

Commonwealth Forum Transcript

East Meets West: Bridging the Politics, Economies and Histories of Eastern and Western Massachusetts

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Moderator Matt Malone: Our topic is 'East Meets West: Bridging The Politics, Economies, and Histories of Massachusetts.' The goal of our forum here this morning is to try to transcend some of the common rhetoric and politics, the emotions of this issue, this east/west tension in Massachusetts. As you can see in the program folks in eastern Massachusetts, it's often thought by folks in the west, don't think of a western Massachusetts beyond 495, let alone Worcester. And folks in the west tend to think of the east in terms of a sinkhole for their tax dollars.

Our purpose here today is to try to move beyond that and try to move beyond the specific issues of the day and really get at the historical, political, and economic dimensions of this east/west tension: How do we talk about one Massachusetts? How do we talk about the regions as a single body politic as it says in the Massachusetts Constitution? How do we move beyond the rhetoric and our own emotions, and think about how the regions are interrelated and interdependent and part of one another's history and part of one another's economy. We hope that coming out of this forum here today, if not answers to specific public policy questions, then at least a sense of how we should talk about it in a civil way and how we can change the political grammar to better reflect a more positive future.

Now I have the great pleasure of introducing to you my old advisor. I'm proud to be a graduate of UMass Amherst and the history department and I am pleased to introduce to you Professor Jack Tager, a longtime faculty member at UMass and the author of *A Concise History of Massachusetts*. Dr. Tager is going to walk us through the history and politics of this issue.

Professor Jack Tager: Thank you very much. Good morning everybody. In 1840, a cartoon came out in which it showed a fat man at a table eating from huge bowls of steaming food. And the big bowl that he was holding was 'Worcester' and on his head was 'Boston' and all the other bowls were little towns of western Massachusetts. That's in 1840. I'm suggesting however, that that's old hat by then. The conflict between east and west began in 1630 when the decision was made of course to settle in the Shawmut Peninsula and create the town of Boston. Now think about this for a minute. There are a few exceptions, but in most of the states of the union, the capital city is not the major city. Harrisburg for Pennsylvania, Springfield for Illinois, and Sacramento for California, Tallahassee for Florida, and you can go on and on. There are a few exceptions of course, like Hartford, etc... The point is that the settlement at Boston began the process that expanded eventually westward, so that by the end of the seventeenth century, when the British government revoked the charters of the Massachusetts Bay Company and the Plymouth Company and established a royal colony, the capital was in Boston. And the colony out in the western part of the state that William Pinchin had discovered and

created in Springfield and other places like Holyoke, they became part of this new royal colony and almost immediately they had a problem.

The problem was to get their representatives to the state, to the House of Representatives and the Governor's Council, which we had then. The House of Representatives, the Governor's Council and a Royal Governor. Well, it would take two or three days on horseback to get to Boston and then you would have to find a place to stay, and spend money to get to Boston. Now the people from the west who went eastward were not poor people. Of course, they owned land. They had to own land in order to vote and to be eligible in order to be a representative. But it was a long journey and the end result was, many did not go. They were elected but they didn't go. There was a lot of absenteeism. Then the other issue of course was, they represented for the most part, small towns and villages based upon subsistence, agricultural economy. Most of the people grew just enough food for their local area. There was no transportation system that would inspire or stimulate a surplus. Boston however, and a few other cities like Newburyport, Salem and Nantucket, these were commercial cities that were based upon the Maritime Trade. And it was the Boston elites, the merchants who made a lot of money throughout the seventeenth and the eighteenth century, were the ones who controlled the state legislature. And there was immediately economic conflict.

The conflict was that the Boston elites were very concerned that there be no inflation, that there be a currency based upon 'specie' it was called: gold and silver. And they were constantly trying to do this, whereas the farmers of western Massachusetts favored inflation because inflation meant they could pay their debts off more readily. So there was constant conflict and the Boston merchants always won. They had the money, they had the presence, and they contributed most as far as money was concerned and so therefore they dominated the state legislature. That is not to say they didn't fight amongst themselves and there were various parties that would develop, and I'm not going to get into that. The important point is that there was no question that before the revolution, there's severe conflict between the east and the west. And the east is primary. They have the money, they control the legislature.

That's where the Federalist Party comes out of. So that's an important thing to keep in mind. So from the beginning there's a real difference. And then after the revolution, and I don't want to talk about the revolution because that brought up loyalties on everybody's part, so there was no real east and west conflict as far as the revolution was concerned. The leaders of the revolution were, for the most part, the well-to-do of Boston with a few exceptions like Sam Adams. But John Hancock you must remember was the richest man in the commonwealth. Well it wasn't the commonwealth then, in the colony. And so these were the leaders of the revolution but the minutemen came from all the hamlets of the state. But it's after the revolution that almost immediately the conflict rears its head again. And then it has to do with the fact that the revolution cost a lot of money. And the state legislature, now after the constitution of 1780 written by John Adams, now we had a state legislature which needed money desperately to pay the debts of the revolutionary war. It was a severe problem, the need to pay the debts of the revolutionary war. On the other hand, the western part of the state, the farmers, and most of the state was farmers. I'm talking about a conflict not from Worcester and Boston against the west but I'm talking about everybody up to Concord against Boston. That's the agricultural layout of the state. And the Boston mercantile interests needed to raise money. Most of the people who had fought in the revolution, all the farmers who had gone off and fought in

the revolution had been paid in script and this script was worthless. In fact, at the end of the war, the eastern merchants began buying up the script at about a dollar a batch. Fifty dollars worth would give the veteran a dollar and you would buy his pay for the year. And then the eastern merchants wanted to make their script worthwhile so they wanted to fund the script that they had bought off the poor minutemen.

The end result was that they raised taxes on all the towns in Massachusetts and they imposed legal fees, new fees, particularly for the courts and particularly fees that related to evictions and debtors' actions. You remember we had a debtors' prison. When you couldn't pay your fees you were sent to jail, and you had to pay fees when you went to court to fight against this. And this of course results in the famous Shay's Rebellion that you've all heard about before. And Shay's Rebellion is a perfect example of the hatred of the west against the east. So the farmers rebel and the first thing they do in August of 1786, a bunch of these farmers, and by the way these are not poor farmers, these are midland, well-to-do farmers, the first thing they do is attack the courthouse in North Hampton and they close it down because they don't want the courthouse to carry out the process of evictions. And then others get together with them and they begin to get together into a kind of group and finally this fellow Dan Shays of Pelham is sort of forced to be in charge, he didn't like the whole idea at all. But nonetheless, what you have is courthouse closings from as far as Pittsfield to Concord by the farmers. Now the guys in the east are very upset, the legislature's very upset, and so they demand that the governor, James Bowdoin, do something about it. And he doesn't know what to do, and the merchants demand that he send out the militia. And he says 'I don't have any money'. So the merchants collect money to arm and pay for the militia, which is sent out west.

They meet Daniel Shays and his army when Shays is trying to attack the Springfield armory to get arms. In a battle, the Shayites are massacred and they flee, Shays flees to Canada, and the rebellion is put down. And what does that tell us? The merchant elites of the east are safeguarding their monetary interests against the interest of the agrarians of the rest of the state. This has other repercussions, important repercussions, because at that particular moment in 1787, you have the creation of the Constitution of the United States and the attempt to get rid of the articles of confederation. And it's interesting to note that the leaders of the Massachusetts legislature are opposed to the constitution. They control the state. They don't want a powerful, central government. But after Shays' Rebellion, they changed their mind; we need a powerful central government, we need some federal help, federal armies sometimes. And so therefore, they began to move towards ratification of the constitution in 1788. And there's a vote, and it's a very close vote, and I'll give you the figures, I don't know why you need to know it... 187 to 168, we ratified the constitution. Look at the vote. Who voted for the constitution? The east. Who voted against the constitution? The west. They voted against the constitution. They didn't want any more of these guys sticking their nose in their business and telling them what to do. So this conflict's been going on for a very long time. Now in those days the westerners, or the agrarians if you want to call it that, had substantial and I think noteworthy claims to make. They were clearly being fiddled by an elite class, and they were the majority.

