

# Robert J. La Trémouille

January 7, 2016

Executive Office of Administration and Finance  
Commonwealth of Massachusetts  
State House Room 373  
Boston, MA 02133

RE: Regulation Review

Gentlemen / Ladies:

This follows up on my comments to the Committee at the Transportation Building public comment session on January 6, 2016.

I was very deeply concerned about speaking too long and providing too many details, and did not provide as many as I would deem appropriate.

Enclosed are the two documents I mentioned:

1. My letter to the governor, hand delivered to his representative in his office at about 2 pm on November 10, 2015, and
2. My letter to MassDOT's advisory committee working on the Mass. Pike reconstruction in Allston. Hard copy mailed on September 18, 2015.

These documents provide much more detail about the situation.

As I said, I think that,

- given the very terrible record of the Department of Conservation and Recreation / Metropolitan District Commission and Cambridge on the Charles River in the area of interest, and
- given the responsible behavior of MassDOT, particularly its standing up to Cambridge and the DCR, through three separate MassDOT entities on matters in this area, and
- given the legislature's partially successful attempt to clean up the MDC mess on the Charles River,

I think that the legislature should be asked very promptly to transfer to MassDOT the responsibilities of the DCR, formerly responsibilities of the MDC, on and near the banks of the Charles River as follows:

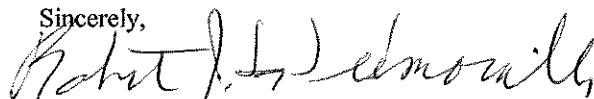
1. In Boston from the BU Bridge to the end of Soldiers Field Road.
2. In Cambridge from the Longfellow Bridge to the Western Avenue Bridge.

The destruction of so many excellent trees has been started by turning Memorial Drive into a construction zone with protections of only the trees the DCR does not want to destroy AT THIS TIME.

Updates on these letters may be seen on the blog with photos. The most recent, on December 23, 2015, at <http://charlesriverwhitegeeseblog.blogspot.com/2015/12/charles-river-logging-photos-next-one.html>, reports on the personnel change of November 10, 2015, and provides links to a series of reports with many photos of destruction which the DCR is determined to accomplish. Full plans are provided.

Thank you for your kind consideration.

Sincerely,



Robert J. La Trémouille  
Individually and as Chair,  
Friends of the White Geese

# Robert J. La Tremouille

November 10, 2015

Governor Charles Baker  
State House  
Boston, MA

Dear Governor Baker:

RE: Failure of the MDC Reorganization, Outrageous boondoggle supported by fraud, conducted in secret and formalized by Chapter 286 of the Acts of 2014, "Historical Parkways".

I am writing individually and as Chair of Friends of the White Geese, an Attorney General recognized non profit since 2002. We are dedicated to protect the Charles River, its water, its trees and its animals from outrageous government destruction and misbehavior.

We are asking you to stop in its tracks implementation of \$20 million allocated in Chapter 286 of the Acts of 2014, "Historical Parkways" and to totally kill it except for expenses necessary to reverse work already on the ground.

It is our strong belief that, in addition to immediately and fully ending the "Historical Parkways" outrage WHICH IS ALREADY UNDERWAY on the Charles River, the legislature destroyed Metropolitan District Commission should be further cleansed by transferring from the DCR to MassDOT the DCR possessions in Boston from the BU Bridge to the end of Soldiers Field Road, and the DCR possessions in Cambridge from the Longfellow Bridge to the Western Avenue Bridge. This is justified in detail below and in the attachments.

Enclosed are related communications to the Department of Transportation and the Department of Conservation and Recreation which provide information which, I hope, will allow me to make this communication shorter by including them by reference. I am also enclosing a DVD containing the DCR plans for the "Historical Parkways" project, which was apparently kept secret during lobbying for Chapter 286 of the Acts of 2014 insofar as it provides \$20 million for the "Historical Parkways" project. The plans includes rather clear fraud dominating about half of the first frame with content (second numbered page), in addition to flat out outrageous destruction and waste of government physical resources throughout..

\*\*\*\*\*

I personally have had a hand in writing more of the Cambridge Zoning Ordinance than any other person not employed by the City of Cambridge. A major difference between my writings and too many of the those of the Cambridge staff is that my writings do what I say they do. I have used zoning as a means of citizens forcing responsible environmental and housing decisions on the Cambridge City Council. I have worked for and with concerned citizens in the City of Cambridge. I have more than 40 years experience as an activist in the City of Cambridge.

My zoning victories include more responsible zoning of about 85% of Massachusetts Avenue between Central and Harvard Squares, and the return to the environment of a significant parking lot located between Alewife Station and Route 2. The former "Inn at Harvard" at Massachusetts Avenue and Harvard Street in East Harvard Square was another but by no means not the only victory.

It is highly likely that the 34 year resident and extremely valuable Charles River White Geese would have been killed 15 years ago except for our activities. Killing them was demanded by the local State Representative in a letter in the Cambridge Chronicle in August 2000.

I am a retired lawyer, Boston University, class of 1973.

I have two years experience in railroad administrative management including six months on the ground experience. My transportation planning experience in the Boston area dates back to Red Line Extension planning. I proposed the Kenmore Crossing for the Urban Ring subway concept in 1986. In 1991, the MBTA made the Kenmore Crossing an official alternative.

My first major activity in Cambridge was to obtain in Court a preliminary injunction on appeal against a project destroying the best park in the central part of the city including 100+ year old trees. As you are aware, obtaining a preliminary injunction on appeal is next to impossible.

\*\*\*\*\*

The legislature has recognized the problems on the Charles River as part of the Metropolitan District Commission outrage. The legislature attempted to clean up the MDC mess by destroying the MDC organization and dividing up its parts among the Department of Transportation and the Department of Conservation and Recreation.

The transfers to MassDOT have seen significant improvement, albeit not perfection, on the Cambridge side of the Charles River. A very major improvement is the ability of MassDOT to responsibly stand up to the outrage which is the government of the City of Cambridge.

The transfer to DCR has seen a change of name and nothing better on the Charles River. The biggest changes in the DCR outrage stem from variations in Cambridge politics rather than from changes in the continuing MDC personnel who are so belligerently unfit to perform their sworn duties. The changes on the Charles River and elsewhere, in particular at Alewife, are for the worse, very much for the worse.

\*\*\*\*\*

I am immediately writing to you as the result of a \$20 million boondoggle sneaked into Chapter 286 of the Acts of 2014. This was done not only without meaningful communication as to the activities being funded but, the boondoggle which was approved was apparently supported by false communications by a key falsely named group which has been fighting for destruction of the Charles River in its current name and through a prior name since 1996.

The false name used by an apparently key lobbyist reenforces the fraud that was inflicted on the legislature in obtaining this \$20 million. The falsely named group presented a petition which concerned the next three bridges over the Charles and lied that it supported this outrage. Hey, look at their name. It has to be good.

This falsely named group has fought for this outrage for 12 years calls itself a "Conservancy", the Charles River "Conservancy."

The petition supported bridge underpasses in the area from the Western Avenue Bridge. Subsequent statements by the Charles River "Conservancy" communicated its bizarre position that this petition supported the destruction of hundreds of trees and animal habitat between the BU and Longfellow Bridges.

This particular destruction, "Historical Parkways," has been fought for by the DCR/MDC since 2003. In 2009, the DCR sought Obama moneys, in part, by lying to the Boston Globe about what they were doing. They lied

Governor Charles Baker  
November 10, 2015

Page 3

that ALL trees being destroyed were diseased. As near as I can gather, none of them are, either in 2009 or as of this writing.

This outrage is most definitely not just a public process matter. The DCR is not fit for its job. The DCR has contempt for its duties and its public trust. On the Charles River and related, "DCR" is just a different name for an unfit entity, "MDC." It is silly to say that the secrecy of the current outrage could be corrected by pro forma public meetings.

The DCR/MDC is antagonistic to the environment. The DCR/MDC is antagonistic to valuable public property which it rather clearly sees as a means of pleasing its contractor friends. The DCR/MDC has contempt for its environmental duties.

In one of its key policies, the DCR places itself squarely on the side of so many people who are fighting for destruction of our Earth. The DCR's policy is to kill off or drive away all resident animals on the banks of the Charles River Basin. That policy is kept secret from decent human beings it attempts to maneuver around. Then the policy is flaunted to the outraged people who believed its lies..

\*\*\*\*\*

It is our strong belief that, in addition to immediately and fully ending the "Historical Parkways" outrage WHICH IS ALREADY UNDERWAY on the Charles River, the MDC should be further cleansed by transferring from the DCR to MassDOT the DCR possessions in Boston from the BU Bridge to the end of Soldiers Field Road, and the DCR possessions in Cambridge from the Longfellow Bridge to the Western Avenue Bridge. This is justified in detail in the attachments.

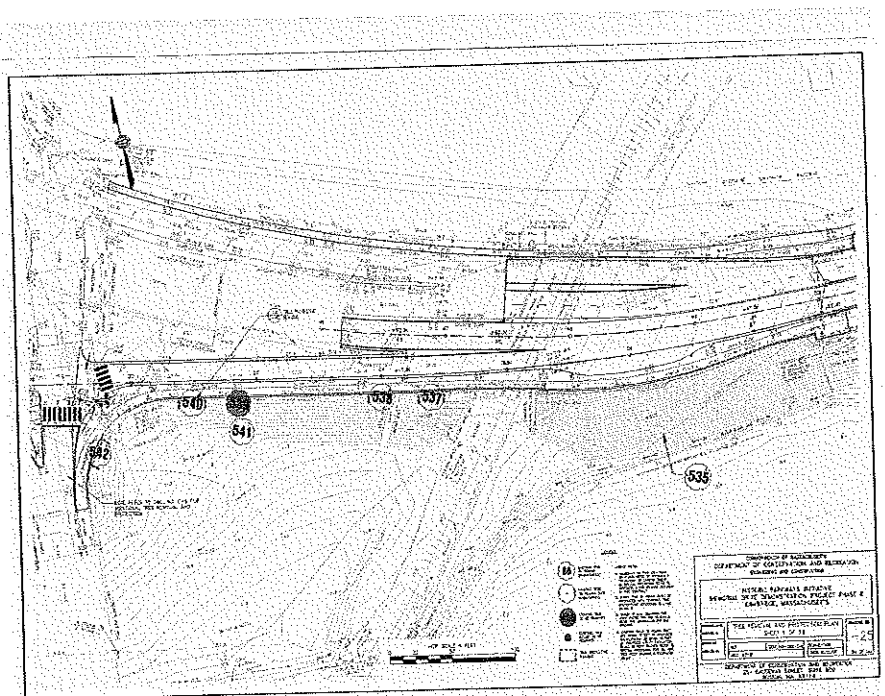
You would greatly be improving government, protecting government possessions and protecting the public purse by initiating these highly appropriate actions. The legislature tried more moderate response to the MDC mess. The legislature's effort worked in part, the transfer to MassDOT. In part, although the legislature tried valiantly, the legislature's attempts have grossly failed, the transfer to the DCR.

The situation is exacerbated by insultingly fraudulent "public process" in which "public input" is now being sought, but ONLY ON A TOTALLY DIFFERENT PROJECT FURTHER WEST ON THE CHARLES, as stated in greater detail in the DCR letter.

This communication updates the enclosures. I am not duplicating the enclosures more than I can help. The enclosures are very important in what I am trying to communicate to you.

I will, to the extent the work is in progress, provide, first the plan, and then the reality. A significant part of these photos were taken on November 5, 2015. Plans provided in this document are, for practical electronic purposes, significantly less detailed than the same plans as provided on the attached DVD.

Here are the 2009 plans and the photos. The secrecy of the ongoing destruction prevents knowledge of more recent plans, if any.



This analysis proceeds from west to east.

The first plan shows supposed plans from the BU Bridge to the BU Boathouse. BU Bridge is to the far left. The Grand Junction Railroad is in the middle, rising from left to right. The BU Boathouse is off the plan to the right.

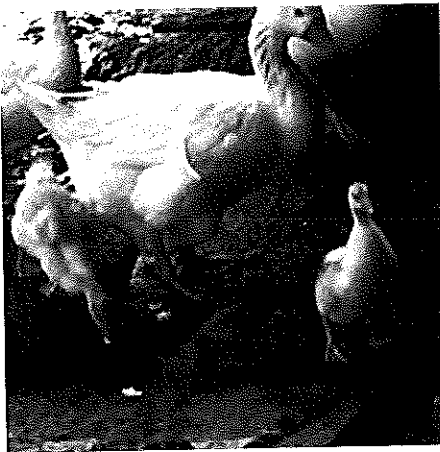


The black marked circle on the on ramp from the BU Bridge to Memorial Drive indicates the planned destruction of this excellent tree. It dominates the view of the Destroyed Nesting Area of the Charles River White Geese, where they are confined without food. I have seen no commencement of destruction activities, yet, which



makes the omission highly unusual. Note, however, that all plans except for the tree destruction plans from 2009 have been kept secret.

