

The Ideal Watertown.

Special YOUNG MEN'S ASSEMBLY Edition of
February 23, 1898.

The Watertown Enterprise.

Entered as Second-Class Matter
at Watertown Post Office.

Upon its Citizens Depends the Realization of the Ideal Watertown.



VIEW OF CENTRE OF IDEAL WATERTOWN FROM BEACON SQUARE, BY FRANK BIRD MASTERS.

Young Men's Assembly. — Ideal Watertown Meeting.

Five new members were added at the Young Men's Assembly meeting, February 16,—Messrs. W. A. Howard, J. M. Whittemore, H. L. Wilson, R. W. Gilkey and George M. Blazo. This, said the president, Mr. Walter B. Snow, carries the membership above 150, and we shall soon have a waiting list.

The occasion was one of unusual interest and attraction. Hung upon the walls, or placed upon easels around the hall, were numerous sketches and diagrams, which had been prepared by local architects and engineers, members of the Assembly, descriptions of which are given in other parts of this paper. The ideals represented are, some of them, very near to becoming realized, while others are more remote. Many members of the Assembly, and their invited friends, examined the various drawings very closely and warmly expressed their admiration.

Before introducing the speakers, President Snow referred to the fact that, two years ago, at a meeting of the Assembly, which had been devoted to the consideration of "The Future of Watertown," one of the speakers stated that enough work had been laid out by the meeting in last twenty years. "Already," he continued, "many of

those ideals have become realities, and it is time, now, to establish new ideals. Few towns have such an opportunity for improvement as Watertown looks forward to in the development of the Charles river parkway."

Mr. Frederick Law Olmstead, Jr., landscape architect for the Metropolitan Park Commission, was introduced. An outline of his remarks will be found in another column.

Mr. Wilbur F. Learned, the town engineer, explained his plans for laying out the new Walker & Pratt park, and for a new station and beautiful grounds between Church and Spring streets.

Mr. Frank Bird Masters described his water-color sketch, and spoke of the difficulties of time and weather in preparing the picture.

Messrs. Curtis W. Bixby, W. A. Norris, Arthur F. Gray and F. F. Elvin explained their ideals, briefly; and President Snow read a letter pertaining to Mr. Ralph C. Henry's design for a new railroad station.

A vote of thanks was passed to the officers of the Assembly and all those who had aided in making the "Ideal" meeting of the Young Men's Assembly such a decided success.

The Latest Watertown Production in Stoves.

THE Home Crawford, illustrated on this page, is beyond question the finest range ever produced in this country. It is so entirely different from other ranges in construction as to mark an important step forward in stove manufacture. The oven is larger than in other stoves of nominally the same size. The oven rack is arranged to be placed at five different heights, so that meats may be roasted in the oven at the same time that puddings or pies are cooking beneath it.

A single one-piece sliding regulator controls the operation of the range. This sliding damper has three locations plainly marked,—one for kindling, one for baking, and one for checking. The usual confusion regarding dampers is avoided. The cook has only a single damper to adjust, and the liability of making mistakes is much less than in other ranges. The damper is the first one, so far as is known, to be accurately fitted by a machinist, so that leakage is impossible.



The appearance of the range is very much improved by curving the edges of the top, the shelf below the oven door, the hearth, etc. Other ranges appear very old fashioned after having seen the Home Crawford. All the edges are finished by curved steel bands nickel plated over copper.

There are three styles of grates, and any style of grate is instantly removable without disturbing any of the fire-box parts. To fully explain the merits of this range would be impossible in this space. Inspection and comparison are invited.

Besides this new range, the makers are offering the Prince Crawford, which is a medium-priced range, unexcelled in fine working qualities.

The same company makes the Walker and Equator furnaces for house heating. The latter furnace has had a very large run in New England, many Watertown and Newton residences being fitted with one of these heaters. The company has recently made a specialty of combination house heating, using hot water for the purpose of reaching remote rooms difficult to reach by hot air.

WALKER & PRATT MFG. CO.,

Originators and Manufacturers of excellent cooking and heating apparatus.

WATERTOWN STORE, Galen Street.

BOSTON STORE, 31-35 Union Street.

The Charles River Improvement.



Mr. Frederick Law Olmstead, Jr., who, from his connection with the Metropolitan Park Commission as a landscape architect, is well qualified to speak on the subject of the Charles River parkway, gave a description before the Young Men's Assembly of the work already accomplished

by the Commission in taking land along the river shores. The land takings, as far as available, are now about completed from the river mouth to Newton Upper Falls. It is not the policy of the Commission to seriously disturb manufacturing interests, but elsewhere a tract of land, varying from fifty to two hundred feet in width, has been secured for a large part of the distance, allowing part of the way for driveways along the stream, and in other parts simply for fringes of trees to screen from the river view the factories or dwellings. Throughout Watertown the river bank, both sides, has been nearly all secured, with only certain necessary interruptions, one being the Water Works property which the town has now taken into its possession. Mr. Olmstead said he hoped the project of a dam across Charles river at Cottage Farm would be carried out, as the result of this and the parkway would be to make the Watertown section one of the most beautiful on the line of the river, providing just as charming scenery as is seen on the upper reaches of the stream above the Waltham dam to-day.

In concluding, he said it was well for Watertown to set forth high ideals of its own; for, if the people will agitate, these ideals can be carried to fulfilment much more readily than those, who undertake the task, are apt to think.

The New School House.

The committee which the town appointed to select a site and procure plans for a new school house has held a number of meetings, and given the subject thorough consideration. In response to a vote of the committee, several of the resident architects of Watertown have prepared plans, in competition, which are now in the hands of the committee. A number of sites have also been considered, and the committee will make a report to the town at the annual March meeting. The outline of specifications, as made by the committee, calls for an eight room building of brick with stone trimmings, to accommodate about four hundred pupils; with all the modern ideas as to clothes, toilet and teachers' rooms and other conveniences. The basement will be well lighted and allow for heating and ventilating apparatus. Mr. Edward F. Porter is chairman of the committee.

Mr. Frank Bird Masters' Dream.