But things are gonna change very quickly. With the nineteenth century and the beginning of the industrial revolution, and the Boston Associates, a group of financiers who begin to invest money in textiles and woolens all over New England, you begin to see the

transformation of the state which has further enhanced the divisions between the two societies. And now I'll just show you some what I call cartograms which will show what occurred very quickly. Now if we could have the lights... and if I could get my wire straight here. Now that is the state of Massachusetts and it's broken up into 351 towns and cities, my count is forty-two cities. So this is representative of the political boundaries of the state of Massachusetts. Is this the state of Massachusetts? It is not. Doesn't tell us anything.

(Changes slide) This is the state of Massachusetts. Now you're gonna see where I'm going here (audience laughs). Everybody's there (points east)... and there's nobody here (points west) Now listen folks, I'm gonna show you how this happened but when you say you're ignored, you should be ignored (audience laughs). All the people, all the money, and all the votes are (in the east). I'm sorry. That's a reality. Now lets look at how this occurred. Now here we have Massachusetts in 1810 and in 1810 there were 412,000 people in the state. 79% lived in rural areas, and you can see that with the exception of the poor towns, you can see Boston and Salem and up there Gloucester, and further up you can see Newburyport and down below you can see New Bedford, and then go all the way to the right, you can see Nantucket. These are the major towns in 1810 and these are sea-faring operations, maritime operations. The rest of the state you'll notice is well spread out by population. These little blue things are people. And so in 1810 this is an agricultural society where everybody's spread out.

Now things begin to change. By 1860 you begin to see in the west, you have some urban development with Springfield, Chicopee and Holyoke and up on the northwest you have North Adams, Adams and Pittsfield. And then you got Worcester, and then you go up a little further from Worcester. You have Fitchburg and then you have Lawrence and Lowell and Haverhill and still Newburyport and then you have Boston and Cambridge and that whole area beginning to develop. You have Brockton beginning to develop, you have a few other towns. New Bedford is still pretty big, of course it's into whaling at this point. And Fall River's just beginning to emerge on the left of New Bedford. But you're beginning to get these spots, these empty spots. You notice at the Cape, to the south shore over there and particularly in the west, it's beginning to empty out a little. But at this point, the state has become urbanized. Sixty percent of the population now live in cities or towns. That's the term used. It doesn't mean much. This is a census bureau definition. It means towns of 2,500 or more. It doesn't help very much but that's the best we can do.

Now you look at the state in 1900 and what you begin to see taking shape are the metropolitan areas that will develop in the future. And of course the Boston metropolitan areas beginning to grow: Lawrence, Lowell, and Haverhill. Worcester begins to develop and further up you can go from Worcester to Fitchburg and much more in the western part of the state. But if you look from North Adams and the Pittsfield line to Worcester, you begin to see empty areas appearing. People are leaving the countryside, you see, to go to the cities. And we're gonna see the development of gigantic cities until, in 1950, Boston reaches its height of 850,000. It's 560,000 today or something like that.

Now we begin to see 1950, and this is before, before the massive sub urbanization of the United States begins to take hold. This is before the highways are built and already you begin to see there's nobody in the west, except for the important area of Springfield which is the commercial center and the industrial towns of Chicopee and Holyoke. And

Northampton begins to develop and you see Amherst and you see up further north Greenfield and you still see Pittsfield is still up there, and North Adams and Adams. These are industrial centers and you'll notice only the industrial centers are significant. And down below you begin to see Fall River, New Bedford begin to take up that part of the state. But if there's no cities, there's no people. Everybody's moving to the cities. And at this particular point you see that the population is 87% urbanized.

This, by the way is from my book called *The Historical Atlas of Massachusetts*. And so some of these are old. That is to say they were based upon the 1980 census. I want to assure you that the 1990 census and the 2000 census just increased the differences. I have some 2000 figures that I'll end with very quickly.

1975, you see the whole eastern part of the state connected to Worcester. It's connected to Worcester, it's all one part. I mean it's all one metropolitan area. Springfield's enlarged itself but the rest of the state, aside from the Springfield nexus, the Springfield metropolitan area. You go from Worcester to the rest of the state, there's nobody there! There's nobody there. This is the state of Massachusetts. This is called a population cartogram, and this is based not on boundaries but based on where the people are. And if you look at this carefully, you will see that Boston itself is not that important. Boston has declined in population. What is important? The suburbs around Boston. And you look in between Worcester and Springfield. That part of the state is squeezed like an accordion. There's nobody there! There's nobody in between Pittsfield and the Springfield, Chicopee, Holyoke metropolitan areas. But the whole northern part of Boston and the surrounding area is where the people are. Now where the people are is where the taxes are. Where the people are is where the interchange of monies takes place. It's where the jobs are. And where the people are is where the votes are.

Now I don't know where Shannon O'Brien is but I would say, I would say (to) Treasurer O'Brien that if you want to be elected governor, forget about western Massachusetts! (audience laughs) Get over there! (audience laughs) And if you look at past elections, particularly what Dukakis did, and he was very good at this, he won the suburbs. Ya gotta win the suburbs if you want to have statewide office in my opinion. So, I've tried to be an objective historian. I'm a westerner. And when they talk about the Big Dig and all that, I hate to tell you, they should have it. Because that's where everybody is and that's where the money is (audience laughs then applauds). Thank you very much (more applause).

Moderator Matt Malone: Thank you very much professor Tager for that presentation. And now to address the economics of east and west. The university professor of economics at U-Mass Amherst and a contributor to *Bench Marks* magazine which is a magazine that provides regional economic analysis and is a co-production of the University of Massachusetts and the Federal Reserve Bank, Craig Moore (applause).

Professor Craig Moore: When you were looking at those maps of Massachusetts, you'll notice that Massachusetts runs east and west; that it's a rectangle. If you think about it, you realize that the economy of Massachusetts doesn't. That in fact the fundamental driving force in the economy of New England has been water power and rivers and seaports. And the rivers in New England and in Massachusetts run north and south. We're sitting here just a short ways from the Connecticut River which runs from up near the Canadian border and the Connecticut lakes all the way down to the Long Island

Sound. If you go to the west, you'll see the Housatonic River that runs through Berkshire county. If you go beyond that you'll see the Hudson River that runs from the Adirondacks down to New York City. The Blackstone River that runs down through Worcester county. And the Merrimack River which of course is another powerful economic development force. You notice that the economies of Massachusetts, because it's not one economy, it's a series of economies, are not closely linked and they developed along these water corridors. If you go to Berkshire county and you look at that economy and you look at how it developed, what's there, you don't have to be there very long before you start to realize that the people in Pittsfield and Adams and especially Great Barrington in the southern part of Berkshire county, are much more economically integrated with New York and Connecticut than they are with any other place in Massachusetts. They read *The New York Times*, *The Albany Times Union*. They watch the Albany television stations. I hate to say this but there's more Yankees fans there than there are Red Sox fans. And I think most people would agree anecdotally, that there are more people from New York who come to the Berkshires in the summer to go to Tanglewood and to the spas and to the hotels than come from Boston or come from the eastern part of the state. There are more people from New York that have second homes in the Berkshires. There are more people that have moved from New York and have established small businesses and entrepreneurship. Pittsfield and Berkshire county are really integrated with Albany and New York, and to some degree, a little bit of Connecticut. They really are not part of Massachusetts. If you lopped Berkshire county off, no one would notice (audience laughs). Well, the governor would (audience laughs).

