


1931

James Michael Curley Scrapbooks Volume 48

James Michael Curley

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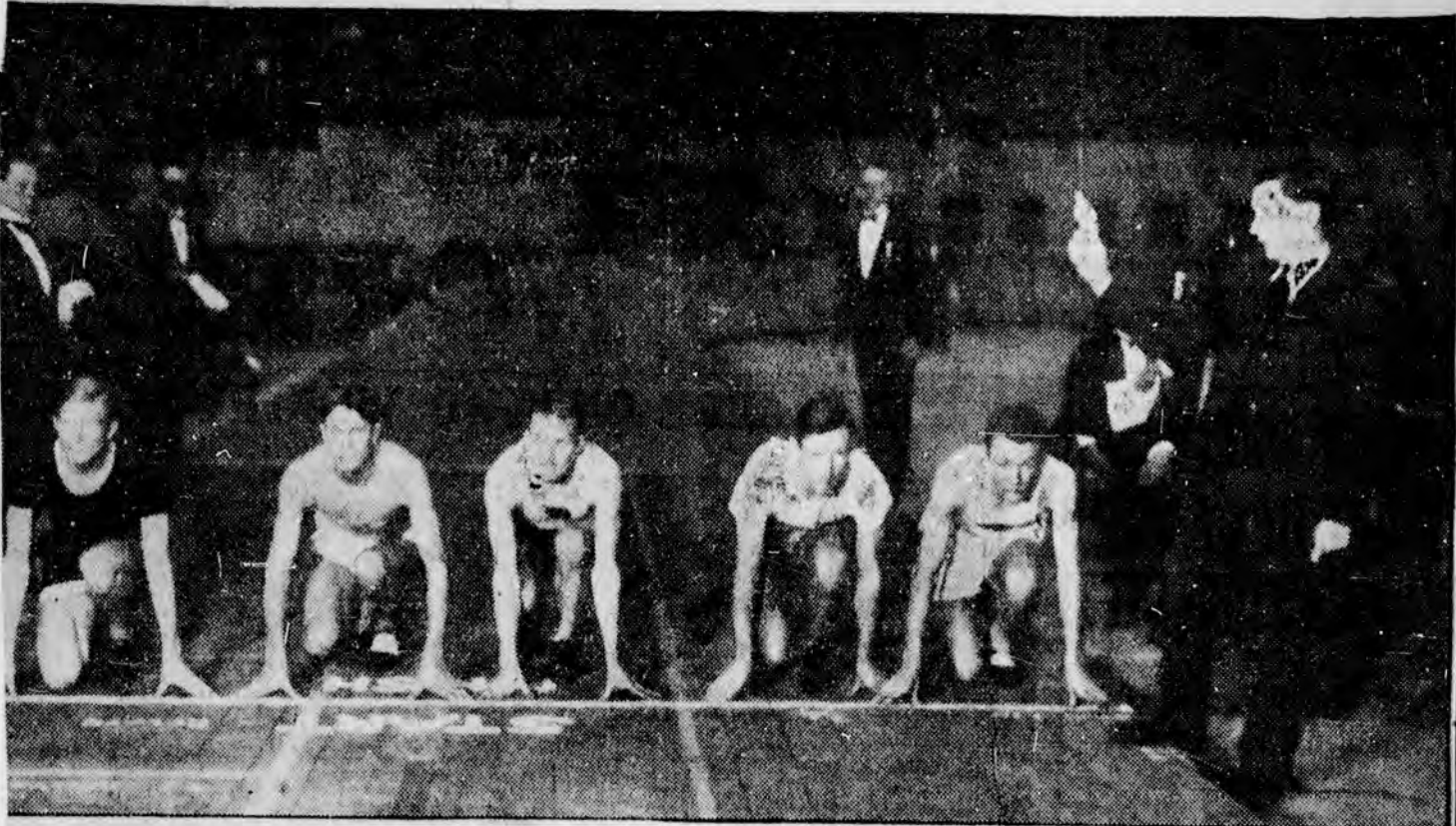
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Volume 48

LEO CURLEY STARTING THE K. OF C. MILE RUN



—Dr. Paul Martin, Frank Crowley, Bob Dalrymple, Gene Venzke and Ray Conger on their marks as the mayor's son raises the starter's pistol to send them on their way at the Prout games in the Garden last night. Conger won.

CONGER WINS CURLEY TROPHY IN K. OF C. MILE

Conger won the Curley trophy race, best known as the K. of C. mile, about as he pleased. Gene Venzke of the Swedish American A. C. of New York, finished in second place, about 12 yards in the race, with Bob Dalrymple of the B. A. A. just able to hold off a final lap drive by Dr. Paul Martin, the Swiss champion. The race showed that Dr. Martin was a mile short of work for he stayed with the field until the final quarter and then could not hold on. He made a good drive and gave the folks a pleasing performance.

It was Conger's race, hook, line and sinker. The great Illinois flash, who is as graceful as Paavo Nurmi and who has much of the Finn's killing power, took pace most of the way, but two laps from home he leaped by Venzke and won by a dozen yards. The time, 4 minutes 19.4-5 seconds, is a very fine performance. Frank Crowley, the interscholastic record holder at the mile, running for the University of Pennsylvania, was the other starter in the race. It was no contest when Conger was ready.

GLOBE 2/1/31

The visiting foreign amateur boxers and members of the local team which competed in an international series at the Garden last Monday night were guests of St. Joseph's T. A. S. at a dinner at the City Club last night.

Former Congressman Peter F. Tague represented Mayor Curley on behalf of the city of Boston. The Rev. Maurice O'Brien, spiritual advisor of St. Joseph's T. A. S., was leading speaker. Others included Dr. Walter G. Kendall of the B. A. A., Dist. Atty. William J. Foley, Carl Larssen, manager of the Norwegian boxing team; George T. Vedeler, Norwegian consul; Peter Bracknen, manager of the Belgian boxing team; Gen. William Murphy of Ireland; Bill Cuddy, president of St. Joseph's T. A. S., who conducted the recent tournament; Galveney Foley, Irish consul; Boxing Commissioner Eugene Buckley; Dr. W. Goode; J. Frank Facey, secretary of the N. E. A. A. 9. U.; John J. Fitzgerald, city councillor; Mayor John Murphy of Somerville, and Billy Griffin and Eddie Shea, court officers. Henry McKenna, treasurer of St. Joseph's T. A. S. was toastmaster.

HEAD OF FIN. COM. DENIES THAT AIM

Explains That Both, However,
Represent Unfairness to
Less Fortunate Pupils

Abolition of English high school and Girls' high school is "unthinkable," Chairman Frank A. Goodwin of the Finance Commission said today.

He asserted that the latest in stallment of the special school survey committee's report should not be interpreted as advocating doing away with these historic schools, but merely as recommending scrutiny of their part in the educational system of the city.

English high school is said to have been the first free high school in the world, while Girls' high was the first free high school for girls in America.

UNFAIRNESS CHARGED.

In spite of a tradition of high excellence that attaches to both, they represent unfairness to pupils attending the various local high schools, the survey committee stated.

Chairman Goodwin's statement was as follows:

"To suggest that the English high or the Girls' high be abolished is unthinkable. Both these original high schools hold a high place in our educational system.

"However, when the curriculum in the English high and the Girls' high is the same as in the East Boston, Dorchester, Brighton and other local high schools, there is no reason for expending large sums of money to make it possible for some pupils, to the exclusion of others, to attend these central high schools.

"All the investigating committee said was this:

"Besides the unfairness of offering a double opportunity to a few who may feel themselves superior to their mates, and the unnecessary cost to the taxpayers, it is unfair to the local high school.

"NARROWS OPPORTUNITY"

"It has a tendency to withdraw from the local schools the students who would help to make up the classes to justify instruction in some desired, and perhaps much-needed subjects, and so to narrow the opportunity of the students remaining in the local schools.

"This process, once started, gains momentum. One of the important high schools is now almost wholly restricted to the

subjects of the two vocational courses, trade and commercial, while the central schools are drawing its students away.

"The girls' high is attended by fully 600 pupils from sections that have local high schools for girls, and the English high by as many boys similarly situated."

"The school committee has in its program a new girls' high for Dorchester and one for West Roxbury. When these schools are built, at least 700 of the girls who are now in the central girls' high will be enabled to go to their local high schools. Why waste the people's money?"

FIGHT FOR PORT LED BY DAVIS

The federal government collects in Boston more in tonnage and taxes from vessels arriving from foreign ports than it expends on improvements in Boston Harbor, yet at New York only 13 per cent is collected, and at Philadelphia less than five per cent.

This was brought out today by Frank S. Davis, head of the Maritime Association of the Boston Chamber of Commerce at the rate differential hearing before Interstate Commerce Commissioners in the Chamber of Commerce.

GIVES FIGURES

From 1919 to 1929, Davis said, the Government collected \$1,636,946.42 in Boston or \$20,182.42 more than the amount expended in the same period on Boston Harbor improvements.

In the same 10 years the government collected \$6,122,411.10, or only about 13 per cent of the amount expended on New York Harbor, while at Philadelphia the collection was \$1,070,757.77, or less than five per cent.

At the reopening of the hearing today the Transportation Bureau of the Chamber of Commerce withdrew its intervention to let the Maritime Bureau handle the case in support of the Port Authority.

BOSTON ADVANTAGES

At the same time the Foreign Commerce Club filed a successful petition with the commissioners to be allowed to enter the controversy on behalf of Boston interests.

In his talk to the commissioners Davis declared that the Port of Boston has many advantages, natural and otherwise, as compared with New York and other ports but has long been seriously affected by rate handicaps. These handicaps would be practically nullified if the artificial barriers were raised, he said.

TUBE NAMERS HONOR CURLEY FAMILY

The tunnel-namers are hard at it—and the bewildered Tunnel Editor is up to his hips in names.

But out of the flood of designations for the new East Boston traffic tunnel, on which work will commence shortly, the name of Curley, thus far, leads all the rest.

In 30 variations, the name of his late wife and late son have been repeatedly submitted as those most fitting for the new tunnel.

AIRPORT RUNNER UP

The names Airport Tunnel and North Shore Tunnel are tied as runners-up, and then the votes are scattered among nearly 175 different choices.

And each mail brings in more and more votes.

Ernest A. Edwards of 213 Huntington ave. believes that the new name should be Airport Harbor Artery; Zelda M. Pineau of 949 Main st., North Woburn, submits Byrd Tunnel, while John J. Eckelmin of 170 Conant st., Manchester, N. H., sends in The Relief Tunnel.

A few voters and their suggestions are: E. W. Friend of 195 Lafayette st., Salem, with The Atlantic Tunnel; George Wyatt of 20 West Tremlett st., Dorchester, with Bay State Tube; Mrs. Madeline Carlsen of 62 Lonsdale st., Dorchester, Freshair Transit; John D. Drury of 103 Germaine ave., Bradford, with Commodore Barry Tunnel; Frank A. Raposa of 2 Berwick st., Somerville, with Metropolitan Tunnel, and W. F. Fellows of Union Station, Providence, with Bay State Tube.

PULASKI SUGGESTED

Others are Paul Carvin of 306 Washington ave., Chelsea, who submits Mystic Tube; Adolph S. Glinka of 66 Shawmut st., Chelsea, with K. Pulaski Tunnel; Ann Foley of 32 Wensley st., Boston, with The Cunard Tunnel; Edward Cox of Main st., Bedford, with Meriport Tunnel; Anthony Calelo of 385 Frankfort st., East Boston, with City Tunnel, and Phillip J. Carson of 6 Whippie st., Somerville, with The Harbor Way Tube.

These are only a few, picked at random. They are not suggestions for you, because you probably have ideas of your own.

Send in your name today. Merely fill out the coupon and mail it to The Tunnel Editor, Boston Evening American, 5 Winthrop sq., Boston.

MAYOR DEMANDS SCHOOLS ACTION

Threatens to Seek Legisla-
tion to Break Deadlock
On Committee

GOODWIN STRIKES BACK AT HURLEY

While the feud between Chairman Frank A. Goodwin of the finance commission and Chairman Joseph J. Hurley of the school committee was blazing forth with renewed fury yesterday, Mayor Curley took a hand in a dispute within the school committee itself which for months has held up action on construction of much-needed school buildings.

The mayor demanded that the two factions of the committee, long at loggerheads over appropriating a fund of \$1,119,000 for school construction, should reach an agreement at their meeting tomorrow night, otherwise, he said, he will seek revision of the law governing school appropriations.

Meanwhile fuel was added to the bitter Goodwin-Hurley controversy with the issue of a fresh statement by Goodwin, in which he accused Hurley of ignorance of school activities and of responsibility for the conditions which have been the basis for the investigation and criticism by the special board delegated by the finance commission to make a study of the school system.

In answer to what he termed the "intemperate remarks" of Hurley, who had characterized him as a "common scold," and had demanded that he "put up or shut up," Goodwin likened school department management to a "stuffed dummy, manipulated by unseen hands."

His statement said:

I sincerely hope the citizens of Boston will not get a wrong impression of our school system from the intemperate remarks of its head. On many occasions our investigating committee has commented upon the splendid personnel, both men and women, throughout the various departments and at the heads of them. The trouble is at the top.

The school department might be likened to a fine Rolls Royce operated by a stuffed dummy, manipulated by unseen hands. What is needed is to remove the operator and put a responsible head behind the wheel.

The stenographic report of Mr. Hurley's testimony before the investigating committee shows a woeful lack of responsible leadership. The testimony of another high official, relative to the chairman, says this: "Mr. Hurley, I don't think, is in the building very much.

... I suggested to the chairman if he would come in oftener, there might be an opportunity to tell him what was going on."

How long would any business corporation spending \$20,000,000 stand for this kind of direction? How much more vital is the education and care of 130,000 of our future citizens?

Aside from the prepared statement Goodwin declared that Chairman Hurley and Chairman Richard J. Lane of the department of school buildings, who has taken exception to phraseology in the report of the survey of the school system by the special board, which referred to "unsavory purchases," will have unlimited opportunity to voice their opinions at the public hearings which the commission will hold.

"I'm no cop," said Goodwin when he was asked to comment upon the probability of a demand for a grand jury investigation of certain phases of school affairs. "When I took this job, I said that I was not a cop and that statement stands.

"I and the other members of the commission have tried to work with the school committee. It was not our intention to antagonize them; but it is very apparent that co-operation does not exist."

The stress which Goodwin placed in his formal statement about the stenographic transcript of Chairman Hurley's testimony before the survey board, showed that the appearance of Hurley at the public hearings is awaited by the commission for the purpose of making public his statements which are not incorporated in the report of the survey board.

"Every member of the school committee, every official of the department and every citizen who desires to challenge any part of the report of the investigating board will have the opportunity," said Goodwin. "The board will be present to defend its report. After the hearings the commission will make its own reports."

The impasse within the school committee which has so aroused the ire of Mayor Curley has taken the form of a three-to-two split over an appropriation for new school buildings. Four affirmative votes are necessary under the law, and the bill which Corporation Counsel Silverman is prepared to file with the Legislature will ask that the law be changed to make a majority vote sufficient.

A virtual ultimatum has been given Mrs. Elizabeth M. Pigeon and Dr. Joseph V. Lyons, who are insistent upon the expenditure of the money for a new girls' high school, to agree with the majority opinion, or meet before the Legislature the demand of the mayor, which has the approval of Chairman Joseph J. Hurley, William A. Reilly and Francis M. Gray.

This drastic move was agreed upon at an extended conference which the mayor held Friday with Messrs. Hurley, Gray and Reilly, who share the joint opinion of the mayor and Chairman Goodwin of the finance commission that two intermediate schools are far more urgently needed than a new girls' high school.

An affirmative vote, some weeks ago, made possible by the joining of Mrs. Pigeon with the majority, was quickly nullified by her shift to a negative attitude upon the erection of intermediate schools in preference to a high school.

Another important agreement of the mayor's conference will result in an appeal to the Legislature to authorize the borrowing of all money which is to be expended this year for new construction

and to make possible the financing of new construction in 1932 and 1933 by appropriating three-fifths of the sum from the tax levy and obtaining the remainder by bond issues.

It is planned to ask for a three-year appropriation of \$15,000,000, with a provision that the money shall be spent in equal annual portions.

When questioned last night as to whether she was the "high official" named by Chairman Goodwin in his statement as having intimated that Chairman Hurley did not remain long enough in the school committee building to learn what was going on, Miss Ellen M. Cronin, secretary of the school committee, said:

"I cannot say now what I might have said in July in answer to questions from the investigating committee, but I do know that whatever I said was not intended as criticism of the chairman of the school committee. While the office hours of the chairman are Fridays, from 5 to 6, I know that the chairman constantly gives a great deal of time in his business office to matters pertaining to the schools."

HURLEY RAPS GOODWIN

"Ingenious Strategist" Foiled by
School Board, He Says

Frank A. Goodwin, chairman of the finance commission, hoped that remaining silent about the Boston school committee in the school survey report, he would "divorce" that body from the school system, which he intended to attack. In this he was foiled by the school committee members, who rose as one to defend the system.

Thus was explained the plan of Chairman Goodwin, "ingenious strategist," by Chairman Joseph J. Hurley of the school committee, speaking last night at the annual reunion of the Boston Normal School and Teachers College Association at the Hotel Statler. Before the dinner, a reception was held for Dr. Jeremiah E. Burke, superintendent of schools, who was guest of honor.

Poking fun at the school report of the finance commission, Chairman Hurley said that he "expected that in the fourth of the seven thrilling instalments, the hero and heroine would become engaged, estranged in the fifth and sixth and reconciled in the final instalment, which would tell of their happy marriage."

Dr. Burke said that the Teachers College had become the very centre of the Boston school system. All things considered, he said, the requirements at the college are higher than any city in the country.

The election was as follows: President, Anna M. Niland; vice-president, Mary E. Vaughan; secretaries, Anna M. Sheehan and Jessie G. Paine; treasurer, Theresa A. Dacey; directors, Anne D. Allard, Esther L. McNellis, the retiring president who presided last night, Adelaide Nelson, Rose Cooper and Dorothy Gray.

Resolutions by City Council in Appreciation of the Memorial Library



MAYOR CURLEY PRESENTING RESOLUTIONS TO LOUIS E. KIRSTEIN

Louis E. Kirstein in the office of Mayor Curley today was presented an engrossed set of resolutions adopted by the Boston City Council last year, in appreciation of Mr. Kirstein's gift to the city of a branch library on City Hall av. The sponsor of the resolutions was Councillor Herman L. Bush. Mayor Curley, in making the presentation, said:

"The new Kirstein Memorial Library, housing on the first two floors a business library and on the third floor a general library for adults, was opened to the public on May 7, 1930. The building and its equipment has proven most admirable in all respects, while its use has exceeded all expectations. The total number of persons who have been served by the library from the date of its opening on May 7 to the closing hour on Jan 30 was 34,779 (business branch, 93,186; general branch, 41,593), being an average of 658 persons each day. The library is not open evenings, Saturday afternoons or Sundays.

"The average number of person using the business branch each day was 155. The average number of persons using the Kirstein branch on the third floor was 203 persons. The maximum attendance for both the business and the general branch was on Jan 12 when the business branch served 687 persons and the general branch 329 persons, or a total of 1016.

Ready Reference Books

"As stated, the first two floors are occupied by the business branch. The third is occupied by a unit of the regular library branch system known as the Kirstein branch. Use of the mate-

rial in the business branch may be had by calling at the branch, by telephoning, or in certain cases by taking books away for use. The first floor is devoted to ready reference material. Here are to be found city and trade directories, cable codes, maps, atlases, investment services, timetables and countless other ready reference books.

"On the second floor will be found a wide collection of business reading, on all matters relating to business, the latest and most authoritative books. These may be borrowed for home or office use. In addition there are on file a large collection of pamphlets, bulletins, and magazines covering almost every phase of business; in addition the business information to be found in the publications of the United States Government.

"The close relations established by the Boston Public Library with the Baker Library of the Harvard Graduate School of Business Administration place the resources of that great library at the disposal of all citizens of Boston. Through the business branch it will often be possible to borrow the desired books from the Baker Library. At all times the volumes are available for use and study by the Boston business man at the Baker Library itself.

The third floor of the Kirstein memorial branch, a regular branch of the Boston Public Library, is intended solely for the service of adults. Here may be found general reference works, magazines and a good collection of books for the borrower. Through daily deliveries all books available for circulation at the central library may be obtained not only here, but at any branch.

PORT HEARING REOPENS TODAY

FOREIGN COMMERCE CLUB TO LEND AID

More united support of the Boston cause in the fight against free lighterage at the port of New York than was forthcoming at the earlier interstate commerce commission hearings, is promised for the continuance of the case, which will be reopened this morning in the library of the chamber of commerce at 10 A. M.

The Foreign Commerce Club, comprised of about 250 harbor business men, will intervene today in behalf of the Boston arguments. It was announced last night. Since the earlier hearings, directors of the marine association of the chamber of commerce have voted to throw their full resources to the Boston cause, and this evidence of support will be introduced in early testimony today.

The definite stand of the Maritime Association is expected to result in withdrawal from the case of the transportation bureau of the chamber, which filed an intervention when the hearings began. The directors of the chamber, although not definitely committing the chamber as a whole to either side of the argument, recently voted to place the situation entirely with the Maritime Association in so far as the chamber is affected.

The Boston case has been greatly strengthened by additional evidence prepared during the postponement.

This was the statement yesterday of Corporation Counsel Samuel Silverman, who with Atty. Johnston B. Campbell, former interstate commerce commission chairman, is directing the case for the city and port of Boston. Approximately 15 witnesses, familiar with conditions at the two ports, will present evidence supporting the Boston contention that privileges given shippers in New York harbors, and denied here, deprive Boston of millions of dollars worth of cargoes which would otherwise be shipped through this port.

The corporation counsel, who charged at the earlier hearings that witnesses prepared to take the stand in behalf of the Boston cause had been "called off" by New York interests, said yesterday that the case will lose nothing through their absence. Other witnesses are prepared to submit the evidence expected from those who failed to take the stand. Silverman was optimistic of the success of the Boston case despite the adherence of the Associated Industries of Massachusetts to its policy, expressed at the earlier hearings, of declining to support the Boston complaint.

George H. Parker of Washington, nationally known rate expert, is regarded as Boston's star witness. He is expected to be on the stand nearly two days. One of the early witnesses in Boston's behalf will be Frank S. Davis, chairman of the Maritime Association of the Chamber of Commerce.

The hearings are expected to take about one week. This will conclude the Boston complaint, and the next step in the prolonged fight will be the presentation of the New York defence in that city in April.

ASST SEC OF WAR DAVISON HERE BY PLANE FOR MAYOR'S DINNER



ARRIVED BY PLANE FROM WASHINGTON

Assistant Secretary of War F. Trubee Davison and His Pilot, Capt Ira E. Eaker

F. Trubee Davison, Assistant Secretary of War in charge of aeronautics, and Mrs Davison, arrived at the East Boston Airport at 4:30 yesterday afternoon to attend a dinner in the assistant secretary's honor to be given by Mayor James M. Curley at the Copley-Plaza tonight.

In company with the assistant secretary and his wife were Ambassador Hanford MacNider of Canada and his wife. The group arrived in a Sikorsky amphibian plane from Washington, piloted by Capt Ira Eaker, World War pilot.

The plane was met at the airport by Col A. B. Lincoln, air officer of the

1st Corps Area, and Robert Choate of the Boston Herald, who escorted the guests to the Copley-Plaza. They were accompanied by Maj Gen Fox Connor, commander of the 1st Corps Area.

Ambassador MacNider and Mrs MacNider were en route to Ottawa, Can, and stopped off in this city for a brief stay. Assistant Secretary Davison will speak at the dinner tonight, outlining the plan and projects of the Army Air Corps exercises, which will be based at the Boston Airport and conducted over the New England States in May.

New England Governors and Mayors, together with aviation officials, have been invited to the dinner by Mayor Curley.

THE SCHOOL BOARD MESS

In five years the school committee ought to be able to answer the question: "Shall we spend a million dollars on a new central high school for girls or on two intermediate schools?"

In five years it has changed its mind six times on this question. Four times it has gone on record in favor of the high school. Three times it has favored the intermediate schools. As the law now stands, two of the five members can block action. There is no majority rule in the school committee on such matters. Four members must agree or nothing can be done. No wonder the mayor threatens to ask the Legislature to change the law so that three members of the five can order things done. If that seems an extreme remedy, either Mrs. Pigeon or Dr. Lyons can prevent such action.

As a matter of fact a site was bought for a central girls' high school nine years ago and more than \$100,000 was expended for it. Four years passed with nothing done. Then in 1926 the struggle began between the advocates of the high school and those of the intermediate schools. The order of events has been roughly as follows:

In 1926 the high school project is abandoned and the intermediate school plan is adopted. Also \$15,000 is ordered spent largely to convert the high school site into a playground.

In 1928, as still another substitute for the central high school, \$52,000 is spent for land and plans for a girls' high school in Dorchester.

In 1929 the school committee reverses itself, goes back to the abandoned site, and appropriates \$1,119,995 to build and \$110,000 to plan a central girls' high school on the original location.

Next the Legislature gives the committee the right to spend about \$5,000,000 for elementary and intermediate schools to replace 225 portables, and of this sum \$1,119,995 is to be transferred from the girls' central high school project.

On Dec. 3, 1929, the committee notifies the school building department that it has voted to rescind the transfer and to use the money after all for the high school.

A conference follows in the mayor's office and the school committee notifies the school-house department that the money will be used for the two intermediate buildings.

A few days more and the final shift is made. One member of the committee changes over and transforms a 4-1 vote which would have been effective into a 3-2 vote which blocks all action.

When does patience cease to be a virtue? Surely the limit has been reached. The mayor, the chairman of the finance commission, and three members of the school committee, Chairman Hurley, Francis C. Gray and William A. Reilly, believe the intermediate buildings are far more urgently needed than is a girls' central high school. Mrs. Pigeon and Dr. Joseph C. Lyons take the opposite view.

Post 2/2/31

LOANS COW TO BOSTON ZOO

Fine Jersey From Priest for Franklin Park

Boston's park department now possesses a cow, a three-year-old Jersey which will be on exhibition at the animal range at the Franklin Park zoo for the enlightenment of the younger school children, it was learned last night from Park Commissioner William F. Long.

It is due to the generosity of Father John Connolly, procurator at Acton, of the Brighton Ecclesiastical Seminary, that Park Commissioner Long's diligent search for the right kind of bovine for exhibition purposes is now ended. Commissioner Long said that Father Connolly has loaned the cow for as long as the city wants it.

"She is a beautifully marked specimen," the commissioner stated, "and is giving eight quarts of milk a day. Probably she will give more later. We can use it right there at the park for young animals and for the birds."

"MISS EUROPE OF 1930" RECEIVES KEY TO CITY

Aliki Diplarakos of Greece Has Been Visiting Here
For a Week



MAYOR CURLEY PRESENTS KEY TO CITY TO "MISS EUROPE OF 1930"
Miss Aliki Diplarakos of Greece, the "Miss Europe" of the 1930 crop of world pulchritude, called on Mayor Curley today and was presented a key to the city. She expressed her pleasure and had many nice things to say about the city of Boston. She has been visiting here for about a week.

Mayor Curley refuses to sign the retirement papers of Supt of Police Michael H. Crowley, who has reached the retiring age of 65—and the Mayor's action is one of the best compliments Mr Crowley ever received.

Davison Flies Here to Attend Mayor's Dinner

Is Piloted by Captain Ira Eaker
and Accompanied by
Hanford MacNider

Winging their way from Bolling Field in Washington, three of America's leading aviator personalities flew in yesterday's bitter cold for five hours to land at the Boston Airport shortly before dusk settled over the city. They were Hon. F. Trabee Davison, assistant secretary of war for aeronautics; Hon. Hanford MacNider, a former national commander of the American Legion and present United States minister to Canada, and Captain Ira Eaker, famous Army test pilot. Secretary Davison comes to Boston to attend a dinner in his honor to be given by Mayor James M. Curley at the Copley-Plaza Hotel this evening. At the dinner Davison will outline the plans for the extensive Atlantic seaboard air maneuvers to be held by the Army Air Corps in May and it is expected that he will designate Boston's part in the program.

The party, which also included J. Philip Hall, Mrs. Davison and Mrs. MacNider, was met at the airport by Lieutenant Colonel Rush E. Lincoln, air officer of the First Corps Area, representing Major General Fox Connor, commanding general. Minister MacNider has been in Washington to confer with President Hoover. The assistant secretary's party flew here in a Sikorsky amphibian. Captain Eaker, who was at the controls, was a member of the crew of the Army refueling plane, Question Mark, on its refueling record flight in 1929, and was a pilot on the Army Pan-American good will flight. His record also includes a dawn-to-dusk flight from Brownsville, Tex., to Colon, Panama, in a speedy Boeing pursuit plane and is also a member of the Caterpillar Club, an organization limited to persons having saved their life by the use of a parachute.

New England governors and mayors of the leading cities, as well as aviation officials, have been invited to attend the banquet this evening. Minister and Mrs. MacNider will continue to Ottawa tomorrow morning.

TRAVELER 2/2/31

Pandemonium Reigns at Hub Port Rate Hearing

Manager Davis, Maritime Association, Chamber of Commerce Experiencing Difficulty in Presenting Boston's Arguments

Hearing of the differential rate case before two examiners of the interstate commerce commission, in the library of the Boston Chamber of Commerce, was resumed today.

Frank S. Davis, manager of the Maritime Association, was the opening witness for the proponents.

PANDEMONIUM REIGNS

Today's resumption followed a two months' suspension when the original hearing broke down, after four days of testimony, because the city government and the Boston port authority were unable to go on because of lack of time to prepare their case.

Within 10 minutes of Davis's opening, opponents of the differential, led by Atty. Wilbur LaRoe, were on their feet objecting. For a few minutes there was pandemonium in the room as attorney after attorney jumped to his feet with objections. They tried to drown each other out as they hurled questions at Davis until Atty. J. B. Campbell arose and, in a voice heard above the clamor of the objectors, demanded of the two commission members that the objectors cease questioning his witness, claiming that this was not cross-examination, and that when the time came they would each have a chance to question the witness.

J. H. Stear, chairman of the hearing, overruled the objections and attempted to have the objectors remain silent.

TROUBLE STARTS ANEW

Davis, at this time, was reading from a government report known as Port Series No. 20, the Port of New York, which was issued jointly by the war department and the U. S. shipping board in 1926 in compliance with section 500

of the transportation act of 1920 and section 8 of the merchant marine act of 1920. After these objections were overruled the objectors remained quiet for a few minutes when several again made objection. The objections were made on the ground that this testimony should not be introduced since it was not shown who the authors were of this quoted testimony. Again the arguments between the opponents and proponents waxed high until Inspector Stear rapped loudly for order with his jackknife.

In his opening, Davis said: "I desire to record our organization as composed of about 200 corporations, firms and individuals having to do with shipping in this port. The association since its beginning in 1921 has been actively engaged in efforts to obtain the removal of all handicaps and such artificial barriers as deprived this port of opportunity to compete with other United States ports on terms of reasonable equality for foreign coastwise business of the interior."

HUB PORT'S ADVANTAGES

"This organization has sponsored two formal port differential complaints before this commission, extending over five years."

Davis then gave a long list of achievements of his association which included many improvements of Boston harbor and the Boston waterfront. He spoke of Boston's advantages as a shipping port over other ports of the Atlantic, showing that it had deeper and wider entrance channels, that it possessed great berthing facilities at the army base and Commonwealth pier, both government owned, one by the United States government and the other by the state; that it was miles nearer European ports

and to the east coast ports of South America than any other port along the entire Atlantic seaboard.

Following this, he spoke of the expenditures made by the United States government in the 10-year period from 1919 to 1929. He showed from statistics that although the expenditures made by the federal government and the state government for deepening and widening the main ship channel and also the subsidiary channels which make off from the main ship channel, such as the Fore river channel, Weymouth back-river channel, Dorchester channel and others, were far less than the governmental expenditures for harbor improvements in New York and other ports, that the government had received a far larger percentage of income from the port of Boston.

CROSS-EXAMINATION

Davis finished his direct testimony shortly after noon and the commission asked the assembled counsel if they cared to cross-examine the witness. Several expressed the desire to ask questions when it was decided by the counsel and the commission members to put off the cross-examination until after lunch.

Later Davis was taken in hand by Atty. Thomas P. Healey, counsel for the New York Central railway, Pennsylvania line, Erie railroad, Baltimore & Ohio, Lackawanna, Lehigh Valley and the Central of New Jersey railroads. His cross-examination was entirely technical. Healey attempted on several occasions to trip the witness, but failed to move him from his original statement's.

When he finished, Atty. Parker McColester, special counsel for the Chamber of Commerce of the State of New York, as well as other commercial and civic bodies of New York state, took up the examination.

HIGH SCHOOLS WILL NOT BE ABOLISHED

Fin Com Head Calls Suggestion Unthinkable

Chairman Goodwin of the Boston finance commission today characterized the interpretation put on the fourth instalment of the report of the survey committee of the commission that it suggested the abolition of the English High and Girls' High schools as "unthinkable." He issued the following statement:

"To suggest that the English high school and the Girls' high school should be abolished is unthinkable. Both these original high schools hold a high place in our educational system. However, when the curriculum in the English high school and the central Girls' high school is the same as in East Boston, Dorchester, Brighton and other local high schools, there is no reason of spending large sums of money to make it possible for some pupils to the exclusion of others to attend these central high schools."

The Mayor and the Radio

It is a wholesome sign that persons in public office are attempting more and more to keep in reasonably constant touch with the people, informing them of what is going on and inviting their co-operation.

Mayor Curley has made an arrangement with station WNAC by which microphones are installed in City Hall and through these microphones the mayor and his official family will talk to the people weekly, on Tuesdays.

The daily press has been, is, and no doubt will continue to be the widest and most powerful vehicle for the spreading of public information. A radio message, once shot into the air immediately thereafter ceases to be. The printed message in the newspaper may be preserved indefinitely.

Nevertheless the mayor's microphonic messages will form an interesting supplement to the power of the press. Gov. Ely has a microphone in his office. Now the mayor has one. It would not surprise us to hear them become one of the most popular teams on the air—Joe and Jim.

City Thanks Kirstein



MAYOR CURLEY LOUIS E. KIRSTEIN COUNCILLOR BUSH
 LOUIS KIRSTEIN, vice-president of Filene's, received from Mayor Curley today an engrossed copy of a resolution passed by the City Council in appreciation of his gift to the city of the Kirstein Memorial Library. Councillor Bush sponsored the resolution.

KIRSTEIN GETS TESTIMONIAL

Louis E. Kirstein, vice-president of Filene's and philanthropist, who presented the Kirstein Memorial Library to the City of Boston last year, was today presented with an engrossed and framed copy of a resolution passed by the City Council in appreciation of his gift, by Mayor Curley.

The presentation took place in the mayor's office in City Hall.

In attendance at the ceremony was City Councillor Herman L. Eush of Dorchester, who sponsored the resolution in the City Council.

The library was opened to the public on May 7, 1930. It is housed in a new building in City Hall ave. and the first two floors are devoted to a business library. In the third floor is located a general library for the use of adults.

Since its opening the library has been visited by 134,779 persons, an average of 658 each day.

MANEUVERS ANNOUNCED BY DAVISON

Will Continue for Several Days
 in May, Says Assistant
 Secretary of War

The army air maneuvers over Boston and New England in May will be the greatest ever staged in this country for nearly 700 army planes will be engaged, F. Trubee Davison, Assistant Secretary of War, in charge of aeronautics, declared today at Boston Airport.

His forecast was made during an inspection of the airport, and he gave high praise to Mayor Curley and Park Commissioner William F. Long for their co-operation.

