

HOUSE No. 602

The Commonwealth of Massachusetts.

COMMISSION ON WATERWAYS AND PUBLIC LANDS,
STATE HOUSE, BOSTON, Dec. 1, 1919.

To the Honorable Senate and House of Representatives.

In compliance with the provisions of chapter 131 of the General Acts of the year 1919, the Commission on Waterways and Public Lands presents the following extracts from the fourth annual report of the Commission, covering the year ending Nov. 30, 1919, embodying recommendations for legislative action, and accompanied by drafts of ten bills covering the legislation recommended.

Respectfully submitted,

THE COMMISSION ON WATERWAYS AND PUBLIC LANDS,
JOHN N. COLE,
Chairman.

RECOMMENDATIONS OF THE COMMISSION ON WATERWAYS AND PUBLIC LANDS.

FURTHER IMPROVEMENT AND DEVELOPMENT OF THE PORT OF BOSTON.

1. The Commission is of the opinion that the policy of improving the waterfront of Boston Harbor should be continued in order that adequate facilities may be provided to meet the requirements of the port. It is recommended that the work to be done should include dredging and filling upon the property of the Commonwealth at South Boston and East Boston; the building of railroad connections and bulkheads and the maintenance of Commonwealth Pier No. 1; for further improving and developing the property owned by the Commonwealth at East Boston and under the control of the Commission; also for street and pier development at South Boston; for further improving and developing the property owned by the Commonwealth at and near Hayward's Creek in Quincy and Braintree; for acquiring by purchase or otherwise the location, tracks and trackage rights and privileges of the Union Freight Railroad Company in Boston; and for dredging in and about minor channels in Boston Harbor. Request has been made through the Governor's budget for the estimated expense.

RAIL CONNECTIONS AT EAST BOSTON.

2. The extensive and valuable holdings of the Commonwealth in Boston Harbor, known as the Commonwealth Flats at East Boston, now being reclaimed, need adequate rail connections in order that this territory, a part of which was taken out of private ownership in 1898 and 1913, may be utilized for commercial and industrial purposes for the de-

velopment of the port. The Acts of 1911, chapter 748, establishing the Directors of the Port of Boston, provided for the taking of property and for the constructing or securing the constructing or utilization of piers, and, in connection therewith, highways, waterways, railroad connections, storage yards and sites for warehouses and industrial establishments. In furtherance of the policy outlined in the Acts of 1911, legislation is necessary which shall allow further expenditures for rail connections.

ACQUISITION OF THE LOCATION, TRACKS AND TRackage
RIGHTS AND PRIVILEGES OF THE BOSTON, REVERE
BEACH AND LYNN RAILROAD COMPANY.

3. A matter involved in the far-reaching possibilities of development and future use of the Commonwealth's lands and flats in East Boston is rail connections between the State's property and an existing railroad. In making such connections the Commission believes that the Boston, Revere Beach and Lynn Railroad Company offers advantages for furnishing such service in connection with an improvement of its facilities for passenger service, and the Commission therefore recommends that the Legislature authorize the acquisition, by purchase or otherwise, of the location, tracks and trackage rights and privileges of the Boston, Revere Beach and Lynn Railroad Company, or any part thereof, and the building of such rail connections with the tracks of said company as may be deemed necessary and advisable for the further development and utilization of this property.

GRAIN ELEVATOR.

4. The Commonwealth should provide on its lands at South Boston, for the development of the port of Boston, a grain elevator of the most modern type, taking into consideration what other large ports are doing in providing facilities of this character. It is recommended that legislation be enacted which will provide the necessary authority and the requisite amount of money.

MALDEN RIVER.

5. The river and harbor act of Congress, approved March 4, 1915, relative to the improvement of Malden river, in which the cities of Malden, Medford and Everett are particularly interested, contains the following provision: "that any increase in cost involved in the execution of said modified plan shall be paid by local interests and involve no further appropriation by the United States for the prosecution or completion of said improvement."

The Commission, realizing the importance of this project of the Federal government, agreed during the year that it would allot the amount of \$35,000 from funds at its disposal, provided an equal amount would be provided by the three municipalities, and thus insure the accomplishment of this improvement. Subsequently, chapter 237 of the Special Acts of 1919 was passed, authorizing the cities of Malden, Medford and Everett to incur indebtedness in connection with the development of the port of Boston, not exceeding \$12,000 each, outside the debt limit. As the actual dredging is to be done under the direction of the Federal government and not by the State, and the requirement is that the State's contribution and that of the three cities, amounting in the aggregate to \$70,000, must be paid to the Secretary of War before operations are commenced, legislation which will allow the placing of the State's contribution and that of the three cities to the credit of the Secretary of War becomes necessary. The accompanying bill covers the matter of paying \$35,000 directly to the credit of the Secretary of War, and, if necessary to protect the rights of the cities to contribute to this project money already appropriated by them, the accompanying bill should be amended to that end.

HARBOR LINE ON WEYMOUTH FORE RIVER.

6. In order to build structures and do other work on Weymouth Fore River above Quincy Point Bridge for the improvement and development of property belonging to the Commonwealth, and under the jurisdiction and control of the Department of Public Works, and property of private

parties, it is necessary to change and extend that part of the present harbor line above Quincy Point Bridge established by chapter 280 of the General Acts of 1916. It is recommended that the present harbor line be changed and extended in accordance with the bill submitted.

CONSERVATION OF WATER RESOURCES.

7. The Commission on Waterways and Public Lands, and its predecessor in authority, have in past years made extended investigations relative to the conservation, development and utilization of the water resources within the Commonwealth of Massachusetts. This subject has also been investigated and reported upon by a special commission in 1919. The importance which attaches to this matter leads the Commission to recommend legislation in conformity with the accompanying bill.

PROVINCE LANDS.

8. The Province Lands in Provincetown, comprising about 3,290 acres, were placed under the general care and supervision of the former Board of Harbor and Land Commissioners by chapter 470 of the Acts of 1893. The Commission, as successors to that Board, has practically expended the balance of the appropriation of \$15,000 made by chapter 254 of the Special Acts of 1916, which was to be expended within four years. A large part of these lands have been reclaimed by planting beach grass and by other work, the object being to prevent the waste and barren conditions brought about by wind and storm by covering the sand dunes and other exposed localities. For the purpose of continuing this work and for carrying out other work incidental to the protection and improvement of this property, further appropriation is necessary.

EXTENSION OF JURISDICTION.

9. It is recommended that the Department of Public Works be given the same powers and duties with respect to lands and structures, under the jurisdiction and control of

said department in other parts of the Commonwealth, that said department now has with respect to the Commonwealth's lands and structures at or near South Boston under the provisions of chapter 96 of the Revised Laws and acts in amendment thereof and in addition thereto.