When you look at this valley that we're sitting in, the Pioneer Valley, has a rich history of industrial development and manufacturing. Some of the finest precision metal-working anywhere in the world developed in this valley, and is still here in this valley. I regularly visit companies in Connecticut and in Massachusetts where they do the most incredibly precise machining of aerospace parts and valves and things for jet engines, and they're just remarkable. And that has a long, long history here. Modern manufacturing with interchangeable parts started right here. The finest ball bearings, the finest precision work that you can get happened in this valley. And it happened up and down this valley. And today, if you look at the economic relationships, they go north and south. There are lots of companies in western Massachusetts that are out-sourcing companies for large manufacturers in the U.S.

Technologies and other companies in Hartford. There are other businesses that out-source in both directions. You have Mass Mutual that has virtual headquarters in Hartford and Springfield, though their official headquarters is in Springfield. Large operations. You have, if you stand at the border down near Enfield and you look at the license plates going up and down 91 at rush hour, you'll see all of these Massachusetts and Connecticut license plates going north and south. The economy of this valley is not in Massachusetts. It's inextricably linked with what goes on between Hartford and Springfield and as far north as Brattleboro and as far south as Farmington and even New Haven. The economy goes north and south. It's an interstate economy, just like Berkshire county is really an interstate economy. The maps Jack put up showed you Massachusetts like an island with nothing around it. Couldn't be further from the truth. If we go again to the east to Worcester county, the Blackstone River Valley links Providence and Worcester. There's a railroad, the Worcester-Providence railroad that links Worcester and Providence. The Blackstone Valley has been one of the growth corridors for growth between economic relationships between Providence and Worcester. That's part of an interstate economy that's grown and it runs north and south,

not east and west. The Merrimack Valley, with a lot of high tech manufacturing, is linked to southern New Hampshire, as is Boston. In Boston, you have its cluster around and its suburbs, as Jack showed you, around the port, around that history of maritime development. Most of the state's economy, like the population maps you saw, most of the employment is in the eastern part of the state around Boston. But the parts of the economy that are not in that Boston metropolitan area are not linked to it either. The only links there really are is the Massachusetts turnpike and Route 2.

Western Massachusetts very frequently, people out in this part of the state will say to me 'Well it's so expensive for business to be located in Boston and these new industries are growing and they're looking for places where they can locate. Why aren't they looking here? We have lower costs, we have good labor, we have all these advantages.' It's because we're not linked to the Boston economy any more than a lot of other medium sized cities with similar advantages in lots of other places around the United States. And frequently these companies want to geographically diversify where they are. They don't want to just expand.

We really are not tied-in with in western Massachusetts, we're not tied-in economically with the eastern part of the state. Let me give you some very specific examples that I've seen. When I came here in 1972 and I started as a new faculty member, I didn't really know very much about Massachusetts or about the state's economy but it became an interest of mine because I'm a regional economist. And over time, I had the opportunity in the late '70's to work for then president David Knapp in Boston and it was my first real exposure working in Boston. And I worked in the president's office for three years then and had to relate with the business community in Boston, with the legislature, with various people, and I started to learn just how long that trip was that I was taking everyday from Amherst to Boston and how I was really moving between two different worlds.

Up until this past Fall, I was working again in the president's office for President Bulger for about three and a half years. And again I was back on a daily basis in that same world. That world is full of organizations and networks that are just incredibly important to the economic development and economic engine of this state. And people in western Massachusetts by and large, are not in that network. They simply aren't there. And it's not the kind of a situation where you can go there once a month or once in a while and kind of pick up the threads and make the connections. It's the sort of thing where everyday that I check my e-mail, every day that I open my regular mail, there are two or three notices of events that are going on, sponsored by the Telecommunications Council, the Software Networking Council, The Biotech. Council, Mass. Business Roundtable, it goes on and on and on. The list of organizations that are involved, that are promoting networking, that are bringing business people together, political people together, to talk about policy issues, talk about development, and just plain networking, is unbelievable. It just goes on all the time. And while I've attended many of those, you can attend one every day, every night if you wanted to, I see very few people from western Massachusetts. They just aren't there.

Let me give you a specific example. There's an organization called 'Jobs For Massachusetts.' Jobs For Massachusetts is an organization that meets the first or second Tuesday of every month, eleven months of the year up in the conference room on the top of the Federal Reserve Building. It has some regular members that are

always there. Always there. They make it a point to always be there. Governor, Speaker of the House, President of the Senate, some of the top CEO's of the biggest corporations in the state, head of the AFL-CIO, President of the University of Massachusetts, and other periodic invited guests to discuss certain issues. Tom Wheeler, who was the CEO of Mass Mutual, was very active in that organization, in fact chaired it for a couple of years. He was the only person from western Massachusetts who was involved in it. When he stepped down and retired and moved out of Mass Mutual, there was no voice from western Massachusetts there and there still isn't. In fact, I believe Mass Mutual is an organization that has dropped out of that organization, and has no one there. Now that is one example of a very important group that meets regularly to discuss public policy and economic jobs issues. You don't have a representation there. If you were to go to a board meeting of the (IT?) Council, Telecommunications Council, Software Council, Biotech. Council, any of these... you see very few western Mass. people. When a special issue comes up, you start to see people appear. So when the insurance tax reform bill was coming up a couple of years ago, then you started seeing Jim Zelinski from Pittsfield would come down from Berkshire Life. He would be attending those meetings, suddenly becoming active because something was at stake around that issue. Or if something else comes up, then people become involved, but not on a regular basis.

I took a sabbatical and I went to Sweden and I lived there for about five months. And I did this just after I left working in the president's office for David Knapp. I didn't know anything about Sweden and I went there really to learn about how European business was conducted. I learned an awful lot. One of the things I learned was that Sweden, which is about the size of California and about half the population and speaks a language that virtually no one else in the world speaks, was very, very successful at conducting global business. I wanted to know why, how could they do that? And I spent time at Absala University with some of their very top international marketing people: some of the people who are terrific people. In fact, one of them who was one of the best people, was lecturing every month at the Kellogg School of Northwestern University to teach international marketing because he was the best in the world. And they would fly him in to lecture once a month. What I learned was that they had perfected networking to an art. They said 'The way you conduct business, the way business development takes place is through social networking.' They even have computer programs where they map out the network structures and they see how the business relationships work.

You can't go to a mass business roundtable meeting with a hundred people over a weekend and only see one or two faces from western Massachusetts. You have to see people there, talking and becoming part of that social fabric. That's the way east and west will meet economically. That's how we'll learn about opportunities. They'll learn about opportunities and advantages we might have here, because we do have that closeness and we can push our story and tell our story. That's how we have to overcome that and develop it. Let me give you one final example. At the University of Massachusetts in Amherst, very frustrating for me at times because as you know, we're going through a campus budget crisis now. We have a big fiscal shortfall Jack and I commiserate about regularly. We're both on the program of budget council together. When we need state support for the Amherst campus, when there is a fiscal crisis, that's when faculty members and students get on buses and go down to the state capital and lobby our representatives. It's the only time they go. I can't tell you how many times I've had people in the legislature who are the leadership, when I've been there helping them with a problem they had; helping them with revenue projection or with a tax policy

question that had nothing to do with the university's business. When they literally put their arm around my shoulder and said 'Craig, it's so nice to have someone from the university here helping us with a problem. Usually the only time we see someone is when they want something or want money.'