A very attractive and pleasing water-color drawing, shown at the Assembly meeting, was that by Mr. Frank Bird Masters. The looker-on is supposed to be standing near Dr. L. B. Morse's residence and gazing up Main Street. On the right is shown prominently the the new ideal Otis building: while on the left is disclosed a beautiful expanse of river parkway, rich with summer foliage. A broad avenue forms an extension of Mt. Auburn Street to Galen Street. And Mr. Masters evidently believes that even bicycles will not have gone out of fashion before his vision has become a practical reality.

The drawing alluded to is reproduced upon a preceding page.

The sketches upon this page are by the same artist. The one showing the monstrous gas-holder is decidedly suggestive.

It is understood that plans have been prepared for a new station on the Fitchburg Railroad, at Arsenal or Union Market by Mr. W. W. Lummus, architect, of Boston, who has planned several stations for that railroad, including the new one at North Cambridge. Such a station is needed at Arsenal, to have well-kept grounds, and be in keeping with the new village, which enterprise and thrift are building up in that vicinity so rapidly. It is difficult to estimate how swift will be the growth of East Watertown, with its great manufacturing industries.

The extension of the North Beacon Street electric line to connect with the Boston system is certain to come and will be of much benefit. Under present conditions, railway connection with Brighton and Allston is roundabout and unhandy.

More and more clearly will the public see the necessity for widening Galen Street, and for a double track on that avenue to Newton. Galen Street should be made at least eighty feet in width.





BIRD'S EYE VIEW OF IMPROVEMENTS IN CENTRE OF TOWN, BY CURTIS W. BIXBY.

Watertown in Pen and Ink.

Mr. Curtis W. Bixby, architect, exhibited at the Young Men's Assembly an elaborate and finely wrought pen-and-ink sketch of Watertown, as it is, in combination with ideal improvements. His point of view was from across the river, and the picture showed the Walker & Pratt premises transformed into a beautiful park. A new stone bridge of attractive design spans the Charles river, and pleasure boats are seen on the stream. A new bath house and casino is indicated in place of the wooden building now used by the Lewando dye works. The proposed new Otis building is shown at the corner of Main and Spring Streets and the ideal town hall design on Kelly's corner. He thinks that within ten years his dream will be realized.

By thus bringing into evidence in a single drawing the various designs for individual properties, Mr. Bixby has succeeded in giving a most realistic conception of the wonderful possibilities in the way of beautifying the centre of the town. Much of this is far from chimerical. The time cannot be far distant when the Metropolitan Park Commission will begin to improve the banks of the Charles. It is then probable that some satisfactory solution of the question of maintaining constant water level will have been arrived at and Watertown will thus become the head of navigation. As the proposed river-bank boulevard must cross the river near the present bridge, it is evident that improvement at this point must of necessity be a natural result.

Notes.

When the Washington Street bridge is completed, Watertown will recognize the convenience of an electric line via Oak Square and Mt. Auburn.

One point which our real estate owners should not overlook is the increase in value to adjacent estates which will result from removing the old foundry building, and laying out the grounds as a park. This leads us to remark that a new business block at the corner of Main and Pleasant Streets, on the Batchelder estate, would greatly add to the attractiveness of our town centre.

An interest has already been awakened in the matter of a better care of our town cemeteries. The town engineer, Mr. Wilbur F. Learned, has, by request of the proper authorities, made an estimate of the cost of putting the Arlington Street cemetery into a good condition, and enclosing the grounds with a neat, substantial iron fence. He estimates that for one hundred dollars the ground can be given a heavy top dressing, be spaded over, levelled off and seeded, so as to make a smooth and verdant lawn. This part of the work is the least expensive and the most important, as, with suitable care, the premises could be kept neat and tidy.

The Ideal Watertown meeting of the Young Men's Assembly should serve to stimulate local pride, to show the wonderful opportunity for improvement and to create definite public opinion, the influence of which will bring these things to pass.



Improvement of Old Foundry and Adjacent Property.

The plan involves the widening of Galen Street from the Newton line to Main Street to the full width of eighty feet. The acute angle, formed by the junction of Galen and Main Streets, is curved liberally, and Main Street between Galen and Mt. Auburn Streets is also widened to eighty feet. Mt. Auburn Street is extended, and with the roadway connecting the strips of land taken by the Metropolitan Park Commissioners on opposite sides of the river and on opposite sides of the bridge, will comprise a continuous street to Newton. The width adopted is eighty feet. The Delta, formed by the streets and roadway within the area already secured, is shown in the drawing to be arranged for a fountain surrounded by a broad walk, with paths extending to the travelled streets.

Double tracks for street-car service are laid in Galen and Main Streets, with a single track in the roadway connecting the reservations of the commissioners. The advantages derived from such disposition of this property, as shown on the sketch, will be: (1st) excellent street-car service by continuous carriage without unnecessary stops and delays; (2d) better facilities for business; (3d) the beautifying of the central part of our village, which otherwise would be unpleasant and unsightly; (4th) a silent education for improved accommodations;

(5th) an opportunity is offered the town, by conjoint action with the Metropolitan Park Commissioners, to widen Galen Street bridge, and make the centre of our village the beauty spot of our town. It should be mentioned in this connection that the original plan of this property, showing the connection of the reservations by a roadway, was kindly loaned me by the chairman of the committee, Hon. E. F. Porter, appointed by the citizens to consider the laying out of this tract of land, with reference to the adjacent streets, and that the roadway was placed on such a graceful curve that its general features have been incorporated in this sketch.

It must not be understood that the writer thinks that the improvements of the property situated between Main Street and Charles River, as shown on the accompanying sketch, are expedient just at the present time; but it is presented as an "Ideal" that may be adopted when the buildings that were not secured by the Metropolitan Park Commissioners, and are standing on Main Street, are ready for removal.

WILBUR F. LEARNED.

Now that the old McMaster Building has passed into new hands, it will not be surprising if a new frontage is constructed, in line with the Otis Building and the new post office, and other changes made. This would make a marked improvement in the appearance of Main Street.