The eyes of the nation's air-minded, Davison said, are on Boston and her projected nautical airport that will take in Governor's Island and what are now flats and low water between the island and the present airport.

PRaises Mayor and Long

"When this project is completed," he said, "Boston will have one of the finest and most magnificent airports in the world — a monument to your mayor and your park commissioner."

On completion of the huge new Boston Airport, it is possible that the Army may enlarge its hangars, he said, and make Boston its focal point as the most important air base on the northeast coast.

The maneuvers in May will be in charge of Brig-Gen. Benjamin L. Soulis and will last several days, the assistant secretary announced.

ARRIVES BY PLANE

Davison and Mrs. Davison; Hanford MacNider, U. S. minister to Canada, and Mrs. MacNider, arrived at Boston Airport yesterday by amphibian plane from Washington, the MacNiders being on their way back to Ottawa, Can.

Today Davison saw his wife off in the same plane for Washington with Capt. Ira Eaker, noted Army pilot, at the controls.

The assistant secretary called on Mayor Curley this afternoon, his first meeting with the mayor, and tonight will be the mayor's guest at a dinner at the Copley-Plaza.

Following the dinner, Davison will go by midnight train to New York, and will leave there tomorrow night for Washington.

sent GLOBE 2/3/31

RECORD 2/3/31

bring into play a varied program of combat demonstrations.

On Other Cities

One group of planes, bombardment or observation, will be directed to attack Portland and Bangor by way of Vermont and New Hampshire. Having covered the coast line, the Air Division will continue its advance on the 26th by flying westward over Springfield, Troy, Schenectady and Albany.

MAYOR SAYS PRESIDENT AND GOVERNOR BEAT FOUR KINGS ANY TIME

A President and a Governor beat four kings in the modest opinion of Mayor James M. Curley.

Last night at the aviation dinner to Assistant Secretary of War F. Trubee Davison at the Copley Plaza, when politics was interjected into the discussion in a friendly way for a few minutes, Mayor Curley as toastmaster, remarked that he was a little embarrassed in such distinguished company.

"The best I could ever make was four kings," he said smiling. "Yet here I am between two men, one who has made a President," pointing to Frank W. Stearns, friend and adviser to Calvin Coolidge, "and the other," pointing to Dewitt Clinton Dewolfe, life-long friend and secretary to Gov Joseph B. Ely, "who has made a Governor.

"And that combination can beat four kings any time," he concluded.

and then following the Hudson River the division will return to its original New York Airdomes. Later there will be attacks on Atlantic City, Trenton, Newark and Jersey City, and several other cities before Washington is "taken" on Memorial Day.

Dewitt Clinton Dewolfe, secretary to Gov Ely, represented the Commonwealth, and announced that the Governor is anxious to cooperate in the development of the airport and has asked the Legislature for authority to spend \$250,000 for further development.

Gaspar G. Bacon, President of the Senate, spoke of his interest in the development of aviation. He said he personally was entirely in favor of the \$250,000 for the airport, but wouldn't commit himself on the method of raising the money until the Legislature has studied the Governor's request.

Mayor Curley, as toastmaster, also called on two members of the Boston City Council, Herman L. Bush, wounded war veteran, and Laurence Curtis 2d, ardent aviation enthusiast, Councillor Bush made a plea for preparedness in all branches of service as well as aviation.

Lieut Gen Edward L. Logan told of the need of airplanes in France when America could not furnish them and reminded the gathering of the lack of preparedness in this country when the World War came.

Merchant Prince Thanked for Library Gift



Louis E. Kirstein, center, vice-president of William Filene's Sons Co., and noted philanthropist, shown receiving from Mayor James M. Curley yesterday the engrossed copy of resolution passed by the City Council thanking him for his gift of Kirstein Memorial Library in City Hall ave. Councillor Herman L. Bush of Dorchester, sponsor of the resolution, is at the right.

COUNCIL ASKS \$480,000 TO AID 2000 JOBLESS

An order requesting Mayor Curley to appropriate \$480,000 to provide work for 2000 men for a period of two months was passed by the City Council yesterday.

The order was introduced by City Councillor John F. Dowd of Roxbury, who said the men could be assigned to clean the streets and back alleys of the city. He made such a stirring appeal for passage of the order that at the conclusion of his remarks there was an outburst of applause from spectators in the gallery.

City Councillor Edward Gallagher of Brighton, presiding in the absence of President Joseph McGrath, who is suffering from a severe cold rapped for order and threatened to have the gallery cleared if there were any further demonstration.

Mayor Curley, in presenting Secretary Davison, made a suggestion that this country by Congressional action apportion 25 scholarships to West Point and Annapolis to 25 students of Massachusetts Institute of Technology who excel in the study of aviation.

Guests at the head table included Frank W. Stearns, Boston merchant and well known as friend and adviser to Calvin Coolidge; Edmund L. Dolan, city treasurer; Lieut M. Raymond Greer, U. S. N.; Col Horace Z. Landon, former commander of 1st Corps Cadets; Col John H. Hughes, U. S. A.; Lieut Col Rush B. Lincoln, Thomas J. A. Johnson and Park Commissioner William P. Long.

Members of the City Council, department heads, aviation experts, flyers and friends of aviation comprised the gathering.

DAVISON TELLS OF NIGHT AIR "ATTACK" ON BOSTON MAY 24

Assistant Secretary of War Is Given City Banquet at Copley-Plaza, Where He Describes Aviation Maneuver Plans—Mayor Describes East Boston Airport Value

by Mayor James M. Curley.
Secretary Davison, who expects Boston soon to have the greatest air port and landing field in the world, told of the plans of the air maneuvers which will cover every State in the Union during May.

Great Air Exercises

The Boston program will feature the elaborate air exercises and is hoped to stimulate great interest in aviation.

Nearly 150 prominent leaders in military, Naval, aviation and civic life listened to Mr Davison outline the plans for the air maneuvers and heard Mayor Curley tell of the proposed aviation program which will give Boston an airport in East Boston unexcelled in the entire country.

Mayor Curley said that when the present program is completed by 1933 the investments of public and private interests near the airport will nearly equal the total valuation of the entire East Boston district.

The valuation of the district, he said, is \$40,000,000, while the airport investments, listed as follows, reach \$35,000,000; East Boston tunnel, \$16,000,000; highway between tunnel and airport, \$500,000; Strandway Park in vicinity of Wood Island Park near airport, \$1,300,000; development of State highway connecting with East Boston, \$2,000,000; extension of rapid transit to Day sq, \$6,000,000, building this year sought before Legislature, \$1,300,000; development of airport, \$1,250,000; investments of private interests, \$2,000,000; expended by Commonwealth, \$3,500,000.

Summing up the investments Mayor Curley remarked: "If you are desirous of doubling your money don't go to Florida; go to East Boston."

Stress Preparedness

The keynote of the evening was preparedness for the future. The development of the airport, as a defensive center for New England and the Nation, as well as a civic and economic necessity, was stressed by Maj Gen Fox Conner, commander of the 1st Corps Area and Admiral Louis M. Nulton of the 1st Naval District as well as other speakers.

Secretary Davison, in outlining the plans for the exercises, said that the people of the Nation are certain to be impressed by the country's flying strength. He compared the division strength of 672 planes with the total number that America had in France at the end of the war, namely 512.

Concerning the possibilities of such a division in the air, he pointed out that one single squadron, the smallest fighting unit in the air, can release 68,400 rounds of ammunition and drop 2½ tons of bombs in one minute. He painted a vivid picture of the division in the air.

The exercises will begin at Dayton, O. on May 18 and end at Washington May 30. The "war" starts on May 21 when the aerial armada will descend upon New York city by various routes. The division will not travel as a unit, he said, because the fuel demands would be too great for the airports along any one airway between Dayton and New York.

On Sunday, May 24, the division will proceed to Boston and other airdromes in that section of New England. For the first time the division will fly in full battle formation, giving New England residents the benefit of the greatest air picture in aviation history.

As the division comes northward, Hartford, New Haven and Providence will be attacked and at night there will be night attacks over Boston. On May 25th, war conditions will be simulated.



LEADING FIGURES AT CITY BANQUET FOR ASSISTANT SECRETARY OF WAR F. TRUBEE DAVISON AT COPLEY-PLAZA.

Boston will be the scene of the greatest night air attack in the history of aviation on the night of May 24.

Huge bombers and zooming planes, composing the largest concentration of air forces in the world, will keep the inhabitants of Boston and nearly all New England awake all night while the section theoretically, will be bombed and destroyed.

A total of 672 planes, comprising the First Air Division, 205 pursuit planes, 355 observation, 51 attack, 36 bombardment and 45 transports, will take part in the attack.

The "attack" will be part of the 1931 Army Air Corps field exercises announced last night by F. Trubee Davison, Assistant Secretary of War, in charge of aviation, at a dinner tendered to him at the Copley-Plaza

VOTES \$1,119,000 FOR TWO SCHOOLS

Committee Agrees to Put Central Girls' High Next

Work Begins Soon on New Brighton and Dorchester Intermediates

The Boston School Committee disposed of a long-mooted question last evening when it unanimously voted to use the \$1,119,000 unexpended at the beginning of the year for the construction of two new intermediate school buildings. The work will begin immediately as a measure to help the unemployment situation.

In announcing the action of the committee last night Chairman Joseph J. Hurley made this statement: "The chairman, speaking for the entire board, states that we have after long consideration, and approaching the question with a spirit of compromise, made the \$1,119,000 now available for the construction of two intermediate schools.

Girls' School to Follow

"We have reached the unanimous decision, however, only on condition that the proposed new Central High School for Girls shall have first place in any construction program which we make. We most specifically agree that out of the first money we shall receive from the Legislature for school purposes shall be devoted the money for the construction of the new Central High School for Girls.

"Pending the construction of this building we shall transfer the annex pupils to the Bowdoin School in the West End unless other plans may develop, said transfer of pupils to take place upon the opening of the new school term in September.

Compromise Settlement

"The chairman also wishes to state that the action of Mrs Pigeon and Dr Lyons is most commendable, as they were unalterably opposed to this money being expended for any other purpose excepting for the construction for which it was appropriated and for which the land and plans were available, namely the Central High School for Girls. But they gave up their stand only for one purpose and that was to go ahead with construction.

"While we have differed sincerely we commend them in the highest terms for going with the majority at this time. We, too, the majority members have sacrificed our views."

For Sake of Employment

Dr Joseph V. Lyons, who with Mrs Elizabeth W. Pigeon has stood for removing the girls from the annex and also has been advocating immediate construction as an aid to employment, said that he was very happy that the money was released for an immediate building program.

Mrs Pigeon said that she changed her attitude in regard to the Girls' High School only with the promise of a new building with the next money appropriated.

The two buildings which will be built immediately are to be 40-room intermediate schools, in the Bennett district of Brighton and the Gilbert Stuart district in Dorchester.

A course in radio has been established in Boston Trade School. The resignation of Josephine M. Pieper from the department of household arts and science was accepted. Patrick J. Donovan was transferred from the Dorchester Evening Commercial to the Charlestown Evening Commercial School. Agnes E. Holland was appointed from the eligible list to the Donald McKay district.

Further Appointments

Other appointments were: Marguerite C. Baker, Dudley district; Julia H. Collins, instructor of crippled children in homes; Maude C. Hartnett, Charles Sumner district; Joseph P. Donovan, Sumner Meredith; Joseph Walker, department of manual arts; Arthur B. Weener, department of household science and arts; Francis W. McPhee, Mechanic Art High school; Leo V. Halloran, Charlestown Evening Commercial High; Alice L. Morse, Dearborn Evening School; Lucille H. Harrington, Franklin Evening School; Frederick W. Lincoln, Claire E. Morgan, Evelyn V. Drew, Grover Cleveland Evening School; Ruth E. Kelley, Roger Wolcott; Ruth E. Lynch, Washington Irving; Helen F. Rafferty, Day School of Practical Arts; Elizabeth A. Beasley, Thomas J. Cannon, Caroline H. Brennan, extended use of public schools; John J. Brennan, custodian Peter Faneuil School.

Timothy J. Kenny of the department of attendance was retired under the retirement act.

BOSTON AIRPORT'S NEEDS DISCUSSED

Facilities There Are Called Inadequate

Passage of Bill Appropriating \$250,000 for Building Urged

Stressing the need for replacement of the present quarters for the 26th Division Aviation Section, Adjt Gen John H. Agnew yesterday warned the Ways and Means Committee of the Massachusetts House and Senate, sitting jointly, that the State is in danger of being denied recognition by the United States Militia Bureau because of the inadequate facilities at the airport.

Adjt Gen Agnew and other aviation leaders and authorities urged passage of that part of Gov Ely's general appropriation bill which provides for the construction of a \$250,000 National Guard hangar and building at the Boston Airport.

Maj Louis E. Boutwell, in charge of the 26th Division Air Service, called attention to the fact that his unit piled up 1500 hours of flying time during the year in spite of the poor accommodations.

It was estimated that the proposed building could be constructed in six months for about \$225,000, with about \$6000 as an estimated amount for needed equipment.

HOUSE PASSES THE BOSTON LEASE BILL

To Use Governors Island for Airport Purposes

By CHARLES S. GROVES

WASHINGTON, Feb 2—The House late today passed to be enacted the bill to authorize the Secretary of War to lease Governor's Island to the city of Boston.

The passage of the bill, which had been unanimously reported by the Committee on Military Affairs, was prefaced by a speech by Representative McCormack of Boston, who explained its provisions and the importance which the city of Boston attached to the acquisition of Governor's Island for the purpose of expanding its airport facilities.

The bill provides that such lease shall be "for such term or terms and subject to such terms and conditions as, in the discretion of the Secretary of War shall be advisable."

It directs that the lease or leases "may provide for the grading and filling by the city of Boston of Governor's Island and the underwater lands pertaining thereto to such extent as in the opinion of the Secretary of War may be necessary in order to render such property suitable for airport purposes."

The bill also provides for such adjustment of boundaries as may be deemed necessary.

It further provides that "any lease or leases executed by the Secretary of War under the authority of this act shall reserve to the United States the right to utilize the present area of Governor's Island, or the area included within the boundary lines established as herein provided for military purposes in case of need, and in his discretion, to resume exclusive possession of the entire area of the lands of the United States or any part thereof for military purposes."

Curley's Request Granted

The Committee on Municipal Finance reported a bill fixing the tax limit for the city of Boston at \$16 per \$1000. When Mayor Curley appeared before the committee on his bill to allow the city to fix its own tax limit, he said that \$16 would be satisfactory if the committee reported such a measure. The limit last year was \$16.

The bill of Mayor Richard M. Russell of Cambridge for legislation changing the financial year in that city was favorably reported by the Committee on Municipal Finance. At the hearing on the bill Mayor Russell urged favorable action in order that the financial year would be made to coincide with the calendar and elective year. Passage of the bill, he stated, would enable the city to make needed improvements this year.

The Committee on Public Health reported leave to withdraw on the petition of Leslie B. Cutler that provision be made for licensing local health officers and agents.

The Committee on Education reported adversely on the bill of Representative Lewis R. Sullivan that corporal punishment of pupils in all schools be abolished.

City Thanks Kirstein



Mayor Curley at left presenting Louis E. Kirstein with engrossed resolutions adopted by city council expressing thanks for the Kirstein Memorial Library on City Hall avenue, in the presence of Councilman Herman L. Bush, who recommended the resolution.



To the Fair!

Mayor James M. Curley shown yesterday at City Hall as he gave keys to the city to Miss Alike Diplanakis, of Greece, selected as "Miss Europe" in foreign competition of beauties.

Post 2/3/31

\$50,000 STORM PAY TO JOBLESS

Emergency Force May Wind Up Work Tonight

Boston's snow fighting division, comprising 1600 emergency shovellers recruited from the ranks of the jobless, will continue today to clear away the remaining white banks along the curbs of the city's streets.

Mayor Curley's order banning overtime payments for the regular city forces provided a harvest for the unemployed, which will probably reach more than \$50,000, for four days' work. Fully 1100 wielded their shovels all day yesterday until they were relieved at 5 o'clock by a night crew of 500.

They will complete their work tonight probably.

CITY HALL NOTES

Return of horse-drawn fire apparatus for the improved protection of Parker Hill, Roxbury, was advocated by Councillor Leo F. Power of Ward 10, in an order presented to the City Council.

He declared that in the past few years motor-driven apparatus at times has had difficulty in climbing the mount.

As an alternative he suggested the erection of a fire house on top of the hill.

Commenting on the order, Mayor Curley declared that the ward was adequately protected, according to fire officials assigned to the district.

Proposed legislation increasing the salary of Police Commissioner Hultman from \$8000 to \$12,000 a year was questioned by Councillor Robert Gardiner Wilson, Jr., of Dorchester, yesterday, when the Council received Mayor Curley's message, disapproving increases of \$200 for the members of the police department.

"If serious consideration is to be given the suggested increase of \$1000 for the police commissioner," said Councillor Wilson, "like consideration should be extended to all other members of the police department."

Except for this comment, the Mayor's message was placed on file without dissent.

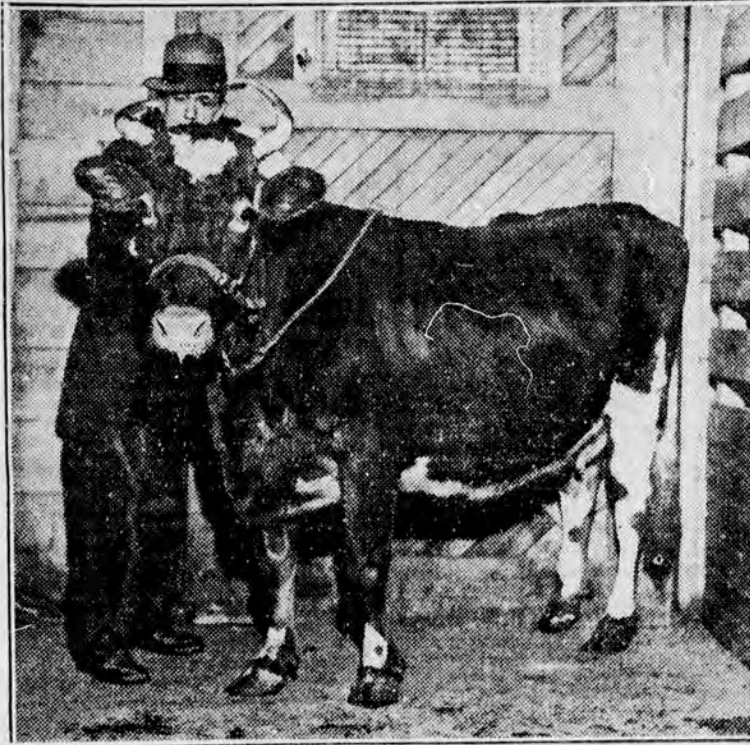
Construction of a \$500,000 municipal building at Fields Corner, Dorchester, was advocated yesterday by City Councillor Albert L. Fish, in an order approved by the Council.

Establishment of a "great white way" along Bennington street, East Boston, from Central square to the Beachmont line, was recommended in an order adopted yesterday.

Revision of the plans for the \$1,000,000 widening of Charles street yesterday aroused the opposition of Councillors Laurence Curtis, 2d, of the Back Bay and John L. Fitzgerald of the West End, who insisted that the planted reservation in the middle of the street should be 50 feet as originally proposed.

Chairman Thomas J. Hurley of the street commission explained that the plans were changed to provide 10-foot sidewalks on each side of the widened artery from Longfellow bridge to the Charles River dam, but the Councillors insisted that the sidewalks should be narrowed to make the reservation 50 instead of 40 feet wide.

Boston Children Now Can See Cow at Zoo



BOSTON'S BOSSY REACHES ZOO

Here is the three-year-old Jersey beauty installed at Franklin Park zoo yesterday on orders of Mayor Curley for the education of the city children. Keeper Fred Newell is shown grooming "bossy."

Glorification of the American cow started yesterday at the Franklin Park Zoo, when the 3-year-old Jersey thoroughbred, ordered by Mayor Curley for the education of city children, arrived to assume a place of eminence with the family of wilder animals, on the municipal range.

In line with the Mayor's educational programme, Curator Dan Harkins immediately christened the brown and white marked beauty "Bossy," that the city children may remember what a "bossy" is when they mingle with their country cousins in the future.

"Bossy," loaned to the city by the Rev. John Connolly, procurator of the Brighton Ecclesiastical Seminary, will continue to hold a prominent place in

the city's animal family as long as Mayor Curley remains in office. Eight years ago he bought a cow for the zoo but during his absence from City Hall for four years, it was sold.

Not having heard of the sale, the Mayor recently stated at a convention of poultry men that he had placed a cow and some hens at Franklin Park because city children did not know what domestic animals looked like, though they were on friendly terms with the hippo, the elephants and the other great beasts of the jungle. It was only when a Post photographer went out to the zoo to get a picture of the cow that the Mayor learned his acquisition of 1922 had been driven from home.

BIG HONORS TO LEGION CHIEF

Banquet, Reception to O'Neil Saturday Night

More than 2500 Legionnaires from all over New England will attend the banquet and reception for National Commander Ralph T. O'Neil of the American Legion next Saturday night at Hotel Statler.

Mayor Curley will tender a breakfast to Commander O'Neil, and it will be attended by State and city officials and prominent Legion men. The breakfast will be held at the Copley-Plaza at 9:30 a. m.

Following the breakfast, calls will be made on Governor Joseph B. Ely at the State House, and Mayor Curley at City Hall. Commander O'Neil will then visit the soldiers and sailors at the Chelsea Naval Hospital and the Chelsea Soldiers' Home, inspecting both institutions.

At 1 p. m., in the salon of the Copley-Plaza, the national commander will be tendered a luncheon by Governor Ely, at which will be present all State officers and prominent civilians.

BOSTON TAX LIMIT AT \$16

Bill Fixing Amount Re- ported to General Court

The committee on municipal finance yesterday reported a bill fixing the tax limit for Boston for the year at \$16. Mayor Curley had appeared before the committee in favor of abolishing the statutory tax limit for Boston and allowing the Mayor and City Council, as in all other cities, to fix such tax limit each year. At that time the Mayor told the committee he believed the city would get along this year with a tax limit of \$16, which is 75 cents higher than for the year 1930.

Last year the committee allowed a maximum limit of \$16, but the Mayor found it unnecessary to go that distance. This year, despite the heavier expenditures for welfare work and unemployment conditions generally, Mayor Curley expressed his belief that the limit would have to be only 75 cents higher than a year ago.

and

Dayton, O., on May 18 and will end over Washington on Memorial day, will take in the entire country. They are expected to be seen by 75,000,000 people, said the speaker. In order to give a word picture of the gigantic bombardment which will be staged over Boston, Secretary Davison said:

"If you plan to go to bed on the night of May 24, you will be wasting your time."

Those who fought in the battles of Lexington and Bunker Hill would turn over in their graves, he said, if they could see the progress which has been made in military science. The new American planes can release more ammunition than was fired in all the battles of the revolutionary war. One unit of this first division can fire 68,400 pounds of ammunition in one minute and drop 2½ tons of shells in one minute.

During the manoeuvres the air corps will need the active co-operation of the citizens of Boston and all New England, he said. Gen. Fox Conner, U. S. A., commanding general of the 1st corps area, will ask the citizens for their help. He praised Gen. Conner as one of the outstanding generals in the world.

Mayor Curley, who presided, emphasized that the development of the airport is essentially in the interest of national defence. He said that he was confident that the Legislature will appropriate \$250,000 for national guard hangars and buildings at the airport and \$1,250,000 for its development.

Other speakers included Councilmen Herman L. Bush and Laurence Curtis, Lt.-Gen. Edward L. Logan, Senator Gaspar P. Bacon, Rear Admiral Louis M. Nulton, commandant of the Boston Navy Yard, DeWitt C. DeWolf, who represented the Governor and Gen. Fox Conner.

"The various air corps and national guard squadrons will concentrate at Wright and Fairfield airdromes near Dayton, O., on May 15 and 17," said Mr. Davison. "From May 18 to 20, inclusive, there will be formation and combat practices by the entire division."

"The war starts on the morning of May 21, when, by various routes, the actual armada will descend upon New York city. The division will not travel as a unit because the fuel demands would be too great for the airports along any one airway between Dayton and New York. For that reason, some planes will go by way of upstate New York—Buffalo, Rochester and Syracuse; others by way of Pittsburgh, Harrisburg, Washington, Baltimore and Philadelphia."

"On arrival in New York, planes will land at Mitchel field, which will be division headquarters, and adjacent airdromes. From that moment until Sunday, war conditions will exist and bring into play a varied program of combat demonstrations. The details for that program are now being worked out and will be announced later. Then comes the New England expedition."

AT SPRINGFIELD MAY 26

"Having covered the coast line, the air division will continue its advance May 26 by flying westward over Springfield, Troy, Schenectady and Albany. Then, following the Hudson river, the division will return to its original New York airdromes. May 27, Atlantic City

ATLANTIC CITY, NEWARK AND JERSEY CITY WILL serve as targets. On the completion of those missions, the division will return to New York. May 28 will be maintenance and inspection day, with full opportunity for the public to view the planes on the ground.

"In the forenoon of May 29 the division will take to the air once more, this time with Philadelphia, Camden, Wilmington, Baltimore and Washington as its objectives. The main demonstration, over Washington, will take place Memorial day. The following day will be devoted to rest and repairs, and June 1 the troops begin their return treks to their home stations."

GOVERNOR'S ISLAND LEASE APPROVED

House Unanimous for Boston Airport Extension

[From Herald Washington Bureau]

WASHINGTON, Feb. 2—The House late this afternoon unanimously passed the bill leasing Governor's Island to the city of Boston for development as an extension of the airport. The measure now goes to the Senate for approval, which can be obtained this session if consideration is expedited as rapidly in the other chamber.

Although the war department offered no objection to the transfer of authority, the early stages of the negotiations dragged on for months. The delay still continued after it was discovered that the sanction of Congress was necessary for the release.

The bill raced through its final stages with abnormal speed, however, as the favorable report emerged from the military affairs committee only last Friday. Today Representative John McCormack of Boston obtained recognition from Speaker Longworth and asked unanimous consent for immediate consideration of the legislation. Representative John C. Shafer of Wisconsin objected, expressing fear that the property would get into private hands. He withdrew his objections, however, after receiving assurances from Representatives Hill of Alabama and LaGuardia of New York that the entire project was a municipal affair.

Congressman McCormack offered no opposition to an amendment proposed by Representative Stafford of Wisconsin providing that in case the government should ever have to reclaim the property in time of war or for any other reason, it should not be put to any expense. Then the House passed the bill unanimously on a voice vote.

Chairman W. Frank James of Michigan of the military affairs committee obtained an immediate and unanimous favorable report from that body after Mayor Curley of Boston appeared before it personally to urge prompt action. A flight to Boston for a personal inspection had a few days previously impressed the chairman with the progress being made at the airport and the value of the Governor's Island project.

PAINTS FIRE PERIL ON PARKER HILL

Councilman Power Asks for Better Protection

A dramatic picture of the conditions which he said exist in the Parker Hill section of Roxbury whenever fire breaks out, was presented to the city council yesterday by Councilman Leo F. Power in support of his order asking for adequate fire protection in ward 10.

"Everybody, including myself, is a call fireman," said Power. "If we didn't respond to alarms and rescue those in need of aid the fire department would not arrive in time to handle an emergency."

Covering the period from the erection, 25 years ago, of a fire station atop Parker Hill, which was destroyed by fire before apparatus from the lowlands could reach the scene, Power recited numerous fires which have occurred in institutions, told of the numerous occasions when motor apparatus has been unable to negotiate the steep grade, described how a ladder truck was submerged in a snowdrift for three days before it could be extricated, and asserted that ward 10 is the only division of the city without fire apparatus.

Power did not criticize the fire department, and lauded the men for often attaining their objectives in spite of almost insurmountable obstacles. The council sent Power's order to Mayor Curley.

COUNCILMEN FIGHT NARROW ROADWAYS

Objections yesterday by Councilmen Laurence Curtis, 2d, and John I. Fitzgerald, to revision of plans for the traffic circle at Longfellow bridge, which they charged had reduced the circular roadway from 50 to 40 feet, and of the reduction in the width of the reservation between the parallel roadways planned in Charles street, from 40 to 20 feet, subsequently disclosed that they were correct about one matter and incorrectly informed about the other.

The roadway of the circle must be reduced to 40 feet at two points, but elsewhere the width will be 50 feet. Revised plans of the Charles street widening provide roadways 40 feet wide, a reservation 20 feet wide, and sidewalks of 10 feet.

Councilman Curtis asserted that the narrowing of the proposed roadways might be a serious error that would be expensive to rectify in future years and he was not inclined to favor plans that disclose traffic turning into Charles street from the side streets, will be forced to weave through northbound traffic to a turning circle to gain access to the south-bound roadway.

When the attention of Mayor Curley was called to the criticism, he learned from Chairman Thomas J. Hurley of the street commission that the plans for widening Charles street, between Longfellow bridge and the dam call for sidewalks 10 feet in width, which he believes are unnecessary. It is probable that further revision will cut down the space for sidewalks and add to the reserved

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Lieutenant-General Edward L. Logan cited the importance of aviation when he related a story of two battalions of the 101st Regiment being raked "fore and aft" by German artillery on Oct. 23, 1918, because they had been discovered awaiting the zero hour by a German plane. That day the 101st suffered more casualties, he said, than had been received up to that date in the war.

Admiral and Councillors Speak

Other speakers were Rear Admiral Louis N. Nulton, commandant of the First Naval District; City Councillor Herman L. Bush and City Councillor Laurence Curtis. At the head table also were Frank W. Stearns, closest friend of ex-President Coolidge, Colonel Horace Z. Landon, Colonel John H. Hughes, Lieutenant-Colonel Rush B. Lincoln, City Treasurer Edmund L. Dolan, Thomas J. A. Johnson, city greeter, and Park Commissioner William P. Long.

KIRSTEIN IS GIVEN THANKS

Resolutions Presented by Mayor Curley

In appreciation of his gift of a \$150,000 memorial branch library to the city and his service on the board of library trustees, Mayor Curley yesterday presented to Louis E. Kirstein, Boston merchant, an embossed set of resolutions adopted by the City Council.

City Councillor Herman L. Bush of Roxbury, who introduced the resolutions in the Council, assisted the Mayor in their presentation to the founder of the Kirstein branch memorial library for business men at City Hall avenue and Williams court, the site of old police station 2.

In his presentation address the Mayor declared that the use of the new library branch had exceeded all expectations by serving an average of 658 people a day, of whom 455 received books in the business branch on the first two floors, while the remainder went to the general adult's branch on the third floor of the beautiful brick structure.

He voiced his praise of the service offered by the new branch in providing books from the Baker library at the Harvard Graduate School of Business Administration, and also in providing commercial information for business men by telephone.

AT DINNER TO FEDERAL AIR CHIEF



GREAT ARMY AIR FLEET TO 'RAID' BOSTON IN MAY

372 Planes to Engage in Spectacular Attack on Night of 24th

DAVISON OUTLINES PLANS FOR 'INVASION'

More Ships to Take Part in Manoeuvres Than U. S. Used in War

With the Boston airport as the operating base, the first division army air corps will engage in the greatest peacetime air manoeuvres the world has ever seen, with an all-night attack of 672 battle planes on Boston on May 24. F. Trubee Davison, assistant secretary of war in charge of aviation, revealed at a dinner in his honor given by Mayor Curley at the Copley-Plaza Hotel last night.

Mr. Davison declared that in the Boston night attack there will be more planes participating than America had at the front when the armistice was signed.

The manoeuvres, which will begin at

HUB TO SEE BIG AIR MANEUVRES

Mighty Fleet of 627 Planes Will Swoop Down to "Attack" City in May, Davison Reveals

War outlined the amazing manœuvres at a dinner given in his honor by Mayor Curley at the Copley-Plaza Hotel last night which turned out to be one of the most enthusiastic gatherings in favor of boosting aviation ever held in the Hub.

Airport Plans Approved

It amounted to approbation by military, political and business leaders of the city and State of the plans to make the airport in East Boston the finest possible, for the benefit of commerce in times of peace and the protection of New England in times of war.

Mayor Curley brought home to the audience how gigantic those plans are when he pointed out that while the total valuation of East Boston was \$40,000,000, by 1933 with the completion of the airport development, the East Boston tunnel, the strandway development at Wood Island, the Porter street extension and other projects now under way, the total cost of such work would amount to \$35,000,000, or \$5,000,000 less than East Boston is actually worth at the present time.

Manœuvres to Start May 18

While lauding the East Boston airport as "magnificent" and declaring no other large city in the country had a better one, Secretary Davison stated that he was particularly interested in the dinner discussion of the State appropriation for the national guard hangars. The Massachusetts National Guard aviation unit should be in the foreground, he said, of the 18 similar units in the country and when the new hangars are built the national guard will be supplied with the finest equipment the government can supply as well as being recognized by the Federal Militia Bureau.

The aerial manœuvres will start on May 18, when the fleet of 623 planes starts from Dayton, O., and "attacks" New York on May 21. In battle formation it will strike Boston next on the night of May 24, and repeat the combat manœuvres the following day, he said. Squadrons will go as far north as Bangor and then the whole fleet will leave the State by the western Massachusetts gateway. The manœuvres will extend throughout the nation and be witnessed by 75,000,000 people.

Tells of Governor's Interest

DeWitt C. DeWolfe, secretary to Governor Ely, bespoke the Governor's interest in aviation and expressed hope that the \$250,000 appropriation for the airport which he requested would pass the State Legislature. Gaspar G. Bacon, president of the Senate who followed Mr. DeWolfe declared himself, as an individual, in favor of the \$250,000 appropriation and paid tribute to Mayor Curley for his efforts to develop the airport.

Major-General Fox Conner, commandant of the First Corps Area, declared Boston had made a great contribution to the national defence by establishing the only adequate airport in New England. He stressed the importance of preparedness in times of peace.

Stresses Need of Preparedness

"When the war broke out America had 'little or no aviation," he said. "One of the first things done in the war was to vote millions for aviation. The bill was passed in the spring of 1917. I was chief of operations with the A. E. F., and one of the difficulties we had was to get planes. On Nov. 11, 1918, I think we had 512 planes at the front. More than a billion dollars was expended and practically all of the 512 planes were of foreign manufacture. You cannot prepare after war breaks out."



Boston will witness the greatest aerial manœuvres ever staged in the world on the night of May 24th when the mightiest air fleet ever assembled—627 planes—swoops down from the starlit skies and launches a devastating "attack" on the city of Boston.

DIN WILL BE TERRIFIC

F. Trubee Davison, Assistant Secretary of War in charge of aeronautics, promised that the din will be so terrific and the "attack" so spectacular that all sleeping will be out of the question that night. There will be more planes engaged in the night "battle" than America had on the Western front when the World war ended.

The youthful Assistant Secretary of

MAYOR'S POLICY ON COMMON HIT

Defendant Also at Hearing on Free Speech Issue

Criticism and defense of Mayor Curley was included in the proceedings today before the Legislative Committee on Legal Affairs, which had before it a bill to require municipalities to set apart portions of public parks for free speech-making.

William G. Thompson assailed Mayor Curley for refusing, without a hearing, permits to speak on Boston Common. He contended that under the law the chief executive of a municipality or State may not dictate "what a man is to think or believe or try to make others believe."

"Thank God we have a Jim Curley to protect Boston and America," was the rejoinder of Representative Lewis R. Sullivan, when he spoke in the Mayor's defense.

Edward D. Collins, Legislative agent for the city, in his remarks, said, "Mayor Curley is not opposed to free speech by any decent, respectable citizen of the Commonwealth. He couldn't deprive anyone of a permit as long as he knew that his speech would not cause dissension."