That's the politics of Boston that western Massachusetts has to be involved with. The business community, the university. We can't have just a handful of elected leaders from western Mass. trying to carry the ball for us.

Moderator Matt Malone: Thank you Craig. We're now going to bring this discussion down to ground level by having a panel discussion both with Professor Tager and Professor Moore, but also two people who have lived out this dynamic, this east and west dynamic on Beacon Hill, and have been part of the history and the evolution of this issue by virtue of their positions. It will be moderated by Don MacGillis, former editor of the *Berkshire Eagle* and now an editorial writer for the *Boston Globe* who is from western Massachusetts and works in eastern Massachusetts. He's a kind of bicoastal commonwealth citizen.

We are extremely fortunate to have with us today Shannon O'Brien, the treasurer of the commonwealth, a state-wide elected official from outside of Boston but whose not only thought about a lot of these questions but who has also worked on them. We were very encouraged when we called up her office and invited her to come to this forum today and take part in this panel discussion. They were very clear in the treasurer's office that she wanted to be sure that she was here to hear these presentations and to hear what people have to say and then respond, which is a wonderful thing and we're extremely fortunate that she's taken the time out of a very busy schedule to be here today to not only speak to us but also to listen to what folks have to say about this question. And I would like to invite her and our other guests up to the stage. Let's welcome them.

Moderator Don MacGillis: Thank you Professor Moore for that plug for the *Boston Globe*. We need all the circulation we can get out here. I'd like to invite Madame Treasurer to begin a response to a very challenging task in front of us. Based on those first two speeches, we have both historic and economic determinism working against one Massachusetts and, are there political solutions to this? We are one commonwealth in the sense that our laws are all made for the entire state. We have one lottery, which of course you're in charge of. You're running the one organization that divides us in a different way, not..

Treasurer Shannon O'Brien: Don't talk about that because people in western Massachusetts think they don't win as often as they do in Boston so (audience laughs) that's another issue that I could talk about, so..

Moderator Don MacGillis: I was gonna say, you

Treasurer Shannon O'Brien: which is not true.

Moderator Don MacGillis: You're lottery divides us not east vs. west but winners vs. losers! (audience laughs).

Treasurer Shannon O'Brien: (laughs) sorry (audience laughs).

Moderator Don MacGillis: Why don't you start, Madame Treasurer?

Treasurer Shannon O'Brien: Well it's interesting. I was going to give a brief presentation and in listening to Professor Moore, it reminds me of a story that I first encountered when I was running for state representative. I was twenty-six years old, I was fresh out of law school, a new lawyer, and I was running for a very big office, state representative. And one of the biggest issues in the campaign, was the diversion of the Connecticut River into the Quabbin to support additional water supply for the city of Boston. And we won't get into the original flooding of the towns in central Massachusetts to create the water supply for Boston. But that was an issue that enraged environmentalists. But it really brought the western Massachusetts community together. And I remember going to that hearing as a state representative, because obviously my district didn't touch anywhere. East Hampton, Hadley, and South Hadley were all joined by the middle of the Connecticut River. And so we knew in an environmental sense but also in a business sense, how important that river was to our success. And I remember going to the hearing that they had at the Northampton High School and I was very eager to give my testimony. I did however get elbowed out of line by a gentleman dressed as a Woodchuck, so u-m (audience laughs).

It was a long night. But many people had an opportunity to speak on it but it really I think not only solidified the interest that we have here in western Massachusetts in preserving our way of life, but also the precious resources that we have. And very quickly the MWRA I think understood not only just that this was an east-west issue but they understood that it was bad environmental policy as well. What they should have been doing was fixing the leaks because all of this water coming in from the Quabbin going into the Boston area, we could have, instead of diverting these waters, we could have just fixed the leaks, and that's one of the things that they've been doing and have avoided that option.

Now constantly as a state representative, we ran up against this issue. Reminding Boston that we exist and, I think that listening to Professor Tager, one of the most important issues is the issue of transportation. I think that that is very, very clear. I now live down on the South Shore. When my husband was a former state representative, one of his big issues down there was transportation; getting those trains north south, making sure that the old Colony trains were running. And I know what that has done for the quality of life down in south-eastern Massachusetts and I know what that's done to the property values in our community in a very short period of time. So looking at transportation issues has been a constant refrain. When you hear the legislators in Boston talk about economic training, economic development, when people lose their jobs in the greater Boston suburban area, they jump on a bus or they jump on a train. I actually had my office look up the bus service between East Hampton and North Hampton. I think it might be every hour. I also note that the Peter Pan service now that used to go directly from Williamstown into Boston now has to go from Williamstown down through Greenfield, Springfield, Route 91, and then, to Boston, adding I would presume at least an hour and a half in terms of time to travel into that city.

So transportation issues, I think, are a common theme that you've heard and something that we in the legislature when I was there, had to pay a lot of attention to. One of the ways, and I think we've heard this today, that we can overcome some of those barriers and that our state leaders, east and west, must be more cognizant of is the issue of high

speed internet access. We know that the Berkshire Compact has been very successful in allowing businesses to grow there. That in essence, overcomes some of the problems of being able to transport oneself back and forth from work. And just, and I don't want to give a long comment, but transportation issues I think have dominated much of the political divide between east and west when it comes to the problems of the Big Dig. So many people don't understand, I mean I was reading a MassINC article and a selectman up in Shelburn Falls, affectionately refers to the Big Dig as the Big Pig, and that is one of the things that I think Professor Tager talked about is the people in eastern Massachusetts, that north-south corridor, allowing transportation between that north-south corridor is of critical importance, not only to the Boston and suburban communities, but also New Hampshire, Rhode Island. The entire New England region is dependant upon that north-south access, allowing goods and services to transport freely through there. But that doesn't mean, that doesn't mean that the folks in Boston can forget about the people in western Massachusetts.

One of the biggest battles that I engaged in as treasurer over the course of the last several years, is literally blowing the whistle on the cost over-runs at the Big Dig. But more importantly, blowing the whistle on the fact that in the course of paying for those Big Dig costs, that they were holding back revenues for cities and towns to pay for the road and bridge projects out here. We can understand, I think intellectually, how important it is that we have a regional approach to transportation issues to economic development. But when we are not only suspicious of, but find out truly have gotten the short end of the stick in an illegal fashion, not getting the money that we deserve out in our region, that further breeds that cynical attitude that people in western Massachusetts have about the folks in Boston, and their lack of understanding about what should go on here.

Now in closing I just want to say that we need to understand that this is hard. I don't just hear these complaints in western Massachusetts, although they're much more pitched and much louder. When I go to Fall River, when I go to New Bedford, another area of the state that it has historically had higher rates of unemployment, we hear the same thing: Boston doesn't pay attention to us, Boston gets the resources. The one example that I think is a fine one that shows why common investment in western Massachusetts (and) in other areas of the state can have an ultimate, big picture effect on the state's economy is MassMOCA. For years, under the leadership of Dan Bosley, attempting to put an art museum out in Berkshire county for all those people in New York (audience laughs). Give them an art museum. Mary Jane McKenna, and God bless her, Mary Jane McKenna, the former tourism director, actually says 'You can't get there from here.' Dan Gregory, the then economic affairs secretary said 'Living in North Adams is like living at the very long, dark end of a bowling alley.' How quaint (audience laughs). I know that if Steve Pierce, a western Mass. person, had won for governor, he wouldn't have held up some of the bonding our monies which ultimately were released to help create MassMOCA. MassMOCA now returns 1.3 million dollars in tax revenues to the state. The debt service for MassMOCA is a million dollars, thereby making sure that the people in Whitman, Boston, and everywhere else have a three-hundred thousand dollar bonus from having soundly invested in something that has a positive impact for the whole state.