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Why the consumer buys HOOD RUBBERS instead of others
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• IDEAL • WATERTOWN •

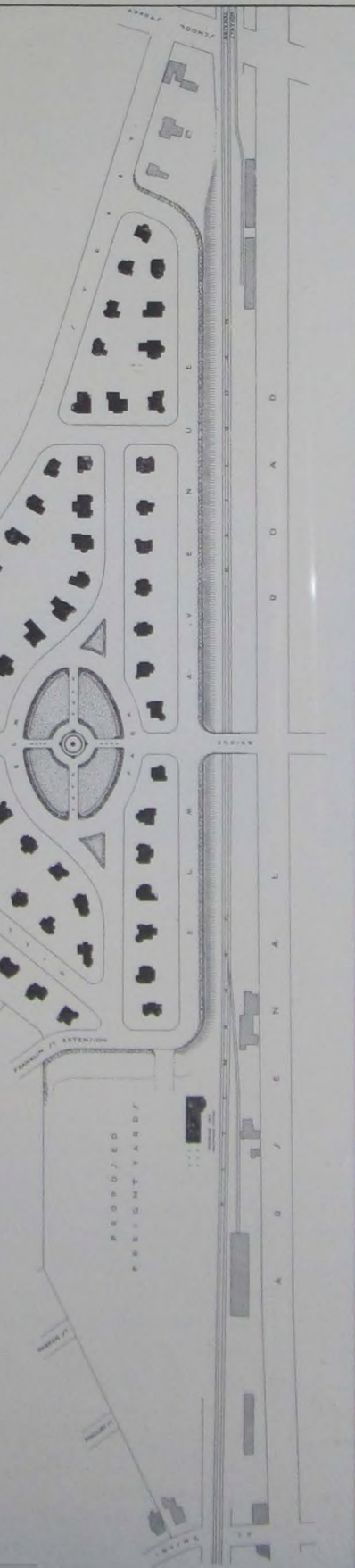
• PROPOSED • LAY-OUT •

OF

• CATTLE-YARDS •

FRANK P. BLISS

18 WALTON STREET
CHICAGO, ILL.



Proposed Lay-out of Cattle Yard Site.

The proposition to improve this site for residential purposes suggested several schemes, but finally two only were considered as really feasible.

No. 1 was a treatment of the whole lot from Union Market Station (Arsenal) to Irving Street, with the idea of placing the new freight yards on the Arsenal Street side of the Fitchburg tracks and utilizing all the space available for residential purposes.

This scheme was abandoned, because it was found impossible to get sufficient space for the freight yards between the tracks and Arsenal Street, unless said yards were located on the town side of Irving Street, which was considered out of the question.

In scheme No. 2, the one adopted, it is proposed to place a new passenger station, also the new freight yards, as indicated on the plan, adjacent to Irving Street and extending along the ends of Parker and Phillips Streets, and within a reasonable distance of the Franklin Street extension.

In studying a treatment for such a naturally beautiful building site, an effort has been made to make it as attractive as possible without forgetting the utility of having it make a fair return as a real estate venture. Two of the worst obstacles to overcome are the nearness of the site to the Fitchburg tracks, and the possible proximity of the freight yards.

By following the example of our Newton neighbors, and depressing the tracks, thereby abolishing all grade crossings, we shall have gained a great point; then with Elm Avenue and its shade trees, shrubberies, parapet wall, etc., the full length of the park and parallel with the railroad, we shall have, to a great extent, abated the nuisance arising from the noise of the trains. Continuing Elm Avenue along the end of the proposed freight yards and joining it to the Franklin Street extension, raising the grade as much as possible, forming a terrace to the freight yard level planted with shade trees and shrubbery, the noise from the yards will not prove a great nuisance. Apart from these two influences the site permits of a rational and yet artistic treatment—roads of easy gradient, every residence having a pleasing prospect. The graceful curves of the roads and lots: the terraced effects: the rich green of the grass,—with presumably good taste in selection of colors for the houses,—all culminating in the oval park, with its fountain, lawn, flower beds, shrubs and seats, would make an eye-pleasing spot from any point of view, and would be a long stride toward

improving the general tone of the suburbs of our beautiful old town, which has many features of natural beauty which we are prone to overlook.

In addition to bridges at Arsenal and at Irving Streets, and about midway between the two, it is proposed to bridge the tracks, as shown on plan and sketch. The depressing of the road-bed and grading up of Elm Avenue will make an easy gradient for this bridge, and give direct access from the park to Arsenal Street and the Newtonville and Boston electric.

The question that immediately arises in the mind of the calculating investor is, "Will it pay?" It gives an impression of elaboration; the lots look large; the streets wide, and the park and fountain seem superfluous.

It may be said in answer that these several points have been carefully considered, but have not been allowed to handicap *ideas*. It has been surmised in the development of this scheme that the cost of houses would be similar to that of those in Whiting Park, and that they would not be of the cheap variety erected at East and West Watertown.

In order to gain good residents for the town it is necessary to house them well and give them pleasant surroundings. They must be tempted to locate here; otherwise they will go to other suburban districts where the attractions are superior.

FRANK F. ELVIN, *Architect*. R. WALDO GILKEY, *C. E.*



SKETCHES OF DEVELOPMENT OF CATTLE YARD DISTRICT, BY FRANK F. ELVIN.

The Removal of Fences.

The removal of certain fences along the line of Mt. Auburn street at the time of its widening has served to emphasize the increased beauty of a thoroughfare which may thus be secured.

The effect is not only to increase the apparent width of the street, but also to greatly enhance the beauty of well-kept abutting estates in a most remarkable degree. The universal omission of the fence is a noticeable feature in all of the new residential districts of the town, and it is surprising how little complaint is made of trespassing. Certainly an improvement which not only costs nothing, but actually results in a saving of money is one that cannot be overlooked. It is to be hoped that in time the fence around the ordinary residence will have become a thing of the past.

Great need exists of some arrangement being made with the hospital authorities of Waltham and Newton, whereby, in emergencies, Watertown persons who may be sick or injured can be cared for in those institutions. A citizen of our town had great difficulty, recently, in getting an invalid admitted into the Waltham Hospital.

Notes.

It is to be hoped that the no-license majority in Watertown, at the March meeting, will be increased over that of last year. Our town has the reputation of being a clean, temperance community—one that it has held for several years—and which it should steadfastly retain. Let every citizen who believes in good order and sobriety, vote—and vote early—for no-license. A neglect to vote before going to business on the morning of election day frequently causes the loss of a vote, and the effect of such a loss *may be* serious.

