

SENATE... No. 193.

Commonwealth of Massachusetts.

IN SENATE, April 11, 1871.

The Committee on Harbors, who were directed to "inquire and report the nature and amount of the yearly traffic through the draws of Charles River and Fort Point Channel; also the amount of yearly traffic over said river and channel, including freight by rail and teams, carriages of various kinds, and passengers by railroads, street railroads, on foot, and by all other conveyances,"

REPORT:

That they find it impossible to obtain complete and accurate returns respecting every branch of the traffic referred to, as there have not been in all instances recent accounts taken of foot travel, teams, &c., over the highway bridges, and in the nature of the case the estimates must be far from correct; but the Committee believe that from the returns herewith reported the legislature will obtain as much information on the subject as can be expected in present circumstances.

For the Committee,

P. A. COLLINS, *Chairman.*

CHARLES RIVER.

Traffic through the Draws—yearly.

1870. No. of vessels passed Charles River Bridge (between Boston and Charlestown),—

Jan. 1, to May 1 (estimated),	2,000
May 1, to Dec. 1, inclusive (recorded),	8,000
Total,	10,000

No. of vessels passed Warren Bridge (between Boston Charlestown), 8,000

No. of vessels passed Cragie's Bridge (between Boston Cambridge), 7,440

No. of vessels passed West Boston Bridge (between Boston and Cambridge), 4,982

Merchandise and value thereof.

Lumber, 57,000,000 feet,	\$2,288,600 00
Coal, 275,000 tons,	2,064,750 00
Wood, 17,235 cords,	155,115 00
Lime, 56,200 casks,	67,640 00
Granite, 18,800 tons,	65,800 00
Freestone, 2,000 tons,	40,000 00
Cement, 18,156 casks,	40,170 00
Hay, 900 tons,	27,000 00
Sand, 13,300 tons,	13,300 00
	<hr/>
	\$4,762,375 00

Traffic over Highway Bridges from 6 o'clock A. M., to 6 o'clock P. M., Jan. 11, 1871, as returned by the Chief of Police of Boston.

Charles River Bridge,—

Foot passengers,	4,387
Merchandise teams,	1,396
Pleasure teams,	185

Warren Bridge,—

Foot passengers,	9,320
Merchandise teams,	2,870
Pleasure teams,	309

Cragie's Bridge,—

Foot passengers,	3,906
Merchandise teams,	1,900
Pleasure teams,	349

West Boston Bridge,—

Foot passengers,	2,484
Merchandise teams,	1,159
Pleasure teams,	406

Total (four bridges),—

Foot passengers,	19,097
Merchandise teams,	7,325
Pleasure teams,	1,249
Besides some 1,500 horse-cars carrying passengers numbering at least,	20,000

On the 14th of October, 1870, the following facts concerning travel over two of the above-named bridges were ascertained by officers of the city of Cambridge:—

West Boston Bridge,—

No. of horse-cars passed that day,	571
of passengers in the same,	12,155
of wagons,	2,612
of pleasure carriages,	858
of foot passengers,	2,527

Cragie's Bridge,—

Horse cars,	276
Passengers in the same,	4,850
Wagons,	2,734
Pleasure carriages,	559
Foot passengers,	4,012

Traffic over Railway Bridges.

Fitchburg Railroad, 1870,—

No. of passenger cars each way, in and out,	29,647
of passengers carried in cars,	1,356,654
of cars and engines each way over the draw in making up trains,	28,170
Aggregate time draw kept open,	23 days.
Regular passenger trains daily,	21
To Walden Pond Grove and return, about three months each summer,	1
Each way Sundays,	1
Thursdays (extra train),	1
The freight moved over this road is received and delivered at the freight houses in Charlestown, and transported by teams over the highway bridges between Boston and Charlestown.	
Estimated number of tons, 1870,	180,855
Value per ton (estimated),	\$50 00

Boston and Maine Railroad,—

No. of passenger trains daily in 1871,	90
of passengers carried over draw during the year 1870,	2,500,000
of freight trains daily in 1871,	50
of tons of freight carried over draw during the year 1870,	548,243

Eastern Railroad,—

No. of passenger trains daily in 1871,	55
of passengers carried during the year 1870,	2,645,709

All the Eastern Railroad freight trains run to East Boston.

The engine-house is at "Prison Point," in Charlestown, and the car-houses are very near the draw on the Boston side, so a very large number of trips are made in making up passenger trains and shifting across the draw.

Boston and Lowell Railroad,—

(This railroad has two bridges across the Charles River, one of which is used for freight and one for passenger trains.)

No. of passenger trains in and out per day in 1871,	33
of passenger cars during the year 1870,	49,394
of passengers carried during the year 1870,	1,317,871
of baggage and milk cars during the year 1870,	16,776
of baggage and milk cars over draw in making up trains,	6,138
of passenger cars over draw in making up trains,	28,830
of locomotives in and out for all purposes,	23,188
Aggregate time draw open during year 1870 (estimated),	50 days.
(Since December 1, fourteen additional passenger trains have been added, which carries the daily number up to)	
No. of freight trains in and out per day in 1871,	47
of freight cars in and out during the year 1870,	14
of cars and engines over draw in making up trains during the year 1870,	186,000
of tons of freight in and out during the year 1870,	716,100
of tons of freight in and out during the year 1870,	400,000
Aggregate time draw open during working hours (estimated),	20 days.

FORT POINT CHANNEL.

[Between Boston proper and South Boston.]

Traffic through the Draws—yearly.

Mount Washington Avenue Bridge,—

1869. No. of vessels passed (recorded),	11,135
1870. of vessels passed first 9 months (recorded),	9,245
of vessels passed whole year (estimated),	13,325

Federal Street Bridge,—

1870. No. of vessels passed,	11,300
--	--------

Dover Street Bridge,—

1870. No. of vessels passed,	7,088
--	-------

Value of cargoes—(No records obtained, and no accurate estimate to be had of the value of merchandise landed at wharves on Fort Point Channel) 2,040 (estimated) of the vessels that passed through the above-named draws passed into the South Bay, so called, carrying lumber, coal, wood, iron, brick, cement, lime, sand, etc., valued at, . . . \$3,600,000 00

Traffic over the above-named Highway Bridges—daily.

Mount Washington Avenue Bridge,—

1869. No of teams in 24 hours (estimated),	5,860
of foot passengers in 24 hours (estimated),	8,400

Federal Street Bridge,—

1870. No. of teams in 24 hours (recorded),	5,860
of foot passengers in 24 hours (recorded),	17,873
of horse cars in 24 hours (recorded),	763
of passengers in horse cars (estimated),	13,000

Dover Street Bridge,—

1870. No. of teams in 24 hours (recorded),	4,119
of foot passengers in 24 hours (recorded),	11,932

Total (three bridges),—

Teams,	15,839
Horse-cars,	763
Passengers in horse-cars,	13,000
Foot passengers,	38,205

To which may be added 12 per cent. for increase since January 1, 1870.

Traffic over the Railway Bridges.

Boston, Hartford and Erie Railroad,—

No. of passenger trains daily in 1871,	23
of passengers carried during the year 1870,	792,155
of freight trains daily in 1871,	5
of tons of freight carried during the year 1870,	141,582

About five-sixths of which passed over Fort Point Channel Bridge.

No. of trips across bridge in making up trains and shifting daily (estimated),	100
--	-----

Old Colony and Newport Railway,—

No. of passenger trains daily in 1871,	54
of freight trains daily in 1871,	10
of trips in shifting and making up, 1871,	583
of passengers transported in 1870,	2,381,190
of tons of freight transported in 1870,	228,501