So as a very parochial legislator, I was very sensitive to the east-west divide as someone who has represented constituents on a statewide level. I understand not only the need to have the sensitivity to individual areas and the special needs that they have.

But we do have to remember that common pot. And as a politician who takes polls, Professor Tager, I know where the votes are too. So I do understand that we have to remember that we have to share this common resource but we also have to have a sensitivity to the separate areas. But I very much enjoyed the presentations from both professors.

Moderator Don MacGillis: Thank You. President Bartley, years and years ago, well over a century ago, the decision was made to put the state university of Massachusetts in western Massachusetts and since then, I think the first community college in the state was in Pittsfield and community colleges have developed in western and eastern Massachusetts. What role are colleges and the University of Massachusetts playing in drawing students from the east but also in becoming engines of economic development throughout the state, especially in western Mass.?

President David Bartley: Well first, the Morrill Act allowed the state to put the university where they wanted it. Jack Tager I think will back me up on this. The people in Boston put it as far away as they could get it. So, I don't want anyone from Amherst to think that it was a wonderful decision it was made for that reason. But I think there has been a tie-in with the university of Massachusetts and with the first community college that happened to be started in Berkshire. That really started out there because Tom O'Connell wanted to live in the Berkshires. He had worked there... Some of the reasons for the historical facts that take place really have nothing to do with great decisions being made.

First, though, I'd like to thank Dr. Moore and Dr. Tager for the historical, economic development questions that they have placed before you to give a sense of history of what has happened, and it has continued into modern times. Shannon tells the story of the art museum. I have an amusing one about the MBTA. The MBTA has no service out here. At one time the first question was 'Why the hell are we funding the MBTA?'

And Governor Sargent said 'Let me tell you something. That would not have happened unless I had the dramatic support of the speaker of the Massachusetts house from Holyoke who understood the economic issue of why we had to fund that, and I want to publicly thank him for doing that!' (audience laughs). The next day, the *Springfield Union* had war headlines: 'Bartley Supports MBTA!' I returned to Boston the following Monday and I said, 'say Frank, you 'blankety-blank', do me a favor, just go out and kick the hell out of me. It's much nicer for my political success.'

But that's one example. I think that the way that we've tried to equalize some of it has been the formation of Pioneer Valley Transit. I think things like the funding for the cities and towns is dramatically important. I think another reason that we feel paranoid out here is because the headquarters of the state agencies are located obviously in the capital city as is the capital city is Boston. And Jack made a very, very good point about the big city, the capital being Boston. In comparison, you think of some reporter that works for *The New York Times* and he or she is sentenced to Albany. God, isn't that awful. Or one from Pittsburgh or Philly that has to go to Harrisburg. And I think that's true of all the states that he's mentioned. Or even in California: You're covering L.A. or San Francisco and they send you to Sacramento. What a public penance that is. Anyway, the conflict has been there. We've tried to articulate some of the reasons for it. I think that the internet, the turnpike, and of course the irony of the turnpike is that we pay for it. It's

not free, although the first seven exits for political reasons and stupid economic reasons were made free.

Treasurer Shannon O'Brien: Tell us what you really think Dave! (audience laughs)

President David Bartley: I've been bashful for years! Anyway, I think that it is there and Shannon did mention, other people in the sections of the state feel the same way. New Bedford, when you go down there, or Fall River, or even the people in Boston say 'Why do you give all the money to the hay shakers in the other part of the state, in western Mass?' But I think the most amusing story are the people from Worcester who tell you 'Why did you ignore the great heartland of Massachusetts?' So, we have it to a degree. And I think you tried to cover some of the issues. I think Dr. Moore spoke especially of business people who have got to serve on the boards in the other ends of the state. I think the university does a good job of trying to look at a statewide picture. And I think that is critical to see what areas do bind us together so that we can make sure that western Mass. and eastern Mass. both prosper at the same time.

Moderator Don MacGillis: Thank you. Professor Tager, my home in Pittsfield is a quarter mile from where Herman Melville wrote *Moby Dick*, a novel of course which begins in New Bedford. And I think he, among many Massachusetts writers, tied the state together, even had a vision of this state as one place, one commonwealth truly. Thoreau went up Mt. Greylock, wrote very movingly of it. Longfellow wrote in Pittsfield. Hawthorne picnic-ed with Melville that first summer when they were both in the Berkshires together. I think that perhaps our writers have seen the commonwealth as one place, more than some of our politicians. Is this a place where we can begin to look to make this state a unified whole?

Professor Jack Tager: Well I'm not sure we have in the twenty-first century writers of such caliber in the Massachusetts that you're talking about, whereas the people you spoke about summered in the Berkshires and did some work in the Berkshires. When a person thinks about Nathaniel Hawthorne, they think about *The House of Seven Gables*, you know, and Salem. And Thoreau of course and *Walden Pond*, which is just outside of Boston. Thomas Wentworth Higginson who was the editor of the *Atlantic Monthly*, did probably more for spreading literature from Boston to the rest of the state with his discovery of Emily Dickinson, and he's the first person who published her. But I don't see any kind of literature connection that brought the state together myself. The major works of people who wrote in the nineteenth century, it seems to me, represented a kind of transcendentalism that came out of Ralph Waldo Emerson and *The Dial* and Margaret Fuller. So, I don't see that. And I think the few people that are doing major work are people on the fringes of Massachusetts, more like New Hampshire or Vermont. Like Russell Banks and others who are doing kind of a New England picture in which they spend more time talking about the difficulties of rural life. I don't see any urban kind of author in the twenty-first century that tries to bring us all together. But, this is not my area of expertise.

Moderator Don MacGillis: Getting back to the economic determinism that seems to divide the state in ways that leave west and east quite apart, really the north-south flows with the rivers and whatnot, back when he was governor and before he headed off to New York, Governor Weld talked about MagLev of trains between the east and the west that would go along the median divider of the Massachusetts turnpike and put Berkshire

county within forty minutes of Boston. Shannon O'Brien mentioned improving the connections for the rural parts of the state. Are there other technological developments, Professor Moore that you could see that would make us more one state economically?

Professor Craig Moore: I think transportation's important. I think the Internet also can be an important factor, certainly in a place like Berkshire county, it's been very

Treasurer Shannon O'Brien: and Franklin County

Professor Craig Moore: and Franklin County. But I don't that think there's anything that replaces those face-to-face meetings of people. And I think that, for example, is why a lot of companies, even though economically it would be cheaper to move outside of New York, have stayed in the financial industry because they want the face-to-face deal-making. There's an awful lot to be said for face-to-face interaction and that social networking that goes on. And there's something about the way that people geographically the scale of things, the way they think about things if they grow up in Massachusetts.

When I first came here and I would talk about going to Boston or going to Albany, let alone to Northampton, which was closer, people would say 'Why are you gonna drive all the way there?' When I tell people that I literally commuted back and forth from South Hadley to Boston everyday, they thought I was just from another planet. But in other parts of the United States, where states are larger, where distances are greater, and where people grow up with that scale, it's not unusual. And I think here, there's a kind of small town parochialism and part of that is a kind of resistance to traveling very far, and it's held us back.