Our highways would be far more pleasing to the æsthetic taste if all the wires were placed underground and the unsightly poles removed. This, also, is sure to come.

Our main thoroughfares, at least, should be brilliantly lighted with arc electric lights, especially on nights when the moon is scheduled to shine but does not. The Assembly has previously applied to authorities regarding this matter.

A vale of darkness, which calls for an arc light, is Spring Street, at the corner of Marshall.

WATERTOWN SAVINGS BANK,

Open Daily (Sundays and holidays excepted) from 9 A. M. to 12 M., and every
Thursday Evening from 7 to 8.45.

56 Main Street, Watertown.

ALBERT O. DAVIDSON, Pres.

JOHN K. STICKNEY, Vice-Pres.

WARD M. OTIS, Clerk.

TRUSTEES:—A. O. Davidson, John K. Stickney, S. S. Gleason, Wm. H. Ingraham.

Ward M. Otis, J. B. Woodward, E. B. Eaton, C. D. Crawford, C. Q. Pierce,

C. W. Stone, Chester Sprague, F. H. Edgecomb, J. S. Cullen and J. A. Mead.

BOARD OF INVESTMENT:—Albert O. Davidson, Wm. H. Ingraham, and Chester Sprague.

TREASURER:—Julian A. Mead.

BOOK-KEEPER AND CASHIER:—William E. Farwell.

Watertown Co-operative Bank,

56 Main Street, Watertown, Mass.

Organized June 23, 1888. Chartered June 23, 1888. Began
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AUTHORIZED CAPITAL, \$1,000,000.

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Mortgages on Real Estate are always
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Regular Meetings for Sale of Money, Fourth Thursday
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Will Cure You Instantly.

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Also Coal and Wood of the Best Quality.

One order means another,
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Fine Custom Tailoring

AT POPULAR PRICES.

26A MAIN STREET.

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Repairing in all branches promptly attended to.

JOBGING OF ALL KINDS.

Shop, Church Street. House, 10 Royal Street.

“On the Foot.”

Boots, Shoes and Rubbers.

Holland the Shoe Man.

You cannot think of one of these
lines without reference to the others.
It is as it should be, for you would
not go to the druggist for coal, or
to the clothier for flour.

Remember when you need new shoes
fitted, or old ones repaired, the
SHOE MAN DOES IT.

6 MT. AUBURN STREET.

M. T. HOLLAND.

Town Hall Project.

The centralization of the principal features of the town around Beacon Square, the great convenience of access by car lines from all directions, the converging of all the principal lines of travel at this centre, cannot but attract the average mind to the fitness of the location to the needs of the town and the appropriateness of the site chosen for the proposed placing of an ideal town hall.

The square itself is destined to become one of the beauty spots of the town, as the raising of the level of the Charles is contemplated.

What a pleasing foreground, — the river with its numerous pleasure craft, its piers and landings, the graceful arching of its stream, the glistening waters, and the drives meeting and diverging, with their myriads of pleasure seekers. These will lend a prominence which cannot be attained at any other point in our town.

The form of the lot chosen adapts itself to the requirements of a public building which must combine the various working rooms of a town government, together with a public hall for all entertainments, whether of a theatrical, popular or social nature, as well as for town meetings, caucuses and other general purposes.

This hall will be located upon the ground floor, contiguous to North Beacon Street, raised only a dozen steps from the street level. Its appointments will be first class as far as stage equipments, facilities of access, acoustic properties, heating,

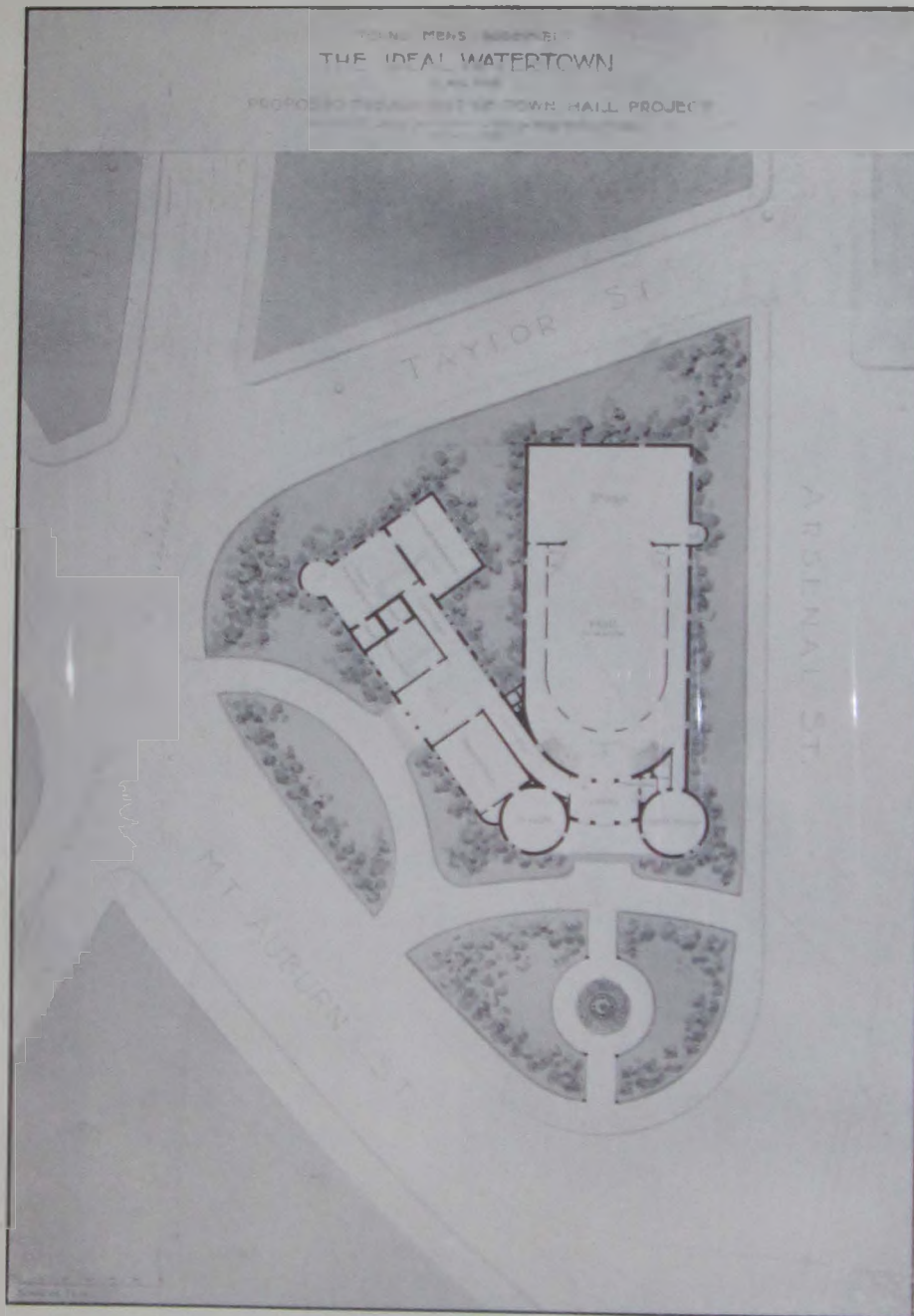
lighting, and ventilation are concerned. Spacious galleries will give the hall a large seating capacity, while for smaller gatherings the main floor will furnish ample facilities. The high basement will furnish the requisite dining halls, kitchen arrangements and all desirable adjuncts.