Petitioner Explains

As petitioner for the legislation, Francis G. Goodale declared the measure, if enacted, would abolish advance censorship of speeches.

After explaining the present method of obtaining permits from the Mayor and the Park Commissioners, the speaker asserted that up until a few years ago "they were granted as a matter of course." As a result of the Sacco-Vanzetti case, he continued, the permits were refused.

He informed the committee that the bill would not legalize utterances now unlawful, but would give persons the benefit of their Constitutional rights. The petitioner introduced Mr Thompson to cite the Constitutional phase of the situation.

The purpose of the bill, Mr Thompson said, is to prevent a chief executive of a city from deciding in advance what subjects may be discussed in a public park.

"I strongly object to having any man," attorney Thompson continued, "tell me what subjects I may discuss on Boston Common."

The speaker next enumerated the various sections of law under which persons making unlawful utterances could be prosecuted, and then continued:

Not Speaking as Radical

"Aren't they enough? Is it necessary to have a chief executive to tell one what he can discuss? Wouldn't it be better to let them discuss anything at their own peril, making them criminally liable for what they said? I am not speaking here as a radical."

"I don't think the Mayor or the Governor or any other man is wise enough to say what any man, no matter how ignorant, is to think, believe or tell other people about," he said.

Asked by members of the committee if he felt there were in existence un-

due restrictions on free speech, attorney Thompson declared: "In public halls and public places, yes, but not in private property. The Mayor of Boston arbitrarily, without hearing, determines what a man can discuss on Boston Common."

KEEP 1600 JOBLESS AT WORK ALL WEEK

Council Votes Aid for City's Unemployed

Demands Investigation of the Civil Service Board

City Councilors appeared unanimous yesterday so far as throwing bouquets at the Public Works Department for excellent snow removal work was concerned.

Councillor Dowd, however, thought that there yet remained plenty of work for the unemployed in snow removal, and introduced an order that the 1600 unemployed be kept at work for the balance of the week. The order passed.

Councillor Dowd said he had heard that the men were to be let go last night. Later Mayor Curley said the men would be kept working today.

Revision of plans of the Charles-st widening and traffic circle at the Long-fellow Bridge caused Councilors Laurence Curtis 2d and John I. Fitzgerald to raise objection at the session, which was presided over by Councillor Gallagher. They charged that the circular roadway had been cut down from 50 to 40 feet, and the reservation between the parallel roadways on Charles st from 40 to 20 feet.

Because of necessity it is said that the roadway of the circle will at two points be reduced from 50 to 40 feet, but elsewhere will be 50 feet wide. Roadways on Charles st will be 40 feet in width, with 20 feet reservation and 10-foot sidewalks.

Mayor Curley's attention was called to the complaint, and the Mayor learned from Chairman Hurley of the Board of Street Commissioners that, though plans call for sidewalks 10 feet wide, the chairman does not believe that width necessary, and revision may result in a cutting down of sidewalk and addition to roadway.

Dowd Lauds Mayor

Councillor Dowd caused a stir when he attacked the Good Government Association and complimented Mayor Curley for cutting red tape and expediting contract work by omitting bid advertising. He paid a glowing tribute to the Mayor, though admitting that he often disagreed with the city Chief Executive.

Councillor Dowd advised the secretary of the organization to return to Syracuse, assuring the latter there was more graft in that city than Boston. Members of the organization were told to stay at home in Brookline, Newton and Beverly and not tell Boston how to run its affairs.

The Councilor from Roxbury was in his element and following his attack on the "Goo Goos," his order was passed calling upon the president of the City Council to name a committee of five Councilors to call upon Gov Ely and request that an impartial investigation be conducted of the Civil Service Commission. He cited cases of men rejected by the commission.

Councillor Kelly ably seconded the work of Councillor Dowd on the matter, declaring that he knew of a man with four children, a war veteran with 18 months overseas duty who was thrown down by the Civil Service because of an arrest in 1923. Councillor Kelly, referring to Chairman Elliott Goodwin said, "I want the arrogant, inhuman and unmerciful official removed from office." The order went to the committee on rules.

Charging that the Boston City Hospital is unmanned, Councillor Dowd introduced an order that during the present emergency, 100 extra orderlies, nurses and attendants be employed. The order was passed.

A ledge on the John J. Connolly Playground, Ward 11, was the subject of an order by Councillor Englert. The ledge he termed a menace to the children and also its presence prevented flooding the field in Wintertime for skating. His order called for an appropriation of \$25,000 for the removal of the ledge and asked that when the work was done, that provision be made whereby skating will be possible in the Winter.

Asks Police Pay Rise

Mayor Curley's answer to the Council request for raises for policemen and firemen, that this was no time for it, received some attention from Councillor Wilson, who after paying a tribute to the men who had already contributed \$8000 from wages to the unemployment fund, said that if Police Commissioner Hultman received a raise, that the policemen should get one.

Councillor Leo F. Power forcibly called attention to the fact that Ward 10, Roxbury, where there were hospitals, convents, many various institutions and hundreds of wooden dwellings, was without a single piece of fire apparatus and in case of fire depended upon apparatus from Wards 4, 9 and 11.

Residents of his ward, he said, were all call firemen and on many occasions had to do rescue work.

He did not criticize the Fire Department and in fact lauded the men for their efforts, but he insisted the ward should have at least a fire house and one piece of apparatus on top of Parker Hill. A fire house there erected 25 years ago, he said, was destroyed by fire because apparatus could not reach the scene because of the steep grades.

The Council passed a resolution offered by Councillor Green for the enactment of legislation authorizing Boston to borrow money and extend the Washington-st tunnel to Sullivan sq, meanwhile removing the elevated structure. In keeping with the resolution was another one offered by the Charlestown Councilor seeking the widening of and construction of a highway from City sq to Sullivan sq. The latter improvement, it is estimated, would cost about \$500,000.

WILL SEND 3000 FROM SCHOOLS

English and Girls' High Proposal Means Big Change

GRADUATES RALLY TO FIGHT PROJECT

Majority of Survey Group Are E. H. S. Alumni

Adoption of the school survey committee's proposal to force students to attend their local high schools promises to drive nearly 3000 pupils out of the English and the Girls' High Schools, graduates of these two traditional Boston institutions warned last night in organizing their opposition to the plan.

COMMITTEE E. H. S. ALUMNI

The registration of English High would drop from 2620 pupils to about 600, and the Girls' High enrollment would fall from its present total of about 2000 to 1200, it was pointed out if only the residents of the South End, North End, West End, Beacon Hill and lower Back Bay were permitted to attend the favored old central high schools, as the remainder of the pupils now come from other residential sections of the city.

To their amazement, the protesting graduates of English High learned that the majority of the survey committee which conducted the investigation for the Finance Commission were members of the E. H. S. alumni. And, in addition to that, Judge Joseph A. Sheehan, president of the English High Alumni Association, is a member of the Finance Commission of four members.

Of the school survey committee of three, the majority vote was held by former Representative Renton Whidden of Brookline, and former City Architect Matthew Sheehan, now of Canton. They obtained their high school education at old E. H. S. on Montgomery street. But the report of the committee was unanimous, as Chairman William D. Parkinson, former head of the Fitchburg Normal School, agreed with them.

School department statistics revealed that, of 2620 pupils at English High School, only 666 reside in the so-called

Boston proper district. Of these, 272 come from the South End, 160 from the West End, 129 from the North End, and 105 from the Back Bay.

Where Others Come From

Of the remainder, 530 travel intown from Dorchester, 453 from Roxbury, 127 from Roslindale, 116 from Jamaica Plain, 88 from West Roxbury, 81 from Allston, 65 from Charlestown, 78 from Brighton, 62 from East Boston, nine from Forest Hills and nine from Hyde Park, indicating that the Boston Elevated will oppose the proposed plan to force students to attend their local high schools.

Similar conditions prevail at the Girls' High School, according to the school records, showing that of an enrollment of 2000, only 855 girls lived in Boston proper. Of these 366 came from the South End, 215 from the West End, 97 from the North End and 177 from Beacon Hill and the lower Back Bay.

Of the travelling students at Girls' high, 361 came from Dorchester, 231 from Roxbury, 104 from Brighton, 86 from Charlestown, 107 from West Roxbury, Roslindale and Hyde Park, 73 from Jamaica Plain, 100 from South Boston and 50 from East Boston.

Will Resist

Miss Margaret Shea, president of the Girls' High School Alumni Association and at the present time a teacher at the Roxbury Memorial High School, last night insisted that the old alma mater would not be dethroned "in our day, at any rate," indicating that the alumnae would resist any attempt to alter the character of the school.

No comment was offered by Judge Sheehan for the English High Alumni in view of his position as a member of the finance commission, which has authorized the publication of the survey committee's report, but as yet has not issued a statement on the report itself.

Official action has already been taken by the school authorities towards the reduction of the English and Girls' high schools in common with other high schools. This is the adoption of the intermediate school system, which removes the freshman class from high schools and places it in intermediate schools.

In its report, the survey recommended that inasmuch as the school authorities had launched on the intermediate school plan, the object of the first building programme should be to provide sufficient intermediate schools to house 18,000 pupils of the intermediate grades now housed in high schools as freshman pupils and in the elementary schools as seventh and eighth grade pupils.

It was pointed out that the completion of this programme would leave the present high schools with but three grades instead of four as formerly. Then, should the school authorities adopt the recommendation of the survey board to force pupils to attend their home high schools, the numbers at the central high schools would be further reduced.

CURLEY TO ADDRESS IMPROVEMENT ASS'N

Mayor Curley will be invited to address members of the Atlantic Improvement Association on his plan of annexing adjoining cities and towns to make a Greater Boston, it was announced yesterday by President Francis B. Mahoney. The meeting will be held early next month at the North Junior High School, Quincy.

Goo Goos Hit as 'Reformed Fakers' Club

The Good Government Association was characterized as "an organization of reformed fakers" by City Councillor John F. Dowd of Roxbury at the regular meeting of the City Council yesterday.

Dowd made this statement in introducing an order requesting Mayor Curley to expedite the awarding of all city contracts and to dispense with all unnecessary red tape in the awarding of such contracts.

The council passed the order under suspension of its rules.

"This order is a condemnation of the Good Government Association and is a means of telling the members of that organization that the City Council has faith in Mayor Curley," Dowd said. "Recently the association criticized Mayor Curley's system of awarding contracts to men who are prepared to begin work at once."

"The present unemployment situation justifies Mayor Curley's action," Dowd continued.

"Shepard, the secretary of the association should go back to Syracuse. He will find that there is more graft there."

"We need no organization of reformed fakers to tell Boston how to run its affairs."

GLOBE 2/3/31

BRIGHTON SCHOOL PLANS IN 30 DAYS

Action in Dorchester Building at Once Also

Plans for the erection of an intermediate school in Brighton, to cost about \$800,000, should be ready for advertising within 30 days, according to an announcement of Mayor Curley today. This morning the Mayor communicated with Public Works Commissioner Rourke and the latter informed the Mayor that Albright Blaney, architects, were notified to complete the plans.

Mayor Curley then talked with Chairman Richard Lane of the Department of School Buildings, and Mr. Lane told the Mayor that a meeting was called for 4 this afternoon, when an effort would be made to determine upon an architect for an intermediate school in Dorchester, so that the entire matter may be cleared up at once.

AGREE ON BUILDING SCHOOLS

Board Backs Mayor for \$1,119,000 Construction

Following Mayor Curley's threat of Saturday that if the school committee did not appropriate \$1,119,000 for the construction of two intermediate schools, instead of a new girl's high school, he would go to the Legislature to compel use of the money for public improvements, the school committee last night presented a united front on the issue for the first time and in a surprise vote unanimously fell in line with the Mayor's plan.

CALLED "COMPROMISE"

The school committee later announced that the two intermediate schools would be built in the Bennett district in Brighton, and the Gilbert Stuart district in Dorchester.

Chairman Joseph J. Hurley announced that Dr. Joseph V. Lyons and Mrs. Elizabeth W. Pigeon, heretofore unalterably opposed to using the \$1,119,000 for other than a new girls' high school, had agreed to the expenditure of the money for the immediate construction of two intermediate schools.

It was announced as a "compromise vote," whereupon the chairman explained that the two dissenting members agreed to the new programme only because the school committee had likewise unanimously voted that the new central girls' high school shall have first place in any school construction work which the committee shall embark on in the future. To be specific, Chairman Hurley stated, the school committee agreed unanimously that the first high school to be built out of the money to be made available this year by the Legislature shall be devoted to the construction of the new central girls' high school.

Will Meet Opposition

Despite the fact the committee unanimously voted to make the construction of the new girls' high school the paramount issue in the new building programme, when the Legislature gives the money, it was pointed out by several last night that this step would meet with stiff opposition.

Mayor Curley and Finance Commissioner Goodwin have insisted from the start, it was stated, that no new high schools be built until five intermediate schools are constructed. Goodwin contends that out of 27,998 pupils of the intermediate school age, only 9877 have

ADVANTAGES OF PORT STRESSED

City and Port Authority Get New Support in Differential Fight Before I. C. C.

The Maritime Association of the Boston Chamber of Commerce, which previously held to a neutral position, yesterday took its stand, temporarily at least, squarely with the city and port authority in the railroad differential case before the Interstate Commerce Commission, seeking relief from alleged unfair practices, such as free lighterage and other port services in New York at nominal charges.

The Foreign Commerce Club of Boston also entered the case on the side of the city and port of Boston, as hearings were resumed in the Chamber of Commerce after a two-months' lapse.

NATURAL ADVANTAGE

George H. Parker, who was controller of the United States Railroad Administration and assistant to the director-general of railroads during the war, was on the witness stand for the Boston interests when the hearing adjourned overnight. He testified that Boston has a natural advantage in the matter of cost of service over the port of New York, on transportation of freight to and from many important points in New England trunk line and Central territories, in connection with shipments which enjoy free lighterage in New York.

He said that if Boston were given suitable recognition in a material readjustment of the railroad rate structure, with these free New York services considered properly, Boston's advantage by nature over New York would bring Boston more nearly its fair share of port business.

Frank S. Davis, manager of the Maritime Association, held the centre of the stage all morning and most of the afternoon. He read a long statement of Boston natural advantages, and the way it had suffered unjustly in a radical falling off of business because of the alleged unfair differential rates and extra, free or nearly free services, New York has been allowed to give on traffic through that port.

Davis made the point, among many others, that the federal government collects more revenue in tonnage taxes at the port of Boston than it has spent in developing the port, while it has collected relatively little of the vast amounts it has spent in developing the ports of New York and Philadelphia.

A significant part of Davis' testimony, showing the natural facilities of Boston harbor, included reference to the Army Base and Commonwealth Pier.

Boston Paying for New York

With its army base, its great drydock and its modern Commonwealth passenger and freight pier, the port of Boston has advantages that would enable it to demonstrate beyond any reasonable question of doubt, its ability to handle cargo at a cost as low or lower than any other north Atlantic port, and certainly at a much lower cost than is possible at New York," he said.

"Under present conditions these great port facilities are not being utilized to anywhere near capacity, due chiefly to rate differentials and also to terminal practices and services at New York, which prevent this port from competing upon equal terms for export, import and other water-borne traffic from and to the interior.

"When the foreign commerce handled through New York and Boston is considered, it is apparent that a substantial part of New York's gain is being accomplished at the expense of Boston.

been provided with seats in regular intermediate schools. He says that the school committee has expended \$532,755 for five sites for intermediate schools, none of which has been used to date.

Last night's action by the school committee not only came as a distinct surprise to those favoring the Mayor's plan, but caused keen disappointment to those fighting for the past six years for the new girls' high school.

Carefully avoiding all mention of the dispute raging between Finance Commissioner Goodwin and their body, Chairman Hurley, toward the close of the meeting, made the surprise announcement.

Chairman Hurley announced that pending the construction of the new central girls' high school the pupils now in the annex of the girls' high school on Massachusetts avenue will be transferred to the Bowdoin School in the West End or, if found more practicable, to some other school. This transfer of students is to take effect at the start of the next school year in September.

The committee adjourned at 8 o'clock to go to lunch, and after luncheon resumed a star-chamber session. They issued no statement concerning this, but it was reported as being for the purpose of considering action on the sections of the survey board report already made public. At the conclusion of the meeting Mrs. Pigeon, speaking to the newspapermen, stated she hoped it was understood "the sacrifice I have made in this matter."

DEFEND BOSTON'S RIGHT TO RATE DIFFERENTIALS

Atty Parker Tells I. C. C. Examiners Freight to New York Costs More—Frank S. Davis Tells How New England Is Handicapped

Caustic bickerings among the score of attorneys at the reopening of hearings in the library of the Chamber of Commerce yesterday before Examiners J. H. Stear and C. B. Paulson of the Interstate Commerce Commission, on the complaint of the city of Boston and the Port Authority against the Port of New York, asking for a rate differential enabling Boston to resume her place in the shipping world, tremendously delayed progress in the case.

Examiners Stear and Paulson were kept busy restoring order and confining the examination of witnesses to orderly procedure.

Manager Frank S. Davis of the Maritime Association and attorney George H. Parker for the complainants were the only witnesses of the day.

The direct examination of Mr. Davis, which consumed a large part of the day, was frequently interrupted, and his cross-examination by attorneys for the defendant was particularly sharp and exciting.

Atty Parker Tells of Studies

When attorney George H. Parker took the stand in the late afternoon he testified as to his experience as consulting accountant, transportation analyst and attorney, and spoke in particular of a special study for the New England Governor's Railroad Committee on the subject of transportation within New England with particular reference to the consolidation provisions of the Interstate Commerce act.

He said he had been engaged by the Boston port authority, and the city of Boston, complainant, to prepare evidence on the cost of transportation of freight to and from the port of New York as compared with movement to and from the port of Boston, also to assemble other data, showing how the commerce of the port of Boston has developed.

Costs to Boston Lower

"Boston," he said, "has an advantage from the point of view of cost of service over the port of New York in the transportation of freight to and from many important points in New England trunk lines and central territories, in connection with such shipments as enjoy free lighterage at New York when the costs thereof together with all other proper factors be taken into account.

"I think it is accurate to say that, in regard to most important origins and destinations in the territories spoken of, if suitable recognition were given of the relative transportation costs that a material readjustment of the rate structure to and from the

port of Boston and to and from New York free lighterage limits would be inevitable.

"Beyond that the cost of service on freight transported to and from New York is such that in many cases the cost of lighterage considered, it is inescapable that the existing freight rates thereon are so low as that they must of necessity constitute a burden on other traffic.

"The study shows a straight average cost for the transportation of general traffic between trunk line and central territory based on a study with reference to 14 representative points in those territories and Boston of \$5.25 per ton. Between the same representative points and New York free lighterage points the straight average similarly computed amounts to \$6.33 per ton if based on the east-bound costs and \$6.55 per ton if based on the west-bound costs.

20 Percent More to New York

"In other words, the figures with respect to New York traffic are 120.6 percent and 124.8 percent of the Boston traffic.

"It is probably fair to say that the points selected are not precisely representative in the sense that they may be said to be precisely weighted with reference to factors which may measure the relative density of traffic or business activity.

"A composite average of the same data weighted by means of the sum of the value of farm products and value of manufactured products with respect to each of the States shows that the New York costs are 117 percent and 121 percent respectively of the costs of transportation of traffic to and from Boston.

"On the other hand," he insisted, "omitting the data with respect to four of the selected points where the differences in the relative distances to Boston and New York tend to neutralize the effect of the high terminal costs at New York, thus confining our consideration to the points which may be said to include all territory north of a line drawn east to west at a point somewhat south of the middle of Trunk Line territories, and hence including the larger industrial areas, such as Chicago, Detroit, Cleveland and important cities like Buffalo, Syracuse, Rochester, etc., we find the New York costs considerable higher than either of the figures previously stated."

Taking Boston's Business

Manager Davis, after testifying at great length to the numerous advantages of the Port of Boston, describing various channels and their depth, the numerous docks and their capacity, said:

"Despite the advantages and disadvantages of the several ports, New York continues to draw from the other ports a constantly increasing volume of the export and import business of the interior. This is especially true in respect to Boston.

"In 1922 the total foreign commerce of New York and Boston combined amounted to 27,000,000 tons, of which New York handled 22,762,000 tons, or 84 percent, while Boston handled 4,237,000 tons, or 16 percent.

"In 1929 the total foreign commerce of New York and Boston combined amounted to 29,903,000 tons, of which New York handled 27,177,000 tons, or 91 percent, while Boston handled 2,725,000, or 9 percent.

"If the same test is applied to foreign exports, it is found that in 1922 the foreign export commerce of New York and Boston combined amounted to 11,089,000 tons, of which New York handled 10,559,000 tons or 95 percent.

"In 1929 the foreign export commerce of New York and Boston combined amounted to 10,245,000 tons, of which New York handled 9,937,000 tons, or 97 percent.

"The Shipping Board reports upon which the foregoing compilations were based were for the fiscal and not calendar years."

Explains "Vicious Circle"

Mr. Davis said that shortly after the Maritime Association was organized the New England railroads expanded their off line commercial agencies.

"Despite persistent efforts the soliciting agents were unable to secure any export business for this port," he said.

The reasons given were chiefly the rate differentials against Boston in favor of Philadelphia, Baltimore and Montreal and the more frequent and diversified steamship services available at New York.

"This simply confirms what we know to be the fact that in our efforts to build up the business of the port of Boston we are traveling in a 'vicious circle.' The steamers are forced to make Boston simply a port of call because they cannot procure bulk cargo offerings here, and the only bulky cargo available from the Middle West cannot be secured on account of the rate differential handicaps and the infrequent and more frequent steamship services available at New York.

"This, in turn, as I have shown, forces New England manufactured products to New York, although they are naturally tributary to Boston and the other New England ports."

Mr. Davis declared "there is nothing radical in the contention that Boston is entitled to lower rates than New York.

DRAFTING PLANS FOR CHARLES-ST STATION

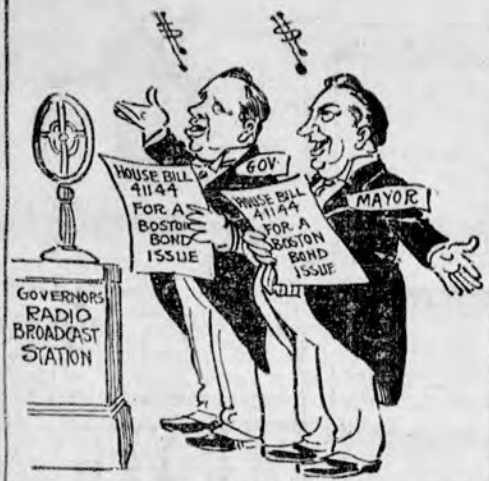
The preliminary work incidental to receiving bids for contracts in connection with work on the proposed Charles-st station of the Cambridge tunnel-elevated system was started yesterday by Chief Engineer William J. Keefe of the Public Utilities Commission.

Specifications for contractors to follow in bidding are being prepared by a staff of engineers, including John E. Buckley and Lewis E. Moore, consulting engineer of Boston.

THE AERIAL BARRAGE



WITH THE GOVERNOR AND THE MAYOR TAKING THE AIR THE RADIO FAN PUBLIC IS IN FOR A WINTER FEAST OF ILLUMINATING ORATORY



PERHAPS THE DISTINGUISHED BROADCASTERS WILL OCCASIONALLY COMBINE IN A VOCAL DUET TO THE TAXPAYERS



cont GLOBE

Post 2/4/31

of January of the present year, 1931, would indicate that the sum of \$7,000,000 will be necessary to meet the requirement for the year of the Public Welfare Department. This sum is 200 percent in excess of the amount expended in any normal year and \$2,500,000 more than the expenditures made during the year 1930.

"It is my purpose that no needy individual or family shall be denied aid, and in order that the sum necessary to provide for the needs of the less fortunate in the community may be made available it will be necessary to adopt stringent measures in the conduct of the activities of the various departments of the municipality.

"I have already announced that with the exception of the sliding scale system in operation in the case of the Police and Fire Departments, no increases in salaries will be allowed for the year 1931. I have discussed with the school authorities the advisability of abandoning for the year 1931 the pay-as-you-go policy as applied in the construction of school buildings and the substitution of a system of bonded indebtedness similar to that which obtained prior to 1916.

"Even in the event that the School Committee assent to the abandonment of the pay-as-you-go policy in the matter of schoolhouse construction it will still be necessary to exercise the most rigid character of economy in order to prevent an increase in taxes during the year 1931. Increased taxes in 1931 would but add to the burden already unduly heavy that is borne by the people.

"It will be necessary to develop public sentiment favorable to a program which the exigencies of the situation demand, and I invite the hearty cooperation of the public in this most essential work."

MAYOR APPROVES PLANS TO LAY OUT PREBLE ST.

Plans for the laying out and construction of Preble st, South Boston, were approved by Mayor Curley yesterday. They call for a 60-foot street which will provide a direct thoroughfare from Concord to the Strandway with connection to Cape points. In the opinion of the Mayor, the street will be a notable public improvement.

Land damages are estimated at \$149,490, to which will be added the paving cost. The improvement has been hanging fire for 20 years. Preble st extends from 584 Dorchester ay to Old Colony boulevard.

Contract to Remove 15 Buildings Awarded

A contract for the removal of 15 wooden buildings from the approaches to the East Boston traffic tunnel on the Noddle Island side of the tube was awarded to the Fells-way Building Wrecking Co., by Mayor Curley today. The concern will salvage much of the material contained in the buildings and will receive only \$300 from the city.

CITY HALL BROADCAST BY CURLEY

First of Series on Government of Boston

With an appeal for the creation of a Greater Boston, Mayor Curley, late yesterday, inaugurated the policy of delivering from the mayoral suite at City Hall broadcasts on municipal government.

Weekly, the Mayor or one of his cabinet members will explain the details of the various city departments, through the courtesy of the Shepard Stores station WNAC, which has installed the microphone in the office of the city's Chief Executive.

LOSING LEADERSHIP

In his address late yesterday the Mayor declared that for a century Boston was the first city in the country, for 50 more years it stood in second place, but now has dropped to ninth, with the danger of going into 10th place this year in the census.

He urged support of the legislative bill which would provide a greater city of 2,000,000 residents for census purposes and admit of the co-operation of the cities and towns within 15 miles of City Hall.

Boston, he said, assumed responsibilities and obligations not assumed by surrounding cities and towns, pointing out that \$1 out of every \$3 appropriated goes to education. "We have a pardonable pride in our system of education," the Mayor said.

During the past year, he explained, \$21,000,000 were spent on the Boston schools, and to provide a measure of relief for property owners during present conditions he urged support of the plan to suspend the pay-as-you-go policy on schools this year and resort to bond issues.

The Mayor explained that he introduced the school pay-as-you-go policy in 1916 because at that time the value of the school buildings and land was but \$22,000,000, in comparison with a debt of \$16,000,000. But now, he said, the debt has been reduced to \$4,000,000, while the value of school property is \$58,000,000, opening the way for bond issues.

In view of the fact that the poor relief disbursements will possibly reach \$7,000,000 this year, the Mayor said, every effort must be made to hold down the tax rate, declaring that the "first duty of a mayor is to the people as a whole."

In explaining the importance of municipal government the Mayor declared that no other city in the world affected more people and none was greater in volume and in expenditures than municipal government.

Federal and State governments of the nation spend a total of \$5,500,000,000 annually, but the cities, counties and towns spend \$500,000,000 more, their total being \$6,000,000,000 each year.

Boston in 1930, spent \$76,000,000, the Mayor said, and in doing it, the city provided permanent jobs for 20,000 workers and jobs for seven months for 5000 more working on city contracts, though the population of the city was but 780,000, revealing that the business of city government was the biggest business here.

The second radio broadcast will be given Tuesday afternoon by President Joseph McGrath, of the City Council, who will explain the duties and responsibilities of the legislative branch of the municipal government.

RECORD 2/4/31

Also Suggests Abandoning of Girls' High

That English high school and Girls' high school, two of Boston's oldest and most famous schools, should be abolished is a suggestion contained in the survey report of the special finance committee report on the school situation in Boston made public yesterday.

The committee decries the two schools in veiled language as "high hat" and says the "tradition of antiquity" which is attached to them is not sufficient justification for their existence.

"It is a question of public policy whether mere tradition or mere sentimentality based on tradition justifies any large expense—" the report says in part and adds:

"Any policy which tends to create competition between schools for attendance or introduces the question of social prestige is unfortunate."

Both Girls' high and English high are more than half a century old, being the first free high schools.

The report also attacks the great number of "heads of departments" in schools who are paid what the report characterizes as exorbitant salaries.

It declares strongly for the establishment of an "intermediate" or junior high school system.

The report also states that kindergarten and elementary school children are not given all the advantages and attention they should have.

Curley Approves Plan for \$280,000 Street

Mayor Curley last night approved plans for the laying out and construction of Preble st., South Boston, from the junction of Dorchester ave. and Dorchester st. to Old Colony. It is estimated that the project, including land damages of \$149,490, will reach a total cost of \$280,000.

MAYOR INAUGURATES CITY RADIO LECTURES

Advocates Greater Boston Plan and Discusses His Relief Program In Broadcast From WNAC

Radio broadcasting on municipal affairs of Boston was initiated yesterday by Mayor James M. Curley in the first of a series of Tuesday talks by city officials. The talks will be given at 4:15. The Mayor made an appeal for a Greater Boston and declared that no greater contribution could be made to the growth of Boston than a federation.

The burden upon the city because of unemployment, according to the Mayor, has grown so great that expenditures last month for relief indicate that in 1931 the sum of \$7,000,000 will be necessary to meet the requirements of the Public Welfare Department. This is 200 percent in excess of the amount expended in any normal year and \$2,500,000 more than the expenditure made last year.

Mayor Curley's Address

The Mayor's address follows:
"The city of Boston is indeed grateful to the officials of station WNAC for this most unusual courtesy of being permitted the opportunity to acquaint the public as a whole with some of the more intimate details of municipal administration, for after all there is no business in the entire world that is more important or that is greater in volume or that represents a larger expenditure of money or that has a more important bearing upon either the happiness, health or misery of the people as a whole than the business of government.

"The business of government nationally represents an expenditure approximating in normal times by the Federal Government and the State Governments about \$5,500,000,000. The business of government as applied to the cities, towns and counties of America approximates, in normal times, some \$6,000,000,000.

"We have some appreciation of the volume and the character of municipal administration even in a city as limited in population as the city of Boston when we realize that with a total population approximating 780,000 there are some 20,000 men and women in the employ of the city of Boston directly, and employed upon contract work during some seven months of the year a number equivalent to one-quarter as great as the total number of actual annual employes, or a total for seven months of the year employed direct and indirect of 25,000 persons, or 20,000 normally.

\$76,000,000 a Year

"We have some realization of the character of the city's business from the standpoint of expenditures when you consider that the total actual expenditures in a given year, say the year 1930, the year just closed, approximates in excess of \$76,000,000. We are further impressed with the importance of the business of the city when we realize that there are 42 departments of government directly under the control of the Mayor of Boston.

"Prior to 1909 there was a general division of authority in the conduct of the city activities. Prior to 1909 the City Council or the Board of Aldermen and Common Council, as existed in those days, had powers that were in many cases coequal with the powers that were enjoyed by the Mayor. With a view to centralization of responsibility, in 1909 the charter was revised and almost absolute authority was vested in the Mayor.

"My interpretation of the duty of a public official, that is the Mayor, of a city like Boston, is that his first duty is to the people as a whole, and in line with that theory and that line of thought I have endeavored to conduct the affairs of the city of Boston. We have a realization of the unfortunate position that we occupy among the cities of America in the more recent competition for an exalted position among the cities of the Nation. Boston, for more than 100 years, occupied first place in population and for more than half a century occupied second place.

Greater City Movement

"Fifteen years ago, the movement started in America for greater cities and as a consequence, due to the failure of the cities and towns adjacent to Boston to federate with the city, we have gradually lost our position in the forefront of American cities, and today occupy the ninth place and are in a serious danger of passing into 10th place. Were it possible to induce the cities and towns within a radius of 15 miles of the State House to consolidate in a Greater Boston, it would be possible to have a Boston with a population of approximately 2,000,000 people.

"It must be apparent to every individual that no greater contribution could be made to the growth of Boston than a federation of this character, for after all the real inducement that prompts any successful business man in the matter of a location for a plant

for his industry is the size of a city and the possibilities of its growth. If this federation were accomplished, it would bring Boston into fourth place among the cities of America, being exceeded only by New York, Chicago and Philadelphia.

"Just so long as we adhere to the old traditions and just so long as we pay homage to antiquities, just so long will we remain ninth among the cities of America, with the possibility of passing into 10th place in 1931, and then certainly within a period of 15 years of passing into 15th place.

Suburbs Are Dependent

"Now then, we have some realization of the responsibility that centers in a city located as is Boston. The surrounding cities and towns are dependent upon its prosperity, so it is necessary in Boston to assume obligations that are not assumed by surrounding cities and towns.

"We have a pardonable pride in our system of education. With a total expenditure summed up under the head of general appropriations for the year 1930 and representing a total expenditure of \$68,000,000, nearly one in every \$3 was expended for educational purposes. As a matter of fact, our schools, in 1930, represented a total expenditure in excess of \$21,000,000.

"In 1916 during a previous term as Mayor of Boston, I had an investigation conducted as to the financial status of the schools. The total valuation of school lands and buildings in 1916 was approximately \$22,000,000 and against the \$22,000,000 dollars there was an outstanding indebtedness of \$16,000,000 and the margin of safety being so small, I recommended at that time a pay-as-you-go policy for schoolhouse construction. Since 1916, under the pay-as-you-go policy inaugurated by me during a previous administration, there has been added to the valuation of the schools of Boston \$36,000,000. The bonded indebtedness, on the other hand, has been reduced from \$16,000,000 to about \$4,000,000, so that we have \$58,000,000 of valuation in school buildings and lands at the present time, and but \$4,000,000 of indebtedness as against an indebtedness of \$16,000,000 in 1916.

Funds for Public Welfare

"An unprecedented situation has arisen during the last and latter months of 1930 and is greatly in evidence during the first month of 1931. I consider the most important business of Government is the welfare of the people and that the people might not suffer from industrial depression for which they are in no way responsible. Similar in character to the industrial depression in evidence during the last 12 months, unlimited funds have been provided for the Public Welfare Department.

"The worker is not responsible for an industrial depression nationally, or as in the present instance one which is world wide in character. It is due to the failure of society to take the necessary measures of protection to prevent industrial depressions, and until such measures have been taken it is the duty of Government to provide relief for the people. I have made plans to provide all the money that is necessary for the Department of Public Welfare in order that no needy person might suffer as a consequence of unemployment and depression, for the existence of which the workers are not responsible.

\$7,000,000 Seems Necessary

"The expenditures during the month

CONDEMNS EXTRA PAY FOR TEACHERS

'Fin Com' Committee's
Fifth Instalment

Would Have Evening and Summer
Teaching Joined to Day Positions

Some way should be found of organizing the teaching program so that evening teaching and Summer teaching could be included in single full-time jobs, with a modified day school program, at a single salary, declares the special investigating committee appointed by the Finance Commission to make a study of the school system. The committee pointed out that more than \$260,000 was paid last year to teachers in addition to their annual salaries.

The fifth instalment of the committee's report, released yesterday afternoon, attacks the method used in Boston in the selection of teachers, particularly the great discrimination in favor of the graduates of the Boston Teachers' College, which, it declares, discourages teachers of successful experience elsewhere from entering the competition.

Other matters criticized are the differences in titles of men and women holding practically the same teaching positions; disproportionate in size and membership of elementary school districts; additional salary increases accorded to some teachers because of some academic attainment rather than improvement in teaching, and lack of balance in supervision of certain phases of education.