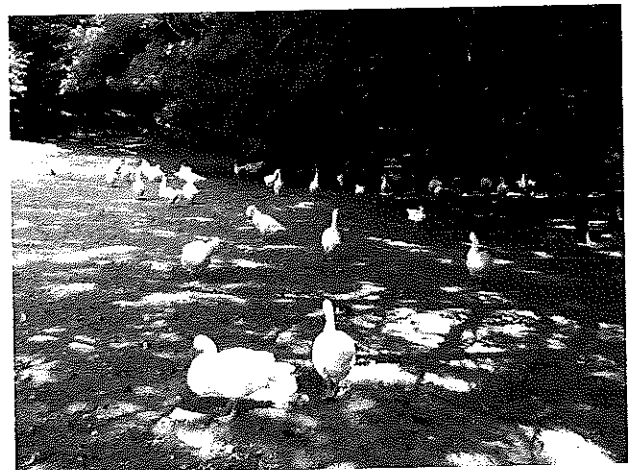
I am providing two closeup photos of these excellent and very valuable animals and one of the Destroyed Nesting Area.



Until Cambridge and the DCR started starving them by blocking their access to their residence and food for most of the last 34 years at the Magazine Beach playing fields, the Charles River White Geese were a very real tourist attraction at Magazine Beach.

They are unique in their very real governmental and family structure and

in their continued habitat so close to mankind for so long.



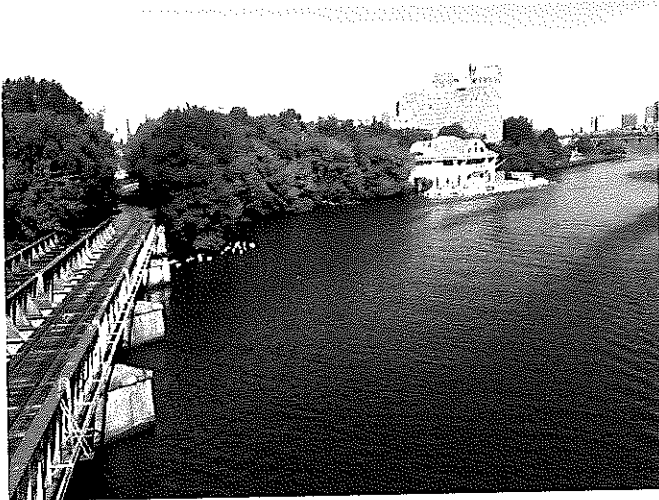
Governor Charles Baker  
November 10, 2015

Page 5

Much more is provided in the MassDOT and DCR letters, including details of the outrageous destruction of ground vegetation by the DCR and its agents, since the pogrom commenced.

**As I said, the DCR's policy is to kill off or drive away all resident animals on the Charles River Basin.**

The DCR plan for the area is fraudulent with regard to the portion of the plans between the Grand Junction Railroad and the BU Boathouse.



**The plans lie that the only tree in the area is being saved.**

The photo on the left is my photo taken in September 2015 showing this dense woods which is fraudulently omitted from the plans, the Grand Junction, and the BU Boathouse. On the right is the corresponding portion of a satellite photo provided to the Cambridge City Council by MIT in 2014.

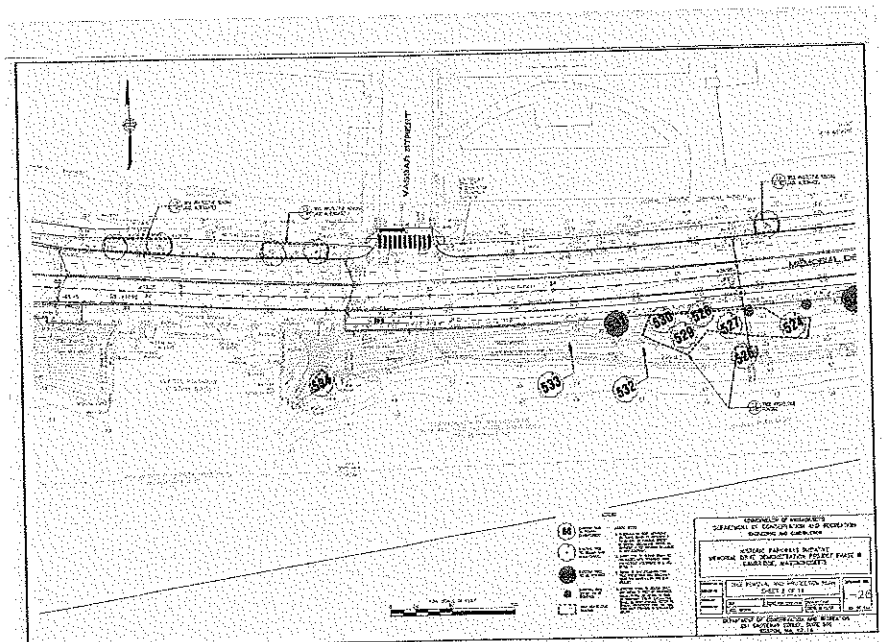
I count the fraud in the DCR plans as amounting to the omission of hundreds of trees they intend to destroy compared to the flat out lie that there is only one tree and it is being saved.

The white figures in my photo are a group of the Charles River White Geese looking for food. In spite of the depredations of the DCR and Cambridge, they are a frequent and beloved sight.

\*\*\*\*\*

The BU Boathouse and area west of the Hyatt Regency Hotel

Once again, the omissions are notable.

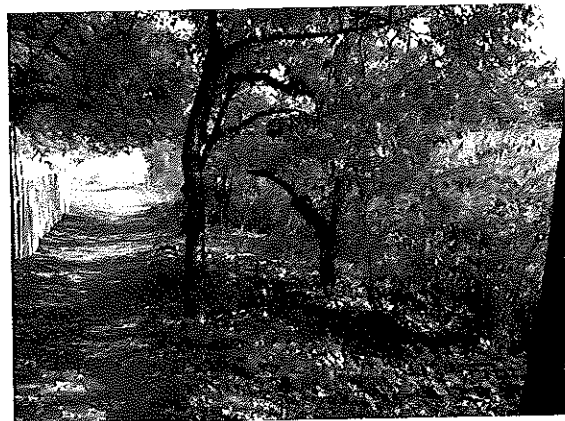
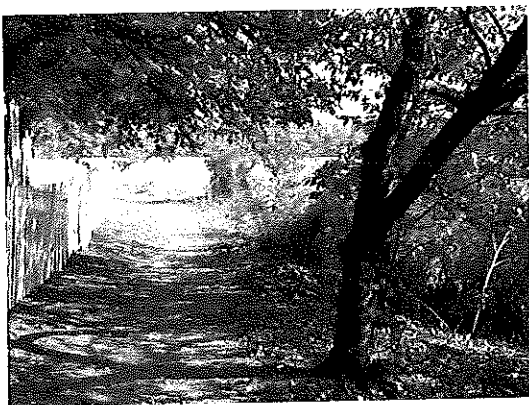




Governor Charles Baker  
November 10, 2015

First of all, here are the trees east of the boathouse. The plans show 1 tree.

Proceeding with the below photos, tree protections are light brown beyond the large, brownish condemned tree. The trees to the right in the first photo are totally unmentioned, and they are continuations of the vegetation from the boathouse. Passing to the right of the protected area, again are many trees which do not appear in the plans. One is mentioned as not being destroyed.



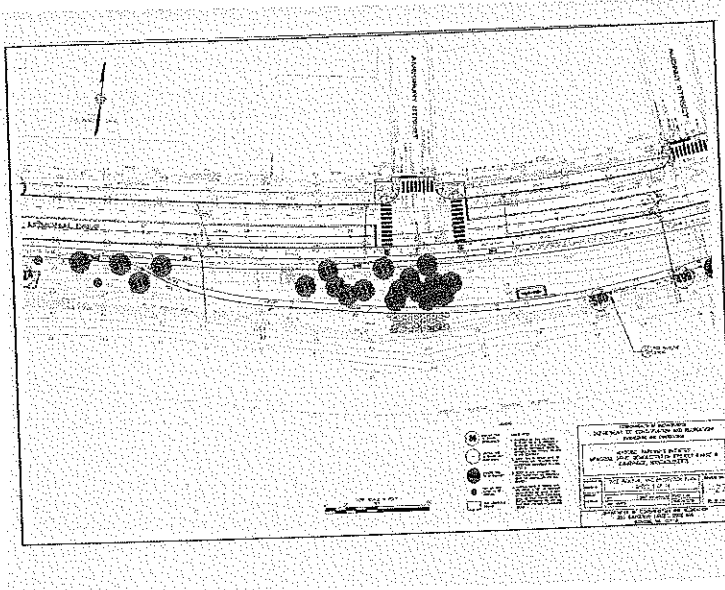
Here are photos of the same area from November 9, 2015, after all tree protection was apparently in place, clearly showing fine trees doomed by this irresponsible entity and not mentioned in the plans as being destroyed.

The buoys are clearly protecting the construction zone. They extend to the BU Boathouse.



\*\*\*\*\*





### Hyatt Regency Area,

The eastern edge of above destruction seems to run to a line directly across from from the western edge of the Hyatt Regency hotel.

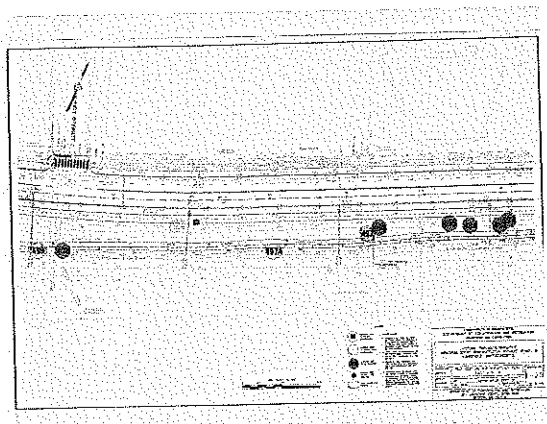
No trees remain undestroyed in that part of Memorial Drive across from the Hyatt Regency. All of the excellent strand of cherry trees is being destroyed..

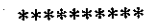


\*\*\*\*\*

Audrey Street and Beyond. Absolute Outrage.

The DCR is answering the question of "How low can you go" very emphatically. These photos are from November 5, after all the protections have apparently gone up..



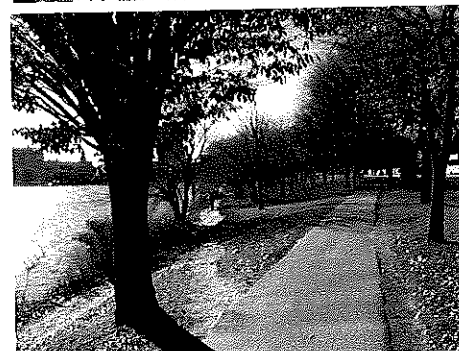
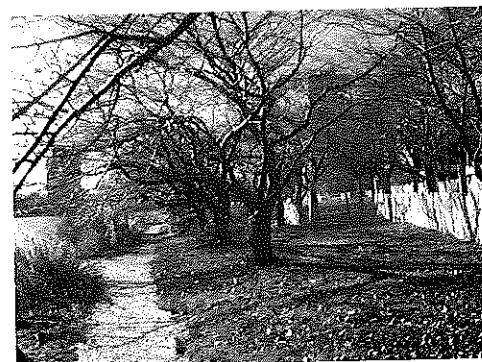
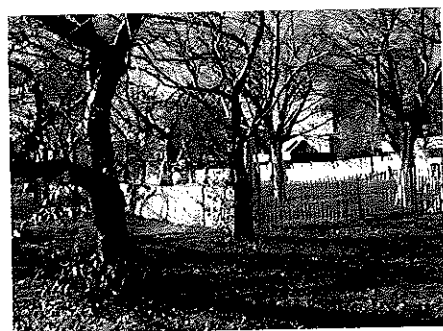
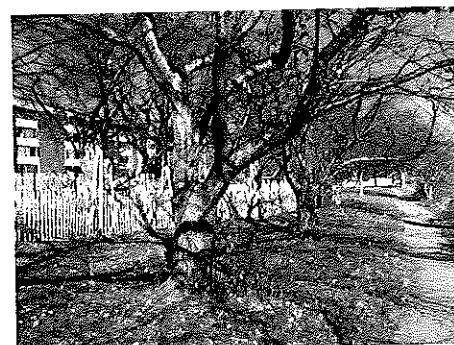
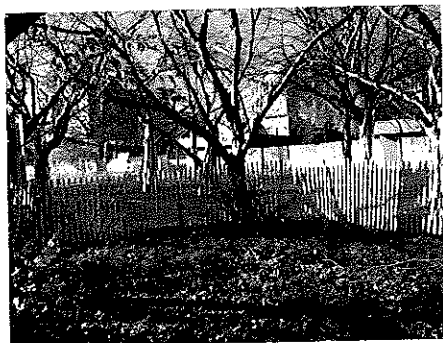
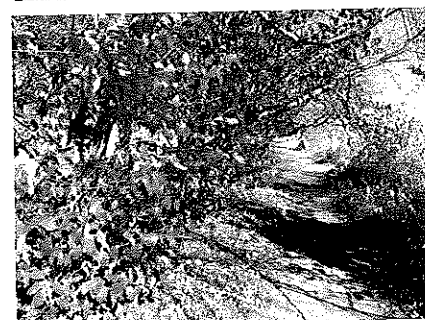
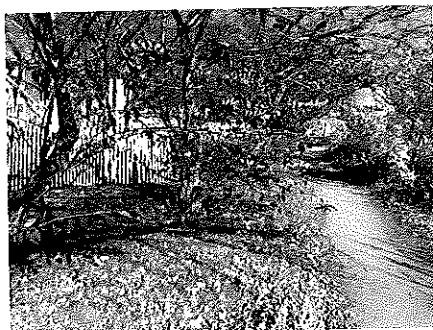
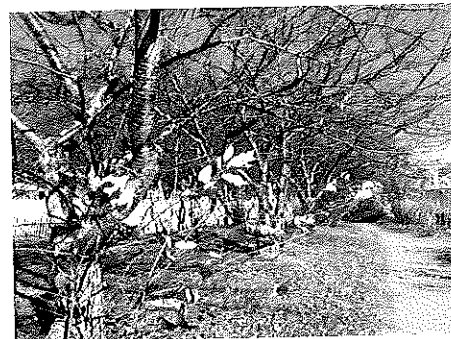
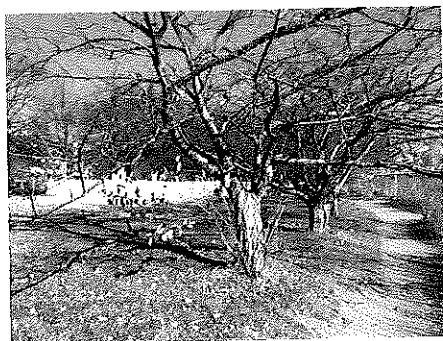