The town offices will be arranged in a three-story wing, parallel with Mt. Auburn Street, having an independent entrance. This wing diverges some thirty degrees from the line of the adjoining hall, its three floors giving all necessary accommodations for the various offices required. On the second floor a large caucus hall will be an important feature. The building, which is designed to take advantage of the form of the lot, will present a pleasing aspect as viewed from either street, or the river front, with the broad setting of lawn and approaches.

A perspective view of this building is shown on the cover of this paper.

This is only suggestive of one treatment which might be made of this most excellent and convenient site, and one which I most earnestly wish to see occupied for town purposes, as it cannot but help to make Watertown attractive to those who live within her borders as well as to the visitor, if Beacon Square is graced by an "Ideal Town Building."

ARTHUR F. GRAY.



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YOU CAN RELY ON OUR WORK,

And our Prices are as Low as the BEST WORK can be done for.

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TEAMS.

PHONES.



NEW RAILROAD STATION AT WATERTOWN, DESIGNED BY RALPH C. HENRY.

New Railroad Station.

Noteworthy among the picturesque features of Boston are its suburban railroad stations. All of us are familiar with them, to some extent, as the "Newtons" are full of examples from the hand of H. H. Richardson, and many are scattered through the suburbs to the north and west.

Watertown's need of a convenient and healthful station is obvious to every one who patronizes the Fitchburg Railroad: and her need of a picturesque one is felt by all to whom a thing of beauty is a joy.

The sketch submitted represents, roughly, a scheme which embodies the best ideas its author has been able to gather from the modern suburban stations of Massachusetts. It provides for a large, airy waiting-room, made attractive, architecturally, by its two large fire-places, its polished floors, large windows and decorative roof. The ticket office is an elliptical room, centrally located on the south front of the building—assuming the site of the present structure and the same relation to the main tracks—and is expressed on this front in a round bay. The lavatories, telegraph and telephone offices and berths are independent rooms, opening directly from the waiting room on the west. The baggage and express offices open from the waiting room on the east.

Although not essential to the scheme, the raising of Church Street from grade is anticipated.

A first estimate of the cost of the structure, executed in rock-faced Quincy granite, is five thousand two hundred and fifty dollars (\$5,250).

If the scheme serves to stimulate the interest in a new station it will have accomplished its purpose.

RALPH C. HENRY.

Abolishment of Grade Crossings.

The time is not far distant when the town must give serious consideration to the subject of grade crossings. There are no less than eleven streets crossing the Fitchburg Railroad at grade, within the limits of the town. One of them, Mt. Auburn Street, is now a most important thoroughfare, with the traffic thereon constantly growing. With the advent of more frequent running of electric cars, and with future prospect of the adoption of this now broad and handsome street, as a connecting boulevard between Fresh Pond and the Charles River, definite action will become imperative.

At the meeting of the Young Men's Assembly, held Dec. 16, 1896, a special committee reported regarding features and approximate cost of depressing the tracks between Cottage Street at Mt. Auburn and Howard Street at West Watertown. In detail their estimate was as follows:—

Seizure and damage to property	\$120,750
Tunnelling of two brooks	35,000
Digging for depression	230,000
Walls, bridges and abutments	70,000
Approaches to tracks	16,000
Stations	15,000
Damage to business of road	20,000
	<hr/>
	\$506,750
Ten per cent. for contingent expenses	50,000
	<hr/>
	\$556,750

As Watertown would have to assume only one-tenth of this expense, or about \$55,000, the question of cost is by no means a serious impediment.

E. C. HALL,

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Dealer in Choice Family Groceries.



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When Hungry or Thirsty . . .

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ARE	ADVERTISE	&	ASPIRE
RELIABLE	RASHLY	3	TO
TRADESMEN	KEEN	MUCH	ESTABLISH
FILLING	EXPERIENCE	ARGUMENT	REPUTATION
ORDERS	TEACHES	IS'NT	THEREFORE
REQUIRING	NOTICE	NEEDED	OFFER
DEXTEROUS	OUR	SIMPLY	WORTHY
SKILL	SIGN	THIS	NECESSITIES

The Prospects for Public Improvements

IN.....

WATERTOWN

Were never better than
they are to-day.

The Ideal Watertown is Coming.

