

HOUSE No. 2322

The Commonwealth of Massachusetts

EXECUTIVE DEPARTMENT, STATE HOUSE, BOSTON, August 12, 1935.

To the Honorable Senate and House of Representatives:

The rejection by the honorable Senate of the proposal as submitted by me in behalf of the Mayor of Boston, Honorable Frederick W. Mansfield, for the removal of the existing Boston Elevated Railway structure and the substitution therefor of a subway from a point in the vicinity of Haymarket Square to Sullivan Square in Charlestown, I assume was because of the fact that it did not solve the problem of abatement of a nuisance and promotion of rapid transit.

In my opinion there is no justification for a recommendation at the present time for the removal of the entire elevated structure from Sullivan Square to Forest Hills, but there is abundant reason for the removal of the structure from Sullivan Square to Dudley Street and if this is done it should result in an increase in property values and the removal of what has long been regarded as a detriment to property and by many regarded as a nuisance. The substitution of a subway for the present elevated structure from Sullivan Square to Dudley Street can be accomplished at an estimated cost of \$22,000,000, and of this sum \$10,000,000 would be borne by the federal government and \$12,000,000 by the City of Boston.

In view of the benefits that would result as a consequence of the change from elevated structure to subway structure and the opportunity that would be afforded for the employment of some five thousand men for a period of nearly two years, I sincerely trust that your honorable

body, in its wisdom, will recognize the merit of the proposal and approve the required legislation.

The opportunity for receiving direct federal aid upon the proposal may never again in our time be possible and in addition the importance of transferring the unemployed from welfare rolls to pay rolls as a consequence of this work in addition to the benefits that will accrue to the city both from the esthetic and utilitarian standpoints justifies this expenditure.

JAMES M. CURLEY.