First are two photos from recent years, first a winter / spring shot, then in season.

My memory is that 83 of  
105 excellent cherry trees  
are being destroyed.

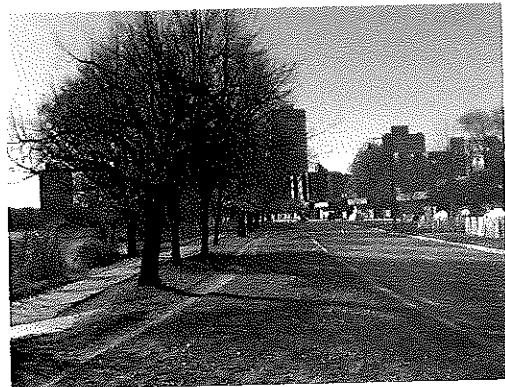
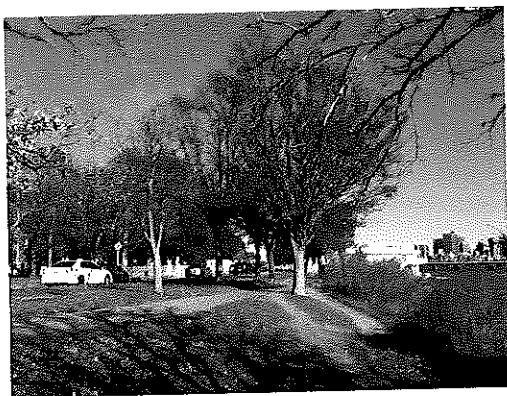
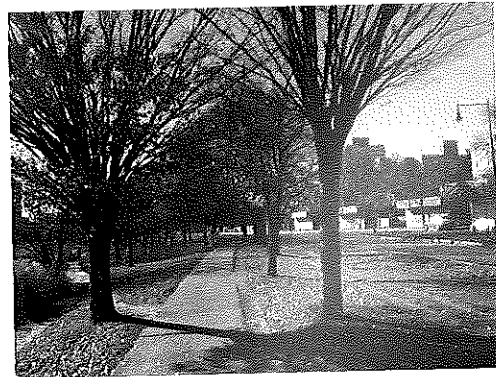
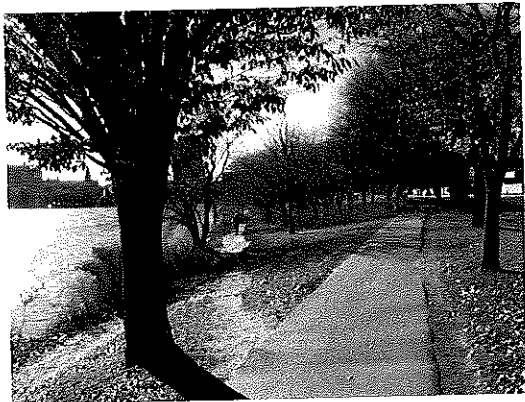
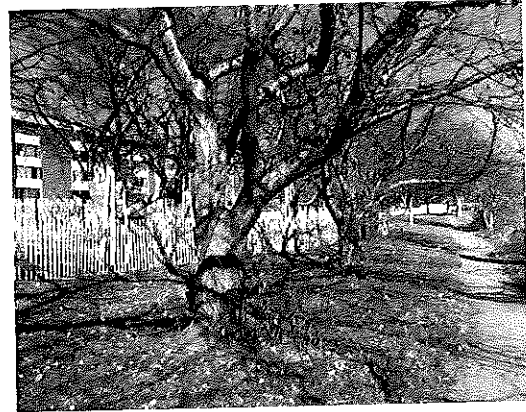
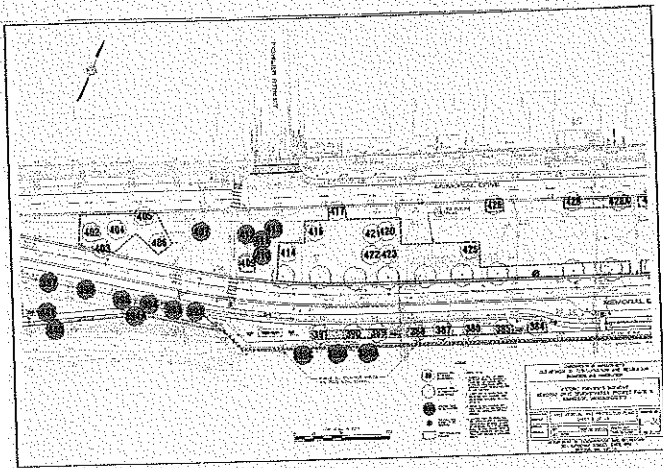






\*\*\*\*\*

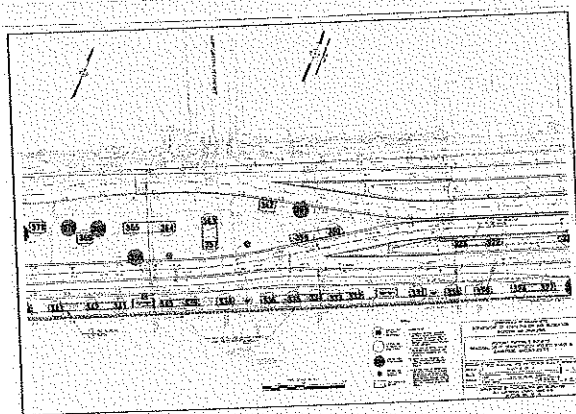
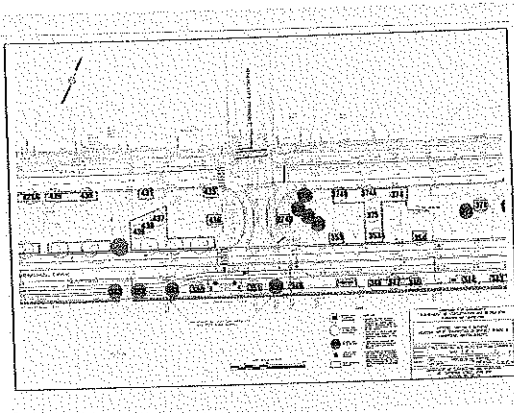
East end of grove, Fowler Street. Photos from November 9 and 5, 2015.



Governor Charles Baker  
November 10, 2015

Endicott Street Area.

Please note that, as of November 9, full tree protections had been installed to the Mass. Ave. underpass on the river. NO tree protections had been installed on the median east of Endicott Street. Destruction is planned for nine trees on the median.





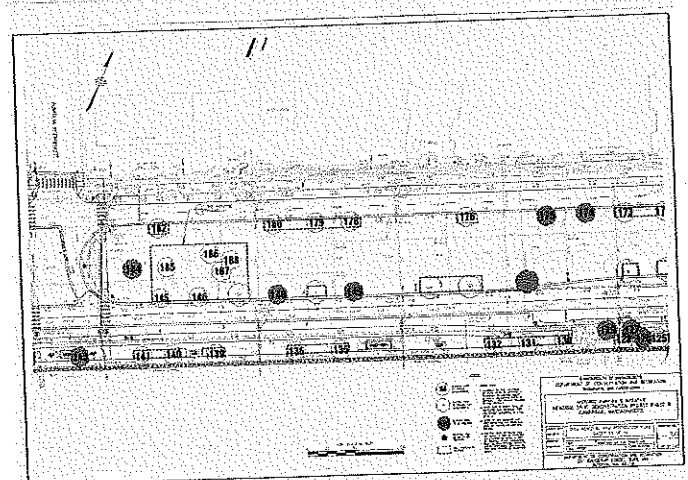
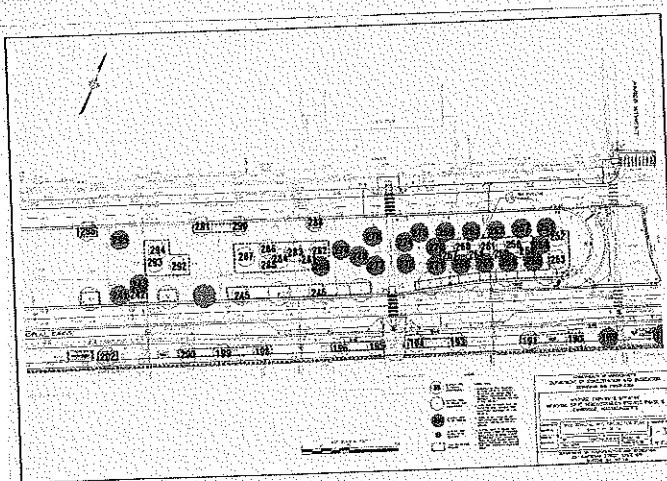
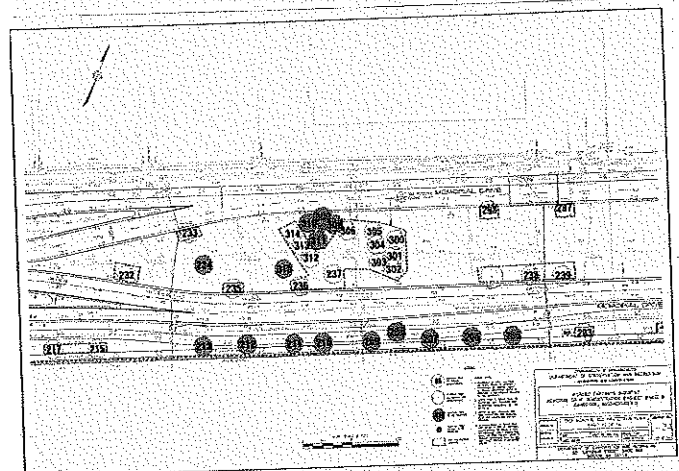
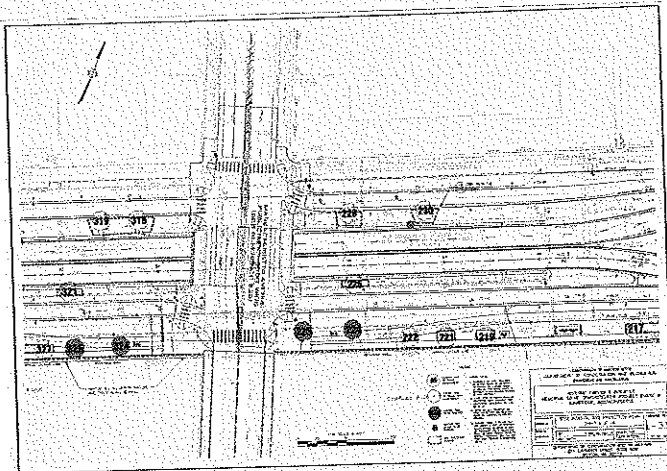
Governor Charles Baker  
November 10, 2015