I remember I was at a meeting with a group of professors at the university a couple of years ago, and David Scott had gotten us together at his home to talk about how we could become more involved in integrative things and economic development and so on. And a group of distinguished professors were from polymer science, which I understand UMass has one of the finest polymer science programs in the world. And I said, I raised the question, I said 'At other major universities, the medical schools and polymer science programs have a very good, tight, integrated research program and it generates lots of new products and economic development. And I said to these professors of polymer science 'What kinds of research are you doing and why aren't you doing more with our big medical school in Worcester? It's growing so fast and doing so much.' This professor looked at me and he said 'We tried to tell them to locate the medical school here in Amherst. They just wouldn't listen to us.' (audience laughs) And that was the answer. He said 'Ya know there almost fifty miles away.'

I thought about it and I think that the Internet helps. I think that if we had better and more efficient transportation. But, there also is a mindset that has to say 'I want to become part of that community, part of that network.' And it isn't just Massachusetts. I want to emphasize that our economy is not defined by the state boundaries. Those north-south connections are with Connecticut, Rhode Island, New Hampshire, southern Vermont, upstate New York. Southern New England is an economy. And it's part of a bigger economy that's a corridor between Washington and Boston. And we have to think of ourselves as part of a bigger business community, a bigger social community, and part of a bigger piece of the world.

Professor Jack Tager: Can I just say something about transportation? I just want to put in that we have been talking about the need for more public, rapid transit kinds of developments that would link us to the east. That can't happen. It's all predicated on density of population, and to make such a thing worthwhile, you need lots of people. Otherwise, it costs too much money. And the railways between the east and the west have diminished. They were much better in the late nineteenth century than they are now. And the reason for that is very clear, that these things cost a lot of money and need constant use. Also, you need people who are willing to, you were talking about the south shore. I mean, Hingham was opposed to this railroad connection, which of course they want to keep people out. When you're there and you have everything, you keep everybody out. But other people want to come in. This kind of exclusive business is very non-democratic. But it's very difficult to have connections between important links with the east. You can't have it through rapid transit because it's too expensive.

Moderator Don MacGillis: Treasurer O'Brien, because of the upheaval at MassPort, tourism in Massachusetts is going through a kind of a reshaping, I think. Is there an effort being made to, for instance, to make Bostonians aware of the world's largest contemporary art museum in North Adams? Or in fact, the spanking-new Basketball Hall of Fame just down the road from here in Springfield, and some of the other places that the state has invested extremely generously out here.

Treasurer Shannon O'Brien: Well, a couple of different things. The tragedy of September 11th and the impact that it's had on travel into and out of Logan airport has certainly had a significant impact on the regional economy there and that's something that I think just leadership going in, putting the public safety ahead of politics has to be job number one for the current and the next governor. But one of the unimagined but positive benefits according to some of the reports that I've gotten back are that, because people are not flying, they're driving. And they're driving to Berkshire County. That apparently, the MassMOCA numbers, in terms of people coming to visit that during the Fall have rivaled that of their summer-time visitors, which is very unique for them. I presume, and I have not talked to the folks at the Basketball Hall of Fame, but I would presume that they're probably seeing some similar numbers. So we need to seize upon this.

I know very few people who think that you 'summer' in the Berkshires. You go to the Cape or you go to Maine or New Hampshire. You don't even think about going out to western Massachusetts. And so, one of the things that we have seen since September 11th is a rethinking and a re-look at some of the focuses of MassPort. We've seen a balkanization of economic affairs efforts during the course of the past ten, twelve years. We used to have an economic affairs secretariat that was demoted, and the importance I believe of economic development has been somewhat demoted. We have tourism in one place, we have international trade in another. We must, as a commonwealth I think, better coordinate those economic development interests. And I certainly think that tourism in western Massachusetts can be a terrific development tool for us out here. And telling people yes, you don't have to get in an airplane, you can fly and you can have a fabulous vacation out in the Berkshires or in the Pioneer Valley, is something that we need to do a much greater job at.

I remember as a kid, one of the first evidences of the east west divide came from --we actually summured down at the Cape. We learned the difference between, it wasn't cool

to drink soda, you had to drink tonic. You didn't eat sprinkles, you ate jimmies, and you didn't eat grinders, you ate subs. So getting those people who eat all of those things to come back out here to learn the joys of kielbasa and other things, I think would be of terrific importance to them.

President David Bartley: I think too that the start of it is the turnpike, the improvements in Route 2. I think that there's a potential if there are federal and other dollars to link the areas. If there was a major mass transit, and really the only mass transit now is Peter McNally and the Peter Pan bus lines, thanks for the plug Peter. I think that it's possible and I'll give you a very chilling statistic that I'm sure Shannon is coming close to. I could document with ease of spending four years of my life on the Massachusetts turnpike over the past forty-two years. That's the most depressing statistic I could leave with you.

Professor Craig Moore: If I could just say a little bit about tourism too. Tourism is one of the sectors of the economy we know less about than we should, along with small business. But one of the things we do know about it is that people who come here who are tourists from outside don't come to Boston, they don't come to western Massachusetts, they come to New England. They frequently, when people were flying, they would fly to Boston, rent a car, they'd spend a couple of days in Boston, a couple of days up in Maine down to the Cape. They might come west. They might go to various places but they would travel around depending on the time of the year and what they were interested in. Western Massachusetts has an unbelievable set of attributes for tourism year round. And the Springfield area, many of you have seen me say this in editorials and the local paper, tourism is an absolutely critical part of the future economy of this region, this western Mass. region. And the links that it has to gambling in Connecticut, to skiing in Vermont, culture in the Berkshires, the Basketball Hall of Fame, Six Flags, and on and on. There are tremendous tourist attractions. This is an essential part of the economy, not just to the valley, not just to the state, but to all of New England. And it's a New England-wide industry and it's one that has to be studied that way and promoted that way. We have to promote New England.

Treasurer Shannon O'Brien: One of the things that western Massachusetts public officials have done has been to come together to band, to protect this unique way of life. I mean I live in cranberry country right now. I live probably five miles away from a cranberry bog, and we have seen the devastation of the cranberry industry with I guess Wisconsin. Now where Massachusetts was the single largest producer of cranberries and Ocean Spray being a very large importer down in our area, we have not seen the same type of price supports for cranberries. And we haven't had, and again not to cast dispersions on my state representative or anything like that, but I just think that the folks from western Massachusetts have bonded together around a number of important political issues and have been much more effective. Don't write that down because I'm running statewide. I, I, that map back there, anyway (audience laughs) But the fact is, that I applaud the legislative delegation because they have, I'll remind people here of one more fight: Western Mass. Hospital. Just about all of the other public health hospitals who are providing health care to the poorest of the poor and the sickest of the sick, I believe that if Western Mass. Hospital were called "O'Brien Hospital", it wouldn't have remained open. But we were able to rally around a common, important issue that geographically we could understand, but politically and socially and morally and otherwise, that was probably one of the reasons that we were able to, I think it's one of the only public health hospitals, or only one of two that remained open when there was

an effort to close it. So we have a very solid legislative delegation historically that has stood up for us and done a very good job.

Moderator Don MacGillis: Professor Moore mentioned that in Berkshire County, people are more likely to get their news from an Albany T.V. station than anything else. And I know there are cable systems out there that, as far as I know, carry absolutely no Boston stations except for whatever's carrying the Red Sox.

President David Bartley: That's another story about the cable operators! (laughter) I don't have two hours to talk about that one!

