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City Document. — No. 7.

REPORT
OF THE
HARBOR MASTER
OF THE
City of Roxbury,
FOR THE
YEAR 1859.



ROXBURY:
L. B. & O. E. WESTON, PRINTERS, GUILD ROW.
1859.

IN COMMON COUNCIL, Dec. 19, 1859.

Report accepted, and it was *Ordered*, That three hundred copies be printed for the use of the City Council.

Sent up for concurrence.

FRANKLIN WILLIAMS, *Clerk*.

—

IN BOARD OF ALDERMEN, Dec. 19, 1859.

Concurred.

JOSEPH W. TUCKER, *City Clerk*.

REPORT.



THE number of vessels that have discharged cargoes in our harbor in 1859, with the different varieties, quantities and cost of the merchandise, have been as follows :

Number of vessels, 536.

Lumber,	16,140,767 feet,	cost \$138,268
Coal,	16,846 tons,	" 84,230
Wood,	1,512 cords,	" 7,834
Bricks,	3,126,000	" 18,756
Paving Stones,	4,099 tons,	" 5,738
Block "	2,577 "	" 5,798
Edge "	8,173 feet,	" 3,267
Iron,	1,015 tons,	" 23,345
Staves,	20,000	" 2,540
Lime,	19,693 bbls.	" 13,785
Cement,	3,450 "	" 3,967
Sand,	3,426 "	" 4,923
Hay,	200 tons,	" 3,400
Potatoes,	600 bushels,	" 390

Making the total cost, . . . \$316,241

Exported — 750 tons prepared bones, \$22,500.

Since my election to office last May, I have been distinctly called upon to render instructions or assistance to vessels in the harbor thirty-seven times, and I have given

directions and assistance nearly two hundred times. Much of this care and service has been called for by the peculiar condition of the bed of the channel, which on the Boston side has been dug down to the depth of fourteen feet, while on the Roxbury side it is only nine feet deep. Thus there is a steep bank of five feet in the centre, which makes it always dangerous, often ruinous to a vessel, to ground in the centre of the channel. Three vessels have filled with water in consequence of doing so; two of them were so much damaged as to require caulking, and one lost eight or ten cords of wood from her deck.

All such accidents render the port unpopular — enhance freights, and thus put our citizens at disadvantage compared with those in the same business in Boston; in fact, tend to lessen business and the value of wharf property here. The only practical remedy of the dangers in the channel seems a deepening of it on the Roxbury side by the City. This can be well done for from two to three thousand dollars. Such an improvement would not merely remove the dangers spoken of, but by deepening the waters and opening our navigation to larger vessels, would secure to Roxbury a large increase of business. Our wharfingers now are turning their thoughts to the other side, seeking, as soon as their leases expire and Albany Street is opened, to secure yards contiguous to deeper waters.

Drainage, partly from Roxbury, has in years past been gradually shoaling the water, and now that a much larger amount of drainage is to enter the canal, its filling up will probably go on faster than before. Here seems to be a further reason why the City should deepen the channel.

Each vessel that discharges here leaves from five to fifty dollars with our citizens, in pay for labor, provisions, &c., so that other citizens besides our wharfingers will become losers from the existing state of our channel.

F. WINCHESTER.

Roxbury, Dec. 19th, 1859.

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