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THIRD ANNUAL REPORT OF THE
COMMISSION ON WATERWAYS
AND PUBLIC LANDS; FOR THE
YEAR 1918**

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JOHN N. COLE & JESSE B. BAXTER & WILLIAM S. MCNARY

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THIRD ANNUAL REPORT
OF THE
Massachusetts.
COMMISSION ON WATERWAYS AND
PUBLIC LANDS

FOR THE YEAR 1918

JOHN N. COLE, *Chairman*
JESSE B. BAXTER
WILLIAM S. McNARY
Commissioners



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The Commonwealth of Massachusetts.

REPORT.

To the Honorable the Senate and House of Representatives of the Commonwealth of Massachusetts.

The Commission on Waterways and Public Lands respectfully submits the annual report covering its activities for the year ending Nov. 30, 1918. The personnel of the Commission has remained unchanged: John N. Cole, chairman, Jesse B. Baxter and William S. McNary, Mr. Baxter having been reappointed in June, 1918, for a term of three years from the expiration of his original appointment.

The activities of the Commission during the past year in connection with general projects of improved waterways throughout the Commonwealth have necessarily been somewhat restricted on account of the pressing demands associated with war needs. Many important projects in various stages of progress, approved by the Commission, will secure early consideration and attention as soon as it is possible to again take up the normal waterway development in the Commonwealth.

RECOMMENDATIONS.

The Commission makes the following recommendations for legislative action.

FURTHER IMPROVEMENT AND DEVELOPMENT OF THE PORT OF BOSTON.

1. Developments during 1918 have abundantly demonstrated the wisdom of pursuing a farseeing policy in connection with the improvement of the Boston water front. The Commission believes it is desirable to continue in this work, and submits

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recommendations for further improvement and development covering the following particular projects: to continue dredging and filling at East Boston and South Boston; further extension of Commonwealth Pier No. 1 at East Boston; connecting the Commonwealth's land and water front in East Boston by railroad and highway with existing railroad and street connections; extension of bulkhead in East Boston so that further filling may be made use of, and construction of wharf; providing an amount of money sufficient to maintain Commonwealth Pier No. 1 which will be ready for use in January, 1919. For this entire work an appropriation of \$1,607,000 is requested.

2. The Commission repeats its recommendation of a year ago that legislation be passed providing for the acquisition by purchase or otherwise of the location, tracks and trackage rights and privileges of the Union Freight Railroad Company in Boston.

3. Under agreement with the Federal government, in connection with its purchase of the land on which the new army base has been constructed in South Boston, the State is required to build and pave Dry Dock Avenue, and legislation is requested to provide for this work.

4. To complete the payments necessary in connection with the taking of land at Hayward's Creek, and for development and improvement of the property, special legislation is recommended.

IMPROVEMENT OF THE MINOR CHANNELS IN BOSTON HARBOR.

As an emergency measure that would provide the necessary legislation and funds to make available money now held in the Harbor Compensation Fund for the improvement of minor channels, the Commission recommends further legislation.

DIRECT CONNECTION BETWEEN EAST BOSTON AND SOUTH BOSTON.

Various studies have been made from time to time to determine the best method of connecting East Boston and South Boston for the commercial and business advantage of the city of Boston. The Commission believes that the time has come

for early action that shall provide adequate facilities for railroad and teaming connections between these important sections of the city. The development of the land now owned by the Commonwealth in East Boston offers an opportunity for an East Boston outlet that should be carefully considered before full development of that property is realized. To provide for a study of this situation, with special reference to the construction of a tunnel between the two points mentioned, the Commission recommends legislation and an adequate appropriation to carry out a preliminary survey and prepare the necessary plans and estimates.

IMPROVEMENT OF RIVERS, HARBORS, TIDEWATERS AND FORESHORES.