Moderator Don MacGillis: Do we need state legislation to insure that Massachusetts voters, and they go all the way to Williamstown and to Sheffield, are learning about Massachusetts issues through the media? President Bartley, are you..?

President David Bartley: Well I don't want to dictate what the media puts on. Lord, did I ever try to do that! But I think the issue of what's available and what's carried when you have no real other access on those cables is really one of the scandals in America that I hope will be solved in the twenty-first century. And that would give a potential to it. As far as newspapers, there are the national and the local papers. *The Boston Globe* considers itself a paper of national importance. At least they think it is anyway, and I wouldn't want to delude them in any way! (laughter). As Bill Bulger said 'They're the *Herald* with verbs.' (laughter) Note that was Bulger that said that! (laughter) I'm just repeating!

Professor Craig Moore: One of his favorite lines!

Professor Jack Tager: And one of his favorite newspapers!

President David Bartley: Of course it is! I think it would be better if people had a much greater choice and a variety and sometimes that's restricted by the television channels. They don't want that to happen because they don't want the local news sometimes to compete from Boston with the local news out here. But I do wish people had a wider choice.

Professor Jack Tager: Can I just ask a question? I know you're from the *Boston Globe* but I really question about is there anybody from the media of Boston here today? I saw Lynn Barry and Susan Goodman of Channel 40 called me yesterday. Is there a reporter from the *Boston Herald* or the *Boston Globe* here or anybody like that? To report what we're doing? You see, we're gonna be talking to ourselves! (everyone laughs) and they're not paying any attention anyway! There's nobody here to report it!

Moderator Don MacGillis: Well, on that note (everyone laughs) We'd like to open it up to questions now and we would like the questioners to come down to the microphone, and I see one already here. Would you like to come up and then... Others just come on down and sort of form up behind this gentleman. We have a microphone for you.

President David Bartley: There's great acoustics here anyway, you might not need it.

Moderator Don MacGillis: And please identify yourself and maybe your town too.

Speaker: I'm Roby Hubley, I work for the Massachusetts Audubon Society and I live in Amherst. My office is on Beacon street and I was born and raised in Waltham but I came out here to go to the University of Massachusetts. And the minute I hit the valley, my residence changed. From the minute I had a choice, I've lived here. And you know, it really strikes me that what keeps the division is a structural issue that probably to recommend correcting it would only make a person laugh and roll their eyes, and that is, the observations have already been made, the political institutions of this state should be in the center of this state. What really should be done is to take the capital of Massachusetts and put it in the center of the state. This is not western Massachusetts, this is central Massachusetts, the geographic center of the state, it's just right up here. And then people would see this thing. You know, I'm an ecologist and something very interesting has been learned just in the past ten years or so, and that is that, in a forest, the fungi underneath the soil actually connect to the roots of all the plants. And actually some of these fungi are the largest living organisms on earth, bigger than blue whales, and they're only a cell layer thick and they stretch over acres. And what they do is they take excess nutrients from plants that are prospering and they spread them through the forest and deliver them to plants that are prospering less. In that way, the fungi integrate the forest and bring the whole thing along as a unit. And I would suggest that that is the way government in Massachusetts should work. I mean, MOCA is a perfect example that if you have a little imagination, you can actually spread the prosperity around the state, and by a wider prosperity in the state, of course that increases security even where the major populations are, and maybe the major populations wouldn't be that concentrated if it were done that way. Our state parks, if you compare them to the state parks in New York or other states around us, they're a disgrace. And it's not Peter Weber's fault. The legislature doesn't put any money into our state parks. That's a tragedy. We should be purchasing the remaining in-holdings in Mount Tom state reservation and turning that into a major tourist destination. It has everything there to make it a fabulous place to be the jumping place and the integrating place for tourism in this whole part of the state. This place is fabulous to visit, believe me, I go out to all the places around here. But the state doesn't plan the state. The state doesn't cultivate the state. People like Finneran have a grip on the House of Representatives that's shameless!.. that's a true tragedy to the state and leads to less than the good government that a state like Massachusetts should be having. (applause) It should be broken, and then western and eastern Massachusetts will start thinking and planning and working and cooperating together. That's when it will happen.

Treasurer Shannon O'Brien: So Roby are you asking if I'm going to be the fungus candidate for governor? (everyone laughs) is that it? (everyone laughs)

Speaker Roby Hubley: I'll tell ya, the fungi have a lot to show in terms of what you would. . .

Treasurer Shannon O'Brien: I know if I could just respond to what Roby had to say. I certainly think that we out here in western Massachusetts I think are even more sensitive, except maybe the folks on the cape, the cape and western Massachusetts. I think that the folks here have a much more sensitive understanding of what the environment means. It means so much more to our quality of life and we have to do much more in terms of leadership on environmental issues and we really haven't seen enough of that. We've had a great economy here during the course of the last twelve

years but we have been under-investing in our environment and we have to have a much better long term plan for that.

Moderator Don MacGillis: Next question.

Speaker Dick Tracy: I'm Dick Tracy from the town of West Hampton and I particularly wanted to continue the conversation on television communications but a couple of other comments I'd like to make first. I thought professor Moore was right on when he said that our provincialism is a handicap, and it truly is. And if you go to Vermont, it's really interesting to watch and see the clear disparity there between the people who are successful and who are making Vermont operate in all of its successful areas and how the provincial natives are not gaining from that. They're still living in their shacks and in their mobile homes out behind the barn because they don't want to change and we have to recognize that and be willing to recognize that the rest of the state is there. It is one of our problems. Maybe a small part of that is the.. your question on the milk problem and the dairy farmers. It was clearly a case where we did not do a good enough job of educating the eastern end of the state as to how it was going to effect the whole state. They don't realize what they're going to lose until all these farms and the pastoral views that they love to come and visit are gone. And it was not done. One of the ways which I have always thought could help solve some of this divide is, and I ask this as a question 'What is the possibility of having a Massachusetts news network so that in the mornings and at six o'clock and at eleven o'clock there would be a network that would pick up news from every corner of the state, strictly from Massachusetts, and all the stations who were part of it could use it. I think we really need to do that. They don't know what we're doing, just like professor Tager said, and to be honest we don't know what they're doing because we don't care enough. We really need to have that forced upon us in some way. And could we have a Massachusetts news network, where every state radio and television station could pick from it and present that to us?

Moderator Don MacGillis: Interesting idea. Maybe we should change the *Boston Globe* to the *Massachusetts Globe*? (audience laughs).

Professor Jack Tager: No, it would have to be called the *New England Globe*, because that's what it is. It's a regional newspaper that is the center of the financial heart of New England.

Moderator Don MacGillis: I will pass that on to our owners, who are of course in New York City (audience laughs). Next question.

Speaker Ingrid Bredenberg: Hi my name is Ingrid Bredenberg and I'm from Montague, Massachusetts. And in listening to all the different presentations this morning I'm really struck by the fact that maybe, trying to bridge the east-west isn't the best use of certainly my time. I'm a consultant, I go to Boston, I have clients there and I love being in western Massachusetts and I personally am much more interested in discovering and knowing about organizations, projects, resources that are working on the future of the valley so that we have a stronger voice to meet our needs so that we are worth the attention of Boston, if that's what we're looking for. Or more importantly, how we can continue to build what is I think a very unique and wonderful community out here so that we can align even our differences so that we can be both effective and very compelling in

making an impact for the state and for the whole region. I'm looking for resources, projects, organizations.