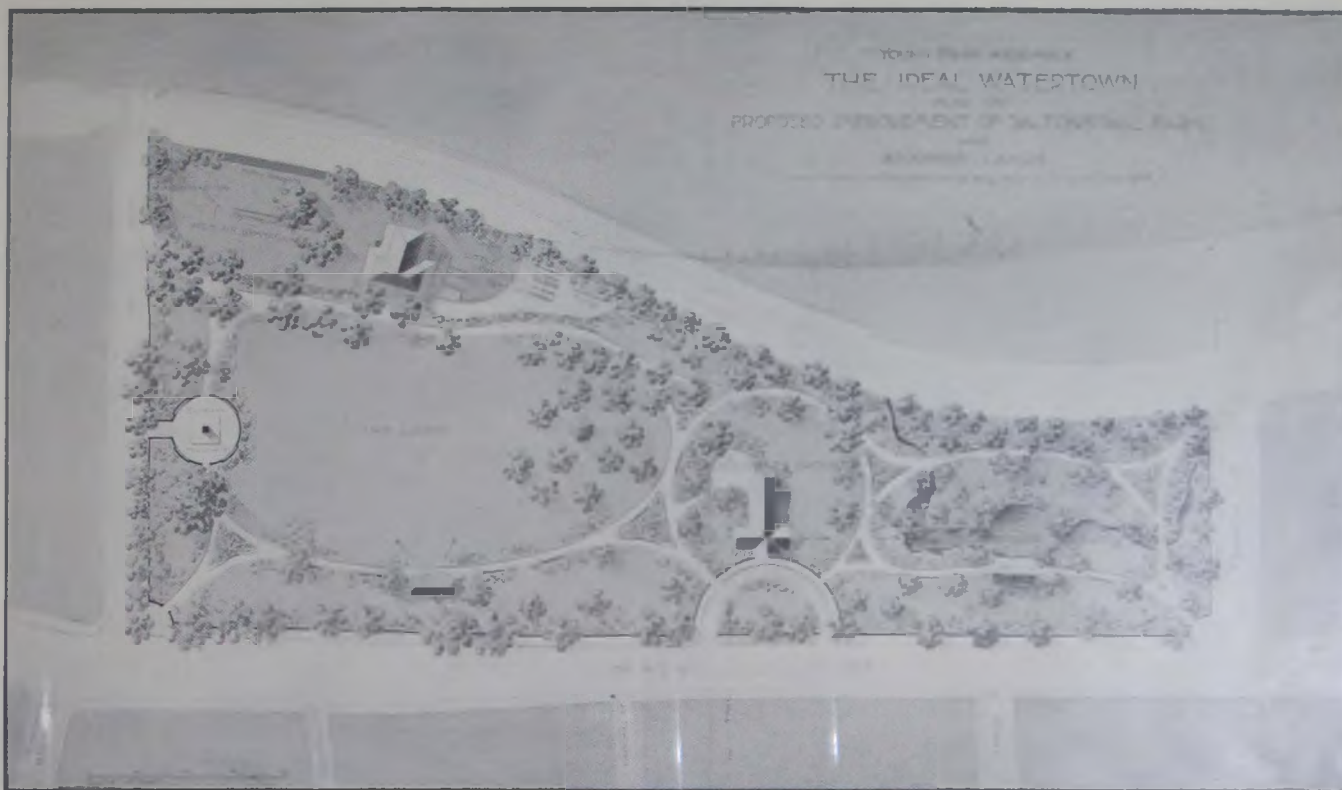


OTIS & SPRAGUE

Have 250 House
Lots for Sale

AND

60 Houses from \$1,500
to \$10,000



Beautifying of Saltonstall Park and Surroundings.

No more complete medley can be conceived than the one gathered within the enclosure so recently honored with the name of the foremost settler of our ancient town. No attempt has been made to make a harmonious whole. The buildings and the monument have been dropped in the most unfortunate positions. Our library building, the only really important structure in the grounds, and an institution of which every citizen should justly feel proud, is fortunately well set, near the middle front of the area which is now suggested for our beautiful park. Allow me to describe this area as covering that portion of the town bounded by Main Street, White Avenue, the Fitchburg Railroad and Church Street. The southerly portion of this is now covered by buildings of private ownership, but in my opinion it should be added to Saltonstall Park, and the dangerous grade crossing at Cross Street obliterated, this addition being pre-requisite to the proper repose of the Public Library.

To improve these grounds the space in front of the library should be kept as a lawn, while the approaches and paths should be treated upon a symmetrical plan.

The formation of a landscape section extending south to Church Street, with the stream now flowing through it, widened to produce a miniature lagoon: this manner of treating the little area presents a most pleasing vista

from the southerly windows of the reading room. To the north of the library, the grounds will broaden out into a large interval of open lawn, extending to the higher land near White Avenue.

The Soldiers' Monument is now placed near the highest point, well raised on a plaza protected by a balustrade that adds very much to the architectural value of this memorial, and would form an attractive vantage spot from which to view the grounds. The simply curving paths with their planted borders, the frequent seats, and the shelter, all add to the utility and beauty of these grounds. Near the southerly portion of this lawn, on the lower ground, the music pavilion for band concerts should be placed, to allow of the best dispersal of the music over the entire park. This pavilion will be backed against the shrubbery, over which will rise the upper walls and roofs of the library in pleasing mass. All the paths will be connected to give proper access to the grounds: the railroad screened by tall and well-massed plantings; the level portion near White Avenue, used as playgrounds for the children, with swings and out-door gymnasia for athletics, with a convenient shelter and dressing rooms, and an infants' playground with sand courts beside it.

These grounds can furnish to Watertown a spot where health giving air and beauty can be naturally combined in a manner which no other spot within our borders can give so well.

ARTHUR F. GRAY.

I. T. FLETCHER,

❁ Grocer ❁

Hay, Grain and Straw,

Crockery, Glass and Wooden Ware,

Boots, Shoes, Rubbers, Etc.

❁❁

256 and 258 Pleasant St.,

Watertown, Mass.

There's One That's Sure.

It deals with the cause.

It stops the inclination in the throat
and lungs.

It is Anodyne Balsam.

It is safe for children.

It stops the cough.

Price 25 Cents.

❁❁

CLAFLIN & CO., Druggists,

51 Main Street, Watertown.

AETNA MILLS,

Capital, \$250,000.

ARTHUR HOBART, *Treas.*

M. A. SMITH, *Asst. Treas.*

A. O. DAVIDSON, *Agent.*

Make Cloakings,

Kerseys,

Worsted Serges,

Cassimeres,

Ladies' Dress Goods.

