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TWENTY-EIGHTH ANNUAL REPORT
OF THE BOARD OF HARBOR AND
LAND COMMISSIONERS, FOR THE
YEAR 1906**

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OF THE

BOARD OF HARBOR AND LAND
COMMISSIONERS.

FOR THE YEAR 1906.



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Commonwealth of Massachusetts.

REPORT.

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

The Board of Harbor and Land Commissioners, pursuant to the provisions of law, respectfully submits its annual report for the year 1906, covering a period of twelve months, from Nov. 30, 1905, being the twenty-eighth annual report of the Board since its establishment by chapter 263 of the Acts of 1879.

On July 25, 1906, the present organization of the Board was effected, as follows: George E. Smith, chairman, Henry J. Skeffington, Samuel M. Mansfield.

From Dec. 1, 1905, to Nov. 30, 1906, the Board has given 228 formal and informal hearings, and has received 170 petitions for license to build and maintain structures and for privileges in tide waters, great ponds and Connecticut River, to dredge material, to remove material from beaches, and for other purposes.

One hundred and sixteen licenses for structures and privileges in tide waters, great ponds and Connecticut River have been granted during the year; also 42 permits for dredging, for the removal of material from beaches, and for other purposes.

Thirty-five inspections have been made at various times by and under the direction of the Board, of work completed and in progress; of sites of authorized work, under appro-

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priations made by the Legislature; also upon petitions and plans presented to the Board of the sites of proposed work in tide waters; various structures built under licenses from the Board; sites of alleged dumping of material into tide waters, Connecticut River and great ponds; town boundary survey work, State boundaries.

Through transactions of the Board there has been paid into the treasury of the Commonwealth during the past year from rents, licenses, leases and other sources, and credited to the Commonwealth's flats improvement fund and the harbor compensation fund for Boston harbor, the aggregate sum of \$76,085.48.

During the year the Board made the following contracts, involving the estimated expenditure of \$121,872.53:—

1900.	
Mar. 20.	With the Bay State Dredging Company, for dredging channel of Annisquam River in Gloucester,— amounting to about . . . \$45,000 00
July 13.	With E. S. Belden and Sons, for extending stone breakwater at Apponagansett harbor in Dartmouth,— amounting to . . . 9,782 53
July 20.	With Thomas & Connor, for extending and repairing the stone jetty at Witchmere harbor, Harwichport,— amounting to about . . . 9,000 00
Aug. 8.	With George H. Cavanagh, for strengthening jetties, dredging channel and anchorage basin and riprapping their banks at Menamsha Inlet in the towns of Chilmark and Gay Head,— amounting to about . . . 24,690 00
Sept. 7.	With Jeremiah P. O'Riorden, for dredging in Ipswich River,— amounting to about . . . 4,500 00
Sept. 7.	With the Eastern Dredging Company, for dredging a channel and anchorage basin at Winthrop,— amounting to about . . . 4,800 00
Oct. 24.	With Thomas & Connor, for building stone and concrete sea walls at Scituate,— amounting to about . . . 10,000 00
Oct. 29.	With John T. Fitts, for building riprapping at Third Cliff, Scituate,— amounting to about 4,600 00
Nov. 20.	With Bay State Dredging Company, for dredging in Dorchester Bay between Savin Hill and Commercial Point,— amounting to about . . . 9,500 00

BOSTON HARBOR.

Petitions have been received during the year for the dredging by the Commonwealth of the channel of Mystic River above and below Malden bridge to a depth of from 12 to 18 feet at mean low water, and for dredging and widening the reserved channel at South Boston to accommodate the increasing volume of commerce.

Both of these water ways are worthy of improvement, but the Board has been unable thus far to make satisfactory contracts, in respect to price and date of completion of work, for dredging in these localities, by reason of the large amount of work of this character which is being done in the harbor and tributaries.

The Board has desired during the year to dredge an area between the Commonwealth pier and the line of the new 35-foot government channel to the northeasterly, and has been prevented by the fact that no dredges could be obtained without taking them from other work already contracted for by the United States or by the Commonwealth.