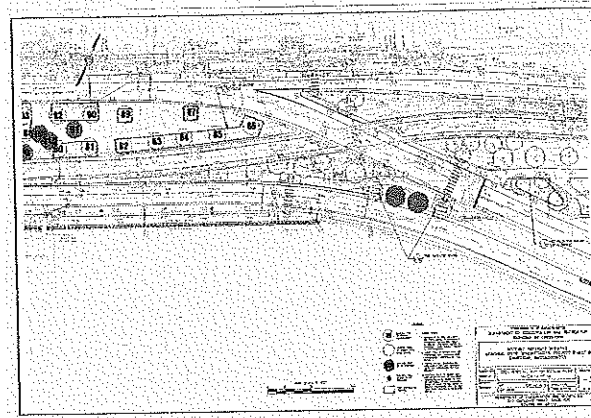
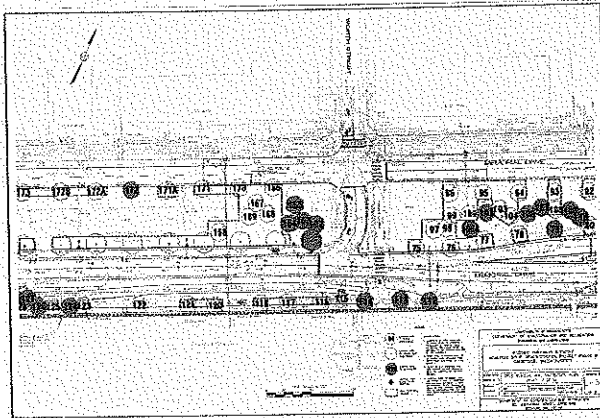
And here are the rest of the destruction plans, starting at the Mass. Ave. Bridge and proceeding toward the Longfellow Bridge. It is entirely possible that the area west of the Mass. Ave. Bridge has been split into a separate operation because of the Longfellow Bridge work.

I have no knowledge of current plans. All I have is what is on the ground and what is in the 2009 plans which the DCR lied to the Boston Globe involved 100% destruction of diseased trees. I am not aware of any diseased trees being destroyed in this project.

Plans have been kept secret while going through the fraud of public participation at Magazine Beach, a very clear slap in the face to the political world influenced by the government of the City of Cambridge.

Remember, the blackened circles are doomed HEALTHY trees.





These plans, once again, are printed from reduced files which were created to allow Internet transmission.

Much higher quality plans are included in the attached DVD.

Attachment 2 is my related communication to MassDOT with transmittal letter. My storage got messed up in the last five pages. The first 15 page are in color. They include, on page 8, two better photos of the doomed cherry grove than I have been able to provide above. The last five pages are in black and white. Additionally, somehow my copy did not pick up a photo which was transmitted to MassDOT on page 17. This is a photo I have used frequently, and always have trouble remembering where it is filed.

I have to get this communication out to you. That photo will have to be deferred. I regret that.

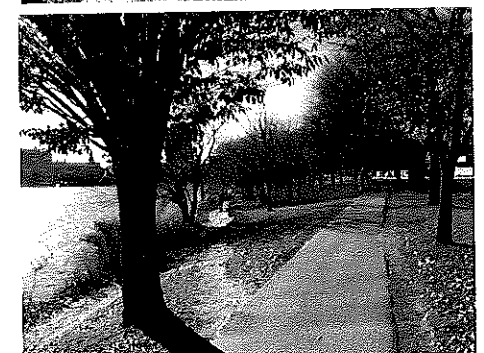
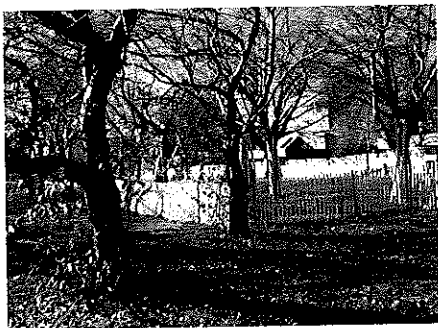
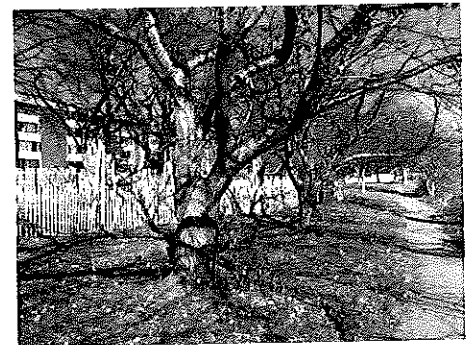
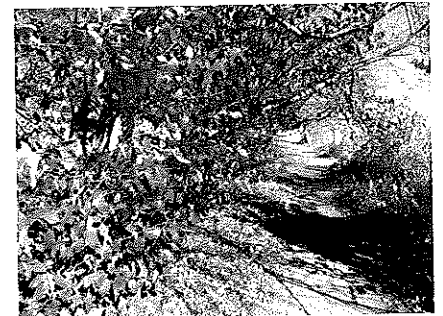
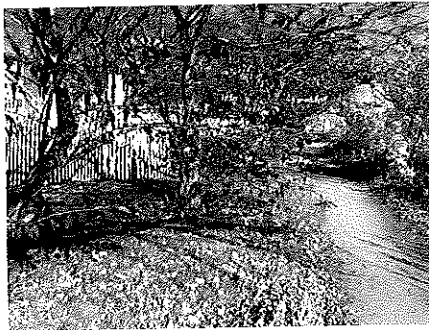
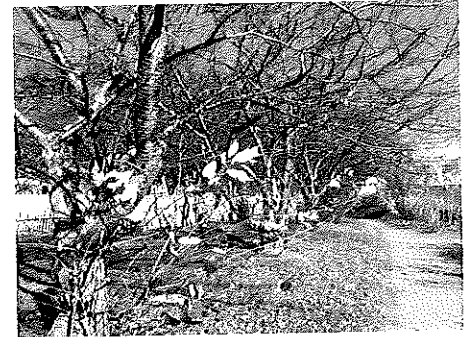
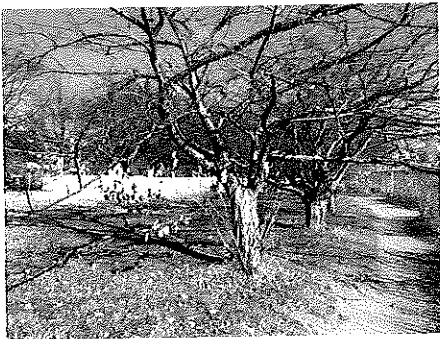
Attachment 3 is simple and complete.

Sincerely,

Robert J. La Trémouille  
Individually, and as Chair,  
Friends of the White Geese

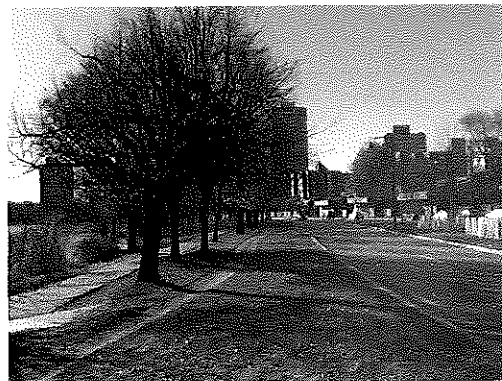
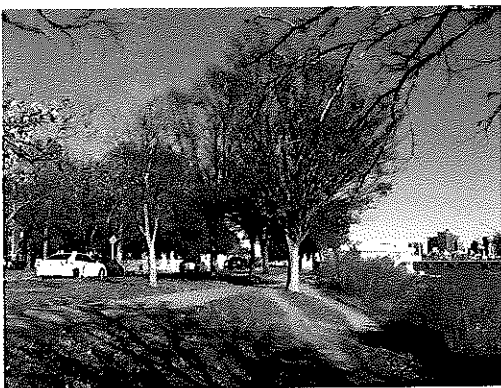
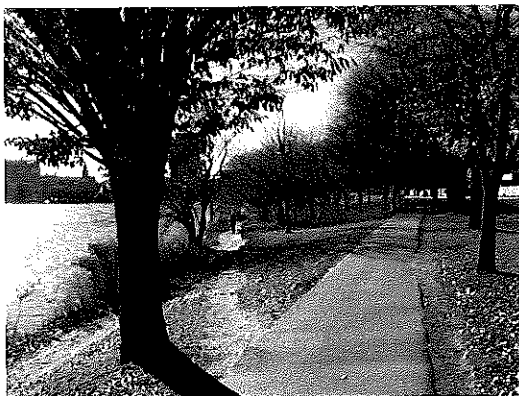
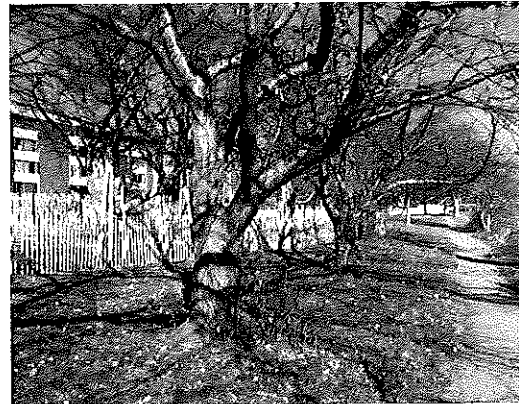
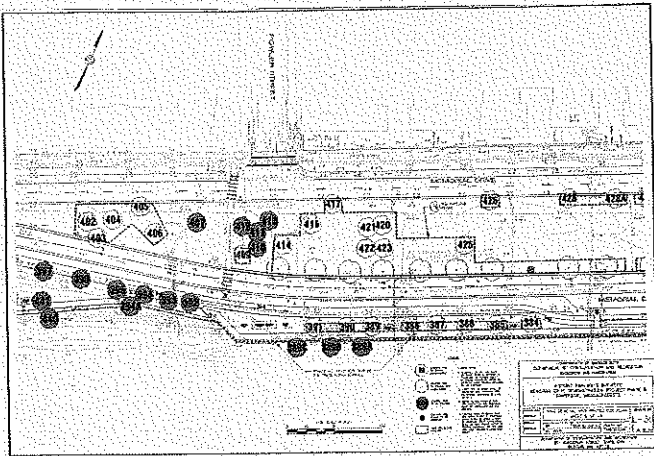
#### Attachments

1. DCR Plans, electronic version, on DVD.
2. Letter to MassDOT.
3. Letter to DCR.



\*\*\*\*\*

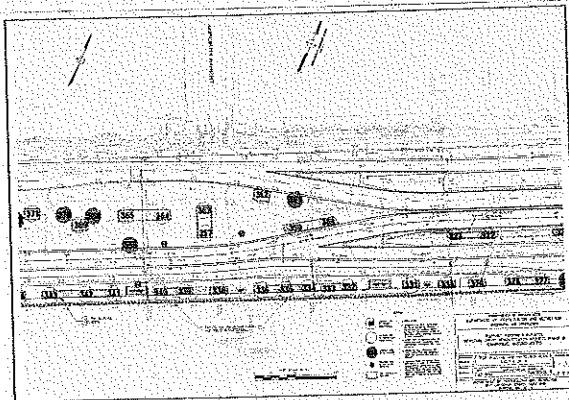
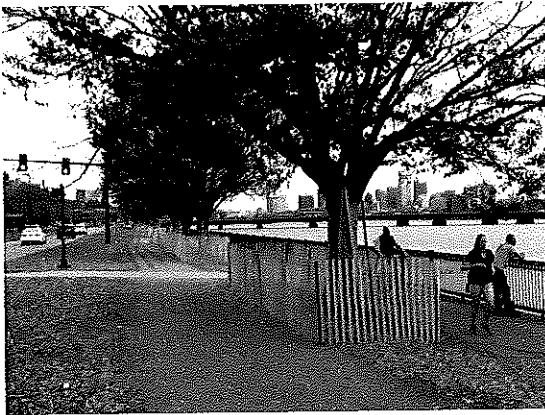
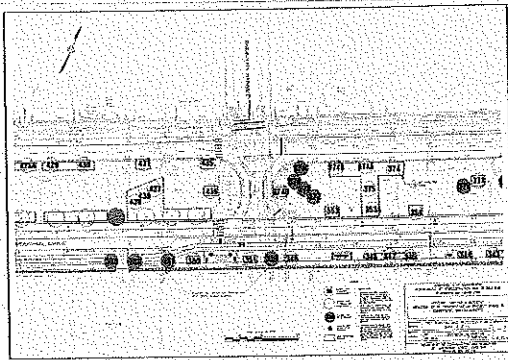
East end of grove, Fowler Street. Photos from November 9 and 5, 2015.





Endicott Street Area.