Protective Recruiting

In its attack, the committee states that the system of recruiting teachers is a negative one and primarily a protective one, "protective in more than one sense." Citing the high standards set by examination for admission to the eligible list and for admission to the Teachers' College, the committee declares that this, in a measure, protects the school system against the unfit, but that it does not invite the best.

"Questions made by and answered by those within the system would, in the nature of the case, give sufficient advantage to applicants trained within the system to explain the superior rating of Boston Teachers' College graduates, as compared with those of other institutions, shown in the survey report.

"This is a perfectly normal and natural advantage enjoyed by those inside, wholly adequate to insure against excessive invasion by outsiders. But there is frankly recognized enough further discriminating in favor of the graduates of Boston Teachers' College to discourage teachers of successful experience elsewhere from entering the competition.

Nonresidents Shut Out

"The survey committee called attention to this fact and recommended open competition. The School Committee itself took some minor steps in compliance with this recommendation, but it has now clinched the nail by

shutting out all nonresidents from the competition. This shows the very distinct purpose to protect, not the schools, but the insiders of the system.

"This applies not merely to recruiting for the lowest ranks, but to filling the higher positions. Promotion within the ranks is the usual and natural thing; but when there is no exchange whatever with other institutions, other localities, other systems—and consequently no consciousness of a common cause—the institution or the system which thus sets itself apart from the rest of the educational world soon finds itself set apart by the rest of the world. While it may, and usually does, feel itself superior, its superiority will receive scant recognition outside its own borders.

"Because there must be discrimination to meet different needs in different positions, it has been necessary to multiply the classifications until there are upward of a hundred different designations calling for slightly different qualifications and correspondingly different certificates.

"No matter how far a classification may be carried, it will always be true that the individual best qualified for one position will not be the best qualified for some other in the same classification. . . . Somewhere there might be lodged a responsibility or seeking out the best available teachers."

The committee declares that the present scheme seems to be one of safety first; that it protects the administration from any charge of discrimination between claimants from within the city, and the successful claimant; that once admitted to "the charmed circle" the new recruit is secure, and that even admission to the Teachers' College seems equivalent to "old-age insurance."

District Lines

The committee asserts that when school population falls off in places common sense requires that the force be reduced. If the welfare of pupils were the first consideration, there would be a process of sifting out the less efficient teachers under such circumstances, but, it states, "the interests of the holders of positions take precedence and the lines of traditional districts are not adjusted or reductions otherwise made until the incumbents can be provided for without loss of compensation or rank."

Charging that promotion to positions need not await a vacancy in a higher rank, the committee states that submasters, masters' assistants, heads of departments, may be added when a certain regulation quota in school numbers is exceeded, but that no provision is made for "subtracting" when the excess disappears.

Disproportion is declared to be so prevalent as to be "amazing." It points out that one master has 782 pupils and 21 teachers, another 2730 pupils and 93 teachers; especially trained school physicians and nurses have a supervisor for every 10 or 12; elementary and intermediate teachers have a supervisor for every 300; high school teachers teaching a single subject may have a supervisor for every two or more, while teachers of special classes have one for every 70; teachers of manual arts have a supervisor or director for every 15, while teachers of household science and arts are given one for every 80; and the commercial branches, having more teachers than any other department, have no general supervision at all.

MAYOR CURLEY'S POLICY ON SPEAKING PERMIT ASSAILED

Mayor Curley's policy in handling speaking permits on Boston Common was sharply criticised yesterday at a hearing before the Legislative Committee on Legal Affairs on a bill to require municipalities to set apart portions of public parks for free speech-making.

William G. Thompson, Boston Attorney, assailed Mayor Curley for refusing, without a hearing, permits to speak on Boston Common. The criticism of Mayor Curley brought forth a defense from Representative Lewis R. Sullivan of Dorchester and Edward D. Collins, legislative agent.

Representative Sullivan said he was opposed to the bill because he believed it would break down the principle of home rule. He felt favorable action on the bill would necessitate the holding of an emergency squad of 50 police officers at headquarters each Sunday.

Mr Thompson, in speaking of the Constitutional phase of the bill, declared that its purpose is to prevent a chief executive of a city from deciding in advance what subjects may be discussed in a public park.

"I don't think the Mayor or the Governor or any other man is wise enough to say what any man, no matter how ignorant, is to think, believe or tell other people."

Francis G. Goodale, petitioner for the legislation, declared the measure if enacted, would abolish advance censorship of speeches. Alfred Baker Lewis, secretary of the Socialist party, explained that the bill merely requires a city or town to provide a place to be used for free speech making.

COUNCIL LISTS PLANS TO RELIEVE IDLENESS

Reports on New England
Industrial Survey

Many interesting suggestions for maintaining employment in New England were developed by a survey made by the industrial committee of the New England Council among New England manufacturers and business men. The report was submitted at a joint meeting yesterday of the committee and the presidents of the State Manufacturers' Association of New England.

The committee recently sent out a list of measures calculated to promote employment maintenance, and more than 70 percent of those replying declared that the first essential is to hold actual layoffs to the minimum and substitute the elimination of overtime and the reduction of weekly hours. The next essential is aggressive merchandising and development of new products to meet changing needs; and the third, that New England firms provide wages and working conditions enabling their employes to prosper in New England as well as they may elsewhere; that people with stable incomes buy their normal needs; that business engage in a general housecleaning, painting, repairing and overhauling.

TRAVELER 2/3/31

Parker Submits Data on Costs at Rate Hearing

Washington Attorney Points Out How Boston Port Business Is Handicapped by Wide Difference in Railroad Freight Charges

When the rate differential hearing, sponsored by the Boston Port Authority, Mayor Curley, Maritime Association of the Boston Chamber of Commerce and the Foreign Commerce Club of Boston, reopened in the library of the Boston Chamber of Commerce today before Earl L. Stear and J. C. Elmore of the interstate commerce commission, George H. Parker, Washington attorney, resumed his direct testimony interrupted by yesterday's adjournment.

NATIVE OF ENGLAND

Parker, although a Washington attorney, came to this city to compile a report for the New England railroad committee on consolidations appointed by New England governors. Since completing that report, he has been busy with the present rate case from the Boston standpoint and will become a permanent Boston resident.

During the war, Parker was financial advisor to the director-general of railroads and as such passed upon expenditures of more than a billion and a half dollars.

He is a native of Leicester, Eng., came to Canada when seven years old, and to this country at 14.

He has been vice-president of the Delaware & Hudson railroad, comptroller of the Philadelphia & Reading railroad, and expert witness for some 400 railroads entering claims against the government. He is now counsel for the New England Lime Producers' Association, and for two years was transportation expert for two Canadian provinces.

NEW YORK'S ADVANTAGE

The witness pointed out that one reason why the commerce of this port has declined in the past score of years was that astonishingly low rail rates from New England shipping points to New York as against the rates from these same points to Boston. The difference in New York's favor, he said, varies as high as 47 per cent.

He inferred that this advantage made it cheaper for New England manufacturers to ship their merchandise by the longer rail haul to New York and then to the nearer port of Boston.

Parker analyzed the costs in Boston of handling freight per ton mile as approximately 45 cents for the New Haven road and 40 cents each for the Boston & Maine and Boston & Albany. On the other hand, he claimed, the lighterage costs in New York harbor, which is now absorbed by the big trunk lines in an effort to attract business, were \$3.73 per ton.

COMPARES CHARGES

"To summarize," he said, "I have brought out in the foregoing comparisons the fact that excessive terminal costs at New York have resulted in a condition whereby the net rate per ton mile on various commodities between New England points and New York are astonishingly low in comparison with

the net rate per ton mile on the same commodities between the same New England points and Boston, varying from a red ink figure to a maximum of 47 per cent. of the Boston net rate per ton mile.

"In computing the net rate per ton mile I have, throughout the comparisons, on which this summarization is based, taken the average east-bound lighterage costs at New York at \$3.73 per ton as shown by the evidence already of record in this case.

"For the Boston net rate per ton mile I have made the deduction of terminal costs at that port of 45 cents per ton for the New Haven, 40 cents per ton for the Boston & Maine and for the Boston & Albany, these figures having been furnished by the carriers in question."

It is expected that Atty. Parker will occupy the stand the entire day with his direct testimony, and that by tomorrow attorneys for the opposition will be able to cross-examine him.

DIFFERENTIALS CASE PRESENTED

Evidence Favorable to Boston Cause at I. C. C. Hearing

With only one witness testifying during the day, yesterday's session of the interstate commerce commission hearing on freight rate differentials was decidedly favorable to the Boston cause as an opportunity for uninterrupted direct examination was taken by the introduction of a mass of statistics supporting the contention that existing railroad freight rates discriminate against the port of Boston in favor of New York.

George H. Parker, rate expert, was the single witness. When the hearing in the chamber of commerce building adjourned for the day at 4:30 P. M., he announced that he has additional testimony which will take about two hours this morning. Cross-examination will follow, with the probability that Mr. Parker will be on the stand throughout today's session.

A highlight of Mr. Parker's testimony yesterday was a comparison of the costs of moving freight at the New York and Boston port terminals. He said the lighterage cost at New York, absorbed by the railroads there—unfairly, according to the Boston complaint—is \$3.73 for the moving of each ton of freight one mile.

In Boston, where lighterage is unnecessary, the cost of moving freight at the port is 45 cents per ton mile for the New Haven, and 40 cents for the Boston & Maine and the Boston & Albany railroads, he declared. This difference has been overlooked in establishing rates at the two ports, according to the Boston complaint.

Other figures were introduced to show the effect of the rates on grain by shipments at New York and Boston, revealing that this port has lost practically all its grain commerce.

Comparing the total business of the New York and Boston ports, he pointed out that while water borne commerce at New York increased from 48,000,000 tons in 1923 to 65,000,000 tons in 1929, Boston traffic in the same period scarcely increased at all, with 13,000,000 tons in 1923 and 15,000,000 tons six years later.

HERALD 2/4/31

CURLEY STARTS BROADCAST SERIES

Stresses Need of Federated Boston in Radio Talk

Mayor Curley inaugurated yesterday a series of weekly broadcasts about municipal affairs which are expected to be a regular Tuesday afternoon feature of the WNAC program for a period of several months.

In opening the series the mayor briefly stressed the need of a federation of cities and towns for the purpose of permitting a metropolitan Boston to compete with the other large cities of the nation, which have expanded territory and acquired population, either by the annexation of smaller communities or by some system of federation. That a federated Boston must be established was the mayor's positive declaration.

He devoted some attention to a presentation of the financial situation of the school construction problem, contrasted the impressive existing condition with the indebtedness of \$16,000,000 upon school property valued at \$22,000,000 in 1916 and ventured the belief that a departure for at least one year from the pay-as-you-go policy responsible for the practical elimination of schoolhouse indebtedness cannot be criticised.

GLOBE 2/4/31

CITY ADVANCES PLANS FOR DORCHESTER SCHOOL

At a meeting of the School Buildings Commission late yesterday afternoon, Louis K. Rourke, superintendent of construction, was given authority to select the architect for the proposed new intermediate school in Dorchester.

Mayor Curley yesterday afternoon approved taking of an additional 4800 square feet of land for the school. The land is located at Alicia road and Hurlcroft av.

Curley Scored for Says Lighterage Placing Ban on on N. E Goods Exceeds Rail Cost Common Orators

Atty Thompson Likens Boston to Russia—Mayor Defended by Rep. Sullivan

Describing Boston as a "small illustration of a vicious principle now in force in Russia and Italy," Attorney William G. Thompson today urged the legislative committee on legal affairs to act favorably on a bill designed to prevent a chief executive of a city "to decide in advance what subjects may be discussed in a public park."

Mayor Curley was criticized by Attorney Thompson for the practice of arbitrarily, without hearing, refusing permits to persons to speak on Boston Common. Mr. Thompson declared that a chief executive of any municipality or a State can dictate "what a man is to think or believe or try to make others believe."

"Thank God," declared Representative Lewis R. Sullivan of Dorchester, coming to the defense of the mayor, "we have a 'Jim' Curley to protect Boston and America." Edward D. Collins, legislative agent for the city, also defended Mayor Curley, in opposing the proposed measure, and turning to the large crowd at the hearing, declared:

"Mayor Curley is not opposed to free speech by any decent, respectable citizen of the Commonwealth. He wouldn't deprive anyone of a permit as long as he knew that his speech would not cause dissension."

Francis G. Goodale, petitioner for the legislation, which would require municipalities to set portions of public parks for free speech-making, asserted that the measure, if enacted, would abolish advance censorship of speeches. Explaining the present method of obtaining permits from the mayor and the park commissioners, the speaker asserted that until a few years ago "they were granted as a matter of course." As a result of the Sacco-Vanzetti case, he said, the permits were refused. He told the committee that the bill would not legalize utterances now unlawful but would give persons the benefit of their constitutional rights.

Attorney Thompson, at the outset of the hearing, declared that he was not present to criticize the authorities for their reactions in the Sacco-Vanzetti case although, he added, "I have strong opinions about the matter. I strongly object to having any man," he continued, "tell me what subjects I may discuss on Boston Common."

Although making it clear that he was not speaking primarily of the case, the speaker indicated that he would like to "discuss" the Sacco-Vanzetti case, if the occasion presented itself.

After likening Boston to conditions in Russia and Italy he inquired whether the members of the committee would be willing to "allow Mayor Curley to tell you what you could discuss? Would you submit to the dictates of Mayor Curley?" he asked, "as to what you are to think about, speak about and believe?"

Counsel for Boston Port Authority Charges N. Y. Costs Cause Deficit on Haul

By Walton Morton

The charge that lighterage costs at New York for certain shipments from New England points are often greater than the railroad's revenue from the rail haul was made at the hearing of the Interstate Commerce Commission today in the rate controversy between the city of Boston and the Port Authority and the port of New York. Other features of the testimony of George H. Parker, in behalf of the Boston faction, were as follows:

(1) That the average terminal costs at Boston of transfer from car to ship are approximately 41.6 cents a ton, while the average lighterage cost, east-bound, New York hearing on April 6, on the grounds that the case of the Boston Port Authority is not representative of the attitude of New England traffic interests and shippers.

(2) That the average cost of shipments between "representative points" to New York is 120.6 per cent of the cost to Boston from the same points, east-bound, and 124.8 per cent westbound.

(3) That the rates, per ton mile despite this disparity in cost, are "astonishingly low" on various commodities between New England points and New York in comparison with rates from the same points to Boston.

A fourth feature of the morning's session was the announcement by Wilbur LaRoe, representing the New York faction, that he has obtained subpoenas for several prominent Boston traffic men and will offer them as his witnesses at the New York on April 6, on the grounds that the case of the Boston Port Authority is not representative of the attitude of New England traffic interests and shippers.

In support of his statements, Mr. Parker, a former attorney of Washington, D. C., retained by the Port Authority in the present rate case, cited dozens of specific instances on certain commodity rates in a New England point.

Smaller Transfer Costs Here

From Pawtucket, R. I., he said, the rate on lard compounds and substitutes to New York is 19 cents per 100 pounds, or \$3.80 a ton. Of this revenue, he said, \$3.75 is paid out by the railroad in lighterage costs, leaving a return for the rail haul of some 2 per cent. The rate to Boston on the same goods, he said, is 16 cents per 100 pounds, or \$3.20 a ton, of which but 45 cents is paid out in transfer terminal costs.

He mentioned a rate from Springfield to New York which, he said, on best pulp is 18½ cents per 100 pounds, of which lighterage consumes 101 per cent of the rail haul proceeds, actually showing the railroad a loss on the rail carriage over a distance of 131 miles. To Boston, he said, the same commodity is shipped from Springfield at a rate of 16 cents per 100 pounds for a haul of but 98 miles.

"To summarize," he said, "I have

brought out in the foregoing comparisons, the fact that excessive terminal costs at New York have resulted in a condition whereby the net rate per ton mile on various commodities between New England points and New York are astonishingly low in comparison with the net rate per ton-mile on the same commodities between the same New England points and Boston, varying from a red ink figure to a maximum of 47 per cent of the Boston net rate per ton-mile. In computing the net rate per ton-mile, I have, throughout the comparisons on which this summarization is based, taken the average east bound lighterage cost at New York at 3.73 per ton as shown by the evidence already of record in this case. For the Boston net rate per ton-mile, I have made the deduction of terminal costs at that port of 45 cents per ton for the New Haven, 40 cents per ton for the Boston & Maine, and 40 cents per ton for the Boston & Albany, these figures having been furnished by the carriers in questions."

Average Cost to Boston Lower

Mr. Parker's testimony, which frequently was interrupted by protracted arguments between opposing counsel, was resumed this morning with an analysis of railroad costs between a number of representative cities and Boston and New York. In conclusion on this point, he said that the average cost of hauling a ton of freight between these cities and Boston is \$5.25, while from the same points to New York the average is \$6.33 east-bound and \$6.55 westbound, or that the rate to New York is 120.6 per cent of the Boston rate, while the rate from New York is 124.8 per cent of the rate from Boston.

Another instance he mentioned was a rate on manufactured and steel goods from record, N. H., to New York and Boston. The rate to New York, a distance of 256 miles via the Boston & Maine, he said, is 27½ cents per 100 pounds. Of this, he said the lighterage cost absorbs 68 per cent, leaving the railroad a revenue of but 6.9 mills per ton mile for its rail haul. This figure, he said, is but 14 per cent of the ton-mile revenue which the railroad obtains for the same goods on a haul to Boston where, from a rate of 14½ cents per 100 pounds, on a seventy mile haul, the road gains a ton-mile revenue of 3.57 cents. On shipments of a certain class from Providence to New York, he added, the net ton-mile revenue of the railroad is less than one mill, and equal to but .6 of one per cent of the ton-mile revenue to Boston which is 6.5 cents.

LaRoe to Subpoena Boston Men

In a statement made to the press, Wilbur LaRoe, counsel for the New York interests, announced that he has obtained today subpoenas from the Interstate Commerce Commission which he will serve on the following-named Boston traffic men: Francis J. Dowd, traffic manager of the Associated Industries of Massachusetts; Edward L. Heffron, secretary of the New England Traffic League; and William H. Day, manager of the transportation bureau of the Boston Chamber of Commerce. He will place them on the stand at New York when the hearing is resumed there April 6.

"I have obtained these subpoenas," said Mr. LaRoe, "because I feel certain that this complaint by the Boston Port Authority and the city does not fully represent the opinion of Boston shippers and business men. I expect to show through these witnesses that many substantial interests in Boston are definitely not in favor of this complaint."

‘Massachusetts Should Have the Best Air Corps’

F. Trubee Davison Speaks for National Guard Air Corps at Mayor's Dinner

Senator Bacon for It

Assistant Secretary of War Describes Scheduled Night Attack Over Boston

By Franklin Jordan

Although the Army "hands off" policy in State affairs made it necessary for him to speak as an individual, Assistant Secretary of War F. Trubee Davison, in charge of Army Aviation, came out strongly for adequate facilities for the Massachusetts National Guard Air Corps at a dinner given in his honor last night at the Copley-Plaza by Mayor James M. Curley. Further, so far as it is consistent with the Army policy, Secretary Davison pledged the support of the Army in assisting the State.

"Massachusetts should have the best Air Corps," said Mr. Davison. "We all know that the National Guard plays a fundamental role in the National defense and of the 19 squadrons Massachusetts ought to be and can be in the first rank. I've talked with many people here tonight about it and they are all in favor. Since everyone agrees why shouldn't we have them?"

Before calling on Dewitt Clinton De Wolf, secretary to Governor Ely, who represented the governor at the dinner, Mayor Curley spoke of the great need for improvement of the National Guard Air Corps at East Boston. He said he felt sure that the General Court would pass the \$250,000 appropriation and also the million and a quarter dollars appropriation that the City of Boston wants outside the debt limit.

Colonel Bacon Speaks

Mr. DeWolf said the governor wanted the audience to know how urgently the \$250,000 appropriation to provide adequate facilities for the Air Corps was needed. There is grave danger of losing the State Air Corps if improvements are not made immediately, said Mr. DeWolf. More than 40,000 citizens from the Berkshires to Cape Cod and from North to South in this great State have signified their desire to see this improvement made. Governor Ely, he continued, has placed the \$250,000 appropriation in his budget and "it should pass with the able assistance of the Speaker of the Senate and other members of the General Court."

Colonel Gasper G. Bacon, speaker of the Senate, and the next speaker of the dinner also pledged his personal support. "The amounts you ask for," he said to Mayor Curley, "are so modest compared to the demands I have at the state House, that I feel like committing

myself and saying you can have them all. I am personally entirely favorable for the \$250,000 for the State Air Corps and I will do all I can to see that the money is raised."

Senator Bacon inferred he was not committed to the method of obtaining money as suggested by Governor Ely but that regardless of where the money came from, he personally thought that it ought to pass. Senator Bacon said that he had wondered why this matter had not been called to the attention of the General Court before and, on inquiry, found that it had been brought before the Legislature and lost in the shuffle.

Mayor Curley described the development of the Boston Airport and told the assembled flyers how improvements now in process or contemplated in the immediate future would bring the valuation of the Airport district up to \$35,000,000 or within \$5,000,000 of the total valuation of East Boston. He mentioned the East Boston Tunnel, the highway connecting the tunnel and the Airport; the additional fills at the Airport and the turning over to the city of Governor's Island, now before Congress. He added that with these developments, Boston would have the finest airport in the United States with more than a thousand acres of land and connected so closely by tunnel and highways with the city center that it could be reached in four or five minutes. He further added that if the Army ever wanted to develop the huge Army air station for New England defense that another thousand acres out to Apple Island are available.

Tribute was paid to the airport and to its importance in the defense of New England by Major General Fox Connor, commanding general of the First Corps Area; by Rear Admiral Louis N. Nulton, commandant of the First Naval District; by Senator Bacon, by Mr. DeWolf, and Lieutenant General Edward L. Logan, General Connor, who was Chief of Operations of the A. E. F. in France, said that with all the efforts of America to provide planes and pilots, there were only 512 planes and pilots in operation with the American Army at the time of the Armistice. General Logan described the devastation caused by one single German airplane to several units of the Yankee Division.

City Councilors Speak

Two members of the Boston City Council were called on by Mayor Curley, Herman L. Bush and Laurence Curtis, 2d, an ardent aviation enthusiast. In presenting Secretary Davison, Mayor Curley suggested that Congress authorize scholarships to West Point or Annapolis to twenty-five students of the Massachusetts Institute of Technology, who excel in aviation.

Secretary Davison described in detail the plans for the Army maneuvers that will be held in the northeastern Atlantic seaboard in May when 672 planes, more than those at the American front in the World War, will be assembled and among other maneuvers stage a night attack on Boston on May 24. The next day, the planes will make a daylight attack on the city, while one group, either observation or bombardment, will make attacks on Portland and Bangor, Me., by way of Vermont and New Hampshire.

This will be the largest gathering of its kind in the world said Mr. Davidson, and it will be the first time an air division has been assembled. During the maneuvers, the planes will fly over every State in the Union and conclude with a demonstration over Washington, D. C., on Memorial Day.

Preliminary to the "war," planes will gather at Dayton as follows: 205 pursuit planes, 335 observation planes, 51 attack planes, 35 bombardment planes and 45 transports with a total of 740 officers and 631 enlisted men. Then from May 18 to 20 there will be practice work under command of a major general. On May 21, the fleet will attack New York city, there division headquarters will be established at Mitchel Field, and operate from there in its attack on New England. On May 29 it will start for Washington.

More than one hundred persons attended the dinner, including prominent flyers from all over Greater Boston. Guests at the head table included Frank W. Stearns, Boston merchant; Edmund L. Dolan, Boston merchant; Lieutenant Raymond L. Greer, U. S. N., Colonel Horace Z. Landon, former commanding officer of the First Corps Cadets, Colonel John H. Hughes, U. S. A., Lieutenant Colonel Rush B. Lincoln, Thomas A. Johnson and Park Commissioner William P. Long. A delegation was present from Connecticut, including Colonel Clarence Knox, Connecticut Commissioner of Aviation, and Major Herbert H. Mills of the 43rd Division Aviation.

Reports Bill Fixing Limit for Boston at \$16

The legislative Committee on Municipal Finance has reported a bill fixing the tax limit for Boston, or the appropriating power, for the year at \$16 per \$1000 of valuation. Mayor Curley had appeared before the committee in favor of abolishing the statutory tax limit and allowing the mayor and City Council, as in all other cities, to fix such tax limit each year.

At that time the mayor said he believed the city would get along this year with a tax limit of \$16, which is 75 cents higher than for the year 1929. Last year the Legislature allowed a maximum limit of \$16, but the mayor found it unnecessary to use that limit.

The bill of Mayor Richard M. Russell of Cambridge for legislation changing the financial year in that city also has been favorably reported by the committee. By the bill the financial year will be made to coincide with the calendar and elective year.

The Committee on Public Health has reported leave to withdraw on the petition of Leslie E. Cutler that provision be made for licensing local health officers and agents.

The Committee on Education has reported adversely on the bill of Representative Lewis B. Sullivan that corporal punishment in all schools be abolished.

Kirstein Given an Embossed Tribute

One of the pleasing duties of Mayor Curley yesterday was his presentation to Louis E. Kirstein, Boston merchant, of an embossed set of resolutions adopted by the city council in appreciation of his gift of a \$150,000 memorial branch library to the city and his service on the board of library trustees. City Councilor Herman L. Bush of Oxbury, who introduced the resolutions in the council, assisted the mayor in the presentation.

In his address the mayor declared that the use of the new library branch had exceeded all expectations by serving an average of 658 people a day, of whom 455 received books in the business branch on the first two floors, while the remainder went to the general adult's branch on the third floor of the beautiful new structure.

CENSORSHIP BY MAYOR FLAYED AT HEARING

William G. Thompson, Sacco-Vanzetti Defender, Attacks Ban on Open-Air Orators

The "censorship" by Mayor Curley of open-air orators on Boston Common was scored by a group of speakers, including Attorney William G. Thompson, at a hearing today before the legislative committee on legal affairs at the State House.

The committee was hearing a bill on petition of Francis G. Goodale which would allow speakers to address gatherings on the Common, in a designated section, without the necessity of obtaining a license or a permit.

SAFETY VALUE OF PEOPLE

The Sacco-Vanzetti case having been raised, Thompson declared he would make no criticism of the authorities, but held strong opinions on the subject.

He declared that the subject centers around the constitutional right of citizens to assemble in a peaceable manner.

He argued that the Communist wanted to be martyred, that he had no arguments and that the safety valve of free speech would bring about his downfall.

The whole purpose of the bill, he stated frankly, was to prevent Mayor Curley or the City Council deciding in advance what subjects shall be discussed.

"I strongly object to any executive officer saying what I shall discuss on Boston Common," he continued. "It is a vicious principle."

CITY STAND ATTACKED

He was asked by the committee if people have not the right to have their tranquility of mind protected.

"No one in a popular government has any right not to have his tranquility disturbed," shot back Thompson. "You can't stop the course of human history. You can't say we have tarried at Utopia."

More than a dozen others spoke for the bill including the petitioner, Goodale, Alfred Baker Lewis, Rev. Smith O. Dexter, of the Episcopal Church in Concord, Prof. Clarence R. Skinner of Tufts, Mrs. Larue Brown, Rev. Robert W. Jones, of Cambridge, George L. Paine, of Cambridge, John S. Codman, of Boston, and James P. Roberts, of Dedham. Former Mayor Andrew J. Peters and Mayor O'Neill of Everett were placed on record for the bill.

Mayor Curley Rushes Action on Building Two New Schools

City Executive Gets Started Immediately When He Learns Committee Has Released \$1,119,000 for Brighton and Dorchester Institutions

Mayor Curley lost no time today in getting immediate action on the construction of two intermediate school buildings in this city as soon as he learned that the school committee had voted to release the appropriation of \$1,119,000 for this work.

ROUKE STARTS, TOO

The mayor communicated with Superintendent of Schoolhouse Construction Louis K. Rourke. Rourke had also started in to get things done.

He instructed Albright & Blaney, architects, to complete the plans for the intermediate school in Brighton, which were started about two years ago. It is stated that the plans have progressed so far that bids for the construction of the building will be asked within 30 days.

Following the mayor's activity, Chairman Richard K. Lane of the department of school buildings immediately called a meeting for this afternoon at 4, for the purpose of selecting an architect for the proposed intermediate school in Dorchester.

Girls' High and English High

CHAIRMAN GOODWIN of the Boston finance commission and Chairman Hurley of the Boston school committee are not agreed on school policy. The finance commission has been criticising the school system.

The latest barrage from the finance commission has to do with Girls' High School and English High School for boys. The finance commission protests against pupils attending the central schools instead of their neighborhood high schools. Some persons read into the finance commission statement an implication that these schools should be closed. Chairman Goodwin says that this thought is farthest from his mind.

It appears to us that the finance commission does not give emphasis to the most important reasons why parents send their children to Girls' High School and English High School rather than to neighborhood high schools. Naturally the standard of training appeals, but Mr. Goodwin insists that the standard is quite as high in the neighborhood schools.

But then comes the point of co-education. Many parents prefer not to send their children to co-educational high schools. Therefore, until such time as every district in the city is supplied with high schools for boys and high schools for girls, of a standard of training equal to that of Girls' High and English High, we believe that the present system should continue.

SACCO COUNSEL ATTACKS MAYOR

Mayor Curley was severely attacked and just as vigorously defended today during a hearing on free speech before the legislative committee on legal affairs.

The attack on the mayor came from William G. Thompson, one time chief counsel for Sacco and Vanzetti. His

criticism was based on the refusal of the mayor to grant permits to persons to speak on Boston Common.

The hearing was on a petition of Francis G. Goodale to require municipalities to set apart portions of public parks for free speech making.

Defence of the mayor came from Representative Sullivan of Dorchester and Edward D. Collins, legislative agent for the city of Boston, who opposed the bill.

'Curley Tunnel' Leading in Tabulation of Names

The Tunnel Editor today submits to you a partial—and only a partial—tabulation of the votes submitted by readers in connection with naming of the new East Boston traffic tunnel.

A complete tabulation is impossible at this time, because the bewildered Tunnel Editor is swamped with mail and has no idea when he will reach bottom.

Hundreds of letters and coupons are pouring in, and nine-tenths of them carry a new suggestion for a name for the tunnel.

THE RESULTS

The results, so far tabulated, follow:

Curley Tunnel	46
James M. Curley, Jr., Tunnel	27
James M. Curley Tunnel	21
Curley Tube	9
North Shore Tunnel	9
Paul Revere Tunnel	9
Curley Memorial Tunnel or Tube	7
Tercentenary Tunnel	6
Victory Tunnel	5
Hoover Tunnel	5
Noddle Island Tunnel	4
Gen. Edwards Tunnel	4
Curley Airport Tunnel	4
Tercentenary Tube	4
Prosperity Tunnel	4
Mayor James M. Curley Tunnel	3
Paul Revere Tube	3
North Shore Tube	3
East Boston Rapid Transit Tunnel	3
James Curley Memorial Tube	3
Gov. Fuller Tunnel	2
East Boston Tube	2
Bay State Tunnel	2
Gen. Clarence R. Edwards Tube	2
Curley Transit Tunnel	2
Foch Tunnel	2
East Boston Airport Tunnel	2
Metropolitan Tube	2
Boston American Tunnel	2
Curley Traffic Tunnel	2
Meridian-Porter Tunnel	2
Meriport Tunnel	2
Ecco Tunnel	2
Hub Tunnel	2
Byrd Tunnel	2
Abraham Lincoln Tunnel	2
Meridian St. Tunnel	2
Joffre Tunnel	2
Wickersham Tunnel	2
Boston Harbor Tunnel	2
Woodrow Wilson Tunnel	2
Harbor Tunnel	2
Meridian Tunnel	2
Traffic Tunnel	2
Atlantic Tunnel	2

OTHER NAMES OFFERED

The following designations have been submitted once each: Curley East Tube, Porter Tube, Bay State Transit Tunnel, Crodian Traffic Tunnel, Common Labor Tunnel, Crossport Tunnel, New Bostonian Tube, Airport Transit Subway, Lindbergh Tunnel, Boston Airport Tunnel, East Traffic Tunnel, East Memorial Tube, East Airport Tunnel, East Island Tube, East Boston Transportation Tube, Naples Alpen Tunnel, Commonwealth Tunnel, Curley-Airport Speedway, Curleyson Tunnel, Boston Memorial Traffic Tunnel, Democrat Tunnel, Greater Boston Traffic Tunnel, 300th Anniversary Tunnel.

Curley-Under Boulevard, North Eastern Tunnel, East Boston Curley Tunnel, Mayor James Curley Tunnel, Curley Clip, Ely-North

Bocca de Dando, Ocean Foam Tunnel, North Shore Tunnel Drive, Haymarket Tunnel, East Boston Inlet, Noddle Cross-Boston Tube, Curley East Boston Traffic Tunnel.

BRIAN BOROW SUGGESTED

Curley's Pass, Yankee Tunnel, East Shore Cross-Meridian Cut, Tube Curley, Serpione Tunnel, East Boston Airport Subway, Donald McKay Tunnel, Roseville Tunnel, Atlantic Tunnel, Hollywood Tunnel, Legionnaires' Tunnel, Pilgrim Tunnel, Dole Tube, Crossover Tunnel, Fort Point Tube, East Boston Airplane Tunnel, Donavon Tunnel, Legionnaires' Harborway, Brian Borow Tunnel.

Boston's Nobility Airway, Boston Echo Tunnel, Hialeah Tunnel, Finneston Traffic Tunnel, Universal Tunnel, Curley-Boston Transit Tunnel, Stardale Tunnel, Traffic Solving Tunnel, Meridan Traffic Tunnel, Curley Motor Meteor, James M. Curley Rapid Tunnel, Curley Idea Tunnel, Skyways Tunnel, Curley Intercity Tube, Mayor Curley's Boston Traffic Tunnel, James M. Curley, Jr., Speedway, Mr. Curley, Jr., Sq. Tunnel, James M. Curley Relief Tunnel.

ELY GETS VOTE

Ely-Ita Tunnel, Ely Victory Tunnel, Gov. Ely Tunnel, Small Italy Tunnel, The American Tunnel, Boston American Harbor Tunnel, Tunnel of Liberty, Seaport Tunnel, Safety Tunnel, Al Smith Tunnel, New Boston Tunnel, Ollie Garrett Tube, Massasoit Tunnel, Northeastern Tunnel, Curley, Jr., Rapid Transit Tunnel, Mary Curley Transit Tunnel, Mary Curley Tunnel, Curley, Jr., Tube, Curley Drive, James Curley, Jr., Vehicular Tunnel, Dillon Tube.

East Side Tunnel, Atlantic Ocean Tunnel, Cross-Meridian Tunnel, Emigrants' Tunnel, Under Harbor Tunnel, Boston Public Tunnel, East Atlantic Tunnel, The Loop, George Washington Tunnel, John F. Sullivan Tunnel, Boston Relief Tunnel, Norman Prince Tube, Ciesty-Marreo Tunnel, Judge David Lourie Tunnel, East Boston Tourist Tunnel, Lieut. Flaherty Tunnel, East Boston Meeting Tunnel, Cardinal O'Connell Tunnel, 1930-First Prosperity Tunnel, The Massachusetts Tunnel.

Meridian Street Memorial Tunnel, The Mystic Tubes, Boston Dugout, East Boston Tunnel, United States Tunnel, Miles Standish Tunnel, 20th Century Tubes, Ely Subway, Boston Bay Tunnel, Ridmore Inn, Yankee Flying Tunnel, East End Tube, Crossmere-Porter Tunnel, Airway Tunnel, Gold Star Mother Tunnel, Hub's Grand Tunnel, Boston Elongated Tunnel, Boston Connection Tunnel.

