

# HOUSE . . . . No. 2243

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## The Commonwealth of Massachusetts.

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HOUSE OF REPRESENTATIVES, April 24, 1912.

The committee on Metropolitan Affairs, to whom were referred so much of the Governor's Address (Senate, No. 1) as relates to public ownership of transportation terminals; the first report of the directors of the Port of Boston (Pub. Doc. No. 94); the report of the Directors of the Port of Boston, under section 12 of chapter 748 of the acts of the year 1911, relative to the cost of constructing a dry dock equipped with modern facilities and appliances (House, No. 896); the message from the Governor, transmitting a communication from the Directors of the Port of Boston; the petition (accompanied by bill, House No. 1439), of Benjamin Baker for an amendment of the law relative to the development of the Port of Boston; the petition (accompanied by bill, Senate, No. 282) of Henry C. Long for legislation relative to the Directors of the Port of Boston, report the accompanying resolve.

For the committee,

HENRY E. BOTHFELD.

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HOUSE OF REPRESENTATIVES, May 1, 1912.

The committee on Ways and Means, to whom was referred the Resolve providing for a further investigation by the directors of the port of Boston relative to the development of said port, report that the same ought to pass.

For the committee,

THOMAS W. WHITE.

## The Commonwealth of Massachusetts.

In the Year One Thousand Nine Hundred and Twelve.

### RESOLVE

Providing for a Further Investigation by the Directors of the Port of Boston relative to the Development of Said Port.

1 *Resolved*, That the public supervision and development  
2 of the port of Boston are essential; that the economical and  
3 efficient operation of the port makes it necessary that the  
4 port be managed and operated as a union terminal, to the  
5 end that the water terminals, docks and piers, and the con-  
6 necting tracks thereto, should be administered so that they  
7 may be used in common by all railroads entering Boston and  
8 steamships and vessels using the said port; that if this  
9 arrangement cannot be brought about by a voluntary  
10 agreement between the directors of the port of Boston and  
11 the several railroads, such terminal facilities should be taken  
12 and operated by the public.

13 The directors of the port of Boston are therefore instructed  
14 to confer with the railroad and steamship companies enter-  
15 ing the port, to arrange, if possible, for the mutual use of all  
16 water terminals and track connections, under public con-  
17 trol, and in the event of failing to make such arrangement,  
18 they, the said port directors, are instructed to determine  
19 which water terminals and facilities and railroad connections  
20 thereto should be acquired, and the probable cost thereof,  
21 by purchase or taking by the right of eminent domain.

22 The directors of the port of Boston are further instructed  
23 to investigate and determine the railroad connections, if  
24 any, which should be constructed within or without the  
25 limits of the city of Boston, to enable all railroads entering  
26 Boston to have access to all water terminals of the port.

27 The directors of the port are also instructed to report in  
28 print to the next general court, on or before February first,  
29 nineteen hundred and thirteen, the results of their investi-  
30 gations on the foregoing subjects with plans and estimates  
31 in detail.

32 But this resolve shall in no way be deemed to abridge the  
33 authority of the directors of the port or to restrict them in  
34 the use of the nine million dollars or any other appropria-  
35 tion already made.