Please note that, as of November 9, full tree protections had been installed to the Mass. Ave. underpass on the river. NO tree protections had been installed on the median east of Endicott Street. Destruction is planned for nine trees on the median.

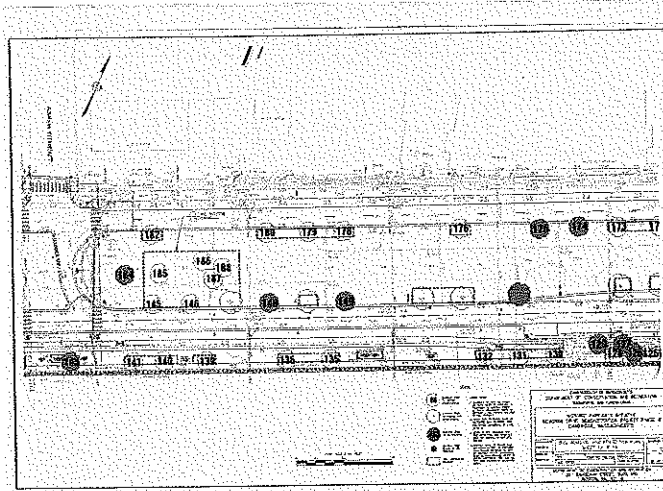
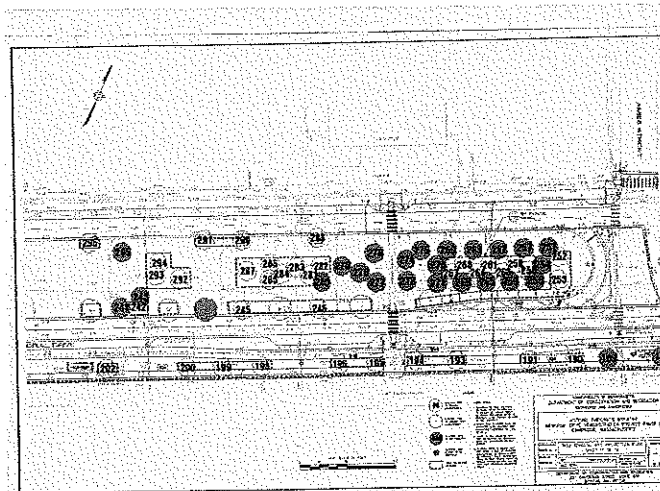
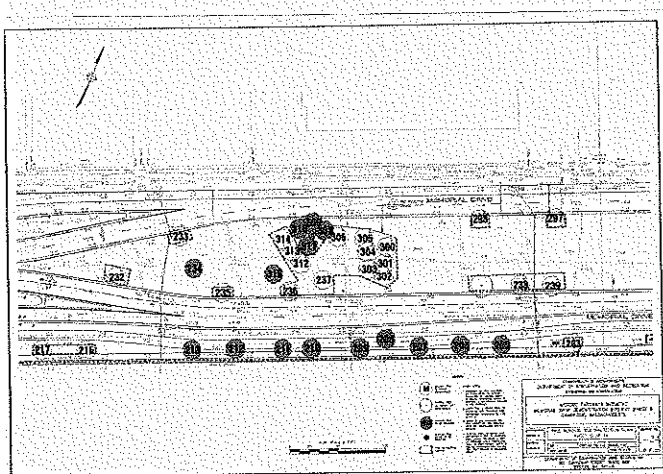
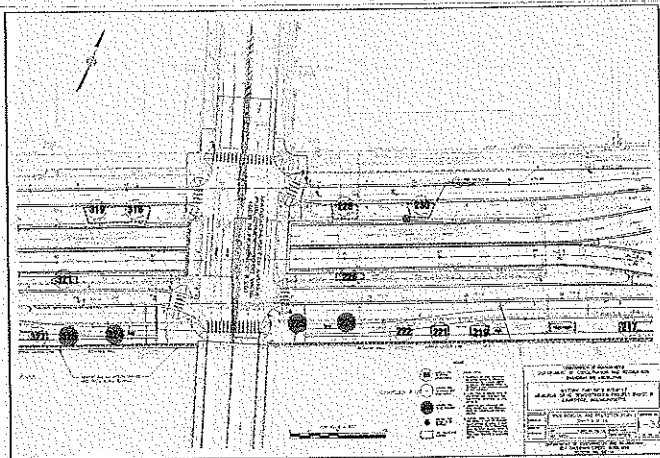


And here are the rest of the destruction plans, starting at the Mass. Ave. Bridge and proceeding toward the Longfellow Bridge. It is entirely possible that the area west of the Mass. Ave. Bridge has been split into a separate operation because of the Longfellow Bridge work.

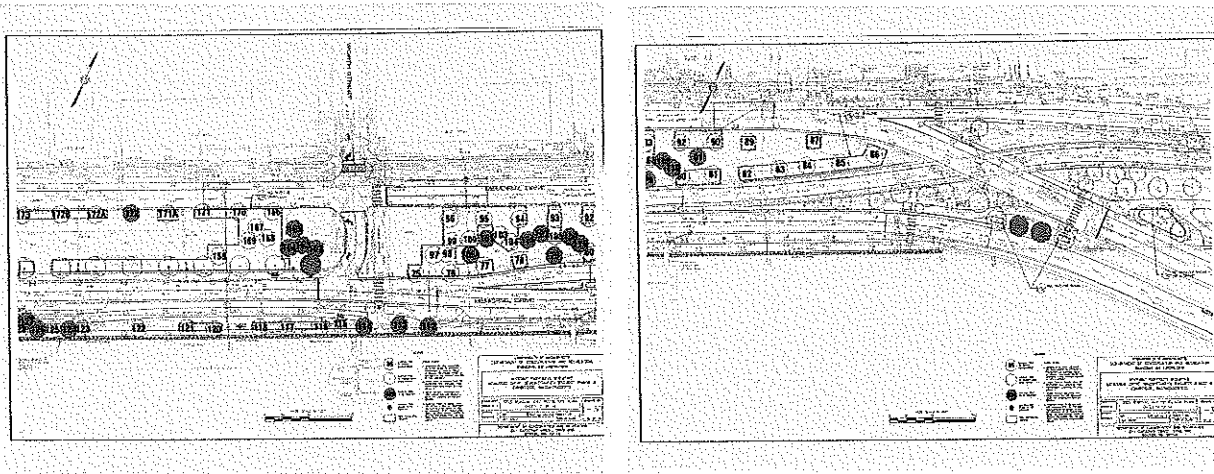
I have no knowledge of current plans. All I have is what is on the ground and what is in the 2009 plans which the DCR lied to the Boston Globe involved 100% destruction of diseased trees. I am not aware of any diseased trees being destroyed in this project.

Plans have been kept secret while going through the fraud of public participation at Magazine Beach, a very clear slap in the face to the political world influenced by the government of the City of Cambridge.

Remember, the blackened circles are doomed HEALTHY trees.







These plans, once again, are printed from reduced files which were created to allow Internet transmission.

Much higher quality plans are included in the attached DVD.

Attachment 2 is my related communication to MassDOT with transmittal letter. My storage got messed up in the last five pages. The first 15 page are in color. They include, on page 8, two better photos of the doomed cherry grove than I have been able to provide above. The last five pages are in black and white. Additionally, somehow my copy did not pick up a photo which was transmitted to MassDOT on page 17. This is a photo I have used frequently, and always have trouble remembering where it is filed.

I have to get this communication out to you. That photo will have to be deferred. I regret that.

Attachment 3 is simple and complete.

Sincerely,

Robert J. La Trémouille  
Individually, and as Chair,  
Friends of the White Geese

#### Attachments

1. DCR Plans, electronic version, on DVD.
2. Letter to MassDOT.
3. Letter to DCR.

# Robert J. La Tremouille

September 18, 2015

MassDOT  
Highway Division  
Interstate 90 Allston Interchange  
Task Force  
c/o Nathaniel Cabral-Curtis  
HSH Associates  
[ncabral-curtis@hshassoc.com](mailto:ncabral-curtis@hshassoc.com)

Dear Mr. Cabral-Curtis:

This letter is addressed to the MassDOT Highway Division / its Interstate 90 Allston Interchange Task Force in accordance with the directions at the end of last night's meeting in Brighton.

I am confirming my verbal comments.

1. Incorporation by reference of written comments.

At the meeting, I provided in hand to the secretary my 20 page analysis entitled "Charles River, MassDOT Plan for Mass. Pike, Irresponsible environmental manager, irresponsible alternate proposals."

I incorporated this writing by reference in my comments and directed the committee to the notes which I understand will include this analysis on line.

I incorporated by reference my agreement with the secretary recording the meeting that the secretary would correct a typo on page 15 to insert the word "NO" on page 15. This correction makes the first paragraph of section 4.M. read as follows:

"The legislature, in its wisdom, has shown its contempt for the DCR / its predecessor by transferring the river bridges to MassDOT, and by folding the MDC into the DCR. There has been NO visible improvement from the latter.

2. Destruction of the Wild Area as commented in my letter.

I commented in the meeting that the two presentations demonstrate, once again the environmental responsibility of MassDOT.

The first presentation would destroy the Wild Area on the Cambridge side between the Grand Junction and the BU Cambridge Boathouse.

This destruction is shown in detail in section 4G of my written comments on page 8 through 10 thereof with the DCR plans showing the NON DESTRUCTION of exactly one tree presented on page 9, Boston University's satellite photo of the threatened area presented below the DCR plans, on page 9, and my winter and summer photos of the so irresponsibly threatened area presented on page 10.

3. Destruction of the Boston side of the Charles River.

I objected to the second presentation because of its outrageous destruction of the Boston side of the Charles River.

4. Plans for a Mass. Pike off ramp to Cambridge in place of the various stalking horses.

I pointed out that the various games on the Grand Junction railroad bridge are stalking horse implementation of the MBTA study of the conversion of the Grand Junction railroad bridge to an off ramp from the Mass. Pike to Cambridge, and that multiple destructive projects on the Cambridge side exactly fit adapting the Cambridge side to accept this off ramp.

The MBTA study was accomplished about six months prior to Harvard's purchase of the area which is the subject of the committee's study. My memory is 2004 or 2005, although it could be earlier.

Hopefully, my subsequent side comments to the MBTA representative will make finding of this report easier.

5. Modification of my written comments accordingly.

This was not mentioned at the meeting, but these various outrages show how moderate my very strong written comments were.

Accordingly, please amend the criterion listed in section 5.M on page 17 to read as follows.

"M. Require that open space and highway construction included so called bicycle facilities be created around existing trees to the extent they exist. Prohibit the destruction of trees in the "creation" of open space or so called bicycle facilities."

\*\*\*\*\*

Thank you for your kind attention and for your addition of these comments to go with the comments delivered in hand at the meeting.

Sincerely,

Robert J. La Trémouille  
Individually and as chair of Friends of the White Geese.

# Robert J. La Tremouille

September 16, 2015

*Sorry about the mess*  
Mass. Pike Reorganizing Group  
Massachusetts Department of Transportation

RE: Charles River, MassDOT Plan for Mass. Pike, Irresponsible environmental manager, irresponsible alternate proposals.

Gentlemen / Ladies

1. Summary.
2. One very telling piece of the DCR's Record — the Creation of an annual blight by the DCR's use of poisons on the Charles River.
3. The DCR adds Contempt for Resident Animals to its Contempt for the Land and Water of the Charles River.
4. The DCR uses blatant lies in its fight for destruction on the Charles River.
  - A. General.
  - B. Lies in the attacks on the Charles River White Geese.
  - C. Lies in the construction of the bizarre wall walling off the Magazine Beach playing fields from the Charles River.
  - D. Lies in the reduction of playing fields at Magazine Beach.
  - E. Lies in the DCR's fight to destroy hundreds of trees between the BU and Longfellow Bridges.
  - F. Fight for destruction by the falsely named Charles River "Conservancy."
  - G. The latest project of the fighters for destruction — the Grand Junction outrage.
  - H. Some Destruction by the falsely named Charles River "Conservancy:"
  - I. The most visible victims of these multiple outrages — the Charles River White Geese.
  - J. More destruction in the Destroyed Nesting Area of the Charles River White Geese — Railroad Worker destruction blessed by the DCR in spite of Cambridge Conservation Commission objections.
  - K. Cambridge's planned destruction in the Destroyed Nesting Area and the Wild Area.
  - L. The DCR is unfit for environmental management in general and, in particular, management of the open space being created.
  - M. Have the legislature prohibit this irresponsible entity from responsibility for the new open space and Soldiers Field Road.
5. Summary of Responsible Criteria for Created Open Space, based on DCR's Outrages in Past.  
14 subsections, most simply as a list, some with detail, not reproduced to save space.
6. The DCR's Cheerleaders and related, fighting for more destruction, should be rejected along with the DCR whom they idolize.
7. Use the terrible DCR record as the basis for prohibitions in use of created open space.
8. Green Line A spur from Comm. Ave. and the BU Bridge in Boston to Harvard Station in Cambridge.
9. The context.