A policy was established in 1909 which provided for legislation to cover the allotment of various sums that might be needed in different sections of the Commonwealth for river and harbor development. In accordance with this policy an appropriation of \$250,000 has been made available each year for the last three years for carrying on improvement and development of water front projects, and river and harbor improvement, in sections of the Commonwealth other than metropolitan Boston. The Commission recommends that this procedure be continued.

MERRIMACK RIVER.

The project of developing interior waterways in Massachusetts merits careful consideration at this time. In the belief that the development of the Merrimack River as a waterway demands further consideration before appropriations for actual improvements should be made, the Commission recommends legislation to provide not only for a definite plan and estimate for dredging, but for a study of proper piers and terminals in the vicinity of the city of Haverhill.

BOSTON HARBOR.

THE COMMONWEALTH FLATS AT SOUTH BOSTON.

Commonwealth Pier No. 5.

By agreement dated Jan. 18, 1918, a portion of Commonwealth Pier No. 5 was leased to the Navy Department of the United States for the duration of the war and for ninety days thereafter. On March 27, 1918, another part of the pier was leased to the Quartermaster's Department of the United States Army. Subsequently both of these agreements were canceled by a lease, as of May 17, 1918, to the United States Navy for the use of the whole of this pier for the duration of the war and six months thereafter. This lease is now in force.

On March 27, 1918, the Frank E. Ross Company of Boston was employed to repair the setting of the boilers in the heating plant. It was thought that only a portion of the brick work needed to be rebuilt, but later it was found necessary to take down practically the whole of this brick above the floor, to relay it and to insert additional tie rods. This work was completed July 12, 1918, at a cost of \$6,987.71.

Dry Dock.

On Dec. 5, 1917, an agreement was made with the Secretary of the Navy for the use by the United States of the dry dock at South Boston after its completion, on terms and conditions stated in the document. By chapter 270 of the General Acts of 1918 the Commission was later authorized to sell or lease this dry dock to the United States. Congress authorized the Secretary of the Navy to purchase the dry dock, and made an appropriation for this purpose. The details of the sale have been discussed and practically agreed upon between this Commission and the Secretary of the Navy.

The work on the dry dock has progressed during the year. The contractor, Holbrook, Cabot & Rollins Corporation, has had great difficulty in securing labor, both for the actual work on the dry dock and for cutting the stone at the quarry,

while the prices paid have been largely in excess of those required when the work was started. While negotiations for the sale of the dry dock to the United States were pending the contractor, in expectation of action, renewed his efforts to complete the dock, at a cost greatly in excess of the amount he was receiving from the Commonwealth, so that on December 1 the work under this contract was 70 per cent completed, all the difficult portion of the work finished, with the remaining work not expected to present any unusual difficulties.

Because of the sale of the land along the Reserved Channel to the United States for an army supply base, it was necessary for the dry dock contractor to remove his storehouse and shops, and a large amount of granite and other materials stored on this area. This was accomplished at an expense of \$18,227.80.

The work of furnishing and erecting a pumping plant under contract made July 30, 1917, with the Worthington Pump and Machinery Corporation has advanced so that practically all of the material has been delivered at South Boston, the main pumps set in place, and work is now proceeding on the erection of the remainder of the plant.

On Jan. 23, 1918, a contract was made with the Donnelly Iron Works, Inc., for furnishing and erecting the iron and concrete floors and stairs in the pump well at an estimated cost of \$23,460. This work is well under way, and is expected to be completed in a short time.

On June 19, 1918, a contract was made with the Weiss Construction Company for furnishing materials and erecting a pump house for the pumping machinery at an expense of \$34,554. Owing to the delay in the completion of the foundations of the pump well, the work could not be commenced until November 1, but it is proceeding, and it is expected that it will be completed early in the spring.

On July 1, 1918, a contract was made with the Whiting Foundry Equipment Company for furnishing an overhead crane for handling the machinery in the pump well, for the sum of \$4,150. Work under this contract is well advanced, and the crane will be ready for erection as soon as the foundations are ready for it.

On April 23, 1918, a contract was made with the Bethlehem