., 10 Boylston St.	Charter
Cole, George E., Harvard Coöperative Society	1913
Conant, George H., 1122 Mass. Ave.	1917
Cooledge, 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., Harvard Row	1919
DeWitt, Newton A., Dr., 5 Boylston St.	1922
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
Ellis & Andrews, 4 Brattle St.	1917
Ernest, Charles, 1 Boylston St.	1920
Ferranti, Charles, 1302 Mass. Ave.	1921
Fish, Samuel, 28 Church St.	1919
Fiske, Howard H., 3 Brattle St.	1915
Fridolin, J., 1290 Mass. Ave.	1919
Frost, Henry A., 13 Boylston 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., Charles River Road	1921
Grovestein, R. Currie, Brattle Sq.	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
Holmes, George H., 124 Walker St.	Charter
Hyte, Benjamin, 32 Plympton St.	1920
Johnstone, George J., 1360 Mass. Ave.	1922
Keith, Hurd S., 1416 Mass. Ave.	1923
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
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
Monahan, Joseph W., 4 Brattle St.	1923
Moore, Fred W., Harvard A. A.	1915
Morin, John B., 160 Hancock St.	1920
Murphy, Henry C., 11 Dunster St.	1921
Nickerson, F. R., & Co., 83 Mount Auburn St.	1920
Olsson, Frederic A., 9 Boylston St.	Charter
Olsson, Miss M. L., 25 Brattle St	1915
Peak, H. F., 5 Brattle Sq.	1913
Philbrook, V. H., 22 Dunster St.	1919
Phippen, E. Willard, 1336 Mass. Ave.	1919
Pinkos, Louis, 45 Bromfield St.	1911
Powell, Edwin B., 2 Brattle Sq.	Charter
Ramhofer, Henry F., Harvard Trust Co.	1923
Ramsay, Harry M., 4 Brattle St.	1923
Rice, William G., 23 Brattle St.	1921
Richardson, Charles H., 324 Harvard St.	1921
Ridlon, Irving F., 5 Brattle St.	1916
Robinson, Edgar W., 2 Palmer St.	1919
Rosencranz, L., 475 Broadway	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
Simpson, John, 1 Brattle St.	1919
Skoog, Karl F., 34 Boylston St.	1921
Smith, Darwin J., 23 Church St.	1922
Smith, Frank G., 30 Palmer St.	1917
Spike, James E., Camb. Electric Light Co.	1914
Sprague, C. H., 24 Leonard Ave.	1921
Sprague, Willard H., 1408 Mass. Ave.	1919
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
Tierney, John H., 31 Church St.	1923
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, 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
Holbrook, Jessie F., 1410 Mass. Ave.	1919
Littlefield, Nina, 301 Brattle Building	1919
Tupper, Mabel, 1388 Mass. Ave.	1919

IN MEMORIAM



J. LEE ROBINSON

OUR LATE VICE-PRESIDENT

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
Wallace W. Peirce
J. Lee Robinson
John H. Sawyer
Henry C. Shaw
William H. Simonds
Frederick Worcester