ONE FOR SIR TOM

Puritan Tunnel, Tumble Inn, Admiral Byrd Tunnel, Circulation Tube, Commercial Tunnel, Richard C. Kirby Tunnel, Sir Thomas Lipton Tunnel, Metropolitan Tunnel, Great Republic Tunnel, Meverick Tube, Fresh Air Tunnel, James M. Curley Speedway, Curley-Ely Tun

nel, Curley, Jr., Tunnel, Curley Motor Tube, Curley's Tube to Airport Curley Welfare Tunnel.

And yet there are hundreds more to be tabulated. But there is still a chance for you to submit your suggestion. Fill out the coupon and mail it to the Tunnel Editor Boston Evening American, 5 Winthrop sq., Boston, Mass.

CURLEY ORDERS 2 NEW SCHOOL BUILDINGS

Structure in Brighton to Cost \$800,000, One in Dorchester \$600,000

Mayor Curley lost no time today in clearing the decks for construction of two intermediate schools, one costing \$800,000, to be erected in Brighton, and the other costing \$600,000, in Dorchester.

He ordered that plans be drawn with all possible dispatch. The plans for the Brighton school were assigned to Albright & Blaney, with instruction to have them ready for advertising within 30 days.

Richard J. Lane, chairman, called a meeting of the School Buildings Commission at 4 p. m. today to select an architect to draft plans for the Dorchester school.

The mayor gave orders for top speed to meet school needs and to relieve unemployment.

He expressed pleasure over the prompt and unanimous action of school committee last night when it voted to postpone plans for a girls' high school to cost \$1,119,000.

Deferring of the girls' high school will allow the \$1,119,000 set aside for it to be used for the two new intermediate schools, the difference between that and the total cost of \$1,400,000 to be drawn from general school funds in reserve.

Contract Let for New Tunnel Site

A contract for removal of 15 wooden buildings from the approaches to the East Boston traffic tunnel on the Noddle Island side of the harbor, was awarded to the Fellsway Building Wrecking Co. by Mayor Curley today. The concern will salvage much of the material contained in the buildings and will receive only \$200 from the city.

GLOBE 2/4/31

CHECK FOR \$30,000 TO AID UNEMPLOYED

Contribution of Employes and Officers of Sears-Roebuck Company in Boston

A check for \$30,000, the contribution of employes and officers of the Sears-Roebuck Company in Boston, toward providing aid for the unemployed of Boston through the Public Welfare Department was received today.

Chauncey S. Williams, district manager of retail stores, and Claude M. Henry, general manager of the mail-order divisions, made the presentation at City Hall to Mayor Curley and overseers of the public welfare.

This sum was created through the contribution of one day's pay each month for four months by all of the employes of the Sears-Roebuck Company in Boston. An equal amount was contributed by the officers of the company, headed by the chairman of the board of directors, Julius Rosenwald, and Gen R. E. Wood, president of the company.

A similar contribution has been made by the Sears-Roebuck Company and its employes in every city of the United States in which one of their larger stores is located. The contribution to the cities direct for relief of the unemployed is in addition to the regular contributions made to charitable organizations of every character by the Sears-Roebuck Company.

Mayor Curley, in accepting the check, said: "The splendid example set by the Sears-Roebuck Company is worthy of emulation by every business concern in Boston, and if all firms doing business in Boston would contribute in a like manner the lot would be easier and the burden lighter for those who have, for nearly a year, been walking in the shadow of depression and adversity."

CURLEY RETURNS CHECK TO FORESTERS

Would Have Benefit Paid on Death Of Son Used as Fund

Mayor Curley returned to the Catholic Order of Foresters the \$1000 death benefit check paid on the death of his eldest son, James M., Jr., it was revealed yesterday in the official publication here.

In returning the check, the mayor suggested that it might be used to create a fund, using its income each year to purchase a suitable gift to be awarded by the order to the member procuring the largest number of new members.

His son was a member of the order for less than a year, during which time he organized the Bostonia court of 600 members and served as its chief ranger.

Law on Mash Dumping In Sewers Is Rejected

Efforts to prevent home brewers dumping their used mash into the sewers and causing all sorts of trouble to the municipalities responsible for the sewer lines, must proceed without the help of new laws. Mayor Curley's petition for laws to prevent just this, was given leave to withdraw, yesterday, by the committee on public safety.

HERALD 2/5/31

City Faces Insignificance, Say Greater Boston Backers

Silverman and Prof. Beale Argue for Metropolitan Bills—Suburbs Face "Obscurity Of Decadence"

Boston has slipped and is fast becoming one of the smaller cities of the country, declared Corporation Counsel Samuel Silverman yesterday before the legislative committee on metropolitan affairs favoring two petitions for the incorporation of Greater Boston as a political entity.

One bill, filed by Mayor Curley, requests the formation of a municipal corporation to be known as Greater Boston.

The other, drawn up by Prof. Joseph H. Beale of Harvard, chairman of Mayor Curley's committee appointed to make a study of Greater Boston, requests that the cities and towns in the metropolitan district be federated into a city to be called Metropolitan Boston in which each city and town shall be a borough, the entire municipality to be governed by a president, elected from Metropolitan Boston at large, and a council comprising one member from each borough and one member additional from each borough for each 20,000 population.

Silverman urged the committee to support either bill.

"If you don't help Boston, Boston will sink lower and the other cities and towns of the state will follow," he said.

Prof. Beale, supporting his own bill, said that Boston without its suburbs would be a pitiful thing and that the suburbs without Boston would die. The prosperity of a district depends largely on the estimate in which it is held by the industrial world and its facility of developing, he said, and the bills were drawn up with the idea of developing a district that will bring prosperity by attracting the attention of business.

Other speakers in favor of the incorporation of Greater Boston included March Bennett of Boston and George R. Nutter, Boston attorney.

At the conclusion of the hearing of those favoring the plan Prof. Beale said that he and the members of his committee were willing to put the matter before the public in a referendum, but suggested that such a referendum be made after a 10-year trial of the plan.

Chairman Kenneth D. Johnson of the Millon board of selectmen, one of the first opposition speakers, declared that Mayor Curley's bill was a camouflage and an opening wedge to annexation. Prof. Beale's plan, he said, would turn the boroughs into "burros or jackasses, carrying the load for Boston."

Mayor John J. Murphy of Somerville, president of the Federation of Municipalities within the metropolitan district, said that his organization is not opposed to Boston, but is strongly opposed to annexation.

Senator Newland H. Holmes of Norfolk county said that the proposition for a Greater or Metropolitan Boston for the sake of booming Boston would be false advertising and that Boston itself would be the only one to gain by the passage of either bill.

Frederic G. Bower, Weymouth town counsel, said that his town had everything to lose, including its civic pride, by coming into Boston and prophesied that every Weymouth citizen would vote in opposition to either bill.

Other opposition speakers were Representative Marion C. Burrows of Lynn, Representative Nelson B. Crosby of Arlington, Representative Josiah Babcock of Milton, Clarence A. Bunker, Wellesley town counsel; Representative John W. MacLeod of Chelsea, Senator John D. Mackay of Quincy, Peter B. Bleiler of Cambridge, Representative Albert H. Burnham of Lexington and C. F. Gadsby, assistant city solicitor of Cambridge, representing Mayor Richard Russell.

Greater Boston Needed for Protection, Is Plea

The time has come when a corporate body known as Greater Boston must be formed for better police and fire protection, for solution of traffic problems and to obtain recognition as one of the most populous metropolitan areas in the country. Corporation Counsel Samuel Silverman told the Legislative Committee on Metropolitan Affairs today.

Silverman argued in favor of Mayor Curley's bill for such limited amalgamation and also urged on

the committee a somewhat similar bill of Prof. Joseph H. Beale, of Harvard, which goes a great deal further than the Mayor's proposals.

OPPONENTS PRESENT

There were opponents of the bills present from some of the surrounding cities and towns, including a delegation from Cambridge.

The Mayor's bill provides for a governing body composed of the mayors and selectmen of the cities and towns in the metropolitan water, sewer and park districts, this body to meet for consideration of problems at least four times a year.

The most important part of the measure, Silverman said, is that which outlines the purposes—namely, to consider problems relating to crime, disease, fire, traffic, taxation and other matters jointly affecting the various municipalities, with a view to solving these for the economic welfare of each locality.

"There is at present a feeling that the time has come when there ought to be a political entity, however limited in scope, known as Greater Boston," said Silverman.

"This has been done in the cases of other cities throughout the country, for example in Los Angeles, Minneapolis and New York.

"I am going from here to a hearing the purpose of which is to prevent our port from being swallowed up by the port of New York. Boston is fast becoming one of the small cities of the country because of our failure to pass a measure of this kind.

RECOGNITION NEEDED

"We are told by big corporations and officials that we ought not expect to receive the recognition other cities get because we are smaller. Yet you know as well as I that we are just as large as those other cities, that 800,000 is not the true expression of our size.

"We cannot get recognition of our real size unless our entire metropolitan district becomes a political entity, and this bill accomplishes this end. But no city or town will lose its name or identity under its provisions. I cannot see how any community can be fearful of losing local autonomy or any official his job.

"The benefits that could be cited are many. Most important perhaps are those of police and fire co-operation. In some cases, such as with Milton, Boston now has co-operation in fighting fires near the lines of both places, but there is a line on all sides where a Boston policeman must stop, where there is no agreement for joint action or investigation."

Prof. Beale, explaining his bill, said that the various cities and towns have relinquished their metropolitan function to state commissions, and his measure would restore these functions to a council which the municipalities themselves would control.

"Boston is regarded as decadent," he said, "by the railroads and the Interstate Commerce Commission. That's because our demands have the force of only 800,000 persons. With a metropolitan city we would have the force of 2,000,000 and we would be heard. Prosperity can come from such a union."

NO FEAR FOR CAMBRIDGE.

As a resident of Cambridge, Prof. Beale said he had no fears that city would be swallowed up by Boston, but did fear it would be swallowed by decadence.

He agreed with another speaker, George R. Nutter, an attorney, that it would be well to have a referendum and to limit operation for ten years on trial. He said he thought the council he proposes should be unpaid, so as to attract public-spirited men of outstanding ability.

Kenneth Johnson, chairman of the selectmen of Milton, and a former student under Prof. Beale at Harvard, fired the first gun in opposition. He declared the mayor's bill was a camouflaged entering wedge for annexation and that "we are the jackasses who are supposed to carry the load."

TRAVELER 2/4/31

\$30,000 FOR AID OF HUB JOBLESS

Sears Roebuck Company, Boston, Gives Check to Mayor Curley

Sears Roebuck Company of Boston today presented Mayor Curley with a check for \$30,000, the amount to be used by the public welfare department of the city of Boston to aid the unemployed of this city.

The check was presented to the mayor through District Manager Chauncey S. Williams and General Manager Claude M. Henry, general manager of the mail order division.

The money was obtained by contributions of one day's pay each month, over a period of four months, by all the employes of the company in Boston, to which was added an equal amount by the officers of the company, headed by Julius Rosenwald, chairman of the board of directors, and Gen. R. E. Wood, president of the company.

It is stated that similar contributions have been made by stores of the Sears Roebuck Company and its employes in every city in the country in which one of their largest stores is located. The contribution is in addition to regular contributions made to charitable organizations of every character by the company.

In accepting the gift, which he turned over to Simon Hecht, chairman of the overseers of public welfare, Mayor Curley said:

"The splendid example set by the Sears Roebuck Company is worthy of emulation by every business concern in Boston and, if all firms doing business in Boston would contribute in like manner, the load would be easier and the burden lighter for those who for nearly a year have been walking in the shadow of depression and adversity."

CURLEY OFF FOR PALM BEACH

Mayor Curley and his daughter, Mary, left Back Bay station late today for Palm Beach, Fla.

They were accompanied by City Treasurer Edmund L. Dolan, Budget Commissioner Charles J. Fox and City Greeter Thomas J. A. Johnson.

The city budget for 1931 will be completed by the mayor while at the southern resort. A trip to Cuba, during which flags will be presented to the mayor of Havana, and the President, is contemplated by Mayor Curley.

Curley Gives Ten Married Men Jobs

Mayor Curley today appointed 10 married men as gardener-laborers in the park department for a period of three months at wages of \$5 a day. The men were assigned to work on the new municipal golf course in the West Roxbury-Hyde Park district.

Sears, Roebuck Check Handed to Mayor



CLAUDE M. HENRY

MAYOR CURLEY

SIMON HECHT

A CHECK FOR \$30,000 was put where it will do the most good today when Mr. Henry, general manager of the Sears, Roebuck interests in Boston, handed it over to Mayor Curley and

the mayor in turn passed it on to Mr. Hecht, chairman of the Overseers of Public Welfare, for use in aiding the unemployed. The sum was contributed by employes and officials

\$30,000 GIFT TO AID JOBLESS

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The mayor turned the check over to Simon Hecht, chairman of the overseers of the public welfare.

The Boston employes of Sears, Roebuck Co. each contributed a day's pay a month for four months, totaling \$7500. The officers contributed an equal amount, as did Julius Rosenwald, Chicago philanthropist and chairman of the board of the company, and Gen. R. E. Wood, the president.

Presentation of the check was made by Claude M. Henry, general manager in Boston, who was accompanied by Chauncey S. Williams, district manager of retail stores.

"The splendid example set by the Sears, Roebuck Co. is worthy of emulation by every big concern in Boston," said Mayor Curley, "and if all firms doing business in this city would contribute in like manner, the lot would be easier and the burden lighter for those who have for nearly a year been walking in the shadows of depression

N. E. EXPORT TRADE GOES THERE

Attorney Parker Cites Figures at I. C. C. Hearing to Prove Unfairness

Out of a total value of \$178,761,400 in New England export products in 1928, less than \$25,000,000 were shipped from Boston, while New York shipped approximately \$116,000,000, it was brought out today at the rate differential hearing in the Chamber of Commerce Building.

George H. Parker, Washington attorney, who is testifying in support of Boston's contention that it is being discriminated against in favor of New York in rate differentials, supplies these and many other figures.

The figures, he told the Interstate Commerce Commissioners before whom the hearing is being conducted, were obtained from the Department of Commerce and are based on reports of 2000 New England firms which export regularly.

Boston, in 1928, he said, handled about \$3,000,000 in hardware exports from New England manufacturers, while New York had \$12,000,000 from the same source.

In industrial machinery, Boston shipped \$1,600,000 worth, while New York shipped \$10,000,000; cotton goods, Boston \$1,700,000, New York, \$7,500,000; leather goods, Boston, \$2,400,000, New York, \$4,500,000; rubber goods, Boston, \$800,000, New York, \$2,800,000; textile machinery, Boston, \$700,000, New York, \$2,800,000; woolen goods, Boston, \$143,000, New York, \$580,000.

Comparing the shipping conditions in New York and Boston, Atty. Parker said that in 1900 New York had 4000 vessels entering port annually with 8,000,000 tons and by 1928 had made a gain of nearly 1000 vessels and nearly 15,000,000 tons.

Boston, with 2000 vessels and 2,000,000 tons in 1900, had dropped to 1600 vessels in 1928 and had increased its commerce only 2,000,000 tons.

2/4/31

TRAVELER

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Greater Boston Battle Opens at State House

Corporation Counsel Silverman and Prof. Beale of Harvard Lead Fight for Proponents—Ease Worry of Smaller Municipalities

to annexation. In reference to the petition of Professor Beale, he said the boroughs would carry the load and would be in a way like the burros or jackasses, carrying the load for Boston. "We in Milton do not see where we would gain one whit by such plans," he said. Mayor John J. Murphy of Somerville, president of the Federation of Municipalities within the metropolitan district, said that his organization is not opposed to Boston and realizes that Boston's prosperity is their prosperity, but that it is opposed to annexation. He said the cities and towns would co-operate to aid Boston but they will not co-operate with any scheme of annexation.

Asks Greater City in Radio Speech

In the first of the weekly broadcasts about municipal affairs which are to be a Tuesday afternoon feature of the WNAC program, Mayor Curley stressed the need of a federation of cities and towns for the purpose of permitting a metropolitan Boston to compete with the other large cities of the nation, which have expanded territory and acquired population, either by the annexation of smaller communities or by some system of federation. That a federated Boston must be established was the mayor's positive declaration.

He devoted some attention to a presentation of the financial situation of the school construction problem, contrasted the impressive existing condition upon the indebtedness of \$16,000,000 in school property valued at \$22,000,000 in 1916 and ventured the belief that a departure for at least one year from the pay-as-you-go policy responsible for the practical elimination of schoolhouse indebtedness cannot be criticized.

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SCOPE OF PLAN

"If you don't help Boston, Boston will sink lower, and the other cities and towns of the state will follow," said Corporation Counsel Silverman, appearing to represent the mayor. The mayor's bill calls for the formation of a municipal corporation to be known as Greater Boston.

Prof. Beale was chairman of a committee appointed by the mayor to make a study of a metropolitan Boston. Under the terms of his measure, the cities and towns in the metropolitan district would be federated into a city to be called Metropolitan Boston.

Each municipality in the district would be a borough, while the entire new municipality would be governed by a president, elected from the district at large, and a council consisting of one member from each borough and one additional member from each borough for each 20,000 population.

Silverman urged that either of the bills be reported favorably and said either plan would bring the cities and

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OPPOSES REFERENDUM

Silverman, in answer to questions of committee members, assured the committee that either bill would not be a menace to any particular town or city. He stated that he did not like the idea of submitting the question to a referendum vote to the citizens of the cities and towns affected, but thought the Legislature could remedy the situation.

Prof. Beale stated that the members of the committee were residents of cities and towns outside of Boston and were of a metropolitan mind. He told the committee that Boston without its suburbs would be a pitiful thing and that the suburbs without Boston would depend to a large extent on the estimation in which it is held by the industrial world and its facility of developing. This is the idea of the bills, he told the committee, to develop a district that will attract the attention of business and bring prosperity.

Representative Standish of Stoneham, a member of the committee, did not believe that under the terms of the bill the smaller towns of the district had any too great representation in the administrative body. Prof. Beale replied that proportionately they had a greater representation than Boston itself and he added the control of the metropolitan council would be in the hands of the smaller communities. The power of the smaller places in this respect would increase to a greater extent than that of Boston because their populations would enlarge to a greater extent, Beale declared.

GLOBE 2/4/31

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At a meeting of the School Buildings Commission late yesterday afternoon, Louis K. Rourke, superintendent of construction, was given authority to select the architect for the proposed new intermediate school in Dorchester. Mayor Curley yesterday afternoon took an additional road and

Greater City Called Real Necessity

Silverman Tells Legislature Boston Must Have Help or Will Sink Lower

By Forrest P. Hull

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three cities and towns in the metropolitan district for the taking over of the functions now entrusted to State commissions, and each was termed a simple measure which would take away none of the political autonomy or pride which each community possesses.

It was not like other days in the relatively small committee room capable of seating upward of 150 persons. Heretofore this room had been crowded by citizens either curious to hear the arguments or to speak for or against proposals far more drastic in seeking to create a metropolitan city. But the same degree of opposition was manifest, not only in the committee itself but in the various representations from the communities affected. Time was available for only two community protests in the morning session, one from Judge Kenneth D. Johnson, chairman of the board of selectmen of Milton, and the other from Mayor John J. Murphy of Somerville.

The two bills were taken up together, by recommendation of Samuel Silverman, corporation counsel of Boston, though Mr. Silverman confined himself to an argument in favor of the mayor's bill, which, as has been explained in the press, does not go as far as the other bill, but neither of which is aimed at control other than that now exercised by the various State commissions. Professor Beale's bill, however, has a borough designation for each community, similar to that attached to London.

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troned with a far greater problem than any of the other cities, for it had definitely slipped and is fast becoming one of the smaller cities. He contended that if Boston is to rival the other big cities it must be given a proper place in the population lists. The bill in hand ought not to meet serious objection from those who feel that local autonomy would be removed, he said, for no city would lose its name or identity. It merely provides that the various communities shall get together to protect themselves.

In answer to an inquiry from Senator Hollis, Mr. Silverman admitted that the present laws protect the localities and provide for the various services rendered, but he declared that it was all a slipshod method of handling community interests. When Representative Standish of Stoneham suggested that he was merely setting up a balloon of great size without any practical advantage, Mr. Silverman declared that there were great advantages which could hardly be realized.

"Please take this bill as not a selfish proposition from the city of Boston," Mr. Silverman protested. "It is for the benefit of the entire State, yes, for New England. Boston has no control—only one vote. All cities and towns have a vote each."

Mr. Silverman was subjected to a series of questions from members of the committee, some of them facetious, and he handled himself with effectiveness. More than once he declared in terms that if the Legislature failed to give relief Boston would soon become a nonentity. When asked by Representative Twobig of South Boston why not let the people decide the question, Mr. Silverman remarked that he believed in home rule but was sorry to say that in many cases the people do not know what they are voting on. He was not in favor of the referendum on the matter because he did not think the public sufficiently enlightened on it.

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It was a cogent, well reasoned argument that the law teacher presented, going back to the first agitation for a metropolitan city and presenting extracts from the latest publication of the National Municipal League, which calls the city of Boston the smallest in size of the larger cities of the country with a metropolitan district larger in population than any other similar territory. Years ago the problem was taken care of by annexation, first of Roxbury and then of Dorchester, Charlestown, West Roxbury and Hyde Park. Since Brighton was annexed in 1880 the gap has

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In discussing the advantages that would accrue from his bill, Professor Beale spoke first of a flip to prosperity. The district is now in the doldrums, he asserted. It got there earlier than other communities and should recover more quickly. A metropolitan organization will have the weight of 2,000,000 persons behind it in developing business. It is not the desire to appear big, but to be prosperous again that lies behind this bill. Secondly, Boston is requiring consolidation in transportation interests and appears before the Interstate Commerce Commission as a small city and is set down by the railroad people as decadent. Boston as the fourth city would give it the needed force. Fourthly, the bill would give to the Metropolitan district self-government.

Representative Standish did not believe that under the terms of the bill the smaller towns of the district had any too great representation in the administrative body. Professor Beale replied that proportionately they had a greater representation than Boston itself and he added the control of the Metropolitan Council would be in the hands of the smaller communities. The power of the smaller places in this respect would increase to a greater extent than that of Boston, because their populations would enlarge to a greater extent, he declared.

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Mr. Silverman went on at length to utter the most optimistic assurances if the bill were accepted. It would be doing what other large cities of the country have done, he declared, but Boston is con-

fronted with a far greater problem than any of the other cities, for it had definitely slipped and is fast becoming one of the smaller cities. He contended that if Boston is to rival the other big cities it must be given a proper place in the population lists. The bill in hand ought not to meet serious objection from those who feel that local autonomy would be removed, he said, for no city would lose its name or identity. It merely provides that the various communities shall get together to protect themselves.

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"The problem has been how to get a united metropolitan organization, self-governing and preserving the powers of each city and town. Don't think that we wish to live up our sacred ideas of democracy with the best of the old town meetings. It seemed impossible to find a way to do it and also get a complete

organization that would satisfy the United States law of recognition for census purposes. March ennet surprised all of us by his very simple solution in a bill that not only preserves the functions in all cities and towns but protects them from later invasions."

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Professor Beale told the committee that he and the members of his committee were perfectly willing to put the matter to the public by referendum, but suggested that the referendum be after a trial period of ten years or so.

Chairman Kenneth D. Johnson of the Milton selectmen, the first of opposition speakers, declared that the bill of Mayor Curley for a Greater Boston was simply camouflage and an opening wedge

SCORE PLANS FOR GREATER BOSTON

Representatives of Outlying Cities See Annexation Move by Hub in Curley and Beale Proposals

Fear that the smaller outlying municipalities would eventually become "swallowed up" by Boston, through annexation, was the main argument advanced before the legislative committee on metropolitan affairs at the State House, yesterday afternoon, by opponents to the respective plans of Mayor Curley for a Greater Boston and of Professor Joseph H. Beale of Harvard College for a Metropolitan Boston.

Several arguments and details advanced during the morning half of the session by Samuel Silverman, corporation counsel for the city of Boston, who represented Mayor Curley, and Professor Beale, himself in favor of their plans, failed to win over opponents who clearly expressed their views during the afternoon part of the session, that any form of consolidation would not prove profitable to the various outlying municipalities.

Kenneth D. Johnson, chairman of the Milton Board of Selectmen, for example, in expressing his opposition, said he believed that the Curley bill was "simply camouflage and an opening wedge to annexation." Attacking Professor Beale's proposal which would make boroughs out of the existing cities and towns, he said the "boroughs would carry the load and would be in a way like the burros or jackasses, carrying the load for Boston."

"We in Milton," he continued, "do not see where we could gain one whit by such plans, but we do see where we would lose."

Murphy Against Annexation

Maintaining that the various cities and towns "would co-operate to aid Boston," Mayor John J. Murphy of Somerville, president of the Federation of Municipalities within the Metropolitan District, emphasized that the cities and towns "will not co-operate with any scheme to annexation." He said that the federation is not opposed to Boston and realizes that Boston's prosperity is their prosperity but that the organization is definitely opposed to annexation.

Under the bill filed by Mayor Curley a request is made for the formation of a municipal corporation to be known as Greater Boston. The so-called Beale measure requests that the cities and towns in the Metropolitan district be federated into a city to be called Metropolitan Boston, in which each city and town would be known as a borough. The entire municipality under the Beale plan would be governed by a president, elected from Metropolitan Boston at

large, and a council consisting of one member from each borough and one member additional from each borough for each 20,000 population.

Likens Bill to Octopus

Representative Josiah Babcock of Milton characterized either bill as being "like an octopus, with its tentacles reaching out to grab." Babcock also called to the committee's attention that he is a member of the Milton Board of Selectmen and in this connection he "could not see any benefit whatsoever to his town in the bills."

Doubting the feasibility of the measures, Representative John W. MacLeod of Chelsea warned that there is "always the fear that Boston will try to slip something over." Admitting that the Beale bill had some good points to it, Town Counsel Clarence A. Bunker of Wellesley said he did not think this particular measure is far enough advanced. As regards the Curley bill, Bunker said the things that can be done by it can be done voluntarily.

Arlington Well Satisfied Now

"Boston for many years," Representative (Mrs.) Marion C. Burrows of Lynn told the committee, "has had its eyes on the many valuable projects of Lynn, and citizens of that city have no intention of handing them over to Boston after working so hard to establish them."

Representative Nelson B. Crosby of Arlington made it clear that that municipality is "content, well governed and feels that it should be left as it is." He said that neither he nor the town would look with favor on any 10-year experiment period with a Greater or a Metropolitan Boston. Other opponents to the consolidation plans also included Senator John D. Mackay of Quincy, Peter B. Bleiler of Cambridge, Representative Albert H. Burnham of Lexington, and C. F. Gadsby, assistant city solicitor of Cambridge, representing Mayor Richard M. Russell.

Argues for Consolidation

In presenting arguments in favor of the bill of Mayor Curley, Corporation Counsel Silverman declared that if some such plan of consolidation as suggested by the mayor is not eventually adopted that the outlying districts will suffer as will Boston. He argued that through a consolidation beneficial results would follow, particularly for the outlying communities as well as for Boston.

"The great business minds of the country," Silverman declared, "for some reason or other, go to the large centres of America and look at the population of these cities for business. But the real Boston goes beyond the city of Boston. The real Boston is the Metropolitan Boston, the Boston that is tied

together in the Metropolitan water system. We have a form of Metropolitan Boston but we can't gain recognition as such, because it is not a separate political entity.

No City Loses Identity

"These bills," he further stated, "ought to satisfy all objections, because no city or town loses its identity. We have a Metropolitan Boston for our water, sewer and transit purposes. As a matter of fact, we have a Metropolitan Boston for various purposes, but we are not established as a body corporate so that it will take rank with the big cities of the world."

Silverman said he did not look upon the effects of the Curley measure as anything selfish. He said that all of the various cities and towns will benefit just as much if not more than Boston itself.

Bigger City Would Aid Business

Professor Beale in putting forth the merits of his measure said the prosperity of a district depends to a large extent on the estimation in which it is held by the industrial world and its facility of developing. He said that under a Metropolitan Boston, for example, business would be attracted here and that prosperity would result. He emphasized that the proponents of the legislation have "no desire to strip from the smaller cities and towns their right to local self government."

"A metropolitan organization will have the weight of 2,000,000 in developing the business of the metropolitan area," Professor Beale declared, "especially the foreign trade of the district. And, incidentally, the drive for foreign trade being waged by Boston would be given greater impetus by being furthered by a city of 2,000,000 population than by one of 800,000."

No "Swallowing Up" by Hub

In answer to questions, Professor Beale declared that the outlying communities, so far as power and authority go, would have just as much and probably more than Boston would under his plan. He vigorously denied that Boston would have a controlling hand.

Beale said that if there is any "swallowing up" to be done that it won't be done by Boston. He said that the swallowing will be "in the obscurity of decadence, unless a change from the present system is made."

In favor of the so-called Beale plan, George R. Nutter, prominent Boston attorney, added, however, that the plan for executive operation of the Metropolitan Boston did not suit him. He said that he was not altogether satisfied with Boston elections in many instances and he further said he feared these unsatisfactory conditions as he viewed them might continue to result under a Metropolitan Boston.

Weymouth Voters Opposed

Skeptical of any benefits that would result to his town from any consolidation, Senator Newland H. Holmes of Weymouth viewed the situation as one designed to "boom Boston in the eyes of the world and industry." Frederick G. Bower, town counsel for Weymouth, said the selectmen of his town are opposed to any consolidation and forecast that if the proposition were to be voted on that "practically every voter in Weymouth would register opposition." Bower made it clear that Weymouth can get along without any help or suggestions from Boston. He also described the bills as "wedges whereby Boston would gradually absorb the powers of neighboring towns and cities."

The hearing was declared closed late in the afternoon, and the committee took the matter under advisement.

CITIES AND TOWNS OPPOSE GREATER BOSTON BILLS

Officials Call Measures Opening Wedge For Annexation—Silverman and Beale Urge Action

Cities and towns of Metropolitan Boston registered opposition yesterday before the Legislative Committee on Metropolitan Affairs to Mayor Curley's bill for Greater Boston and that of Prof Joseph H. Beale of Harvard for a federation of the cities and towns to be called Metropolitan Boston. Morning and afternoon sessions were held and the hearing was completed.

Speakers in behalf of the legislation contended that the cities and towns would not lose by the change but that they and Boston would gain much. The opponents saw in the plan an opening wedge for annexation.

Business Aid, Says Silverman

Corporation Counsel Samuel Silverman opened the hearing. He said: "There is a feeling that the time has come when there ought to be a political entity or board incorporate known as Greater Boston. Boston has slipped and is fast becoming one of the small cities of the country.

"The great business minds of the country, for some reason or other, go to the large centers of America and look to the population of these cities for business. But the real Boston goes beyond the city of Boston. The real Boston is the Metropolitan Boston, the Boston that, is tied together in the Metropolitan water system. We have a form of Metropolitan Boston, but we can't gain recognition as such, because it is not a separate political entity.

"We have a Metropolitan Boston for various purposes, but we are not established as a body corporate so that it will take rank with the big cities of the world.

"It is not a selfish proposition. We want a greater Boston not only for Boston, but for all the people of the cities and towns."

Mr Silverman said he did not like the idea of submitting the question to a referendum vote of the citizens of the cities and towns affected, but

thought the Legislature could remedy the situation.

Beale for 2,000,000 City

Prof Beale, chairman of a committee appointed by Mayor Curley to study the situation, said the members of the committee were residents of cities and towns outside of Boston and were of "a metropolitan mind." He told the committee that Boston without its suburbs would be "a pitiful thing" and that the suburbs without Boston would "die." He said the prosperity of a district depends to a large extent on the estimation in which it is held by the industrial world and its facility of developing. The idea of the bills, he told the committee, is to develop a district that will attract the attention of business and bring prosperity.

He held that the drive for foreign trade being waged by Boston through more advantageous freight rates would be given greater impetus by being furthered by a city of 2,000,000 population than by one of 800,000.

Prof Beale said control of the Metropolitan Council would be in the hands of the smaller communities.

Nutter Suggests Referendum

March Bennett of Boston said the proposal would restore to the districts of Greater Boston functions of government taken from them by law.

George R. Nutter said he was in favor of the proposition of Greater or Metropolitan Boston, although not altogether in favor of the plans for executive administration of such a proposition. He expressed fear that Boston elections would enter into the plans outlined in either of the measures. He suggested a referendum to cities and towns or that the plan be tried experimentally 10 years.

Prof Beale said the recommending committee was willing to hold a referendum, but suggested that it be after a trial period of 10 years or so.

The first of the speakers in opposition was Judge Kenneth D. John-

son, chairman of the Milton Board of Selectmen. He said that the bill of Mayor Curley was "simply camouflage" and an opening wedge to annexation. In reference to Prof Beale's plan, he said that the proposed boroughs would carry the load and would be in a way like the "burros or jackasses carrying the load for Boston." Said he: "We in Milton do not see where we would gain one whit by such plans, but we do see where we would lose."

Mayor John J. Murphy of Somerville, president of the Federation of Municipalities within the Metropolitan district, said that his organization is not opposed to Boston and realizes that Boston's prosperity is their prosperity. He declared, however, that they are opposed to annexation. He added that they are willing to cooperate to aid Boston but will not cooperate with any scheme of annexation.

Weymouth and Lynn Against

Senator Newland H. Holmes of Weymouth stated that he did not wish to take Boston to task, but, he declared, the proposition of a Greater or Metropolitan Boston for the sake of booming Boston in the eyes of the world and industry would be nothing more than false advertising. He said Boston would be the only one to gain by the passage of either bill. He recorded the Selectmen of the town of Hingham in opposition.

Representative Marion C. Burrows of Lynn told the committee that Boston for many years has had its eyes on the many valuable projects of her city and that citizens of Lynn have no intention of handing them over to Boston after working so hard to establish them.

Crosby of Arlington Opposes

Arlington is content, well-governed and feels that it should be left as it is. Representative Nelson B. Crosby of that town told the committee. He said neither he nor the town would look with favor on any 10-year experiment period with a Greater or Metropolitan Boston.

Either bill is like an octopus, with its tentacles reaching out to grab, Representative Josiah Babcock of Milton stated in opposition. He said he was also a member of the Milton Board of Selectmen and could not see any benefit whatsoever to his town by the bills.

Frederick G. Bower, town counsel for Weymouth, said the Selectmen of his town were opposed and prophesied that if the proposition was put up to the residents to vote on practically every citizen in the town would register opposition. He said his town was not within any legitimate Metropolitan area and had everything to lose by coming into Boston. He expressed the opinion that the bills were wedges whereby Boston would gradually absorb the powers of neighboring towns and cities.

Cambridge, Chelsea, Quincy

Clarence A. Bunker, town counsel of Wellesley, said the things that can be done by the bill of Mayor Curley can be done voluntarily. He stated that Prof Beale's bill had some good points in it, but he did not think it far enough advanced.

Representative John W. Macleod of Chelsea said he did not think the measure feasible and further declared that there is always the fear that Boston will try to "slip something over."

Others appearing in opposition were Senator John D. Mackay of Quincy, Peter B. Bleiler of Cambridge, Representative Albert H. Burnham of Lexington and C. F. Gadsby, assistant city solicitor of Cambridge, representing

MAYOR CURLEY GOES FOR A MONTH IN FLORIDA

Mayor Curley left yesterday afternoon for a month's vacation in Florida, with side trips to Cuba and possibly Nassau. Budget Commissioner Charles J. Fox will accompany the Mayor's party to Jacksonville, and en route will clear up some odds and ends of budget matters.

Other members of the party were Miss Mary Curley, Port Director Thomas J. A. Johnson and City Treasurer Edmund L. Dolan.