15 Sett Cards,

94 Broad Looms.

Power, Steam and Water.

The Ideal Watertown

.....HAS.....

An Ideal Fish Market

Where you may at all times procure the
finest quality of fish in their season.

❁❁

NAHANT FISH MARKET,

12 Galen Street.

N. B.— Prompt attention to all orders.

Watertown Coal Elevator,

W. H. PEVEAR & CO.

COAL AND WOOD.

Office, 5 Spring Street.



NEW FIRE ENGINE HOUSE, DESIGNED BY WILFRED A. NORRIS.

New Fire Engine House.

The subject of the accompanying sketch is intended to occupy the site of the present town hall. The location is well fitted for an engine house, being central to the business section and within easy reach of all parts of the town.

The building is rectangular in plan, two stories in height, with a well-lighted basement and commodious attic for storage. The material used is brick, with granite trimmings. The hip-roof is slated. On the side is a bell tower, enclosing a staircase leading from the street to the assembly hall in the second story.

The apparatus rooms are on the Main Street end, and are of easy access to the street. The building is planned to accommodate a steam fire engine, a hook and ladder truck, a hose carriage, and possibly a chemical engine.

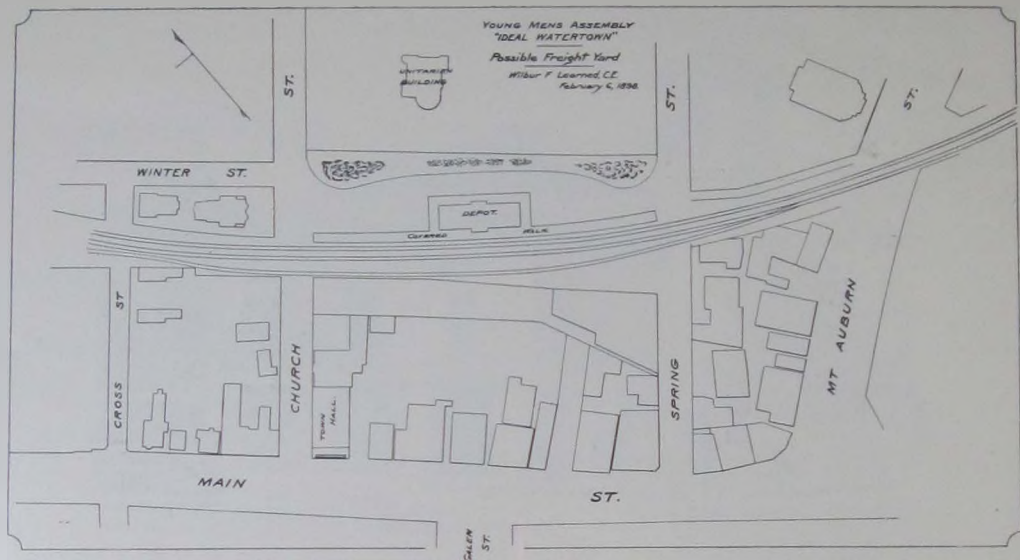
At the rear, provision is made for housing a fuel wagon and supplies. In the second story is a dormitory for the permanent men, bathrooms, hay loft and an assembly room. This latter can be used for caucuses and small political meetings, being easily reached by a staircase, with separate entrance from the outside.

Do we realize fully what an influence public and private improvements exert in attracting new residents of an enterprising character? The suburbs of Boston are increasing rapidly in population, and the various sections are vying with each other in setting out new attractions. Watertown has natural advantages which cannot be surpassed, and our citizens should be awake to the proper use of their opportunities.

WILFRED A. NORRIS.

The New Baptist Church.

At the present time the Baptist society has under consideration the matter of erecting a new church edifice. A building committee was appointed awhile ago, and by the invitation of that committee three architects have submitted plans, in competition, for the proposed new structure. No decision has as yet been made, either as to what architect shall be employed, or what plans shall be adopted. The site to be occupied is one which the society purchased sometime since, being at the corner of Mt. Auburn and Common Streets, and having extreme dimensions of about 177 x 198 feet. It is intended to build of stone, at a cost of about \$50,000; to provide a seating capacity for about 550 in the main auditorium and 250 in the Sunday-school room. These two rooms to be connected by wide openings. Ample space will be allowed for the choir and organ, rooms for the minister and choir, and, adjoining the Sunday-school room, for a number of class rooms. The baptistry, dressing rooms and toilet rooms will be conveniently arranged. In the well-lighted basement will be a spacious dining room, with kitchen, clothes rooms, and the usual modern conveniences. The heating and ventilating arrangements will be of the most improved kind. The site is central and convenient, and of an historic character. It is directly opposite the site where was located the church in which, during the early Revolutionary times, the Provincial Congress held its sessions, in which General Joseph Warren took a prominent part when the British were in possession of Boston. Three dwellings which now stand upon the lot will have to be removed to clear it in readiness for the new building.



"Ideal Freight Yard."

The principal feature of this sketch for an "Ideal Freight Yard,"—which, by the way, is a misnomer, from the fact that a freight yard should not be located near a railroad station, but where ample room is afforded for the shifting of cars and the loading and unloading of commodities of all kinds,—is a single track on the south side of the yard identical with the present track, and the change of the present position of the station to a point midway between Church and Spring Streets. Instead of the contracted gravel walk open to the clouds, affording an opportunity to the patrons of the road for a drenching in rainy weather, and the possibility of an accident to the passengers on leaving the trains at night on account of the difficulty of properly lighting it, we propose a broad, covered platform, well lighted at night by electricity, paved with granolithic or asphalt, and extending from the station to the street on either side of the station. The present tracks on the north side of the station and the dwelling house on Spring Street are supposed to be removed, leaving the open space to be planted with shrubbery, and affording ample room for carriages.

Such a treatment of these grounds, although not an Ideal Freight Yard nor an Ideal Station, would afford so much better accommodations than we now have, that even an approach to an "Ideal" would be much better and give greater satisfaction than the inconvenience to which the patrons of the road are now subjected.

WILBUR F. LEARNED.