1. Summary.

I am writing individually and as Chair of Friends of the White Geese, a non profit organization recognized by the Attorney General since 2001.

In preparation of my comments for your next advisory committee meeting concerning the Mass. Pike project along the Charles River, it came to thought that the real problem in your plans in that you are being unduly kind to the Department of Conservation and Recreation. This is a normal problem. It is reflexive to assume that a government department is a responsible entity.

The reality is that the big defect is the failure to recognize the impact on your goals of the terrible record and attitude of the DCR, a situation recognized by the Legislature when they gave MassDOT the Charles River bridges and attempted to kill the Metropolitan District Commission by folding it into DCR. The reality is that the DCR is operating as the MDC under a new

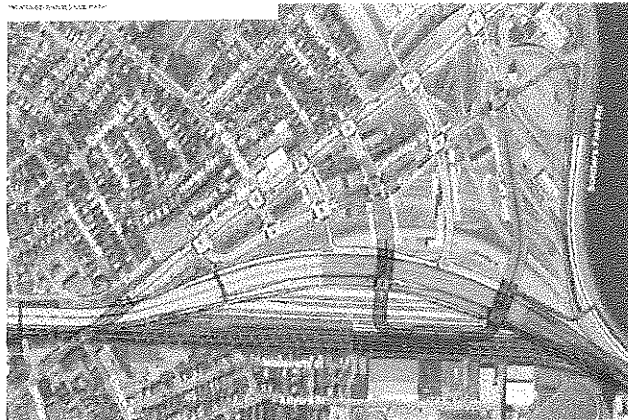
Charles River, MassDOT Plan for Mass. Pike, Irresponsible environmental manager, irresponsible alternate proposals.

name, except for the very great improvement of having MassDOT protecting parts of the Charles which the DCR wants to destroy.

This problem extends to the accomplices of the DCR which have fought for DCR destruction on the Cambridge side of the Charles River and which are fighting for this vile cause in this advisory group, frequently using different front names than the names they use on the Cambridge side. The names frequently are different. The destructiveness is unchanged.

This report, of necessity, only reflects a tiny part of the problem with the Department of Conservation and Recreation and its friends, whether declared friends or supposedly independent.

Here are your most recent plans for the largest part of the work you are doing on the Mass. Pike at the future home of the Harvard Medical School. The Charles River is on the right. The proposed new green space is the area marked green abutting the Charles River.



The lower right corner of the above map shows on the left of my following marked up edit of an MBTA provided apparent satellite photo. The area shown on the photo is still present. It is under the proposed rearrangement of the Mass. Pike in the above plan.

The Magazine Beach playing fields are above the Charles River. In the middle of the photo is the BU Bridge. Running under the BU Bridge from left to right is the Grand Junction railroad bridge.



The primary defect in your current plan for the rearrangement of the Massachusetts Turnpike (190) on the Boston side of the Charles River is the reprehensible record of the entity which has charge of the environmental improvements which would be created, the DCR.

The biggest problem with too many of those who want changes to the MassDOT plan is that too many of the change seekers are hand in glove with the DCR who are constantly fighting for the destructive cause of that vile organization.

It must be recognized that this report, of necessity, is a very abbreviated report of the vile record of the DCR and its fellow destroyer, the City of Cambridge.

Charles River, MassDOT Plan for Mass. Pike, Irresponsible environmental manager, irresponsible alternate proposals.

2. One very telling piece of the DCR's Record — the Creation of an annual blight by the DCR's use of poisons on the Charles River.

One, and by no means not the only, excellent example of the problem with the Department of Conservation and Recreation is the annual algae infestation on the Charles River.

This infestation originates in the DCR's love of dumping poisons on the banks of the Charles River. Several years ago, their beloved poisons were not performing up to snuff at Ebersol Field near Massachusetts General Hospital. MGH, in turn, is located not far from the dam which turns the eastern end of the Charles River into a managed pond.

So the DCR dumped on Ebersol Field poisons marked "Do not use near water."

The next day, the Charles River was dead with algae from the harbor to the Mass. Ave. Bridge.

Since then, this outrage is an annual infestation.

3. The DCR adds Contempt for Resident Animals to its Contempt for the Land and Water of the Charles River.

The DCR adds to its contempt for its land and its waters contempt for the animals who live there whom it has a duty to protect.

The DCR's "master plan" for the Charles River calls for the killing or driving away of all animals residing there.

The bizarre wall the DCR has built walling off the Magazine Beach playing fields from the Charles River has no apparent purpose except to starve the 34 year resident and valuable tourist attraction, the Charles River White Geese.

This bizarre 14 foot high wall of introduced vegetation exists nowhere else on the Charles River Basin. It has only one tiny opening, the former location of a boat ramp which was destroyed by the DCR without explanation.



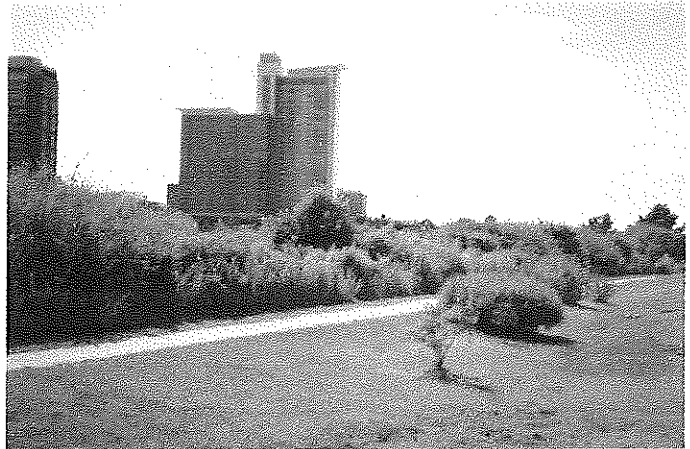
Here are some photos of this introduced wall.

The first photo is from the Boston side of the Charles River.

The DCR left a tiny opening.



The second is from the Cambridge side.

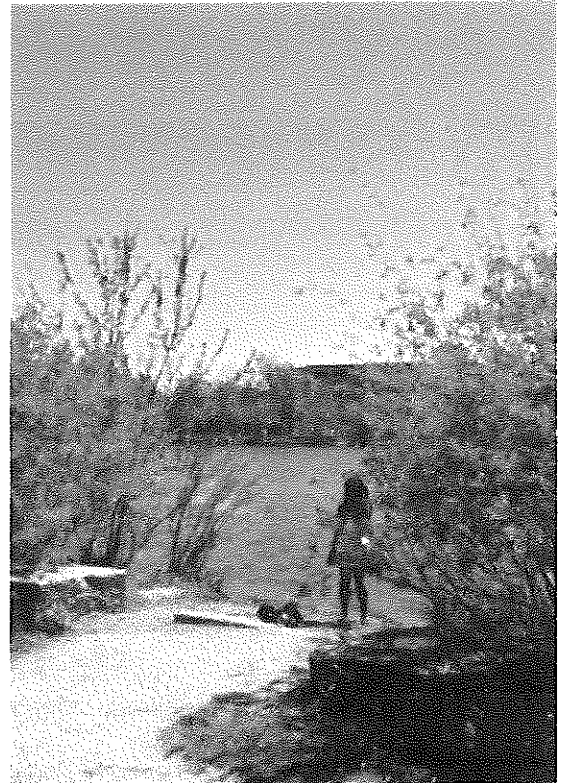


The third picture shows the massive amount of introduced shrubs used to block access through the tiny opening.

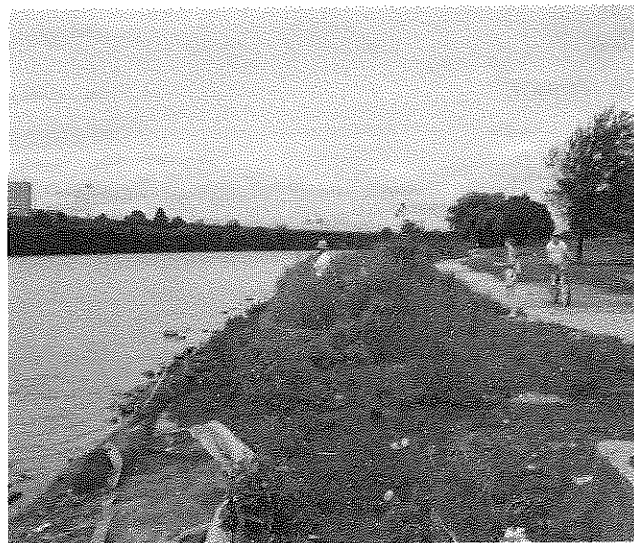
The fourth photo is a cross section from that tiny opening.



The tiny figure is that of an adult woman. She is standing in the only opening of this outrage.



This is a before picture. Compare it to the second photo at the beginning of this segment, of very much the same area, but a slightly different angle.



The bizarre work at the playing fields which are to the right of the above picture included the addition of this series of massive, never trimmed, bushes. Those bushes block off the only opening to the Charles River White Geese to their food and home of most of the last 34 years. This outrage makes entry by the Charles River White Geese impossible.

4. The DCR uses blatant lies in its fight for destruction on the Charles River.

A. General.

Added to the contempt for water, land and animals, is the flat out lying by which the outrages are achieved.

B. Lies in the attacks on the Charles River White Geese.

In the Boston Sunday Globe's section leading report of the DCR's commencement of this heartless abuse of the Charles River White Geese, the Globe combined a telling photo with their quote a flat out lie which has been repeated by the DCR for most of the last 15 years.

The photo was that of a small goose standing next to and overwhelmed by earthmoving equipment being used to take away its food and its home at Magazine Beach by keeping it from the playing fields.

The flat out lie was printed right next to that photo. The key manager never stopped lying of his lack of intention to harm the beautiful animals he and the DCR have been heartlessly abusing. Except in small meeting when he claimed the right to this heartless abuse was justified by the irresponsible provisions in the "Charles River Master Plan."

That Charles River Master Plan calls for the killing and / or driving away of all resident animals on the Charles River Basin.

Here is a photo of friends of the Charles River White Geese feeding the hungry animals when they were first deprived of their food and home of most of the last 34 years.



And cheerleaders praise the heartless abuse of this valuable gaggle which has survived on its own for 34 years in the middle of civilization, loved by decent human beings and an active tourist attraction until the heartless abuse.

C. Lies in the construction of the bizarre wall walling off the Magazine Beach playing fields from the Charles River.

The bizarre wall was implemented as a blatant falsehood in violation of yet another provision of that "Charles River Master Plan." That was the direct promise to build a lawn to the river. When the DCR proved, by the introduction of that bizarre wall, that the DCR was lying, the DCR simply changed the lie after the fact. They amended the "Charles River Master Plan."

The DCR's official explanation of the starvation wall may be that proclaimed by the falsely named Charles River "Conservancy." The CRC conducted a swim in to brag of the IMPROVEMENTS TO SWIMMING supposedly provided by the poisons and by the bizarre wall constructed by the DCR and Cambridge.

D. Lies in the reduction of playing fields at Magazine Beach.

The DCR also promised improvements to the playing fields. This was proven a lie by the destruction of playing field space to put in an expensive drainage system to drain off the DCR's beloved poisons.

The DCR and Cambridge destroyed native grass on the playing fields which had survived without poisons for the better part of a Century. The DCR and Cambridge then destroyed the playing fields to drain off the poisons being dumped on the shores of the Charles to keep alive sickly grass which has no business on the banks of the Charles.

The DCR's beloved poisons and sickly grass have been ineffectual. The sickly poison drinking grass which replaced responsible grass is scheduled to be destroyed again. It is scheduled to be rebuilt and replaced with more poison drinking sickly stuff. Additionally, the DCR wants to destroy the responsible native grass on the hillside to the west of the playing fields and the responsible native grass in the wetlands behind the swimming pool.

You guessed it. They are putting in more sickly grass which needs poisons, poisons not needed by the responsible NATIVE grass they want to add to their destructive record, and which has survived responsibly for the better part of a Century.

E. Lies in the DCR's fight to destroy hundreds of trees between the BU and Longfellow Bridges.

You add to this the fight to destroy hundreds of excellent trees between the BU and Longfellow Bridges. The "explanation" for this outrage varies with the audience.

The earliest "explanation" for the destruction translated as "won't it look great in 40 years."

In 2009, the Boston Globe did a story on the DCR seeking Obama recession fighting moneys to destroy the hundreds of trees currently threatened. The lie then was that the DCR was DESTROYING ONLY SICKLY TREES. I have the plans and am happy to provide them. As may be readily observed, none of the targeted trees are diseased, and none of the destruction plans call any of them diseased.