GREATER BOSTON BILLS FAVORED BY SILVERMAN

City's Corporation Counsel Says Either "Ought to Satisfy All Objections"

Urging favorable action on either Mayor Curley's bill for the formation of a municipal corporation known as Greater Boston or that of Prof Joseph H. Beale of Harvard for a federation of cities and towns of Metropolitan Boston, Corporation Counsel Samuel Silverman today appeared before the Legislative Committee on Metropolitan Affairs.

Mr Silverman declared that the cities and towns would not lose their identity. He said that the principal purpose of the bills was to bring the towns and cities together to discuss various problems relating to crime, disease, fire, traffic, taxation and such other problems as affect all municipalities.

"There is a feeling," said Mr Silverman, "that the time has come when there ought to be a political entity or board incorporate, known as Greater Boston.

"Boston has slipped," he added, "and is fast becoming one of the small cities of the country. As a matter of fact, the big cities, if you consider the city proper, are not larger than Boston proper, but they have stretched out and taken in surrounding towns and cities and created greater cities.

Unhelped, "Boston Will Sink Lower"

"The great business minds of the country, for some reason or other, go to the large centers of America and look at the population of these cities for business. But the real Boston goes beyond the city of Boston. The real Boston is the Metropolitan Boston, the Boston that is tied together in the Metropolitan water system. We have a form of Metropolitan Boston, but we can't gain recognition as such, because it is not a separate political entity.

"These bills ought to satisfy all objections because no city or town loses its identity. We have a Metropolitan Boston for our water, sewer and transit purposes. As a matter of fact we have a Metropolitan Boston for various purposes, but we are not established as a body corporate so that it will take rank with the big cities of the world.

"It is not a selfish proposition. We want a greater Boston not only for Boston, but for all the people of the cities and towns. If Boston takes a proper position everyone will benefit. If you don't help Boston, Boston will sink lower and the other cities and towns of the State will follow."

Mr Silverman, in answer to questions of committee members, assured the committee that either bill would not be a menace to any particular town or city. He stated that he did not like the idea of submitting the question to a referendum vote to the citizens of the cities and towns affected, but thought the Legislature could remedy the situation.

Prof Beale Tells Idea of Bills

Prof Beale, chairman of a committee

appointed by Mayor Curley to study the situation, stated that the members of the committee were residents of cities and towns outside of Boston and were of "a metropolitan mind." He told the committee that Boston without its suburbs would be "a pitiful thing" and that the suburbs without Boston would "die." He said the prosperity of a district depends to a large extent on the estimation in which it is held by the industrial world and its facility of developing. The idea of the bills, he told the committee, is to develop a district that will attract the attention of business and bring prosperity.

Prof Beale stated emphatically that the proponents of the legislation have no desire to strip from the smaller cities and towns their right to local self-government. Rather, he said, the legislation presented further protects the municipalities in those rights.

A metropolitan organization will have the weight of 2,000,000 in developing the business of the metropolitan area, the speaker went on, especially the foreign trade of the district.

In this latter connection the speaker held that the drive for foreign trade being waged by Boston through more advantageous freight rates would be given greater impetus by being fostered by a city of 2,000,000 population than by one of 800,000.

Smaller Towns Well Represented

Representative Lemuel Standish of Stoneham, a member of the committee, said he did not believe that under the terms of the bill the smaller towns of the district had any too good a representation in the administrative body.

Prof Beale replied that proportionately they had a greater representation than Boston itself, and he added the control of the Metropolitan Council would be in the hands of the smaller communities. The power of the smaller places in this respect would increase to a greater extent than that of Boston because their populations would enlarge to a greater extent, Prof Beale declared.

March Bennett of Boston, in favor, said the proposal would restore to the various districts of Greater Boston functions of government taken from them by law.

SEARS-ROEBUCK FOLK GIVE FUNDS FOR IDLE

\$30,000 They Contributed Is Presented to Mayor

A check for \$30,000 for the unemployed of Boston has been received by the Public Welfare Department of the city, representing the contribution of employes and officers of the Sears-Roebuck Company in Boston.

Chauncey S. Williams, district manager of retail stores, and Claude M. Henry, general manager of the mail order division, made the presentation at City Hall yesterday to Mayor James M. Curley and overseers of the public welfare.

The sum was raised by the contribution of one day's pay each month for four months by all of the employes of the Sears-Roebuck Company in Boston. An equal amount was contributed by the officers of the company, headed by the chairman of the board of directors, Julius Rosenwald, and the president of the company, Gen R. E. Wood.

A similar contribution has been made by the Sears-Roebuck Company and its employes in every city of the United States in which one of their larger stores is located. The contribution to the cities direct for relief of the unemployed is in addition to the regular contributions made to charitable organizations of every character by the Sears-Roebuck Company.

Mayor Curley, in accepting the check, said: "The splendid example set by the Sears-Roebuck Company is worthy of emulation by every business concern in Boston, and if all firms doing business in Boston would contribute in a like manner the lot would be easier and the burden lighter for those who have, for nearly a year, been walking in the shadow of depression and adversity."

HERALD 2/5/31

CURLEY ON WAY TO PALM BEACH

Leaves with Daughter and City Officials—Plans Much Golf in Florida

Mayor Curley will sojourn for the next month at Palm Beach. He started on the vacation, planned weeks ago, yesterday afternoon and was accompanied by Miss Mary Curley, Edmund L. Dolan, city treasurer; Thomas J. A. Johnson and Charles J. Fox, budget commissioner.

During the train journey to Jacksonville the mayor and Mr. Fox will complete the appropriation budget which the commissioner will bring back for presentation to the city council, Feb. 16.

The mayor and his companions plan to play considerable golf and to spend much time on the beach. The mayor intends to visit Havana to present silk municipal flags to President Machado and to the mayor of that city.

CHARGES WASTE IN HUMAN FACTOR

"Fin Com" Committee Hits Educational Methods

Sees Danger of Overbuilding High Schools—Redistricting Needed

Waste in the sums devoted to administering the human factors of the schools, "where results are intangible and not so easily measured," is the charge laid at the door of the school authorities in the sixth instalment released for publication this morning of the report of the special investigating committee appointed by the Finance Commission to study the local school system.

The committee charges the school authorities with building schools with little regard for the real educational requirements. Regarding the placing of several of the new intermediate schools, the committee states that "two within three-quarters of a mile of each other and a lot purchased for a third within another half-mile gives the impression that political, rather than educational, considerations prevail."

Severely attacking the school authorities for not considering a number of factors involved in the adoption of the 6-3-3 plan 12 years ago, which brought in the intermediate school—an entirely new unit—the committee declares that a consistent building program, looking ahead 10 years and based upon all the considerations it names, would have saved "a vast amount of waste, delay and misdirection."

"It seems to us," says the committee, "that until a real study program, based upon a comprehensive redistricting of the city and a consistent educational policy is prepared and presented, no ambitious building fund should be either requested or granted."

Overbuilding High Schools

The report, noting that there would seem to be real danger of overbuilding high schools, declares that Boston seems to have "an obsession for building them" and "to shut its eyes to bad conditions in the elementary schools while spending lavishly upon high schools. It is the elementary schools that are hampered by unsafe and uneconomical old buildings," the committee alleges.

In another section it states that in the elementary districts it is much less a question of finding room for increasing numbers than it is for getting the children out of "portable buildings and out of wooden and brick fire-traps," small buildings uneconomical to administer, old buildings equally uneconomical to repair.

Pointing out that Boston reports a very much larger number of school buildings than any other city approximating its size, except Los Angeles which "spreads over a very wide area," the committee asserts that this fact of itself will explain not only the high cost of maintaining the buildings, but in some measure the cost of administration.

"It probably accounts for the sur-

prisingly large number of master's assistants (216), which is the rank given a woman teacher of any grade who is laden with any kind of administrative responsibility."

Asserting that Boston's school population is no longer increasing in proportion to its increase in valuation, the report states that any claim of the schools for an increased share in the taxes needs to be supported by convincing evidence.

"It is this increasing share of the public funds now being claimed by the schools that alarms the tax-paying public, which is not at all the same public as that which demands for itself the free use of the buildings, fuel, light and care provided, and claims for its sons and daughters all the salaried positions of the system," the committee claims.

Overhead Multiplied

"Multiplying districts multiplies overhead," the report says. "Indeed the districting plan lies at the base of the administrative system. When the elementary districts have been entirely relieved of the seventh and eighth grades, there will arise the question whether elementary districts shall be administered by masters of the same rank as those in intermediate schools, or by principals of the rank of submasters, or some similar rank.

"This question will certainly arise and should be settled early. Masters of intermediate schools will ultimately claim and attain a rank above the elementary, and the alternative will be to depress the salary of the elementary principal, or to raise that of the intermediate principal. Unless the policy is determined early, the latter alternative will prevail and the already excessive proportion of the salary list devoted to administration will be further increased.

"If the city were divided into elementary districts having as many pupils as the largest of the present districts, it would require but 25 instead of the present 64. If, on the contrary, they were all as small as the smallest, it would require 112. If the intermediate districts were to be planned as large as the largest already established, 14 would accommodate all the seventh, eighth and ninth-grade pupils of the city; but, if all were planned as small as the smallest, it would require 54 such schools to accommodate the same number of pupils."

In making its assertion that the school authorities have proceeded to build with little regard for the real educational requirements, the report states:

"This year they went to the Legislature with a program based upon no fixed policy and including two major items that had been disapproved by a survey committee of their own choosing.

"Finding that funds for that program were not forthcoming, they offered a modified plan, omitting these items, and obtained a large building fund. This modified program was sent to the commissioners of schoolhouses and a beginning was made, but before it had proceeded to actual construction one of the professedly abandoned projects was revived and put in the way of early construction.

"A little later the second was revived and, although impossible of immediate realization, is allowed to tie up a large fund that would otherwise be available to relieve another situation where it is found necessary to house an overflow in three other buildings, one of them rented at \$400 per month.

"One of these two questioned plans was justifiable, except that it was less

immediately necessary from the educational point of view than many others which should have been given the precedence. The other seems unjustifiable from any point of view.

Parochial School Factor

The report notes that, among the things that should be taken into account in formulating any building program, is the parochial school situation, Boston having a larger proportion of its children in parochial schools than most other cities; the larger number of school buildings in proportion to its school population than other cities; more portable buildings, old wooden buildings with out-of-date plumbing, and more obsolete brick buildings; traditions that "warp many moves"; the city's division irregularly by its thoroughfares; physical barriers setting several sections apart; and the limitation fixed upon further growth of population by the city's narrow boundaries.

"The city population is limited. No other city faces such a situation. The population increase must stop before many years and this should be taken into account in future building plans and other city plans. The school building problem is simplified by this condition. Its substantial completion is in sight."

FAY SAYS CITY NEEDS CENTRAL ARTERY NOW

Planning Board Chairman Addresses Truckmen

The East Boston Tunnel is the first link and the proposed Central Artery, a two-level street from Nashua st to Kneeland and Albany sts, is the backbone of the thoroughfare plan for Boston, Frederic H. Fay, chairman of the City Planning Board, told members of the Master Truckmen's Association at the Chamber of Commerce last night. Mr Fay explained that the plan calls for modernization of the present highway system by the development of a limited mileage of express roads and parkways of generous width to permit a continuous flow of traffic.

The plan calls for a construction program over a period of 25 years, but Mr Fay pointed out last night that "the step which will provide most immediate relief from the traffic congestion is the construction of the Central Artery circling the downtown business section." He explained that Mayor Curley had filed a bill in Legislature seeking authority to finance the project.

The projects outlined in the bill include the widening of Chardon st, the carrying of the Central Artery from Chardon st through to State st, and the widening of Castle, Mott and Way sts, and Albany st from Broadway to Kneeland st.

Mr Fay explained that "the Central Artery, at first simply a wide surface street, will be built so that later a second level can be added."

Robert Whitten, consultant of the City Planning Board; Miss Mary A. Barr, a member of the board; and Miss Elizabeth M. Herlihy, secretary of the board, also spoke.

Sears Roebuck Gives \$30,000 to City Relief



GIVING \$30,000 TO BOSTON'S JOBLESS
 Mayor Curley is shown accepting a \$30,000 check for unemployment relief given by workers and officials of the Sears, Roebuck Company. Leaning over the Mayor, left to right, are Chauncey S. Williams and Claude M. Henry of the Sears, Roebuck Company, and Overseer of the Public Welfare William H. Taylor.

To help in the relief of the unemployed here, the city was presented with a check for \$30,000 from the employees of the Sears-Roebuck Company here and their national officers, headed by Chairman Julius Rosenwald of the board of directors.

Half of the contribution was made by the Boston employees of the firm, who turned in a day's pay each month for a period of four months, and an equal

sum was added to their fund by the officers of the company.

On behalf of the city, Mayor Curley, with Overseers of Public Welfare Simon E. Hecht, chairman; James P. Maloney, treasurer, and William H. Taylor, accepted the check, which was presented at City Hall by Chauncey S. Williams, district manager of the retail stores, and Claude M. Henry, general manager of the mail order division of the Sears-Roebuck Company.

In voicing his thanks to Chairman Rosenwald and General R. E. Wood, president of the company, as well as to the employees of the firm, the Mayor explained, "A similar contribution has been made by the Sears-Roebuck Company and its employees in every city of the United States in which one of their larger stores is located. The contribution to the cities direct for relief of the unemployed is in addition to the regular contributions made to charitable organizations of every character by the Sears-Roebuck Company.

"The splendid example set by the Sears-Roebuck Company," the Mayor stated, "is worthy of emulation by every business concern in Boston, and if all firms doing business in Boston would contribute in a like manner, the lot would be easier and the burden lighter for those who have for nearly a year been walking in the shadow of depression and adversity."

Fay Says Hub Streets Worst in the Country

Addressing members of the Master Truckman's Association, Inc., last night at the Chamber of Commerce, Frederic H. Fay, chairman of the City Planning Board, declared that the downtown streets of Boston are congested as are no similarly located streets in any other city in the country.

The dinner was given in honor of the City Planning Board, the various speakers discussing present and hoped for conditions in the streets of the Hub.

Other speakers included Robert Whitten, consultant of the City Planning Board, and Miss Elizabeth Herlihy, secretary of the Planning Board, one of the two women present, the other being Mrs. Mary A. Earr, a member of the board.

BOSTON TO GET HARBOR ISLAND

Senate Passes Bill to Lease Governors

WASHINGTON, Feb. 4.—The bill to authorize the War Department to transfer Governors Island in Boston harbor to the city passed the Senate this afternoon under suspension of the rules at the instigation of Senator Walsh.

The bill passed the House on Monday and now goes to the President. This removes the last barrier standing in the way of action by the War Department in making the transfer to the city. When this is accomplished Mayor Curley has announced his readiness to proceed at once with his project for the expansion of the Boston airport.

The War Department announced last fall its willingness to comply with the city's request for transfer of the island but had taken the position that an act of Congress would be necessary to empower the department to do it. The government will reserve the right to repossess itself of the island if it is required in the need of national defence.

MAYOR CURLEY RETURNS CHECK

Tells Foresters Use \$1000 Paid at Death of Son

Mayor Curley returned to the Catholic Order of Foresters the \$1000 death benefit check paid on the death of his eldest son, James M., Jr., it was revealed yesterday in the official publication of the fraternal organization here.

In returning the check, the Mayor suggested that it might be used to create a fund, using its income each year to purchase a suitable gift to be awarded by the order to the member procuring the largest number of new members.

His son was a member of the order for less than a year, during which time he organized the Bostonia court of 600 members and served as its chief ranger.

NEW YORK CHIEF FOE OF BOSTON

Free Lighterage Driv- ing Ships From Hub, Says Expert

Free lighterage is the main factor in diverting grain shipments from this port to New York, according to George H. Parker, rate expert for the Boston Port Authority and the city of Boston.

NOT ONLY GRAIN

In his testimony before examiners of the Interstate Commerce Commission at the Boston Chamber of Commerce yesterday, he stated that there were other factors such as the grading rules at Montreal, which he said caused Americans to lie down and claim it was impossible to compete, but the free lighterage at New York was the main factor in the maladjustment of rates that was driving ships away from Boston.

It affected not only the export of grain he declared, but New England-made goods as well. In 1928 New England exported \$178,761,400 worth of goods. Of this amount, he said, only about \$35,000,000 worth went through the port of Boston, while about \$118,000,000 worth went through the rival port of New York. Ever in the export of cotton goods, all of which were manufactured in New England, he showed that New York received more than her fair share. The figures were \$1,700,000 for the port of Boston and \$7,500,000 through the port of New York. Similar conditions, he said, were shown in the export of textile machinery, rubber goods, hardware, paper and other lines for which New England is famous.

New York, Not Montreal

Although grain is the most important element in attracting ships to Boston, he emphasized the fact that it was the situation at New York and not at Montreal that was responsible for the loss of Boston's shipping.

Under cross examination by Wilbur La Rue, counsel for the Port Authority of New York, Mr. Parker was confronted with a report just issued by the Boston Grain and Flour Exchange, in which "the entrance of the government into the grain business" was complained of as one of the factors in lessening the amount of grain shipped through the port of Boston.

"I don't know what the report means by the entrance of the government into the grain business," said the witness.

Built Up by Discrimination

Q—Do you think New York has a nat-

ural advantage in drawing to itself the passenger business to Europe as a result of the railroads that serve it?

A—Yes, because she has built up this business through discriminating rates. She has no geographical advantage. She would not have those passenger ships if there had been a proper adjustment of rates years ago. Boston would have them because she is nearer to Europe. Ships go to New York on account of a situation that has cried out for adjustment for years. It is too bad the Interstate Commerce Commission when it finished the lighterage case did not go ahead and fix the rates.

When confronted with statistics which showed that Philadelphia, Baltimore, New Orleans and Houston had gained more rapidly than Boston in export trade, Mr. Parker said he had not made a study of conditions at those ports, but believed that the differentials had something to do with it.

Under cross-examination by John Flinnerty, counsel for the Brooklyn Eastern Terminal Co., Mr. Parker was asked if any undue prejudice would be involved if lines serving Boston through New York harbor were permitted to meet the rate of lines serving New York. He replied: "I don't think it would."

The hearing will be resumed at 9:30 a. m. today.

PLANS FOR \$650,000 SCHOOL ORDERED

For the construction of a \$650,000 intermediate school building in the Gilbert Stuart school district at Neponset, Mayor Curley yesterday approved the award of a contract for plans to John M. Gray, architect.

MISS CONNOLLY GETS CITY JOB

Fired 'Phone Girl on Hall Switchboard

Having failed in her attempt to secure reinstatement in her position with the telephone company on appeals to the State and to the courts, Miss Margaret I. Connolly of 343 Bowdoin street, Dorchester, secretary of the Boston Central Labor Union, was placed on the city payroll yesterday by Mayor Curley at a salary of \$27 a week.

Because her name appeared on a petition of the union which the telephone company considered as opposed to its interests, Miss Connolly was removed from her position, it was alleged. With officials of the union supporting her she took legal measures in an attempt to regain her job, but without success.

Under the appointment granted to her yesterday by the Mayor, Miss Connolly will serve as a temporary operator at City Hall for three months, starting tomorrow.

At the same time he approved the contract awarded to McLaughlin and Burr, architects, to draw up plans for the \$300,000 recreation building for the aged and chronic sick patients at the Long Island Hospital. It is expected that the plans will be completed in a month so that actual construction work may be started.

TRAVELER 2/5/31 Girls' High—English High



THOSE persons who would put into force a program for the gradual elimination from English High school and Girls' High school of pupils from communities other than the central district overlook one important advantage of continuing the present system of taking in boys and girls from all parts of Boston.

We wrote several days ago about the desire of many parents to send their girls to girls' schools and their boys to boys' schools. Critics of the present system say that some day there will be in every district a high school for boys and a high school for girls.

Even then there is good reason for continuing to use Girls' High school and English High school for girls and boys from every district of Boston. Throughout the city there is a variety of prosperity in the various districts. Some districts generally are more prosperous than others. From all these districts, rich and poor, boys and girls go to Girls' High and English High. There is a democratic commingling, an excellent training for a life to come. Any other system tends toward provincialism. There is some degree of difference in material prosperity within each district, but no such variety as exists throughout the entire city.

At these two schools youngsters mix in a fraternity and sorority that through the years have produced gratifying results.

CURLEY, WITH DAUGHTER, OFF FOR FLORIDA

Mayor Curley and his daughter, Mary, left Boston last night for a brief trip to Palm Beach, accompanied by Budget Commissioner



Mayor Curley Mary Curley

Charles J. Fox, City Treasurer Edmund L. Dolan and City Greeter Thomas J. A. Johnson.

Commissioner Fox and the mayor plan, during the journey, to clean up the budget for 1931. The commissioner will return to Boston soon after reaching Florida.

The entire party will return by March 1. Mayor Curley said he has planned to make a short trip to Cuba, and will present the mayor of Havana with a city of Boston flag.

The mayor's last official act before leaving the city was to appoint Miss Margaret Connolly of Bowdoin st., Dorchester, a telephone switchboard operator at City Hall for a three-month period. Miss Connolly was recently discharged by the New England Telephone Co. for her alleged activity in behalf of a telephone rate reduction.

Curley Invited to Speak in Chicago

Mayor Curley was today invited to be the guest of honor and principal speaker at the annual St. Patrick's Day dinner of the Irish Fellowship Club of Chicago in that city on March 17. More than 1000 prominent residents of the city of Irish birth or extraction will attend. Michael Igoe of the Democratic National Committee is president of the organization.

MAYOR OFF FOR REST IN SOUTH AND CUBA

Off to the South for a rest, Mayor Curley yesterday left the Back Bay station at 4 o'clock, accompanied by his daughter, Miss Mary Curley, City Treasurer Edmund L. Dolan, Port Trustee Thomas J. A. Johnson and Budget Commissioner Charles J. Fox.

Before leaving the Mayor announced that he expected to be back by the end of the month, but Commissioner Fox will leave the party at Jacksonville, Fla., in order to present the 1931 budget to the Council at its Monday meeting.

The rest of the party will go on to Palm Beach and then to Havana, Cuba, where the Mayor will present large silk flags to the president of Cuba and the

Miss Connolly Now Has City Position

Miss Margaret I. Connolly of 343 Bowdoin street, Dorchester, was appointed telephone operator at City Hall by Mayor Curley, yesterday, for a period of three months.

Miss Connolly, who is president of the Boston Telephone Operators' Union and treasurer of the Boston Central Labor Union, was discharged last November from her position as operator at the Liberty Exchange after she had accompanied union officers to the State House for the purpose of filing a petition for reduced telephone rates. A protest was made over her discharge and a hearing was held before the State Board of Conciliation and Arbitration, which reported on Dec. 19 that it would not intervene, as the telephone company did not violate sections of the general laws on intimidation and coercion.

Curley Leaves for Rest in Florida

Mayor Curley left yesterday afternoon for a month's vacation at Palm Beach. He was accompanied by his daughter, Mary Curley, City Treasurer Edmund L. Dolan, Budget Commissioner Charles J. Fox and City Greeter Thomas J. A. Johnson. During the train journey the mayor and Mr. Fox will complete the appropriation budget for presentation to the City Council, Feb. 16.

TRANSCRIPT 2/5/31

Sears, Roebuck Co. Helps Boston's Idle

A check for \$30,000 from the employees of the Sears-Roebuck Company in Boston and their national officers headed by Chairman Julius Rosenwald of the board of directors, for use on relieving the distress caused by unemployment, was accepted by Mayor Curley with the remark that "the splendid example is worthy of emulation by every business concern in Boston."

Half of the contribution was made by the Boston employees of the firm, who turned in a day's pay each month for four months, and an equal sum was added by the officers of the company. The check was presented to the city by Chauncey S. Williams, district manager of the retail stores, and Claude M. Henry, general manager of the mail order division of the company.

HERALD 2/5/31

ELY WILL VETO SALARY RAISES

Curley's Bill for Increasing Governor's Pay Called Inopportune

Gov. Ely will veto Mayor Curley's bill to increase the Governor's annual salary from \$10,000 to \$25,000 if the Legislature passes the measure now before it for consideration. He likewise will refuse executive sanction on bills seeking to give increases to high-salaried employes in the state service.

The Governor is convinced that the salary of the chief executive should be increased but he is opposed to legislation of that character this year because of the depression in business and the widespread unemployment situation. For the same reasons he is not in sympathy with other salary increases.

The Curley measure has been heard by the committee on public service. It was supported at the open hearing by Samuel Silverman, corporation counsel for the city of Boston. The committee has withheld its decision on the measure and there is a chance that it will be redrafted to become effective in 1933. The Governor may be willing to sign it under such a provision.

PLAN TO ELIMINATE MANY STREET POSTS

Conry Reveals Program to Group Signs and Signal System Units

Elimination of unnecessary posts and poles on Boston street corners, and grouping of signs and signal system units on one ornamental pole is a program of civic beautification now under way in Boston, Traffic Commissioner Conry disclosed last night at the 43d annual banquet of the Boston Jewelers Club at the Copley-Plaza.

"We have been cumbering our street corners with too many obstructions. Sign posts, fire alarm poles, police signal posts, electric light posts, trolley poles, fire hydrants and now traffic signal light posts are being put in," said Mr. Conry. "We are trying to correct this conglomeration by grouping all on one pole. All fire hydrants should be located on the building line and recessed into the building. This is a reform which will add to the beauty of our streets."

President William L. Stone of the club presided and introduced Bartley J. Doyle as toastmaster. Guests included Maj.-Gen. Fox Connor, U. S. A.; Rear Admiral Louis M. Nulton, the Rev. John Nichol Mark, and others. Nearly 400 members and guests attended the dinner.

Rourke Fears Extra Fire Hazards Near

Public Works Head Ordered to Dismantle High Pressure Station

'L' Needs More Space

City Resents Short Notice to Reduce Fire Fighting Service One Half

Summary notice has been served upon the City of Boston, by the public trustees of the Boston Elevated system, that the high pressure steam fire station at Lincoln Wharf must be vacated by June 1. The railway is terminating the lease as of March 1, and thus gives the city only three months to relocate and maintain the efficiency of the auxiliary fire fighting service that embraces the entire business district.

Commissioner Rourke, who announced the Elevated's action today, expressed his resentment at what he calls "this indecently short notice to abandon one-half the pumping capacity of the high pressure fire system," indicated a degree of fear that the business district would not be sufficiently protected during the summer and criticized Mayor Andrew J. Peters for having provided for the installation of high pressure stations on leased premises.

As a cause of additional worry on the part of the city officials, there comes the announcement, also through Commissioner Rourke, that the other high pressure pumping station, situated at the plant of the Edison Electric Illuminating Company on Atlantic avenue, may have to be vacated within a few years. Therefore, it will be necessary for the city administration to find two new locations, preferably on the waterfront, for the system which has been in full operation only since 1922.

Commissioner Rourke considers it a shame that Mayor Peters did not follow Mayor Curley's plan at that time for locating a pumping station at the North End paving yard. If that course had been followed, Mr. Rourke says, "the city would not be in its present predicament."

Rourke's Statement

Commissioner Rourke's statement follows:

"The public works commissioner and the fire commissioner received notice, by letter, on Feb. 5, from the Boston Elevated Railway that they must vacate

the premises now occupied by the high pressure steam fire station at the Lincoln Wharf generating station of the Elevated, fixing June 1 as the limit when all of their equipment must be removed.

"This is one of two high-pressure pumping stations, the other being located in the Atlantic avenue plant of the Edison Company, and which we have just learned may have to be vacated within a few years. This means that the city of Boston must seek a site for, and build, one or more high-pressure pumping stations, in order that this valuable adjunct of the fire-fighting equipment, in which there has been invested up to date over \$2,000,000, may be kept in service.

"The pumping equipment is the heart of the pipe system and connected hydrants, and this unexpected and inexcusably short notice from the Boston Elevated to vacate means that the Edison station with only two electric pumps of a total capacity of approximately 6000 gallons a minute at three hundred pounds pressure, would be available after June 1, so that were we threatened with two simultaneous, large fires within the high-pressure area, this service could not respond, and dependence must largely rest upon the motor equipment of the fire department.

"The present critical and disappointing condition dates back to the administration of Mayor Peters, when these two stations were installed on leased premises and went into commission in 1922.

"At the Elevated steam station conditions are extremely congested and disgraceful for the men who stand watches there, and in the summer season the station is practically unbearable on account of the excessive heat from the steam mains. The Edison electric station is more comfortable; but both are a disgrace to the city.

"All the other cities having high pressure fire services, including New York, Philadelphia, Brooklyn, Cleveland, Toledo and Baltimore, have creditable public buildings in appearance and comfort, and it was left for Boston, with the example of all the other cities before it, to disgrace our civic pride by these cheap and ill-considered makeshift pumping stations in leased premises, one of which we must vacate at such short notice, and the other probably within a comparatively short time.

"We know of no city activity with less excuse for being accommodated on leased premises, where we are and have been tenants at will, than the high pressure fire service. Had the Peters administration proceeded with the construction of a pumping station, for which bids had been opened just previous to Mayor Curley leaving office in 1918, located in the North End paving yard adjoining the North End Park and electrically operated with current from both Edison and Boston Elevated services, the city would not be in its present predicament, and we would have had a pumping station comparable with those in the other cities, handsome and commodious, well located, municipally owned, and providing pleasant and comfortable quarters, with fresh air and sunshine, for the men in attendance.

"Unfortunately, due to the construction of the harbor police station and fire-boat crew quarters by Mayor Peters, this site is not now available, and it is indeed a problem to find a location on the easterly waterfront from a new station, as during Mayor Curley's first term we sought, unsuccessfully, almost all the

other favorable locations in this vicinity.

"The Elevated letter states the additional space is needed at the Lincoln wharf station for the installation of a new turbo generator and new boilers, and perhaps it is not our business to question the advisability, during this period when the revenues are at a minimum or very greatly reduced, of spending a very large sum for additional power generating units.

"We certainly do resent this indecently short notice to abandon one-half the pumping capacity of the high pressure fire system which has done so much to reduce the conflagration hazard in this city, and particularly is it to be condemned when the Elevated affairs are supposed to be directed by a board of public trustees."

Automobile Bodies for Central Artery

Mayor Curley's petition for construction of the Central Artery extending from Chardon and Merrimac streets through Haymarket square to State street and through to Arlington square, as embodied in House bill 1259, was unanimously approved by representatives of nine automobile organizations meeting at the Hotel Statler last evening.

These organizations were: Automobile Association of America, Automobile Legal Association, Motor Vehicle Conference Committee, Motor Truck Club of Massachusetts, Boston Automobile Dealers' Association, Boston Commercial Motor Vehicle Association, Massachusetts Automobile Dealer and Garage Association, Motor Coach and Bus Association of New England, and Metropolitan Garage Association.

Battle Royal Expected Over School Report

School Board Prepared to Fight Hard in Public Hearings Soon

That a battle royal is in prospect over the report of the Finance Commission's investigation of the Boston school system is indicated by statements, following the publication of the final installment of the report, made by Chairman Frank A. Goodwin of the Finance Commission and Chairman Joseph J. Hurley of the School Committee.

Chairman Goodwin declares that he and his associates welcome criticism of the findings and Chairman Hurley charges that the report is "the hand of Goodwin but the voice of the National Education Association." Announcements will soon be made of the beginning of public hearings.

"In the past twenty years the cost of operating the Boston school system has risen from \$4,984,557 to \$21,078,958. This is a matter of great concern to the taxpayers of Boston, says Chairman Goodwin.

"The School Committee is charged with the education of 130,000 of our future citizens and that is a matter of far greater importance.

"The report of the committee employed by the Finance Commission to investigate the system is a severe criticism of both the educational system and school expenditures. The report deserves serious consideration because it was made by responsible, trained experts.

"Until the report has been carefully read and digested and the facts disclosed upon which the investigators based their conclusions it will be unfair to the investigators and the importance of the subject for anyone to indulge in abuse or ill-advised criticism.

"The Finance Commission is the legally constituted body to pass upon this report, but in view of the fact that the fathers and mothers and the taxpayers of Boston are the ones most vitally concerned the commission intends to invite criticism of the investigating committee's findings at hearings to be open to the press."

Hurley's Statement

Joseph J. Hurley, chairman of the Boston school committee, answering Mr. Goodwin, said last night:

"The hand is the hand of Goodwin, but the voice is the voice of the National Education Association.

"It is highly essential that the parents of Boston's 130,000 school children give this grave consideration. We, the members of the Boston school committee, feel that the National Education Association is responsible in large part for many of the fads and fancies that exist in school system the country over. It is a factor to be reckoned with seriously.

"One member of the survey board has recommended that legislation be sought for the creation of a board of education

to combine the powers and duties of the present school committee and those of the department of school buildings. Such new body would be appointive and not elective.

"There is no branch of the City Government more fundamentally important than the educational system. Are the parents and taxpayers anxious to have this department pass out of their control into that of politicians? Under the present elective system the parents have a right to say who shall govern the policies of their schools and their children in school.

"Abolish the present School Committee, which is elected by the people, and substitute for it an appointive body and there is grave danger you will have little or nothing to say concerning the education of your children. The National Education Association would run our school system with a high hand. Moreover, Boston has now too little home rule. This suggestion would further reduce Boston's autonomy and bring the State into another purely municipal function.

Committee to Study Report

"That no inane answer may be made to the serial report of the Survey Board, the Boston School Committee will take sufficient time to study each and every angle of the report before making a detailed answer.

"The School Committee is, and has been, composed of men and women who have spent—not a few weeks—but years in working and planning for the needs of our school children. Boston's school system is sound.

"We will give consideration to the report of the Survey Board. We feel it is our duty to do so. We shall, moreover, consult the 1928 Survey Committee, which considered the suggestions now made by the Goodwin committee, and did not propose them to us."

TRAVELER 2/9/31

WON'T ACCEPT FIN COM DATA

School Board Due to Put up Hot Fight at Public Hearings

Clashes replete with sensations are expected at public hearings to be held on the school report prepared by the survey committee of the Boston finance commission.

TO CHALLENGE FINDINGS

Date of the hearings will be announced next week, and the hearings will be held at the quarters of the finance commission. A study of the report will be made by all affected officials and other persons interested, to whom printed copies of the report will be distributed.

The school committee, it is understood, is prepared to challenge the findings of the survey committee. Chairman Goodwin of the finance committee called the report a severe criticism of the educational system and school

expenditures.

Chairman Hurley of the school committee intimated a plot on the part of the National Educational Association to run the school system of the city.

TO SWEAR TO STATEMENTS

Certain officials of the school system it is known will be confronted with statements made to the investigators, William D. Parkinson of Fitchburg, Renton Whidden of Whidden, and Matthew Sullivan of Canton. These officials will be asked to repeat them under oath and, if necessary, back them up. No attempt will be made to turn the hearings into a "baseball scandal hearing," but it is expected that considerable "inside history" of the school system will be brought to light.

Included in the instalment yesterday was a suggestion by former Representative Whidden that the part-time, unpaid school committee and school buildings commission be abolished and a committee of three full-time paid members established in their stead. Two members would be appointed by some Boston agency, one, the chairman, for six years, the other for four years. The third member would be appointed by the state commission of education, all subsequent appointments being for six years.

Chairman Goodwin, in his statement, said: "In the past 20 years the cost of operating the school system has risen from \$8,984,557 to \$21,078,958. This is a matter of great concern to the taxpayers of Boston. The school committee is charged with the education of 130,000 of our future citizens and that is a matter of far greater importance. The report of the committee employed by the finance commission to investigate the school system is a severe criticism of both the educational system and school expenditures."

Stating that the report deserves consideration because of the personnel, Chairman Goodwin quotes the words of Dr. Jeremiah E. Burke, superintendent of schools, in praise of all three, and particularly Dr. Parkinson, and his promise to heartily co-operate with the investigators.

Chairman Hurley, in his statement, condemned the "N. E. A. . . responsible in large part for the fads and fancies that exist in school systems the country over. It is a factor to be reckoned with seriously." He warned against the suggestion of former Rep. Whidden for appointment of a board of education, emphasizing the advantages of having school committee members responsible to the people.