When the Fitchburg freight yards are removed, and the centre of the town is graced with a new station and exquisite grounds, life will be one roundelay of joy.

The New Otis Building.

The sketch which has been made for a new building for the Messrs. Otis Brothers, at the corner of Main and Spring Streets, calls for a façade of brick and terra-cotta for the walls of second and third stories. The first story is designed for iron supports, with large bay-shaped show windows of plate glass. The straight line of frontage, from Spring Street to the side of the Grand Army Hall, is eighty feet, and the design is further extended about seventy feet, so as to replace the present wooden hall structure. In this manner arrangements are made for six stores, and also for two stairways to the second and third floors. Above the first floor it is contemplated to divide the space into suites of rooms for dwelling purposes. Overlooking the new park, these would be very attractive. A recess in the front, above the first story, affords room for a balcony, and breaks the wall outline in an agreeable manner. The depth of the building on Spring Street to cover the lot would be about sixty feet. The removal of the old wooden buildings now on the site, and the substitution of a new structure of a more permanent character, would result in an improvement of note; and with the growth of the town these stores and apartments would certainly be in demand.

A. F. HAYNES.

A dam across Charles River at Cottage Farm, such as has been suggested by the Metropolitan Park Commission, would give to Watertown, with the improved river shores, one of the finest parkways in the world. Boating in summer, ice carnivals in winter, would add an unwonted charm to every-day existence.

OWEN FLANNERY,

Contractor in Gardening, Grading
and Teaming.

Also Dealer in Coal and Wood.

OFFICE, 4 CHURCH STREET.

Don't Forget to give him a Call.

Hackett's Cash Market

Will give you full value and
the BEST goods at the lowest
CASH prices.

BUTLER'S PHARMACY.

Whatever you need from a modern
Drugstore can be supplied at

Butler's Pharmacy.

Our constant aim is not only to
give to the public the best service, but
you can feel assured that our prices
are always low. Look for our store.

BUTLER'S PHARMACY.

A. C. FLETCHER. The Hustler.

Something doing at all times and in all
Departments.

Hardware, Woodenware, Crockery, Glass
and Tinware.

We sell everything at
CUT PRICES.

from Seeds and Tacks to Lawn Mowers,
Hose, Freezers and Refrigerators.

We defy competition at the
BARGAIN STORE, 36 and 38 MAIN ST.

WILLARD N. CHAMBERLAIN,

RECEIVER OF

NELSON, MORRIS & CO.'S

CHICAGO DRESSED BEEF,

Mutton, Lamb and Veal.

Butts, Rolls, Tongues and Pork Loins.

115-125 Clinton Street,

BOSTON.

JOHN RALSTON,

Window Shade

and.....

Mattress Manufacturer,

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Women's Feet _____

Wanted to display fine Shoes.

— DEALER IN —

Watertown Shoe Store,

47 Main Street.

J. YORK.

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Caterer.

Weddings, Parties and Spreads of all
Kinds a Specialty.

Cor. Mt. Auburn and Boylston Sts., Cambridge.

Leave car at Brattle Square.

J. H. SNOW,

— DEALER IN —

Fish and Oysters,

12 Mt. Auburn Street,

Watertown

OUR MOTTO:

Courteous Treatment, Prompt Delivery and Small Profits.

W. A. Bemis, 10 Galen Street,

— DEALER IN —

First-Class Provisions, Butter, Cheese and Eggs.

Turner Centre Creamery Butter Our Specialty.

W. A. MACURDA,

Real Estate and Insurance.

Agent for the Purchase, Sale, Leasing and Care of Real Estate.

MORTGAGES NEGOTIATED.

No. 48 Main Street, - Watertown, Mass.



OTIS BUILDING.

Large Department Store.



Basement. Kitchen Furnishings, Tin Ware, Crockery. Oil Cloths. Bicycles, Supplies, etc.

First Floor. Dry Goods, Small Wares, Gent's Furnishings, Boots, Shoes and Rubbers.

Second Floor. Clothing, Hats and Caps, Cloaks, Millinery, Ladies' Cotton Underwear, Corsets, etc.

Third Floor. Carpets, Draperies, Curtains, Pillows, etc. (Custom Tailoring Department.)



Goods delivered free within a radius of ten miles of "Ideal Watertown."

Trains on the Elevated stop here and land passengers on Second floor. Please take elevators to other departments.

Telephone, "Ideal Watertown" 1910.

N. B. — Boys wanted to learn the business.

Otis Brothers, - Ideal Watertown.

1835.

1898.

The New England Mutual Life Insurance Co.

Is the oldest incorporated old line
Life Insurance Co. in this country.
It is in Boston, corner Milk and
Congress Streets.

It has a plain and reasonable
contract.

It guarantees cash and paid-up
values at the 2d year, and every year
thereafter.

It pays its claims promptly.

For contract and rates apply to

FRANK MAGWIRE,

Special Agent,

87 Milk Street, corner Congress, Boston.

TELEPHONE, BOSTON 1856.

It insures women at the same rates as men.

Fire, Life and Accident . . .

and all forms of

LIABILITY INSURANCE.

The Strongest Companies Represented.

Ellison, Coolidge & Co.,

GENERAL AGENTS,

70 Water Street, Boston.

People Differ

Not only in opinions but also in taste, etc. Their
tastes differ particularly in Coffee, so we keep coffee
to suit all kinds of people, with all kinds of taste.

Some People Think

There is nothing better than Package Coffee, so we
keep all kinds. Old Grist Mill, Postum Cereal,
Grain-O, Ayer's, Hygienic and Kofeko. 2-lb. pack-
age, 25 cents.

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Package Coffee, but want a coffee with good cup
quality at a reasonable price. We are sure to please
them with our Mocha and Java at 35 cents per lb.;
3 lbs. for \$1.00. Try it and be convinced.

BOSTON BRANCH GROCERY,

21 Main Street, Watertown, Mass.

ESTABLISHED IN 1832.

COMPLETE House Furnishers.

Parlor, Chamber, Dining Room and
Kitchen Furniture, including the
best working Range made.

We keep abreast of the times.

We carry a large stock.

We sell at lowest prices.

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AND.....
CARPET WAREROOMS.

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HERBERT F. BENT, Manager.