But the Boston Globe thought they were dealing with a responsible agency and the Boston Globe happily printed this blatant lie.

In 2014, the State House blessed the destruction with an allocation of \$20 million.

Here are some of the targeted, excellent trees. It really is impossible to fully communicate the scope of this outrage.

This is the first tree to be destroyed, starting at the western end.

It looms over the Destroyed Nesting Area of the Charles River White Geese. It is located very close to the BU Bridge.



Charles River, MassDOT Plan for Mass. Pike, Irresponsible environmental manager, irresponsible alternate proposals.

These are varying views of an excellent 104 tree grove perhaps a mile east of the Destroyed Nesting Area, at the point where Memorial Drive changes from an undivided highway to a divided highway. This magnificent grove is proposed to be devastated.



These excellent trees are relatively young and small. There are many more trees as large as or larger than the first one, above. They are so big that it is very difficult to create a photo essay.

Destruction plans are posted at

<http://charlesriverwhitegeeseblog.blogspot.com/2014/04/tree-destruction-plans-charles-river.html>

#### F. Fight for destruction by the falsely named Charles River "Conservancy."

The falsely named Charles River "Conservancy" bragged when money was first put on the table in the 2014 legislative cycle that the money was the implementation of a petition the CRC had distributed WHICH MADE NO MENTION OF MASSIVE TREE DESTRUCTION. Naturally, this falsely named group used the latest excuse for massive destruction.

The project which this destructive entity obtained signatures in support of for was an irresponsible project to create "underpasses" under the next three bridges. MassDOT, being a responsible agency has condemned this project as environmentally irresponsible and a waste of state money.

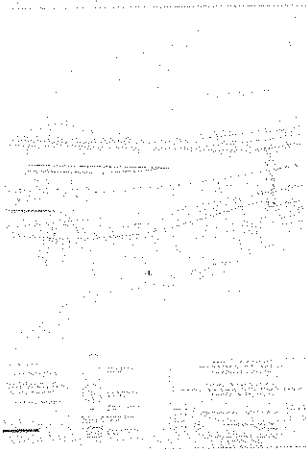
#### G. The latest project of the fighters for destruction — the Grand Junction outrage.

Now a lot of people who fought for all of this irresponsible destruction, and who want the irresponsible DCR to manage the MassDOT proposed increase in open space in Boston, are spouting pious about spending money on yet another destructive project. Their latest supported outrage involves more destruction on the Cambridge side of the Charles River as a result of the misuse of the Grand Junction railroad bridge.



The DCR's tree destruction plans call for all trees EXCEPT ONE to be destroyed in the Wild Area between the railroad and the BU Boathouse.

Here is the relevant part of their destruction plans cropped to the Wild Area. The broken lines running from bottom to top in the middle of the plan is the Grand Junction railroad. To the right of the plan is BU's Cambridge Boat House. The DCR shows one tree NOT destroyed. They do not even dignify the massive destruction by pointing out destroyed trees.



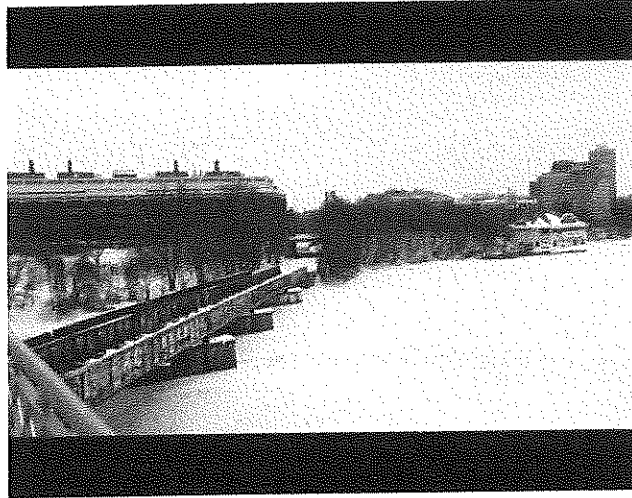
Here is what the targeted dense woods, the Wild Area look like now. The above plan would destroy EVERY tree BUT ONE between the Grant Junction railroad bridge and the (yellow) BU Cambridge Boathouse.

This is MIT's areal view of the Wild Area published in 2014. It is apparently a winter shot.:



Every tree but one between the Grand Junction railroad bridge and BU's Cambridge Boathouse (yellow) is slated to be destroyed.

This first picture taken by me was taken in the worst of the last very bitter winter in 2015.



Every tree but one between the Grand Junction railroad bridge and BU's Cambridge Boathouse (yellow) is slated to be destroyed.

My second picture is shot through the Wild Area, of the Charles River White Geese in the water beneath the Wild Area during that terrible winter. This was the only free water available..



This photo was taken September 12, 2015, during the preparation of this report. The small white figures are part of the Charles River White Geese.

Every tree but one between the Grand Junction railroad bridge and BU's Cambridge Boathouse (yellow) is slated to be destroyed.



H. Some Destruction by the falsely named Charles River "Conservancy:"

The falsely named Charles River "Conservancy" has, by agreement with the DCR, acted as environmental destroyer for the DCR. After the agreement, all ground and hillside vegetation was destroyed in the Wild Area between the Grand Junction and the BU Boathouse. This is the same heavily treed area where the DCR plans call for destruction of all trees but one.

About half the ground vegetation in the area between the railroad and the BU Bridge was destroyed. The DCR's overly destructive BU Bridge repair plans destroyed most of the undestroyed ground vegetation. "Remediation" of the DCR's destructiveness in the BU Bridge repair plans has been nonsensical. To the extent introduced vegetation lives, it is vegetation comparable to the irresponsible stuff walling off the Charles River from the playing fields.

I. The most visible victims of these multiple outrages — the Charles River White Geese.



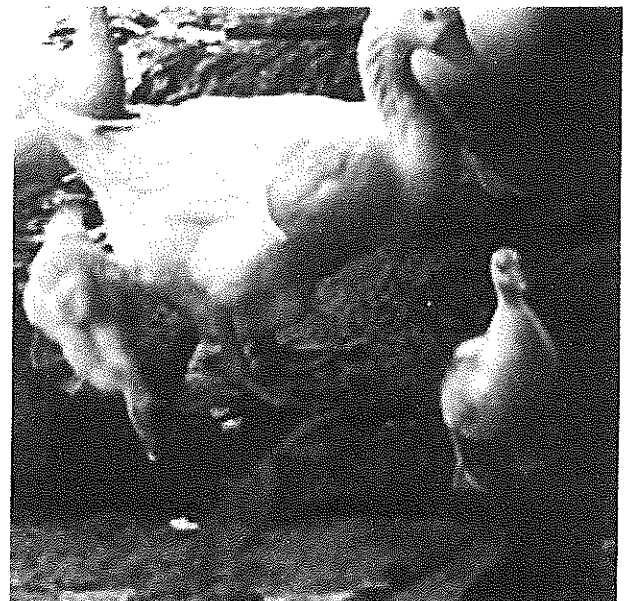
Who does this heartlessly abuse? The Charles River White Geese, of course. But they, by no means are the only ones. They are just the most visible and the truly beloved victims.

This is Cambridge and the DCR's part of mankind destroying our world.

This area is the portion of their habitat they used as their Nesting Area and for protection during bad weather. It was lush and beautiful, supporting a variety of wild animals, all condemned by the vile provisions in the Charles River Master Plan to kill off or drive away all resident animals.

The 34 year resident Charles River White Geese are confined to this destroyed area without food.

The DCR have made it worse.

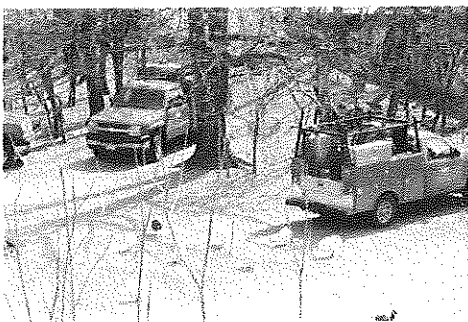


J. More destruction in the Destroyed Nesting Area of the Charles River White Geese — Railroad Worker destruction blessed by the DCR in spite of Cambridge Conservation Commission objections.

In 2013, the Cambridge Conservation Commission condemned irresponsible use of the not destroyed portion for parking on a project on the tracks by railroad workers. These workers were too lazy to park next to Memorial Drive in a manner comparable to the responsible parking accomplished by MassDOT in its implementation of the DCR's irresponsible BU Bridge repair plans.

The photo from a distance with the green barrier snaking from right to left shows (the barrier) the boundary between the area used for BU Bridge work and the area which was left to the Charles River White Geese. These are off season shots. The bushes just across the barrier on the left and right are the remnants of native vegetation destroyed by neither the falsely named Charles River "Conservancy" nor by the excessively large area occupied by the BU Bridge project.

These are extremely healthy and large, as would the vegetation which was destroyed be if it were not for the DCR and the CRC.

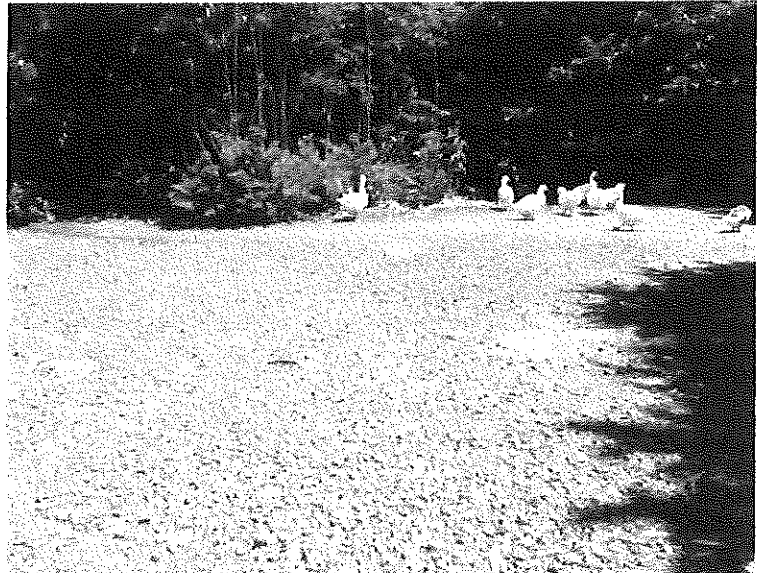


When the CCC objected to the DCR, the DCR told the workers to get out of the tiny portion of the area in the CCC's jurisdiction. The DCR BLESSED THE IRRESPONSIBLE AND DESTRUCTIVE PARKING elsewhere, in the vast majority of the area used for parking. This added to the destruction of the ground vegetation and of larger vegetation.



The DCR's bedfellows dumped crushed stone in this previously lush area. When they left an additional load of truck stone was dumped in the area after parking use had ceased.

Here is their achievement.



MassDOT implemented the DCR's plans for BU Bridge repair as responsibly as possible, with none of this outrageous parking. Here are two photo of the highway ramp where responsible management would have parked, from the top and from the bottom.



Under the Memorial Drive overpass was being used for another project (the fence in the left photo). There was still plenty of room to park to the left of the on ramp, if the people in charge are / were fit for their jobs. The Destroyed Nesting Area is to the right in the first photo and the left in the second. The second is taken close to the staircase illegally constructed by Boston University.

The first photo shows a car a little below the staircase illegally constructed by Boston University. The staircase is at about the location from which the second shot was taken. In the first shot, it is at about the location of the car, or further up the ramp.



This photo shows the horrible walk these husky construction workmen would be faced with if they were too lazy to climb the stairs. This and a related walk are the only places crushed stone should be placed, to the extent it is responsible at all. The photo is taken a little from the top of the ramp. Instead of this horrible walk, they drove down this supposed remediation for the BU Bridge work.



MIT's areal photo of 2014 puts the outrage in perspective. Looking at the overall photo, it probably was taken while the railroad workers were doing their work. Here is the photo cropped as relevant.

Some of the parked vehicles can be seen from the satellite.

The Grand Junction railroad workers were working on the railroad. It extends from left to right at the bottom of the photo.

The ramp where they should have parked runs past the Destroyed Nesting area to the right. Memorial Drive is at right top.

If they were not outrageously lazy and irresponsible, the workers could have entered the Destroyed Nesting Area from the top. The crescent shaped white area is the sidewalk, and the entrance is below it. They could also have come down BU's illegally created staircase. The trees at the right are blocking view of the staircase.