"Abolish such a system," he said, "and you will have little to say concerning the education of your children. The N. E. A. will run our system with a high hand. Boston now has too little home rule. This suggestion would further reduce Boston autonomy and bring the state into another purely municipal function."

He closed by asserting the school committee will give "thoughtful consideration to the report" and will ask the advice of its own 1928 survey committee, the opinions of which members "are entitled to great weight."

GLOBE 2/7/31

"FIN COM" TO HOLD HEARINGS ON REPORT

Goodwin Says Copies Will Be Distributed Soon

Hurley Thinks N. E. A. Responsible for Survey Recommendations

Chairman Frank A. Goodwin of the Finance Commission, in a statement concerning the report of the committee to investigate the school system of Boston, announced yesterday that copies will be ready for distribution in large numbers in a few days.

The Mayor and City Council appropriated \$10,000 especially for the investigation and the Finance Commission spent about \$5000 in addition. The report is the result of eight months of labor.

The statement of Chairman Goodwin reads in part:

"In the past 20 years the cost of operating the Boston School system has risen from \$4,984,557 to \$21,048,808. This is a matter of great concern to the taxpayers of Boston.

"The School Committee is charged with the education of 130,000 of our future citizens and that is a matter of far greater importance.

"The report of the committee employed by the Finance Commission to investigate the system is a severe criticism of both the educational system and school expenditures. The report deserves serious consideration because it was made by responsible, trained experts.

"Until the report has been carefully read and digested and the facts disclosed upon which the investigators based their conclusions it will be unfair to the investigators and the importance of the subject for anyone to indulge in abuse or ill-advised criticism.

"The Finance Commission is the legally constituted body to pass upon this report, but in view of the fact that the fathers and mothers and the taxpayers of Boston are the ones most vitally concerned the commission intends to invite criticism of the investigating committee's findings at hearings to be open to the press."

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"One member of the Survey Board has recommended that legislation be sought for the creation of a board of education to combine the powers and duties of the present School Committee and those of the Department of

School Buildings. Such new body would be appointive and not elective.

"There is no branch of the City Government more fundamentally important than the educational system. Are the parents and taxpayers anxious to have this department pass out of their control into that of politicians? Under the present elective system the parents have a right to say who shall govern the policies of their schools and their children in school.

"Abolish the present School Committee, which is elected by the people, and substitute for it an appointive body and there is grave danger you will have little or nothing to say concerning the education of your children. The National Educational Association would run our school system with a high hand. Moreover, Boston has now too little home rule. This suggestion would further reduce Boston's auto-

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"The School Committee is, and has been, composed of men and women who have spent—not a few weeks—but years in working and planning for the needs of our school children. Boston's school system is sound.

"We will give consideration to the report of the Survey Board. We feel it is our duty to do so. We shall, moreover, consult the 1923 Survey Committee, which considered the suggestions now made by the Goodwin committee, and did not propose them to us."

AMERICAN 2/7/31

Making a Farce of It

Boston Resents Rate Hearing Methods

If the city of New York, its powerful financial interests and its selfish allied railroads, have determined to make a Roman holiday out of the Boston differential rate hearings they have pretty well succeeded.

The seventeen or more lawyers, like an army of Mexican generals, have cluttered the records and delayed the hearings with all sorts of obnoxious, petty, pestiferous, ridiculous and capricious objections.

All that is needed is a circus band and a Kickapoo medicine man to make the show complete.

But the people of New England know that this is a serious matter not to be treated with ridicule, contempt or fanciful humor.

The evidence sought to be precluded shows that the freight rates discriminate against the port of Boston and against the New England shippers to the extent of many millions of dollars annually.

A system of exemption from wharfage and lighterage charges and other forms of subsidies has been conspired in order to attract shipping away from Boston to New York.

New England wants to use the port of Boston and it desires to see this historic port with its modern wharves and splendid harbor developed to its utmost capacity.

We can hardly blame the New England shippers for accepting the advantage of low rates held out to them by the port and railroad authorities of New York like honey to a bee.

But we can blame the national Government for permitting this unwarranted discrimination to be practiced in favor of one American port against another.

And we have the right to expect that the examiners of the Interstate Commerce Commission will ignore the clowning, will get to the substance of the case and will give a verdict that will forever remove the unjust discriminations which Boston has suffered for generations.

GLOBE 2/7/31

CITY'S PLIGHT LAID TO PETERS REGIME

Rourke Comments on Order to Move High Pressure Fire Station

Short notice to vacate premises now occupied by one of the two high pressure fire stations has aroused Public Works Commissioner Joseph A. Rourke. The Commissioner, in a statement issued today, criticized the leasing of premises instead of erection of a plant by Ex-Mayor Andrew J. Peters and resents notice of the Boston Elevated to get out as soon as possible after March 1, but at any event to be out June 1.

The premises are at the Lincoln Wharf generating station of the Elevated. There is another station, also under lease in the Atlantic-av plant of the Edison Company, which Mr Rourke says that the city may have to vacate within a few years.

Orders to vacate mean, said Commissioner Rourke, that the city must secure a site, build one or more high-pressure pumping stations to care for the \$2,000,000 investment of the city in fire fighting apparatus.

Raps Peters Administration

Commissioner Rourke, in his statement said: "The pumping equipment is the heart of the pipe system and connected hydrants, and this unexpected and inexcusably short notice from the Boston Elevated to vacate means that the Edison station, with only two electric pumps, with a total capacity of approximately 6000 gallons a minute, at 300 pounds pressure, with proportionately larger quantities at lower pressures, would be available after June 1, so that when we threatened with two simultaneous large fires within the high-pressure area, this service could not respond, and depend-

ence must largely rest upon the motor equipment of the Fire Department.

"The present critical and disappointing condition dates back to the administration of Mayor Peters, when these two stations were installed on leased premises and went into commission in 1922.

All the other cities having high-pressure fire service, including New York, Philadelphia, Brooklyn, Cleveland, Toledo and Baltimore, have creditable public buildings in appearance and comfort.

"We know of no city activity with less excuse for being accommodated on leased premises, where we are and have been tenants at will, than the high-pressure fire service.

Protests Short Notice

"Had the Peters administration proceeded with the construction of a pumping station, for which bids had been opened just previous to Mayor Curley's leaving office, in 1918, located in the North End paving yard adjoining the North End Park and electrically operated with current from both Edison and Boston Elevated Services, the city would not be in its present predicament, and we would have had a pumping station comparable with those in the other cities—handsome and commodious, well-located, municipally owned, and providing pleasant and comfortable quarters, with fresh air and sunshine, for the men in attendance.

"Unfortunately, due to the construction of the harbor police station and fireboat crew quarters by Mayor Peters, this site is not now available, and it is indeed a problem to find a location on the easterly water front for a new station, as during Mayor Curley's first term we sought, unsuccessfully, almost all the other favorable locations in this vicinity.

"The Elevated letter states the additional space is needed at the Lincoln Wharf station for the installation of a new turbo generator and new boilers, and perhaps it is not our business to question the advisability, during this period when the revenues are at a minimum or very greatly reduced, of spending a very large sum for additional power generating units.

"We certainly do resent this indecently short notice to abandon one-half the pumping capacity of the high-pressure fire system which has done so much to reduce the conflagration hazard in this city, and particularly is it to be condemned when the Elevated's affairs are supposed to be directed by a board of public trustees.

CHANGES SUGGESTED IN SCHOOL SYSTEM

Final Chapter of 'Fin Com' Committee Report

The seventh and last instalment of the report of the special committee appointed by the Finance Commission to investigate the Boston school system, released yesterday, contains seven recommendations for correction of "certain characteristics which are detrimental to both economy and efficiency in operation."

Appended to the final instalment is a further recommendation by Renton Whidden, one of the committee members, for rearrangement of control by creation of a Board of Education, combining the powers and duties of the present School Committee and those of the superintendent of construction of Department of School Buildings.

That steps be taken to place and to define responsibility.

That administrative organization be simplified and redirected to avoid disproportion and inequalities and to place the emphasis upon the teaching process rather than upon the administration.

That steps be taken to reduce the cost of administration.

That the city be redistricted upon a comprehensive scale consistent with the 6-3-3 plan of school organization already embarked upon.

That a five or a 10-year building program be adopted, based upon the new district plan, designed to complete the system of intermediate schools.

That a more systematic method of intercourse be instituted between the School Committee and the Commissioners of Schoolhouses (or if the latter is displaced, between the superintendent of schools and the superintendent of construction).

That less reliance be placed by the School Committee upon meticulous regulations, leaving minor details to rest upon the authority of the superintendent.

Mr Whidden, recommending creation of a Board of Education, would have the three members properly qualified for such services give full time to their duties and be adequately compensated.

Two members of the board would be appointed by some agency of the city of Boston, one, the chairman, for six years, and the other for four years. The third member would be appointed by the Commissioner of Education of the Commonwealth for two years; all subsequent appointments to be for six years.

AIR "ATTACK" WILL NOT KEEP BOSTONIANS AWAKE

Fears of Sleepless Nights During Maneuvers Here in May Allayed by Officials

News and Notes of What Is Happening In the Field of Aviation

By C. JOSEPH HARVEY

Bostonians will have no reason to worry about the night attack which will be staged over the city in connection with the Army air maneuvers May 24, 25 and 26, according to Hans Adamson, secretary to Asst Secretary of War F. Trubee Davison, in charge of aeronautics.

This assuring statement was given out by Mr Adamson yesterday before his departure for the capital to allay fears that the air bombardment would keep the city awake all night and

make sleep for the sick and infirm impossible.

Mr Adamson, speaking with full authority, stated that only 40 or 50 planes of various types will participate in the "attack" at safe altitudes and that the maneuver will be staged shortly after sundown for possibly an hour or two. He pointed out that at no time had War Department officials indicated that the 672 planes in the fleet would all take part in the air battle.

The air armada, the greatest ever organized in this country, will mobilize in Dayton, O, and will be commanded probably by Gen Benjamin D. Foulois. It will move first onto New York and then into New England.

The divisional headquarters and all its retinue will be quartered at the East Boston Airport, where it is at present planned to house 100 planes. The others in the mighty fleet will be distributed among other nearby airports and as far away as Springfield.

Probably the most spectacular and possibly the most thrilling feature of the maneuver will be staged on the afternoon of May 25, when the air fleet will pass in review over Boston. War Department officials say it will present a picture as thrilling as it will be spectacular.

A brief outline of the maneuvers was given by Asst Secretary of War Davison at a dinner given in his honor at the Copley-Plaza early in the week by Mayor James M. Curley. Mr Davison stated that he was impressed with the airmindedness and the air defense consciousness of both State and city officials and was satisfied that full cooperation on their part would be forthcoming in the maneuvers.

GOVERNORS ISLAND WORK EXPECTED TO START SOON

With the official sanction of Congress this week the Governors Island bill, providing for the transfer of the island to the city of Boston, now lacks only the signature of President Hoover to become a law.

Once the President's signature is attached, and city officials are confident that it will be because of the President's interest in the matter, as was indicated in his conference with Mayor Curley months ago, it will require about 10 days to prepare the lease and other important details before the island will be officially turned over to the city, according to Chairman Long of the Park Department.

Mr Long stated that the city plans to spend \$1,250,000 for this new development, which, he said, would provide work for thousands of men and add 273 acres of new land to the present airport, making the total area of the field 1000 acres.

Inasmuch as the money must be borrowed beyond the tax limitations of the city, Mr Long pointed out Legislative approval must be forthcoming. A bill authorizing the borrowing of money has already been filed at the State House. Mr Long expects work to start in about a month.

EL DEMAND ON CITY BLOW AT SAFETY IN FIRE

Would Abolish High Pressure Station at Lincoln Wharf

The high pressure fire system of the city will be reduced one-half if the city obeys the demand of the Elevated Railway that before June 1 it must remove all of its pumping equipment of high pressure service at the new Lincoln wharf.

ROURKE CONDEMNS ACTION

The El notified the city today to this effect, stating it needs the space for the installation of new boilers and new generators. This is one of two stations operated for the city, the other being at the Atlantic avenue station of the Edison Company. It is probable that the other plant may have to be vacated.

Commissioner of Public Works Rourke today assailed the El for its action in giving such short notice. He said the El's action should be particularly condemned as the road is supposed to be directed by a board of public trustees.

The El has terminated its lease of the equipment as of March 1 and asks that the city vacate as near that date as possible. It is probable, officials say, that the city cannot build a pumping station before June 1, and the only service available will be that of the high pressure pumps at the Edison station with a capacity of 6000 gallons a minute at 300 pounds pressure.

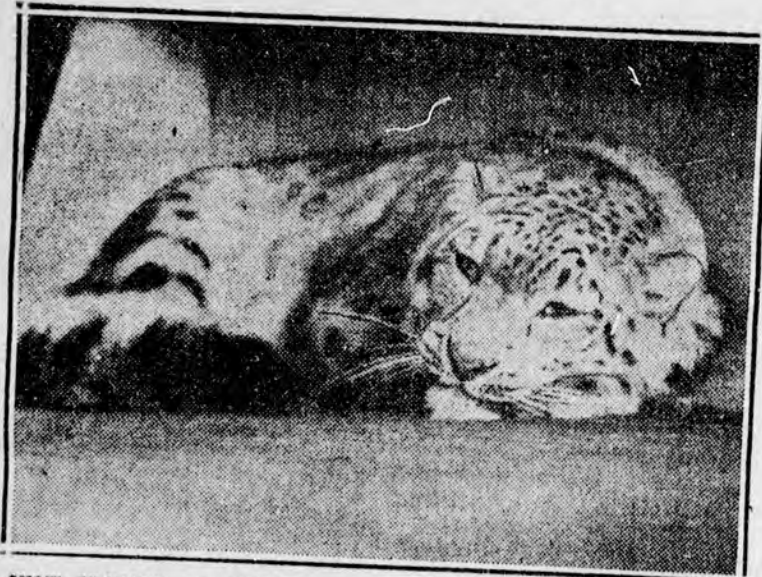
If two serious fires should occur at the same time, in the high pressure area, the service would not be adequate to furnish water for both. Commissioner Rourke says that former Mayor Peters made a mistake when he refused to build a pumping station in 1918 at North End park, and this site is not now available.

The sum of \$2,000,000 is now invested in high pressure water service for fires.

GLOBE 2/7/31

TWO SNOW LEOPARDS BOUGHT FOR THE FRANKLIN PARK ZOO

Rare Animals From the Himalayas Obtained With Great Difficulty, and Transportation Of Them Adds to Problem



SNOW LEOPARD AT FRANKLIN PARK RESTING AFTER HIS LONG TRIP FROM ASIA

Two snow leopards, among the greatest rarities of the wild animal trade, have just been purchased by Mayor Curley for the Franklin Park Zoo. Their names are Nan and Shan, from the Nanshan range in the Himalayas from which they came.

Snow leopards are rarely seen in captivity. So far as could be learned none has ever been seen in Boston before. They live far up in the wildest mountains of Asia in regions where no railroads and hardly any paths wide enough for a cart exist.

The transportation problem, added to

the fact that they are extremely difficult to capture and not too common anywhere, make them among the most difficult to obtain of large wild animals.

The Zoo's pair are extremely beautiful beasts with pale grayish fur marked with huge black rosettes. The fur is so long that the animals appear much heavier than they actually are. Their eyes are grayish green and their enormous tails are carried low.

Nan and Shan have cages in the Lion House, along with Jim, the oldest inhabitant of the zoo and the rest of the cat animals. From now on they will be the star attraction.

HERALD 2/8/31

BOSTON GRANTED GOVERNORS ISLE

Hoover Signs Bill to Lease It to City for Airport Expansion

CURLEY SAYS MANY WILL BE GIVEN WORK

[Special Dispatch to The Herald]

WASHINGTON, Feb. 7—President Hoover today signed a bill authorizing the secretary of war to lease to the city of Boston the lands of the United States in Boston harbor known as Governors island for municipal airport purposes. By the terms of the act the United States reserves the right to use the island for military purposes in case of need.

"That's most gratifying," said Mayor Curley last night over the telephone from White Hall, Palm Beach, where The Boston Herald located him at dinner time. "The news from Washington is fine and provided the Massachusetts Legislature authorizes the loan of \$1,250,000 which I have asked for for development of the airport, the work can begin at once as soon as funds are available. It will give work to several hundred men for at least six months."

Mayor Curley called on President Hoover last fall urging him to use his influence with the war department to turn the island over to Boston for use as an airport. Filled-in land will connect the island with the present airport.

William P. Long, commissioner of parks, said last night that in his opinion the actual turning over of the land could be accomplished within 10 days and that by 1932 Boston will have an airport of 273 acres (the present airport includes 73 acres) with a runway a mile long, capable of serving "the largest ships now in use or contemplated for years to come."

The entire area between the bulkheads will be filled in with material taken from the proposed East Boston tunnel, he said, with a fill of ashes for surfacing. The cost of the project, he said, will be about \$1,800,000.

Yesterday's action by President Hoover is the culmination of a long agitation in which Mayor Curley played a leading part. It will give Boston the largest airport in the country, serving as a principal port for transatlantic travel by reason of its proximity to the shortest routes to and from Europe.

cont GLOBE 2/7/31
direct to New York. Boston usually is the first port of call for such steamers.

"The general agents of these steamers figure that it would be cheaper to reforward or transship the Boston cargo from New York rather than have the steamer call at Boston, and incur the fixed Boston port charges. Some of the items making up these fixed port charges would be pilotage, towage, port warden's fee, quarantine fee, stevedoring, tally clerks, agency fee, etc."

PLANNING BOARD EFFORTS INDORSED

Educators Back Work of Walsh and McCormack

Efforts of Senator David I. Walsh and Congressman John W. McCormack in advocating legislation for the establishment of a Federal Industrial Planning Board were indorsed in a resolution passed yesterday at the conference of educators at the Parker House.

The men and women from leading universities have met regularly for the purpose of considering a program to end unemployment. The following resolution was introduced by William H. Taylor of the Board of Overseers of the Public Welfare, and was unanimously adopted:

"The conference of educators representing Massachusetts colleges and universities held under the auspices of His Honor, Mayor James M. Curley, for the purpose of considering a program to end unemployment, expresses its sincere appreciation of the splendid efforts and cooperation of United States Senator David I. Walsh and Congressman John W. McCormack in advocating legislation for the establishment of a Federal Industrial Planning Board, for the purpose of stabilization of industry with a view to preventing future depression and unemployment in industry, which legislation this conference sponsored at its first meeting, held in September, 1930."

HERALD 2/8/31

END LEASE OF PUMP STATION

El Action Forces City to Vacate Lincoln Wharf By June 1

NEW EQUIPMENT WILL COST \$300,000

Imminent necessity of the city's relinquishing its high pressure pumping station on Lincoln wharf through the termination of a lease of the Boston Elevated Railway, March 1, gave rise to a situation which Joseph A. Rourke, commissioner of public works, characterized as "serious" yesterday, although officials of the El gave their assurance that no vital public service will be impaired.

Mayor Curley said over the telephone from Palm Beach that, according to his understanding, the problem was a temporary one.

NO RENT PAID

"I can't understand why the El should want to lose such a good tenant," he said. "I shall insist that the city's pumping station remain in operation where it is until such time as adequate quarters can be provided for it."

On the other hand, El officials pointed out that "the lease of the premises to the City of Boston has at all times been purely a matter of accommodation to the city. No rent was paid except a nominal consideration of \$1 a year."

Commissioner Rourke assailed Mayor Peters' administration for failing to es-

tablish a pumping station on a site adjoining North end park in 1918 and attacked the El in the following words:

"I certainly do resent this indecently short notice to abandon one-half the pumping capacity of the high pressure fire system which has done so much to reduce the conflagration hazard in the city, and it particularly is to be condemned when the affairs of the Elevated are supposed to be directed by a board of public trustees."

The situation will be met by the immediate installation of an electrically driven pump in the Atlantic avenue plant of the Edison Electric Illuminating Company, although it is known that the company plans to abandon the plant whenever a purchaser can be found.

\$300,000 FOR STATION

Commissioner Rourke said that the electric pump would offset the loss of the Lincoln wharf station, although he pointed out that this step would afford only a temporary solution, and that \$300,000, exclusive of site, must be expended for a new station owned by the city.

Edward Dana, general manager of the Boston Elevated railway, issued a statement in which he pointed out that the original lease was made Nov. 1, 1919, for a term expiring June 30, 1923, and provided that "if the premises shall be needed by the lessor in its judgment for use by itself in connection with its power house the term of the agreement may be terminated by the lessor at its election."

The lease has since been renewed from year to year so that the present lease would have expired June 30, he said, and a notice was sent to Commissioner Rourke terminating the lease March 1 and informing him that the premises must be ready for use by the El not later than June 1 of this year.

"The El needs the premises for the development of its power facilities," he said. "The railway stands ready now to co-operate to the fullest extent to the end that no vital public service be impaired. I believe that the Boston Elevated railway has shown the utmost desire to co-operate with the city of Boston in the change necessary."

GLOBE 2/8/31

PRESIDENT SIGNS BILL FOR LEASE OF ISLAND

City May Now Extend Its Airport to Governors

Measure Authorizes War Secretary to Turn Land Over to Mayor

WASHINGTON, Feb 7 (A. P.)—President Hoover today signed a bill authorizing the Secretary of War to lease Governors Island to the city of Boston for airport purposes.

The bill provides that the United States Government reserves the right

to utilize the area for military purposes in case of need, or to resume exclusive possession.

In 1922, at the request of the Secretary of the Navy, who stated that Governors Island was urgently needed for the establishment of an oil fuel base for the Navy, it was transferred to the Navy Department. For some years the island has been used only by Summer colonists, although it remained under the jurisdiction of the commandant of Boston Navy Yard.

It is planned now to reduce the island to the level of Boston Airport, using the dirt for filling the flats between the present field and the island. With the filled land, the island will add several acres to the airport's area. On the island is planned a mooring mast for dirigibles. Eventually, Mayor Curley believes, aircraft in the Atlantic trade will use the island as a base.

"Securing the island will mean," Mayor Curley said recently, "that Boston will become the country's most important airport."

EQUAL RATES FIRST NEED OF BOSTON PORT

B. & M. Agent Tells of Loss in Grain Shipping Here

During the years 1926, 1927 and 1928 the port of Boston handled only about 25 percent of the volume of grain that its elevators are capable of handling, Charles W. Boynton of Wakefield, foreign freight agent of the B. & M. Railroad, told the Interstate Commerce Commission examiners today at the hearing at the Chamber of Commerce where the Port Authority here is asking for a readjustment of rail rates so as to compete with the port of New York.

Rate expert George H. Parker of Washington, employed in support of the Boston petition, asked Boynton, who said he had been with the B. & M. about 40 years, if the B. & M. elevators were handling the tonnage of grain they were capable of. The witness said that omitting the last two years which, he said may not be representative because of perhaps temporary conditions, and in which the port of Boston handled about 3,000,000 bushels of export grain, in the three years preceding the port handled only about one-fourth of its capacity.

Boynton testified that in 1916 the port handled its maximum capacity of a little more than 35,000,000 bushels.

Asked by Parker what in his opinion was the reason for the decrease in the export of grain moving through the port of Boston the witness said he believed that the lack of steamship service, brought about in great measure because of the changing of rate arrangements of ocean carriers, that at one time quoted a lower ocean rate on freight moving to and from Boston than to competing ports, Philadelphia and Baltimore. The ocean rate, he said, is the same at present, to and from Boston, New York and Philadelphia and Baltimore.

Need Equal Inland Rates

Asked what he thought would aid in restoring lost tonnage to Boston, Boynton said he believed equal inland rates to and from the Central Foreign Association territory. By this, he added, he meant rates the same as Philadelphia and Baltimore. He said he believed that there was no question that a differential under New York would aid in recovering for Boston some of her lost tonnage.

Requested by Mr Parker to explain how that would come about, he said:

"It has been by experience that steamship companies stand ready to provide service whenever there is sufficient tonnage offered to warrant such additional service. The equalization of inland rates to and from C. F. A. territory, which together with an equal ocean rate as now in force, placing Boston on an equal basis with other North Atlantic ports, would assure increased tonnage through Boston and this in turn would, as explained, attract additional steamship services.

"With an equal inland rate on 'ex-lake' grain, we might reasonably expect to have at all times ample bottom cargo, and this is a great factor in influencing ships to any port. On the other hand a greater volume of merchandise traffic would in itself attract steamship service and it is not to be overlooked that while the grain, as a bottom cargo, is of great importance to the ships, grain generally speaking moves at low ocean rates and from the standpoint of revenue, general merchandise cargoes would be more valuable to steamship companies."

Having said in answer to a previous question that he believed that the increase of grain movement would be of influence in increasing sailings from the port of Boston, expert Parker asked the witness to make some statement with reference to grain products and other general cargoes. Boynton in answer said:

"It would be of influence in bringing about increased and direct steamship sailings. What Boston needs in the up-building of its port is a rate equality that will permit us to reach into Central Freight Association territory and even north and west of it. Boston is confronted with the fact that competing ports are favored with a lower rate, Baltimore having a rate three cents per 100 pounds less and Philadelphia a rate two cents per 100 pounds less than Boston. While the Boston rate is on an equality with New York from this territory, the strong position that New York occupies with reference to other ports is sufficient to overcome a considerable rate difference, let alone rates that are an equality."

Explains Handling Charges

Frank W. Rourke of Melrose, general superintendent of the Mystic Terminal Company, testified as to the switching and handling charges between the cars and piers.

E. L. Keefer, who said he has been in the employ of the B. & A. Railroad for 42 years and in charge at the Grand Junction Branch terminal in East Boston, for 29 years, described the physical layout of the B. & A. facilities.

The next witness was Walter W. McCoubrey, steamship traffic expert for the Boston Port Authority. He testified that the charges at the port of Boston are, compared with those at the port of New York, absolutely prohibitive. The witness compared storage charges at the two ports, Boston and New York, testifying, "For example, a comparison of this element of expense in connection with the movement through the ports would show that there is not merely a slight difference to the disadvantage of the port of Boston, but the charges via that port are

...to several times those at the port of New York.

"I shall illustrate. On a shipment of 1000 bags of cocoa-beans imported by a steamer which docks at the Boston & Albany Docks, East Boston, and moved into Boston & Albany's East Boston warehouse, which is part of Boston & Albany Railroad's ocean terminal property, pending sale and distribution to inland destinations by rail, the cost, assuming a basis of three months' storage, would be \$704.14, as compared with charges for a similar service at the port of New York, which would amount only to \$93.60. Assuming a six-month storage period on this same shipment of 1000 bags of cocoa-beans the cost via Boston would be \$979.14, as compared with the cost at the port of New York of only \$156.

"Now if the movement at Boston into warehouse were by rail instead of truck for the three-month storage period, the cost at Boston on this shipment of cocoa-beans would be \$574.71, as compared with the cost at the port of New York of \$93.60, and for the assumed six-month storage period the comparison would be—Boston \$541.71, against charges at the port of New York of only \$156, nearly six times as great."

No Storage Privileges

"I know of shipments of burlap which used to move through this port in considerable volume to points in the West, but which have been discontinued mainly for the reason that shippers are offered storage-in-transit privileges at both New York and Norfolk, which privileges are not available when shipments are made via Boston, and consequently the shipments have been diverted through other ports.

"My information is that if the storage-in-transit privilege was granted at Boston, on the same basis, or on substantially the same basis that now applies at other ports, it would result in considerable increase of tonnage in this commodity. The same is true of peat-moss. This is a commodity which is used for bedding in stables, poultry litter and many other similar uses. I have also found that tonnage of bone meal, which has from time to time moved through the port of Boston in considerable volume, has been diverted to other ports as a direct consequence of the fact that Boston is at a disadvantage with reference to storage-in-transit privileges, the amount of free time which is allowed at New York, and the difference in the storage rates, and my investigation also reveals that a proper adjustment of these matters, so as to put Boston on a fair relationship to the port of New York, would result in restoring some of that tonnage to the port of Boston, or perhaps attracting new tonnage.

"Rubber is another commodity the movement of which is influenced through other ports in preference to the port of Boston, by reason of the disadvantage at which Boston stands in relation to the storage-in-transit feature, and here again my investigation demonstrates conclusively that if Boston's disadvantage in this respect were removed the port would see a considerable increase of tonnage through it moving to and from points to which it would seem to be fairly entitled.

Steamers Diverted

"I know of many instances, particularly in regard to the Far East trade, where steamers, with say 300 to 500 tons of cargo for discharge at Boston, while en route to Boston have received radio advices from the general agents of their line at New York to all Boston as a port of call.

TRAVELER, 2/7/31

Schools Handicapped Is Finding of Fin Com

Final Chapter of Survey, Issued Today, Notes Lack of Efficiency and Economy in Their Administration

Certain characteristics which are termed detrimental to economy and efficiency in the Boston public schools and which should be corrected by those in authority are contained in the final instalment of the report on local school conditions by William D. Parkinson, Rerton Whidden and Matthew Sullivan of the finance commission.

In their conclusions today the investigators list these characteristics as follows:

- The lack of official responsibility.
- The complexity, disorganization and disproportion of the administrative mechanism.
- The disproportionate cost of administration as compared with teaching.
- The absence of any well considered building plan or any consistent policies as to carrying out of other plans, once adopted.

EXTREMELY WASTEFUL

The extremely wasteful way in which large expense is incurred for building enterprises, only to have them laid aside indefinitely or wholly abandoned, without explanation or apparent excuse.

The singular confidence of the school committee in the efficacy of rules as a means of regulating the operation of so extensive a school system, and the willingness with which new positions are established and filled.

"Moved by the foregoing observations," the committee of investigators continue, "we are offering seven recommendations, some of them attended by a series of accessory recommendations."

SEVEN RECOMMENDATIONS

- These are as follows:
1. That steps be taken to place and to define responsibility. Among the methods recommended are:
 - (a) By obtaining repeal of the law constituting the board of commissioners of schoolhouses and by providing that

the superintendent of construction be appointed by the school committee for a term of years.

(b) By obtaining amendment of the law constituting the school system to limit expenditures to the sums authorized . . . to disestablish the board of superintendents.

(c) By placing responsibility for all educational administration directly upon the superintendent.

2. That administrative organization be simplified and redirected to avoid disproportion and inequalities and to place the emphasis upon the teaching process rather than upon administration.

Under this heading the committee recommends reducing the number of departments, ranks and titles to secure less of direction and more of consistent supervision, putting more emphasis upon quality of teaching and less upon administrative duties; also, securing the best obtainable teachers from all sources and making definite provision for the elimination of unnecessary and inefficient teachers.

CUT ADMINISTRATION COST

3. That steps be taken to reduce the cost of administration. One method suggested was by abolishing positions that have become unnecessary and reducing to the ranks or dismissing the incumbents, also abolishing superfluous positions such as supervising school physicians, assistant supervising nurses, also reducing the number and size of the increments added to teachers' salaries for the performance of administrative services.

4. That the city be redistricted upon a comprehensive scale consistent with the 6-3-3 plan of school organization already embarked upon, equalizing the elementary districts, reducing their number and making them conform to the changed conditions of traffic and business and reserve areas, outlining the intermediate districts to correspond

5.—That a five or ten year building program be adopted, based upon the new district plan, designed to complete the system of intermediate schools and to hasten the withdrawal of intermediate pupils from high and elementary schools and elementary pupils from portable and other unsuitable buildings.

6.—That a more systematic method of intercourse be instituted between the school committee and the commissioners of schoolhouses (or if the latter is displaced, between the superintendent of schools and the superintendent of construction), by the adoption of the following principles, some of which are already in force (then follow the 11 principles advocated by the committee)

TOO MANY REGULATIONS

7. That less reliance be placed by the school committee upon meticulous regulations (there is now a volume of 300 pages of rules and regulations of the school committee), leaving minor details to rest upon the authority of the superintendent, and leaving the committee free to devote itself to the study of the establishment of fundamental policies. (11 suggestions are made).

The committee was unanimous in the foregoing recommendations. Whidden added a recommendation that legislation be sought to provide for the creation of a board of education which would combine the powers and present duties of the present school committee and those of the superintendent of construction and the department of school buildings.

Whidden states: "I cannot avoid the conviction that the present method of control is ineffective, in that it entails an almost complete surrender of authority and responsibility. Probably this is due in a large measure to political pressure, which must seriously hamper these school officials in the free and proper exercise of their important duties."

He suggests a board of three members who would give their full time to the office and be adequately compensated. Two members of the board would be appointed by some agency of the city of Boston; one, the chairman, for six years, and the other for four years. The third member to be appointed by the state commissioner of education for two years, all subsequent appointments to be for six years.

Post 2/7/31

GOVERNOR'S ISLAND

Due largely to the hard work of Mayor Curley, the bill transferring Governor's Island, in our harbor, to the city of Boston has passed Senate and House and now goes to the President. He will sign it as a matter of course.

This bit of harbor land will add greatly to the value and usefulness of the East Boston airport. It has long ceased to be of any special concern to the War Department, although that branch of the government maintains a "string" to the property in reserving the right to repossess the island if it shall be required at any time in the need of the national defence.

The Mayor can now go ahead with his plans for the expansion of the airport. When and if these are carried into effect, Boston will have the finest station for airplanes in this country, bar none. And its nearness to the city proper is a feature that few of the metropolitan towns can duplicate.

FILLING IN FLATS AT AIRPORT STARTS

More than 250,000 cubic yards of filling have already been dumped on the mud flats between the airport and Governor's island, it was announced by Park Commissioner William P. Long today. He also said that beginning today the force of workmen engaged in filling in has been increased from 25 to 40, so as to insure completion of the work in time to accommodate the force of army planes due here in May.

LANE CALLS REPORT A "SMOKE SCREEN"

Declares School Survey Findings Inconsistent

Says Committee Made Not One New Sensible Recommendation

Declaring the report of the survey committee of the Boston Finance Commission, in regard to the public schools of Boston, to be filled with inconsistencies, and also that the committee has not made one sensible new recommendation for the improvement of the department of school buildings, Chairman Richard J. Lane of the School Building Commission issued a statement last night upholding the school system of Boston and its present administration.

Chairman Lane, a former member of both the School Committee and the Finance Commission, expressed the feeling that the investigation of the survey committee was a "smoke screen to cover up the inactivities of the chairman of the Finance Commission in other directions."

Lane's Statement

The statement follows:

"The Finance Commission has, under statute, broad powers in relation to investigations that involve the payment of the taxpayers' money; but when it extends that field of investigation to attack the educational system, the matter has a very serious aspect.

"I say the Finance Commission, because surely it must be held responsible for the acts of its chairman and of the Survey Committee that was set up and financed by it. It is advertised that 5000 copies of the Survey Committee's report are to be distributed thereby broadcasting the results of a one-sided investigation. Of course, the school authorities will reply in due time, but the danger is that harm will have been done before this reply can be prepared.

No Convincing Reasons

"The taxpayers are entitled to have the schools administered as economically as possible; but, leaving this field of inquiry, the Survey Committee has indulged in a wholesale attack on the educational policies of our schools and educators, and, with no convincing reasons accompanying their recommendations, has issued wholesale pronouncements and condemnations.

"Surely there must be something good in the Boston school system, but one would not think so from reading the Survey Committee's report. Our schools are in charge of experienced and recognized authorities in the field of education. Without in any way detracting from the personal worth of the gentlemen of the Survey Committee, I would like to point out that only one of them has had any experience as an educator. Mr. Parkinson was at one time superintendent of schools in Waltham, and at one time principal of the Normal School in Fitchburg,

out never, so far as I know, has he had to do with a large diversified educational system in a large city like the city of Boston.