Professor Craig Moore: You know I think that your point's a good one, and there was one that was made by a gentlemen at a meeting I was at a few weeks ago when they had a joint meeting of Springfield and Hartford, and we were talking about the valley's economy. And someone stood up toward the end of that meeting and said 'Why is everyone so interested in trying to be bigger and trying to be more like some other place? What about the quality of what we have here and what about thinking about what's become called sustainable development? What about trying to find a balanced economy and a balanced way of life that makes sense, that does preserve the environment, that does preserve the kind of culture and environment we have here? And there's something really to be said for that. There are always interests in every region that want us to think that bigger is better, that it means more employment, more investment opportunities, more money, more business opportunities. We also have people on the other side who say 'What about the quality of life and protecting that?' And I think that that's a very good point that isn't made enough, that we don't talk enough about 'Does the sort of development that we're envisioning or trying to plan for make sense?' The other thing is we don't have a good balance between our view of the urban part of our region and the rest of it.

And when you looked at Jack Tager's map and he showed you that the big growth area was that suburban ring, not the cities. And if you look around and you look at the issues in this state, our cities, the urban core of Massachusetts is not in great shape. All the emphasis and money ends up in that suburban ring. And it really makes me feel good when I see the kinds of development and economic opportunities and renaissance going on in a place like Springfield, where you can see the new restaurants and the new Basketball Hall of Fame and new hotels and things happening in a new, rich kind of cultural rebirth in the neighborhoods too. We don't seem to be very good at looking at our natural environment, our urban core, and what we want the quality of life to be, how we spatially arrange that. There isn't good communication between the people trying to deal with those problems in a more integrated way.

Speaker Peggy Maisel: My name is Peggy Maisel from Northampton. I wanted to go back to the transportation issue. Professor Tager, I think you said you thought it was pretty much impossible this high speed rail link because the economics don't support it. My question I think is mostly to Shannon O'Brien, what is government going to do for those people who don't want to spend four years of their life commuting on the Mass Turnpike. What will government do to foster it being one Massachusetts, being more one economy so those face to face meetings can happen?

Treasurer Shannon O'Brien: I think it's just what professor Moore was talking about and what, I forget your name, what this woman here was saying, is that we have to enhance the unique economic climate out here, whether it's in enhancing in Franklin county and Berkshire county, you know the high speed internet hookup so that the transportation issues I think become less important. Certainly I know that one of the problems that they're having down in south eastern Massachusetts in terms of enhancing the rail service there is, what is the per capita cost going to be, what's the subsidy going to be? We're already subsidizing people who ride the MBTA in Boston. And as those geographic areas become more sparsely populated that subsidy becomes

even higher and less efficient. So whether or not it's efficient and cost effective for us to revamp and restore our east-west rail service, I'm not sure about that. But I do know that what we can be doing is enhancing the mission of the University of Massachusetts, the mission of the community colleges like Holyoke community college, and making sure that we have training and retraining programs for adults, making sure that we have that access to those alternative forms of communication so that business that otherwise would have to be in urban areas can come here and can resettle here. And then I think we have to also look to promote areas like tourism. We've talked about that here today, we've seen that that could be a tremendous economic jumpstart here for the economy. Those are things that we can do to preserve the economy out here, especially when you see that places like Franklin county have much lower, and Hampshire county have much lower per capita incomes, and that the median incomes out here are even lower than that in the Boston area. So we must do I think more to preserve the unique quality of it. Look at the transportation issues and see if they're cost effective, but there's a lot that we can do to help the people who are out here and to attract more and greater business opportunities.

Speaker Mary Rogeness: Hi, I'm Mary Rogeness, I'm from Longmeadow and a state representative. If I take nothing else home from here I really appreciate your comment professor Moore about the fact that we should have put the medical school in Amherst because that tendency is, I have it too, and it's so limiting in what you can accomplish if you look at the way things ought to be and the way things used to be instead of at the way things are. And, just before we leave, I wonder if we could have an idea of, maybe by county, of where people are from.

President David Bartley: Mary, you look at historically at the study of where the medical school went and why it went there. There should be a couple of PhD theses that are available from looking at that. I know I could write one.

Speaker (Mary): Yeah but it isn't. (both laugh)

Moderator Don MacGillis: Mr. Spring.

Speaker Bill Spring: Bill Spring is my name. I'm vice-president of media affairs at the Federal Reserve Bank in Boston. But now, at the moment, I want to speak as a four year student at the old south school now closed and sold off of, where I went to fourth, fifth, sixth grade. And only one aisle of kids in each grade in this two-room schoolhouse but it was the best part of my education, including going four years to Harvard. And I want to congratulate MassINC for recognizing the value of communication between the western part of the state and the eastern part of the state. There's a very brief challenge: if there's a very bright fellow from Sweden who understands how Sweden, that tiny little sliver of a country, has become a great international exporter through very intelligent networking than we need, whether it's MassINC or the Foundation, somebody to do our state a great service and have an Internet network access based on Swedish principles and available to anybody anywhere in the state who wants to say 'who would I plug into given the fact that I'm a home-owner, business owner?' 'Where would I find the connections, statewide, with names and phone numbers? Some way of keeping track, because if we're going to build maybe a dream of MassINC, a really effective, interconnected commonwealth, we have to have some way that anybody, anywhere in the commonwealth, can find where can I make a connection and keep track of the

connection. And thinking that through is an internet organizational challenge but it would be an enormous help to people all over the state. And I'm not proposing this needs to be for the Shannon O'Brien organizing committee.

President David Bartley: Thank you (applause).

Professor Craig Moore: Bill, I think your idea of having better communication and a network would be a good step forward. But the key is also the way people network and the process in how they get introduced. Let me give you a really quick example of this. I had lunch with Bailey Jackson, whose was the dean of the school of education who just retired, back a few months ago. And I said to him 'When it became obvious that ed. reform was going to become the big issue in the state legislature, why didn't the school of education on the Amherst campus, why wasn't it there, right at the door, saying 'What can we do? How do we become an important player in facilitating this and doing this?' His answer basically was 'We didn't know who to talk to. It was being driven by the business community and we didn't have any connections, we didn't know who to talk to. The only people we knew how to talk to were the teachers. And the teacher's union said we started to become an advocate for them. And we somehow ended up, in retrospect, on the wrong side of that question. But we just didn't know how to go about it.' It wasn't in the loop. It wasn't part of the network. And if there had been the right introductions, if they had been in that network, it could have been a whole different story, an incredibly positive story. It just wasn't.

Moderator Don MacGillis: Thank you. Ladies, I'm afraid we're not going to be able to handle your questions. We're out of time, sorry. Matt Malone will wrap things up for us. Thanks.

Matt Malone: Thank you, Don MacGillis, from the *Boston Globe*. I'm sorry we promised our participants that we would end promptly so they would have time to get to their other engagements. Thank you all so very much for coming today. Two quick things. One, MassINC and The Humanities Foundation are going to continue to look at these questions and we will over time continue to have forums outside of greater Boston. (applause) And we will of course continue, as we have from the very first issue of *Commonwealth* magazine, to look at issues of concern to the entire state. Our town meeting monitor goes into every town, village and hamlet throughout the commonwealth, and you know, north, south, east, and west, and we will continue to do that.

President David Bartley: We'll welcome you back here on an annual basis (audience laughs).

Moderator Matt Malone: And so I encourage you to read *Commonwealth* to keep up. And secondly, there will be a transcript of this forum available on line at www.massinc.org which MassINC will e-mail to its network in eastern Massachusetts and ask them to read. Thank you to all of the panelists. Thank you everyone for coming today, and have a nice day (applause).