**By contrast, when MassDOT was managing things, the workers were working to the left of the MIT picture, frequently a good distance to the left. They were parking under Memorial Drive.**

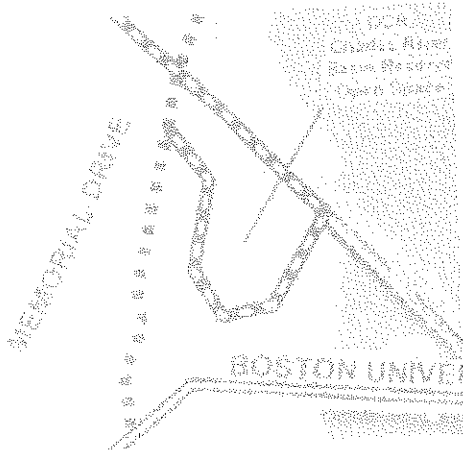
K. Cambridge's planned destruction in the Destroyed Nesting Area and the Wild Area.

Cambridge has its own destructive plans which include building in the Destroyed Nesting Area and building a fence preventing direct access between the Destroyed Nesting Area and the Wild Area. The Charles River White Geese have been forced to nest in the dirt of the Wild Area because it is less destroyed than the Destroyed Nesting Area.

Cambridge pols are publicly campaigning for the destruction with the usual lies of omission. They praise the overall proposal and "neglect" to mention the destruction and heartless animal abuse on the banks of the Charles River.

Here is a copy of the plan the Cambridge pols keep as secret as possible.

MassDOT Mass. Pike Reorganizing Group  
Charles River, MassDOT Plan for Mass. Pike, Irresponsible environmental manager, irresponsible alternate proposals.



Memorial Drive is the black and clear broken line to the left. The BU Bridge is at the bottom. The proposed highway comes from the upper left on the Grand Junction and turns into the Destroyed Nesting Area at such a location as to do maximum damage. The City Council plan would divide the Destroyed Nesting Area from the Wild Area (top, between the Charles and Memorial Drive) with a fence parallel to the railroad tracks, blocking ground access between the two.

Not only should the environmental outrages on the Cambridge side not be expanded as part of the Mass. Pike work, this irresponsible, rogue department should have no responsibilities for any area created as part of the Mass. Pike work.

- L. The DCR is unfit for environmental management in general and, in particular, management of the open space being created.

Ideally, the DCR should be barred from management of the open space being created and barred from Soldiers Field Road. This would take legislative action which could very well be possible based on the continuation of MDC outrages unabated in the name of the DCR even after the major slap in the face of the MDC/DCR accomplished already.

Notwithstanding this, the criteria in Section 5 should be imposed with or without replacement of the DCR. Continued participation of the DCR mandates formalization.

- M. Have the legislature prohibit this irresponsible entity from responsibility for the new open space and Soldiers Field Road.

The legislature, in its wisdom, has shown its contempt for the DCR / its predecessor by transferring the river bridges to MassDOT, and by folding the MDC into the DCR. There has been <sup>no</sup> visible improvement from the latter.

The truly irresponsible DCR should be barred from any expansion of its irresponsible behavior, and from management of Soldiers Field Road..

##### 5. Summary of Responsible Criteria for Created Open Space, based on DCR's Outrages in Past.

These criteria should apply with or without getting rid of the DCR. Continued participation of the DCR mandates formalization. Explanation is only provided where necessary, assuming the presence of justification elsewhere in this report.

- A. Prohibit the walling off of the Charles River from the open space being constructed, as has been done by the bizarre 14 foot or so high wall of INTRODUCED BUSHES created by the DCR which prevents access between the Magazine Beach playing fields and the Charles River for humans and for the Charles River White Geese.
- B. Prohibit wanton destruction of ground vegetation.
- C. Prohibit wanton destruction of larger vegetation.

MassDOT Mass. Pike Reorganizing Group  
Charles River, MassDOT Plan for Mass. Pike, Irresponsible environmental manager, irresponsible alternate proposals.

- D. Prohibit use of poisons in general and in maintenance of vegetation in particular. Expensive drainage systems, in particular, are no excuse for irresponsible dumping of poisons.

Use of poisons next to the Charles River by the DCR is routine and is expanding.

The annual algae infestation on the Charles River was created by the DCR dumping poison marked "do not use near water" on Ebersol Fields by MGH when their beloved poisons did not satisfy them. The next day the Charles River was dead from Boston Harbor to the Mass. Ave. Bridge with the algae infestation which is now annual.

The Magazine Beach playing fields has seen its healthy environmentally responsible grass destroyed and replaced with sickly stuff which requires poisons. To "protect" the Charles River from the poisons, an expensive drainage system has been installed. The responsible alternative: do not destroy the responsible grass in the first place.

The healthy grass was in place successfully for the better part of a Century. The sickly stuff is not working.

So the DCR is planning to dig all the sickly INTRODUCED GRASS up and put in more poison requiring grass.

PLUS the DCR wants to destroy the UNDESTROYED RESPONSIBLE GRASS on the top of the hill west of the Magazine Beach playing fields and behind the swimming pool. The DCR want replacement with poison drinking grass.

- E. Punish routine lying by sanctions up to and including firing of the individuals in question. In particular, the long time manager of the Magazine Beach playing field area should be barred from participation in this project and in all matters related to this project based on many years of multiple lies.

The participation of such a belligerently dishonest person is inexcusable. His lies have kept outrages on the Cambridge side going when the outrages should have been killed immediately.

- F. Prohibit destruction of vegetation for parking. Require workers to park AND DRIVE outside vegetated areas.

Long before the outrage of the railroad workers, we had wondered about patterns of vegetation destruction in the Destroyed Nesting Area. The contempt for the environment displayed by these workers and by THAT SAME IRRESPONSIBLE DCR MANAGER show that the destruction was from irresponsible DCR behavior.

- G. Prohibit destruction of existing parking.

The destruction of hundreds of trees on Memorial Drive has been fought for for more than a decade based on multiple, varying excuses. All that counts is the destruction, not the latest excuse.

The same applies to plans for destruction of existing parking on the top of the hill west of the playing fields.

That parking is needed for poor people who use the picnic area. Destruction was simply demanded in the only "public discussion" to date, in which the entire package was rejected so soundly that the fake group conducting the "public discussion" refused to conduct a vote and instead indulged in corrupt tactics to steal a "vote."

The fake group has repeatedly insisted they are not fighting for destruction, but the fake group has stopped mentioning the parking lot.

That is the latest game. They, in their sick way, contend they are not fighting for destruction. They are dictating that it is not politically correct to mention the soon to be deceased victim.

This is the latest technique in fights for destruction, company union organizations that lie they are defending and fight for destruction by suppressing discussion while loudly proclaiming their sainthood and the sainthood of the people pulling their strings.

MassDOT Mass. Pike Reorganizing Group  
Charles River, MassDOT Plan for Mass. Pike, Irresponsible environmental manager, irresponsible alternate proposals.

- H. Prohibit implementation of the DCR's policy of killing off or driving away resident animals.
- I. Prohibit killing off or driving away resident animals, directly or "incidental" to other efforts.
- J. Prohibit destruction of animal habitat for open space creation, not just of "protected" animals, but of all resident animals.
- K. Prohibit "replacement" of habitat as an excuse for destruction.

Once you have destroyed habitat, you have killed the residents.

- L. Prohibit destruction of bird nests and / or of materials needed for nesting.
- M. Prohibit the use of the falsely named Charles River "Conservancy" in any manner. Their destruction is wanton. In addition to comments elsewhere in the report, I have seen the CRC condemned by members of the Boston Conservation Commission for environmental destruction in the area in question. CRC's explanation: incompetence of CRC. CRC's contempt for resident animals is wanton.
- M. Require that open space be created around existing trees to the extent they exist. Prohibit the destruction of trees in the "creation" of open space.

Note the 33 photos in the final link in this report.

- 6. The DCR's Cheerleaders and related, fighting for more destruction, should be rejected along with the DCR whom they idolize.

*Photo of  
BT Bridge trucks  
on Boston side*

The demand for use of the Grand Junction railroad bridge for further highway destruction is integrated into the irresponsible plans for the Cambridge side of the river, plans which we have discussed above.

And the cheerleaders, including but not limited to those complicit in this terrible record of the DCR, should simply be treated with the lack of respect due the destructive agency they support, regardless of the supposedly independent "groups" which they now claim to represent.

Harvard bought the prime area of this study a few month's after the MBTA showed how this railroad and railroad bridge could be converted to an off ramp from the Mass. Pike to Cambridge. So many outrages fit a pattern of upgrading Cambridge to handle this traffic. So we get lovely sounding con games.

- 7. Use the terrible DCR record as the basis for prohibitions in use of created open space.

The terrible DCR record should stand, at minimum, as the basis for a point by point prohibition of action in Boston which follows on the outrages in Cambridge. Description of prohibited acts should point by point condemn further outrages and lying by the DCR in Boston.

Naturally, this is only a far inferior alternative to barring the DCR from the created lands and Soldiers Field Road because of its proven irresponsibility.

MassDOT Mass. Pike Reorganizing Group  
Charles River, MassDOT Plan for Mass. Pike, Irresponsible environmental manager, irresponsible alternate proposals.

8. Green Line A spur from Comm. Ave. and the BU Bridge in Boston to Harvard Station in Cambridge.

This is an ideal time to go forward with this project, which is badly needed by the residents and employers of North Allston.

I have provided an extensive series on this matter. The most recent report is at [http://charlesriverwhitegeeseblog.blogspot.com/2015/07/charles-river-olympics-rapid-transit\\_23.html](http://charlesriverwhitegeeseblog.blogspot.com/2015/07/charles-river-olympics-rapid-transit_23.html)

9. The context.

Here are 33 photos of environmental destruction in Cambridge of which the Charles River outrage is just a part. DCR participation in the worst outrages should be noted.  
<http://charlesriverwhitegeeseblog.blogspot.com/2015/05/charles-river-more-money-for.html>.

Below is a photo from a friend who has done a number of excellent photos of the area.

This was of the Destroyed Nesting Area of the Charles River White Geese in February a bit over a year before the first attack that I am aware of. So it is winter vegetation.

The destruction was achieved by Boston University.

The destruction commenced with vehicles moving into the Destroyed Nesting Area the morning BEFORE a scheduled hearing in front of the Cambridge Conservation Commission.

Boston University repeatedly denied doing the work until AFTER they were condemned by the Cambridge Conservation Commission. Then BU blamed it on the secretary of the head of the university. To the best of my knowledge, she was not fired as a result of "her" "error."

Boston University, by agreement with the DCR, attempted to turn this wild area into a campus location.

It simply was not used by anybody except the resident animals, their victims.

So it was allowed to regrow, and it regrew into a truly excellent meadow, except for scars created in the meadow, as we came to understand later, by irresponsible workers, and except for a created ash path which proceeded to wash into the Charles.

And every so often "somebody" would destroy nests, with the Mother Goose occasionally "missing" and orphaned goslings created. I remember at least one mate going crazy with grief.

One of the "somebodies" graduated to killing nesting Mother Geese

Concerned folks begged the Cambridge City Council in open meeting to condemn the actions. The Cambridge City Council was silent with a wink and a nod. We reminded the Cambridge City Council that animal abusers frequently graduate to humans.

This "person" graduated to a mass animal killing, included assassination of the gaggle's leader.

Even after our memorial to Bumpy dominated the front page on the Cambridge Chronicle, the Cambridge City Council was silent with a wink and a nod.

A homeless person sleeping on the Boston side of the Grand Junction bridge had been a prime suspect of ours. He graduated to rape and murder where he had been killing mother geese. He is now in jail for a long time.



Charles River, MassDOT Plan for Mass. Pike, Irresponsible environmental manager, irresponsible alternate proposals.

The city council spent an hour discussing the rape and murder. The Cambridge City Council did not want to know where it occurred. One member mentioned the location. She swallowed her words, looked around guiltily and returned to not mentioning where it occurred.

In actions overlapping the increasing municipal and state attacks on the Charles River White Geese, the same Cambridge City Manager destroyed the life of the head of his Police Review Board, a Black Cape Verdean woman.

He did it, according to multiple Court rulings, because she had the nerve to file a civil rights complaint alleging bias by the City of Cambridge in its treatment of women.

The trial judge quoted the Cambridge City Manager's testimony in detail in her opinion. The trial judge called the City Manager's behavior "reprehensible". The Appeals Court panel refused to dignify Cambridge's appeal with a formal opinion, citing "ample evidence of . . . outrageous misbehavior." The jury awarded penal damages in excess of three times.

Compensatory damages were \$1,062,000. Penal damages were \$3.5 million. Her check was for \$8,300,000. Total payments in five related cases came to \$14,469,558.00. Plus \$298,349.33 in appellate fees and costs.

The City Solicitor "retired."

The Cambridge City Council named the Police Station after the guilty City Manager.



MassDOT Mass. Pike Reorganizing Group  
Charles River, MassDOT Plan for Mass. Pike, Irresponsible environmental manager, irresponsible alternate proposals.

Flat out lies have been normal from multiple directions from the beginning.

The destroyers have plenty of reason to be ashamed. They know it.

So they lie, repeatedly, outright, through omission, or through fake groups.

Sincerely,

Robert J. La Trémouille