

CARS ON BEACON STREET.

Extensive Improvements on the Back Bay.

The Plan Which it is Now Proposed to Carry Out in That District.

Residents Who Favor the Projected Horse Railroad.

One of the most important and extensive pieces of work of its kind ever done under the direction of the paving department is underway near the territory where Beacon street, the extension of Commonwealth avenue, Brighton and Brookline avenues meet. Plans and suggestions for the extension of Beacon street and Commonwealth avenue have been before the City Council for many months, and work in the first and important initial step was begun a few weeks ago in the locality already mentioned.

One of the original plans, which a number of times came near failing, is being carried out, and the grade of Beacon street is being raised so that the thoroughfare will pass over the Boston & Albany railroad about 550 feet from where Brighton avenue branches off of Beacon street. Heretofore, Beacon street, from the junction of Brookline and Brighton avenues to St. Mary street, has been impassable, but as soon as the improvement now under way is completed Beacon street will be very nearly a straight line from the State House to Chestnut Hill reservoir.

Running in the proposed extension of Beacon street, a few feet under ground, was a 18-inch water main. As the abutments of the bridge over the Boston & Albany railroad are

Nearly Eighteen Feet Above

the former level of the ground, when the street was filled in, the water main would have been so far below the surface of the street as to have been very hard to reach in case of a break. The first work necessary was to raise the water main on both sides of the bridge, so as to make a gradual ascent from the street level to the top of the abutments of the bridge. A very strong sloping trestle work was built on each side of the bridge, running about 800 feet on either side. Chains were placed around the water main and jackscrews on top of the trestle work. Over 100 workmen were distributed at equal distances, and at a signal the jackscrews were turned and the old main was elevated to the required height. The top part of this trestle work will be removed and the remainder covered over with filling, as also the land on both sides of the trestle until the street is seventy feet wide.

The Boston & Albany railroad has the contract for putting in this filling and work in this direction will be begun at once. It is estimated that it will take about three months for this corporation to carry out the provisions of their contract.

The Locality Visited.

A visit to the locality yesterday found the work progressing very satisfactorily under Foreman Le Francis. In order to allow the driving public a chance to use a portion of Beacon street from Kenmore street to the junction of the avenues, only half of the street is being filled at a time. The grade of Beacon street has now been raised from Kenmore street to the end of the trestle work for the water main, and nearly in front of the Beacon House. At the latter place the grade is about four feet above the old level of Beacon street. Brookline and Brighton avenues have been filled in to correspond to the required height, it being necessary to raise the grade of the latter avenue a distance of about 500 feet.

When the work is completed, Commonwealth avenue will extend across the Beacon street side of the Back Bay Park and run into Brighton avenue. It is not contemplated to lay out this extension of Commonwealth avenue at present, but

To Make a Roadway

which shall be safe and of the proper width. Where Commonwealth avenue will meet Beacon street, near Kenmore street, the thoroughfare will be nearly 150 feet wide, and this will be about the distance of the drivingspace where Brookline and Brighton avenues meet. The filling which is being put in consists of "chip" and "rack" stone and earth, with a layer of beach gravel on top, and is particularly adaptable to roads where there is considerable driving.

Conversation with a number of residents in the vicinity yesterday showed them very much in favor of the proposed horse railroad which it is intended to run from Marlboro street through the new extension of Beacon street to Brookline. An extensive real estate owner who was spoken to said: "There is no reason why this portion of the city should not be as thickly populated as the vicinity of Chester park. All that is wanted is railroad communication to and from the city."

The City Council has disposed of most of the cases of grade damages which were caused by the taking of necessary land. As an instance of how the improvement has caused property to increase in value may be cited the Beacon House estate, which is at the junction of the roads. Five years ago this property was assessed for \$2 a foot and yesterday the proprietor said his selling price was \$15 a foot.

Among the plans now under consideration is the further widening of the Beacon street extension and also of Brighton avenue and changing the names to North and South Commonwealth avenues.

The city has appropriated this year for the work now under way, including a balance of \$30,840 87 left over from the previous year, \$330,840 87. Of this amount \$179,206 74 has been spent, leaving an unexpended balance of \$151,634 13. There is every reason for stating that in time this entire sum will be returned to the city by increased valuation of the property benefited, at the same time giving the city avenues for driving which every citizen can be proud of.