The Board has had occasion in the past to refer several times to what is termed "short or illegal dumping." The Secretary of War has established the dumping ground for dredged material northeast of a line drawn from Egg Rock to Minot's Ledge light. All contracts for dredging in Boston harbor and its tributaries, made by the United States or by the Commonwealth, to dump dredged material at sea, provide that the same shall be dumped at this locality; and every tug with scows filled with this dredged material towed to the dumping ground is accompanied by an inspector employed and paid by the United States or by the Commonwealth.

It is certain that there is a considerable amount of illegal dumping. The Board, when it issues a license or permit to private persons to dredge and dump at sea, has no express authority to require the licensee to take on board and pay for the services of an inspector employed by the State.

Maj. Edward Burr, Corps of Engineers, U. S. A., in charge of river and harbor work in this district, says that

"more or less of short or illegal dumping constantly occurs in Boston harbor."

Legislation is respectfully recommended, authorizing this Board to supervise the transportation and dumping of all material dredged in Boston harbor and elsewhere in tide water in the Commonwealth.

Dredging operations by the Commonwealth during the year have been confined to the anchorage basin, a portion of Fort Point Channel, and two localities in Dorchester Bay, elsewhere alluded to in this report.

The original project of the Federal government for improving the channels of the harbor was adopted by Congress in 1867. The lower main ship channel below President Roads had then in places a width of only 150 feet, with a depth of 23 feet; and the upper main ship channel above President Roads had a least width of 100 feet and a least depth of 18 feet. Under the project of July 13, 1892, the government proposed to widen these channels to 1,000 feet, with a depth at mean low water of 27 feet.

In 1899 the project of making a new channel entrance to the harbor through Broad Sound, 30 feet deep and 1,200 feet wide, was adopted. That channel was completed Oct. 17, 1905, the lighthouse at its entrance, on the Graves, completing, with the range lights on Lovells Island for the seaward arm, and on Spectacle Island for the inner arm, the lighting of that channel.

The project of June 13, 1902, provided for channels 35 feet deep at mean low water, 1,200 feet wide from the Navy Yard at Charlestown and the Chelsea and Charles River bridges to President Roads, and 1,500 feet wide from President Roads through Broad Sound to the ocean.

Through the courtesy of Maj. Edward Burr, U. S. A., engineer in charge of the district, the Board is able to report the condition, Dec. 1, 1906, of work under the projects adopted by the Federal government and now under contract for the improvement of Boston harbor, as follows, viz.:—

(1) Project of July 13, 1892: The dredging has been completed, and also the rock excavation, except the removal

from the lower main ship channel of two small ledges containing 25 cubic yards and of one ledge containing 1,338 cubic yards in the upper main ship channel. Work on all of these ledges is now in progress, and their removal will probably be completed by Dec. 31, 1906, when no further work will be necessary under this project except that of maintenance of the depth obtained.

(2) Project of June 13, 1902: The contracts for dredging authorized by Congress are in force, and embrace the dredging of 9,780,000 cubic yards. On Dec. 1, 1906, 7,565,639 cubic yards had been dredged, and the rate of progress was 2.5 per cent. greater than that requisite to complete the dredging of the 9,780,000 cubic yards by Dec. 31, 1907, the time stipulated in the contracts, which will obtain a channel approximately 540 feet in width from the Navy Yard and the bridges to President Roads, and 685 feet thence to the sea. A continuous depth of 35 feet at mean low water had been obtained from the ocean to the Navy Yard and bridges; but the channels were not of navigable widths, and were obstructed by shoals and ledges.

A contract in force for the removal of ledges covering $2\frac{3}{4}$ acres, embracing 16,555 cubic yards, in the upper main ship channel off Governor's Island, is well advanced toward completion; and it is expected that a contract will be entered into early in 1907 which will include the removal of all other ledges obstructing the channels within the widths above stated.

It has been brought to the attention of the Board during the year that the new 30-foot government channel in Broad Sound is not used by pilots and navigators to the extent that it might be were it more fully buoyed. With a view to making this important channel available at all times, this subject has been taken up with the proper government officials.

ANCHORAGE.

By chapter 476 of the Acts of 1901, the Board was authorized to excavate a basin and to build and maintain structures in Boston harbor northerly of the main ship channel, for the purpose of providing mooring facilities and additional anchorage ground. The expenditure of \$1,000,000 was authorized