Praises Teachers' College

"The report condemns our Teachers' College and the method of selecting teachers for the schools. During Supt. Burke's administration as superintendent of public schools, he has strengthened and built up the standards of the Teachers' College, so that we will have in our schools better trained and more efficient teachers. No normal school in the State offers a course of preparation comparable to that in our Teachers' College.

"The survey committee would cripple or destroy the English High School and the Girls' High School, institutions that are famous for the excellence of the education they have furnished. The survey committee would force co-education in high schools, although parents, who should be the best judges of their children's welfare, should have the right to select one-sex schools for their boys and girls if they wish them to attend such schools.

"It would abolish military training in the schools, though almost everybody recognizes the valuable disciplinary and patriotic advantages of such training. It would destroy the board of superintendents, although the functions of this board are purely advisory, and its personnel is made up of educators and administrators of broad experience.

Inconsistencies Alleged

"As I see it, the report is filled with inconsistencies. It recommends that steps be taken to reduce the cost of administration and place the centralization of power in the superintendent, yet it would break down the centralization of administration by interfering with the administration of the office of secretary of the board. After years of experience, in order to accomplish better coordination of the system, the duties of secretary of the School Committee, secretary of the superintendent and secretary of the board of superintendents were merged in one official. Anybody who worked under the old system immediately saw the beneficial results of this coordination.

"In one instalment the survey committee condemns the School Committee even to the point of having the School Committee abolished, and in the next instalment recommends that the important and responsible duties carried on by the Board of Commissioners of School Buildings be turned over to the School Committee.

"It does not hesitate to publish to the world that some of our school buildings are fire traps, although such language is ill-conceived and harmful, and in the next instalment advocates that no more money be given to build school buildings. One of the accomplishments Mr. Goodwin has claimed for himself, published some time ago in the press, was that he prevented the School Committee last year from getting more than a one-year building program, preventing the erection of more school buildings, although such a policy prevents the continuity of the school building program and retards and hampers the school authorities in carrying forward a reasonable building program.

No Sensible Recommendation

"The survey committee has not made one sensible new recommendation for the improvement of the Department of School Buildings, as far as I am

aware. Some of their recommendations are matters that this department has already put into effect, such as not employing architects until all of the appropriation for construction has been made.

"This department very early in the year reformed the old type of contract.

"The greatest cooperation exists between the School Committee, the superintendent of public schools and the Department of School Buildings. The School Committee assigned Mr. Mahar, an engineer of experience and standing, to work with the superintendent of public schools, and through his efforts and those of the superintendent of construction and alteration of buildings has been admirably planned and coordinated.

"This department welcomes an opportunity at any time to explain to the people of Boston what has been accomplished. I cannot help but express the feeling that I have always had that this investigation was a smoke screen to cover up the inactiv-

ADVERTISER 2/8/31

HOOVER SIGNS GOVERNOR ISLE AIRPORT BILL

Secretary of War Authorized to Lease Land to City of Boston

Washington, Feb. 7 (AP)—President Hoover today signed a bill authorizing the Secretary of War to lease Governor's Island to the city of Boston for airport purposes.

The bill provides that the United States government reserves the right to utilize the area for military purposes in case of need or to resume exclusive possession.

President Hoover's signature on the bill to transfer Governors Island to Boston for the extension of the present airport spelled victory for Mayor Curley in a project that has held his active interest for more than a year.

His recent trip to Washington was in the interest of the bill. The mayor told the House committee on military affairs at the time that Boston would immediately prepare to carry out its plans on the passage of the bill.

He expressed the belief that the state legislature would grant the city authority to borrow outside the debt limit "to make Boston's airport the finest in the country."

According to Mayor Curley's plan, the island will be levelled. The land removed from the hill now standing will be used as a filling between the present airport and the island. The resulting surface will provide more landing and housing space than any airport in the country, the mayor told the committee.

It is expected that the work will be completed at the time or soon after the completion of the \$16,000,000 traffic tunnel city project.

DECLARES "L" HAS BEEN CONSIDERATE

Dana Replies to Rourke's Criticism of Trustees Suggests City Move Lincoln Wharf Fire Pumps Across Street

Between now and June 1 the city of Boston must remove the city's two high pressure fire stations from Lincoln Wharf, if the Boston Elevated Street Railway trustees refuse to withdraw from a stand they took yesterday in a notification sent to City Hall.

The pressure pumping stations are in the Lincoln Wharf generating stations of the Elevated and that road needs the space for its own purposes, General Manager Edward Dana said last night.

Mr Dana says the city has known for some time that it would have to make other arrangements and he is surprised at resentment expressed by Public Works Commissioner Joseph A. Rourke in a statement he gave out yesterday.

Commissioner Rourke describes the notice from the Elevated as "unexpected and inexcusably short," while Mr Dana in his statement declares that the matter has been discussed with Mayor Curley and Commissioner McLaughlin of the Fire Department.

"I believe," said Mr Dana, "that the Boston Elevated Railway has shown the utmost desire to cooperate with the city of Boston in the change necessary."

Blames Peters Regime

Commissioner Rourke in his statement said:

"The pumping equipment is the heart of the pipe system and connected hydrants, and this unexpected and inexcusably short notice from the Boston Elevated to vacate means that the Edison station, with only two electric pumps, with a total capacity of approximately 6000 gallons a minute, at 300 pounds pressure, with proportionately larger quantities at lower pressures, would be available after June 1, so that when we threatened with two simultaneous large fires within the high-pressure area, this service could not respond, and dependence must largely rest upon the motor equipment of the Fire Department.

"The present critical and disappointing condition dates back to the administration of Mayor Peters, when these two stations were installed on leased premises and went into commission in 1922.

"Had the Peters administration proceeded with the construction of a pumping station, for which bids had been opened just previous to Mayor Curley's leaving office, in 1918, located in the North End paving yard adjoining the North End Park and electrically operated with current from both Edison and Boston Elevated Services, the city would not be in its present pre-

dicament, and we would have had a pumping station comparable with those in the other cities—handsome and commodious, well-located, municipally owned, and providing pleasant and comfortable quarters, with fresh air and sunshine, for the men in attendance.

Site Now a Problem

"Unfortunately, due to the construction of the harbor police station and fireboat crew quarters by Mayor Peters, this site is not now available, and it is indeed a problem to find a location on the easterly water front for a new station, as during Mayor Curley's first term we sought, unsuccessfully, almost all the other favorable locations in this vicinity.

"The Elevated letter states the additional space is needed at the Lincoln Wharf station for the installation of a new turbo generator and new boilers, and perhaps it is not our business to question the advisability, during this period when the revenues are at a minimum or very greatly reduced, of spending a very large sum for additional power generating units.

"We certainly do resent this indecently short notice to abandon one-half the pumping capacity of the high-pressure fire system which has done so much to reduce the conflagration hazard in this city, and particularly is it to be condemned when the Elevated's affairs are supposed to be directed by a board of public trustees.

Dana's Reply

The reply of Mr Dana to the Rourke statement says:

"The original lease between the City of Boston and the Boston Elevated Railway Company was made on Nov 1, 1919, for a term expiring June 30, 1928, and provides that 'if the premises shall be needed by the lessor (the Boston Elevated Railway Company) in its judgment for use by itself in connection with its power house the term of the agreement may be terminated by the lessor at its election. When the lease expired in 1928 it was renewed for periods of only one year in 1929 and 1930, so that the present lease would of itself have expired on June 30 of this year.

"On Feb 5, a notice was sent to the Commissioner of Public Works and the Fire Commissioner terminating the lease as of March 1, 1931, and asking them to make such arrangements that the premises would be in readiness for use by the railway not later than June 1 of this year. This merely exercised the right expressly provided in the lease and advanced by one month the date when the lease would have expired in any event.

"The lease of the premises to the City of Boston has at all times been purely a matter of accommodation to the city. No rent was paid except a nominal consideration of \$1 per year.

Thinks Time Ample

"The Boston Elevated Railway needs the premises for the development of its power facilities.

"The public trustees of the railway throughout have demonstrated a desire to cooperate with the city of Boston and its officials in the performance of any public service. The railway stands ready now to cooperate to the fullest extent to the end that no vital public service will be impaired.

"We believe that between now and June 1 there is ample time for the City of Boston to make any necessary arrangements for the transfer of its high pressure pumping station to a point

nearby. Directly across the street from our Lincoln Power Station is the site of old Police Station 8, now vacant, a piece of property belonging to the City of Boston which could well be utilized for the purposes of transferring the high pressure pumping station under discussion.

"In order that there should be no misunderstanding in connection with this matter, and as an indication of our desire to cooperate to the fullest with the city, I called Mayor Curley about a week prior to the sending of the formal notice and explained to him what we proposed to do, asking him to have Fire Commissioner McLaughlin communicate with me.

"I talked with Fire Commissioner McLaughlin and as a result of that conversation he sent two officials (Messrs Williamson and Bailey) to talk with Mr F. S. Freeman, superintendent of power for the railway.

"I believe that the Boston Elevated Railway has shown the utmost desire to cooperate with the City of Boston in the change necessary."

POST 2/8/31

HOOVER SIGNS BOSTON BILL

Leases Governors Island for Airport Use

WASHINGTON, Feb. 7 (AP)—President Hoover today signed a bill, authorizing the Secretary of War to lease Governors Island to the city of Boston for airport purposes.

The bill provides that the United States government reserves the right to utilize the area for military purposes in case of need or to resume exclusive possession.

Jobs for 1000 men will be provided for at least a year by Mayor Curley in the extension of the airport by the levelling of Governors Island. The first crew of 200 will be put to work by March 17, it is expected. The island will be officially placed under municipal control as soon as General Fox Connor receives the order from the War Department and agrees with the State Department of Public Works upon the boundary line between the federal government and the State mud flats, which, he estimated could be decided in a few days.

Under a bill now in the hands of the Legislature, the Mayor is seeking authority to spend \$1,250,000 on the extension of the airport by filling in and reclaiming the flats.

POST GOES TO MAYOR BY AIR MAIL DAILY

Mayor Curley last night ordered the daily and Sunday Post sent to him at Palm Beach by air mail during his stay there, in order to keep in close touch with affairs in Boston.

ent Post 2/9/31

TRAVELER 2/9/31

that the LaGrange street station now housed three times as many men as it was built to accommodate.

Fire Chief Henry A. Fox, representing Commissioner Edward F. McLaughlin, who was confined to his home by a serious cold, told the committee that the proposed South Boston central fire station, to cost \$350,000, was required to house Engine 3 and Ladder 19 and to provide a drill yard for the South Boston firemen. The site had not been selected, he said, but it will be placed in the area between K street and City Point.

That the fees at the new golf course will be higher than those charged at Franklin Park was revealed to the committee by Chairman William P. Long of the park commission, appearing at the hearing to seek approval of the \$275,000 golf course loan order.

He promised that the West Roxbury course would be the best in the entire country when it is completed, and estimated that the city would receive fees each year amounting to \$70,000, as compared to \$34,000 taken from the golfers at the Franklin Park links.

JEWELERS 2/9/31 THOSE STREET SIGNS

Perhaps from a desire to "look up and not down" or possibly because he has become "pole-conscious" through the study of stop-and-go signals, Traffic Commissioner Conry has been studying the many obstructions on Boston sidewalks. In addition to his own sturdy traffic light poles, he finds that on one corner there often are street sign poles, fire alarm poles, police box poles, light poles, spotlight poles—altogether more poles than are usually found outside of a patch of pole beans. While each of these posts lifts high some useful object or piece of information, their ensemble cannot be said to add to the beauty of the Boston scene.

Mr. Conry told the Boston Jewelers' Club that he had draftsmen at work trying to devise some sort of family pole which would combine all the necessary features in one unit. A vision of a hideous totem pole, covered with vari-colored lights and signs with perhaps a garogyle or two, comes to mind. Mr. Conry gives assurance, however, that the omnibus pole is being designed according to conservative, artistic principles. The final suggestions will be submitted to several Boston architects before ground is broken. The co-operation of the city departments concerned and of the utility companies can be obtained, Mr. Conry feels confident. It seems an excellent idea. Perhaps some generous citizen will feel inclined to give the city its first decorative street sign.



Boston Schools

THE Boston finance commission is a group chosen by the state government to watch the way Boston spends its money and to comment on how it is spent.

The Boston school committee is a board elected by the people to direct the education of our young and, in many cases, our grown-ups.

The finance commission has been investigating, through a board of survey, the activities and general policy of the school department. This board has completed its investigation and is of the opinion that the school department has made errors of judgment in policy and in the way in which the school system has been developed.

The great part of the investigating committee's report is, as it must be, matters of opinion. With some of these opinions members of the school committee disagree. Should a school building have been built here or there? Should this sort of course be taught in this or that school or not at all? Is money wasted and if so, why? These are, in substance, types of questions raised by the investigating committee.

Naturally, members of the school committee, honest men and women, defend their point of view. Naturally, they resent implications of worse than errors of judgment. Whether there has been graft in years past has not been proved, but the Boston Traveler, while not agreeing always with what the school committee does, is confident that every member of the present board is a person of high honor and more than ordinary ability.

To us, one important phase of the controversy is that as a result of all this technical charge and counter-charge between the finance commission and the school committee, a bewildered public may lose faith in our educational system and then wonder if our children's time is being wasted by attending institutions so severely criticised. We do not presume to assert that our school system is above criticism. To do so would be absurd. But we do insist that, generally speaking, the Boston standard is high, the effort is conscientious and if blame is to be placed, it must come right back to the people themselves who through the years have elected to the school committee those persons who have dictated its policies and guided its progress.

LANE CHARGES 'SMOKE SCREEN'

Says School Survey Made
To Cover up Goodwin in
Other Directions

FINDS NO SENSIBLE RECOMMENDATIONS

The investigation into the Boston school system was made "as a smoke screen to cover up the inactivities of the chairman of the finance commission in other directions," it was charged in a statement issued last night by Richard J. Lane, former chairman of the school committee and chairman of the board of commissioners of school buildings.

So far as his department of school buildings is concerned, Chairman Lane after perusing the reports made by the three investigators of the finance commission, as released in sections, failed to find "one sensible new recommendation for the improvement of the department." Mr. Lane attacks the finance commission "because it must be held responsible for the act of its chairman and of the survey committee that was set up and financed by it."

He condemned the plan to distribute 5000 copies of the report as "broadcasting the results of a one-sided investigation." He declared that the survey committee left the field of inquiry into school expenditures and "indulged in a wholesale attack on the educational policies of our schools and educators, and, with no convincing reasons accompanying the recommendations, has issued wholesale pronouncements and condemnations."

Defending school authorities as experienced men, Mr. Lane points out that only William D. Parkinson of the survey committee is an educator and that in his former capacity as superintendent of schools of Waltham he did not come into contact with problems that beset Boston school men.

He criticized the survey committee recommendations to "cripple or destroy English and Girls' high schools, force co-education in high schools, abolish military training and destroy the board of superintendents," and said the report recommends steps to cut school costs and place centralization of power in the superintendent of schools' hands, "yet it would break down centralization by interfering with the administration of the secretary's office."

In one instalment, the report suggested the abolition of the school committee, and in another recommends that important and responsible duties carried on by his board be turned over to the school committee, he cited. "It does not hesitate to publish that some of our school buildings are fire traps, although such language is ill conceived and harmful, and in the next instalment advocates that no more money be given to build school buildings," he further cited.

FIRE PERIL FOR CITY FEARED IN OUSTER BY 'EL'

Short Notice to Quit High Pres-
sure Station on Lincoln
Wharf Resented

Boston may face a considerable fire hazard on June 1 as the result of a situation that developed yesterday.

The Boston Elevated notified city officials that the high pressure pumping station of the fire department, now located on Elevated property on Lincoln wharf, Commercial st., must be vacated by that date.

As the station is one of only two in the fire fighting system, supplying one-half the power for the high pressure system, and as, officials say, there does not remain sufficient time for the city to select another site and build a new station by June 1, Public Works Commissioner Joseph A. Rourke will appeal the Elevated's ultimatum before the Boston board of fire underwriters.

CURLEY GAVE WARNING.

Notice of the Elevated's plans was received by Commissioner Rourke and Fire Commissioner Edward F. McLaughlin from Edward Dana, general manager of the transit company. The Elevated needs the additional space at its generating station on Lincoln wharf for the installation of new boilers and a turbo generator, Dana said.

Under the lease by which the high pressure pumper was installed on El property in 1922, the rail line officials have the right to terminate the contract at any time.

DANGER FOR CITY

The "short-sightedness" that led the city to install its high pressure pumpers on leased property in 1919 after Mayor Curley, in 1918, had advocated placing them on city property in the North End paving yards, was decried by Commissioner Rourke.

"The unexpected and inexcusable short notice to vacate means the city must depend on the other pumper station located at the Wilson Co. plant in Atlantic ave," he said.

"If the city were threatened with two large fires at one time, in the high-pressure area, this pumping service could not respond."

SIX MAJOR CITY JOBS APPROVED

Stations for Firemen
and Police—More
for Golfers

Co-operating with Mayor Curley to launch the 1931 public improvement programme as early as possible, to provide jobs for the jobless, the City Council committee on finance late yesterday approved loan orders for \$1,825,000 for six major construction projects.

REPORT ON MONDAY

Following hearings on the measures held at City Hall, Chairman Herman L. Bush of Roxbury announced last night that the committee had voted to report all the orders favorably at the next meeting of the Council, Monday.

For the construction of two central police stations down town the city will spend \$700,000, for a South Boston central fire station \$350,000, and for the development of the second municipal golf course at West Roxbury and Hyde Park \$275,000.

Police Commissioner Hultman disclosed to the committee that the new central police station for both the Joy street and the Hanover street divisions will be erected on the site of the present Joy street station, except that it will be expanded to provide an entrance on Cambridge street. For the construction of this station and a garage for the police automobiles, the Council committee approved the expenditure of \$350,000.

A similar sum was approved for a combination station to replace the LaGrange street and the East Dedham street stations, but the site will be somewhere between the two existing stations, Commissioner Hultman stated, explaining that the site had not yet been selected.

Fifty-Car Garage

This combination station in the south end of the down town city will be provided also with a garage with a capacity of 50 police cars attached to headquarters, the commissioner declared.

He declared that the present buildings, particularly the LaGrange street station, were in very bad condition and were really in violation of the building and fire laws. They were inadequate for the existing force, he said.

AMERICAN 2/9/31

This Underpass Needed

Mr. Romney Spring's petition for construction of underpasses at the junction of Cambridge and Charles Streets will doubtless receive the approval of the Legislature because it is entitled to approval.

A new army of pedestrian traffic is to be unloaded at the junction of these streets by the establishment of the new station of the Cambridge tunnel.

It is already a dangerous, congested center of automobile traffic, as it is a principal artery between Boston and Cambridge, an outlet and inlet to the Northern artery and a direct contact for the pleasure traffic to the banks of the Charles River.

Who will constitute this new army of pedestrian traffic?

Dr. Washburn says that 10,000 persons daily will cross this danger point to visit the Massachusetts General Hospital and the Massachusetts Eye and Ear Infirmary.

They will be largely the lame, the halt and the blind, the persons who unfortunately are afflicted by ailments and illnesses which increase their likelihood of danger and who should be our utmost concern.

The underpasses will take them out of the path of danger. An escalator system in the underpasses would supply them with an additional convenience which a considerate city ought to afford.

TRANSCRIPT 2/10/31 City Councilors Attack Golf Course

Selecting a time when both Mayor Curley and Park Commissioner William P. Long are in Florida for the remainder of the month, several city councilors opened the vials of their wrath upon the municipal golf course which is being constructed in West Roxbury and Hyde Park, for which \$275,000 is now asked in addition to the \$225,000 made available last year. The undertaking was denounced at yesterday's session of the council by John I. Fitzgerald as "the worst piece of rascality ever put over under the guise of unemployment," the West End councilor charging that the city paid \$136,000 for a swamp and a quarry and that the cost of constructing the course would be \$1,000,000 at least.

Fitzgerald was followed by Councilor John F. Dowd who aimed his attack on Commissioner Long, and by Councilor Robert Gardiner Wilson, Jr., who claimed that Donald Ross, the engineer engaged in laying out the course, had said a few years ago that the land was not appropriate for golf. Dowd further declared that Commissioner Long had been deceiving the City Council by claiming that 300 men were employed in clearing the land when there were only 160 employed last Saturday.

But the order sponsored by Mayor Curley for a \$275,000 appropriation was given its first reading and assigned for consideration next Monday.

Picturing traffic conditions on Commonwealth avenue and Beacon street as a menace to pedestrians, Councilor Laurence Curtis 2d demanded of Traffic Commissioner Conry automatic control lights. He also asked for a report from Commissioner Conry regarding a matter of \$125,000 authorized in 199 for traffic lights along Commonwealth avenue.

Councilor Dowd offered an order asking Mayor Curley to seek legislation for the expenditure of \$25,000,000 for a rapid transit tunnel from Sullivan square, Charlestown, to Forest Hills; an order for a new courthouse in Roxbury to cost \$500,000, and an order providing for the employment of day labor in the construction of new streets and the resurfacing of old thoroughfares this year.

In compliance with an order introduced by Councilor Dowd, President McGrath will name a committee of five members to study ways and means of establishing a five-day week in municipal departments in 1932, as recommended by Mayor Curley in a recent address to the council.

Approval of the enactment of legislation permitting the Police Commissioner to restore to their old posts former policemen who went out on strike in 1919 was given by the council, also approval of legislation allowing officers retired because of injury in service to the same pension now granted to members of the department, similarly retired.

An order offered by Councilor Green calls upon the mayor to ask Governor Ely to expedite the construction of the new State Prison at Norfolk in order that the overcrowding in the old institution at Charlestown may be ended.

Post 2/10/31
**COLORED BOY
SCOUTS TO AID**

To Usher at City Ceremonies on Feb. 15

Rollins Burrill, deputy commissioner of the Boston Council, Boy Scouts of America, has received a letter from Mayor Curley accepting his offer to furnish a troop of Boy Scouts of the colored race, to serve as ushers at the ceremonies in honor of Washington and Lincoln at Symphony Hall, Sunday, Feb. 15.

"May I assure you," the Mayor wrote, "that I shall be pleased to accept this courtesy in the name of the city and will be grateful if you will kindly advise me of the names of the Boy Scouts who will serve in this important capacity upon the evening named."

The troops who will act as ushers are members of Troop 6 and 25 of Roxbury and 2 and 39 of Boston. Commissioner Burrill is in charge of these troops. The ceremonies will be held in the afternoon at 3 o'clock.

2/10/31
**SIGNAL LIGHTS
ON AVENUE**

**Curtis Asks Protection to
Pedestrians in Back Bay**

Pedestrian protection along Commonwealth avenue was demanded yesterday by City Councilor Laurence Curtis, 2d, of the Back Bay, urging the immediate erection of traffic signal lights through use of a \$125,000 appropriation advanced two years ago.

"It is all your life is worth to cross Commonwealth avenue, between Arlington street and Massachusetts avenue," the Back Bay Councilor protested, "with the automobiles speeding along without a stop to permit pedestrians to cross."

He suggested that ordinary stop lights would be sufficient, complaining that it would require too much time to install the progressive automatic signal system with its underground cables.

cont

POST 2/10/31

had been let loose for over an hour, a roll call vote was taken and the Council approved the \$275,000 loan order by a vote of 19 to 2, only Councillors Fitzgerald and Robert Gardiner Wilson, Jr., father of the golf course original loan, dissenting.

Councillor Wilson explained that he opposed the shutting off of debate and, insisting that all the members should be heard, he asked for reconsideration. The measure was reconsidered and action postponed until next Monday.

No Question of Need

Councillor Fitzgerald was brought to task by Chairman Herman L. Bush of the Council committee on finance, which reported favorably on the second loan order. He declared that no one questioned the fairness of the price and that it was not the Council's authority to select the site to build the course, as the charter had confined its activity to determining whether to approve or reject the order for a second golf course.

He declared that there was no question of the need of a second golf course in view of the overflow demand at Franklin Park, and he declared it was the opinion of golf experts that the new course would net the city a revenue of over \$70,000 a year in fees, doubling the receipts at Franklin Park.

Councillor Fitzgerald claimed that the owners paid but \$50,000 or \$75,000 for what they sold to the city for \$130,000, and he insisted that they retained the good land on the old Grew estate for development.

"The city has got to buy this good land with street frontage to get an entrance to the golf course," charged Councillor Fitzgerald, "and before we are through the cost will be \$1,000,000 instead of \$500,000 which the Park Commission has already asked for."

Councillor Wilson joined Fitzgerald in insisting that the Council should wait for facts and figures revealing the ultimate cost of the project before voting \$275,000 in addition to \$225,000 already appropriated.

Asks for Experts

But Councillor Clement A. Norton of Hyde Park declared that if Fitzgerald could bring in experts to say that the city was spending too much for the golf course, he would vote against it, though he would be the only one who would be called to account for his action by his constituents in the coming campaign for re-election.

Councillor John F. Dowd of Roxbury protested that "in five weeks \$5,000,000 in loans have been rushed and rail-roads through the Council." On the roll-call, he joined his colleagues in favor of the loan, leaving Fitzgerald and Wilson as the only dissenters.

Without debate at the same session, the Council approved four other loan orders calling for the expenditure of \$1,075,000. Of this \$350,000 will be used for a new South Boston central fire station; \$700,000 for two new down town central police stations, and \$25,000 for improvements at the Connolly playground at Jamaica Plain, which was recommended by Councillor Edward L. Engert.

The \$275,000 golf course order, which was assigned to the next meeting, was requested by the Mayor to carry out improvements already started under the direction of the park commission.

PLAN AFOOT TO DEVELOP HUB'S PORT

\$20,000,000 Project Hinges on Entry of Van Sweringens

While representatives of the Providence Chamber of Commerce, sponsors of the "Rhode Island" plan to bring the trunk lines to New England, were issuing a challenge yesterday in Dover, N. H., to the Pennsylvania interests to make public arguments for their continued domination and control of the Boston & Maine and New Haven railroads, it was learned here that plans already are afoot for one of the greatest port development schemes in the history of Boston, provided the Van Sweringens' Chesapeake & Ohio-Nickel Plate system can be brought into New England.

MCDONALD HEADS COMPANY

This plan, which would be broached to the Van Sweringens only in the event that they were given access to Boston by integration with the Boston & Maine, contemplates a development on the East Boston side of the harbor in conjunction with Boston & Maine tracks, to entail freight yards, terminals, warehouses, elevators, steamship piers and industrial building, on some 200,000,000 square feet of land, calling for a first outlay of \$20,000,000, which would in the future be capable of development to an extent involving between \$75,000,000 and \$100,000,000.

Although the invasion of the New England railroad field by the Van Sweringens still looms a considerable distance off, the huge development plan for East Boston was said yesterday to be "definitely in the works." Back of it is the Boston Port Development Company, headed by William J. McDonald. Mayor Curley also has been appraised of the possibilities, and it is understood that knowledge of the situation had much to do with prompting his letter last month to the New England railroad committee, urging recommendation of the plan to bring the trunk lines to New England.

Object to Make Hub Great Port

Mr. McDonald yesterday admitted the fact of such a plan, and acknowledged that the Boston Port Development Company had progressed far, in a tentative

way, in its study of the great possibilities in East Boston development if the Van Sweringens come here, and if the Van Sweringens take an active interest in it.

The object of the entire project, to be on East Boston property owned or under option by the development company, and the city and the State, would be to make Boston one of the great ports again, with steamers and pier facilities for through freight service between Liverpool on the east, and the vast interior and west of the United States over the lines of the Van Sweringen system of railroads.

The \$20,000,000 development would be exclusive of the cost of the land. This land could be purchased outright, or leased. Boston's nearness to Liverpool and the great European markets, for the Van Sweringen system of railroads which spreads its network throughout the great central portion of the nation, and tap down South to the Gulf of Mexico and as far west as the Pacific Ocean, would give Boston easy precedence over Norfolk or any other more southerly Atlantic port in the Van Sweringen scheme of things, Mr. McDonald said.

Challenges Penn Road

While all this was being gleaned in Boston yesterday, the Providence Chamber of Commerce was flinging out its challenge to the Pennsylvania railroad interests publicly to announce their arguments in favor of continued domination and control of the Boston and Maine and the New Haven roads. Also, the Providence chamber challenged officials of the Boston and Maine, and of the New Haven, to step forward with their arguments favoring a merger of their lines.

Clemens J. France, head of the industrial development division of the Providence Chamber of Commerce, speaking at the Kiwanis Club luncheon in Dover, N. H., was spokesman for the Rhode Islanders. He told of the appearance in Providence on Feb. 3 of William H. Boyd, personal counsel of the Van Sweringens, who explained the Van Sweringen proposal to enter New England.

Glad to Debate With Roads

Mr. France said that the Providence Chamber of Commerce would welcome the Pennsylvania interests and the Boston and Maine, and the New Haven, officials, on such a mission, and added that the Providence chamber wanted the people of New England to hear all sides of the railroad story. The Providence Chamber of Commerce would be even glad to debate with Pennsylvania, Boston and Maine and New Haven, on the merits of the Rhode Island plan for bringing the trunk lines to New England in competition, or on their own projects, Mr. France said.

HYDE PARK LAND CALLED 'SWAMP AND A QUARRY'

Fitzgerald Terms Project 'Rascality' in Guise of Jobless Relief

DOWD BRANDS LONG 'DELIBERATE LIAR'

Cost Seen Near \$1,000,000 —Course Assailed as 'Inaccessible'

The municipal golf course in Hyde Park for which \$275,000 is asked in addition to \$225,000 made available last year was yesterday denounced by Councilman John I. Fitzgerald as "the worst piece of rascality ever put over under the guise of unemployment."

He charged that the city paid \$136,000 for "a swamp and a quarry" and that the cost of constructing the course would ultimately approach \$1,000,000, that it is inaccessible except by motor car and that West street, the only avenue of approach, is so narrow that when Councilman Clement A. Norton of Hyde Park was invited to estimate its width, he replied "about as wide as a table."

Councilman John F. Dowd of Roxbury joined the row by branding William P. Long, park commissioner, "a deliberate liar" and Councilman Robert Gardiner Wilson, Jr., of Roxbury claimed that Donald Ross, the engineer engaged in laying out the course, who recently promised to develop it into "the best course in the country" had characterized the same land, a few years ago, as "not appropriate for golf."

CITES NUMBER EMPLOYED

Dowd added to the uproar which followed the attack on the favorable recommendation of the finance committee on the loan order of \$275,000 sponsored by Mayor Curley, with the declaration that Commissioner Long "has been deceiving and kidding the council" by claiming that 300 men were engaged in clearing the land, when there were only 160 employed last Saturday.

The council quickly changed front after giving the loan order its first reading and after Councilman Wilson had sharply criticised Councilman Seth Arnold of ward 4 for moving the previous question in order to shut off debate, the order was assigned for consideration next Monday with instructions to the finance committee to have

a further conference with Commissioner Long and to develop all information possible about the project.

As Commissioner Long is sojourning at Palm Beach for the remainder of the month, he will not be available, either to the committee or the council. Prospects of renewal of the demand for postponement of consideration until Long returns shows that the council intends to obtain a definite schedule of costs before the order is passed.

An item in the schedule for which \$275,000 is desired gave Councilmen Dowd and Wilson opportunity to challenge vigorously the plans of Long. He submitted a request for \$109,000 with which to purchase 72,656 cubic yards of earth which is planned to spread to a depth of six inches over two-thirds of the course.

Dowd figured that the cost of loam per hole is expected to be \$6055 but that was before he discovered that only two-thirds of the course is to be covered. He maintained that the estimate is so ridiculous that the council is justified in making a complete inquiry about it.

Other items listed by Long are excavating 10,000 yards of ledge, \$30,000; 40,000 yards of earth, \$40,000; 8000 feet of water pipe, \$12,000; drainage, \$25,000; sand, \$2000; seed and fertilizer, \$5000; parking area, \$10,000; clubhouse, \$40,000; bridle trail, \$2000.

"Under the guise of unemployment relief," said Fitzgerald, "a good many crimes have been committed. The city had a chance to obtain the Stony Brook reservation for a golf course for \$1, but we had to bail out a land-selling firm, which once offered an institution the same land for far less than the \$136,000 which the city paid, and which has retained the most valuable part of the tract that the firm bought for development."

"And on the question of unemployment, I intend to learn some time how many men this municipal employment bureau has placed at work with private employers. About all that this bureau does is to send men to the City Hospital and Long Island Hospital and give them work shovelling snow."

SEES 'DECEPTION'

Dowd picked Long as his target, and repeatedly accused him of deception, while Wilson persisted in demanding enlightenment and insisted that as Engineer Ross is in charge of the construction work, that he should be questioned about its real cost.

Herman L. Bush, chairman of the committee on finance defended the committee action and argued that reliance had to be placed on Long, and that the committee had not been advised about particular lines of inquiry in relation to the loan order.

Park officials declared after the council session that West street, which is only a "cowpath" instead of the thoroughfare 50 feet in width, as shown on the plans of the street commission, is to be developed to provide an adequate approach to the course. The land acquired from the trustees of Harvard University, and which will be the site of the clubhouse, has a frontage of 600 feet on West street, another section near Hyde Park avenue has a frontage of 300 feet on the same thoroughfare, and there is a third section of the Grew estate which also fronts on the street.

HOLDS UP NEW LOAN FOR LINKS

Council Postpones Action; Attack by Fitzgerald

Completion of the second municipal golf course, in West Roxbury and Hyde Park, was blocked yesterday, when City Councillor John I. Fitzgerald of the West End branded it as "the worst piece of rascality that has ever been put through this Council."

"WILL COST \$1,000,000"

He charged that the city purchased the land "to bail out Bonelli Adams," part owners of the property, and he warned that before the golf course is completed it will cost \$1,000,000, adding "under the guise of unemployment relief a good many things are being permitted here."

Councillor Fitzgerald, who is the reputed lieutenant of former Representative Martin M. Lomasney of the West End, insisted he knew what he was talking about because he made an investigation, he said. He protested that the city would have to buy more valuable property to provide an entrance to the golf course and he complained that juries would give the owners of the only good property heavy damages for the land takings.

Officials of the Park Department last night retorted that the new golf course already has frontage on West street for three entrances, including the property taken from Harvard College, which has a frontage of 511 feet for the planned entrance.

Claim Added Land Not Needed

Street commission engineers pointed out that though the present roadway is but 20 feet wide, West street has been planned as a 50-foot street and will so be constructed without the necessity of purchasing adjoining land, as the houses were set back with that understanding.

In the Council yesterday Councillor Clement A. Norton of Hyde Park estimated that West street was only as wide as a table. He was followed by Councillor John F. Dowd of Roxbury, who protested that there were but 160 men taken from the jobless ranks at work on the golf course last Saturday, though the Mayor had promised work for 300.

After all the charges and criticism

CITY COUNCIL HEARS 'RASCALITY' CHARGE

West Roxbury Golf Course Hit by Fitzgerald

Automatic Traffic Control Is Asked for Beacon St

Charges that the West Roxbury golf course project was "one of the worst pieces of rascality ever put through the Council," that it will cost \$1,000,000 before it is completed and that there is no entrance to or exit from the property, were made by Councilor John I. Fitzgerald yesterday at Council meeting.

A loan order from the Mayor for \$275,000 to supplement one of \$225,000 already appropriated, caused the booting around of the golf course project. The order went over a week to permit the Council to get some information.

Park Department officials, when asked about the charges, said the Councilor was misinformed; that the entrance would be on West st, which it is planned to make 50 feet wide and that the city owns the land for the street.

It is also said that the main entrance will be from West st, where there is a frontage of 600 feet; that there is room for another entrance on West st at another point and near Hyde Park av there is a frontage of 300 feet available to entrance and exit. Nine holes will be built on one side of the entrance road from West st and nine on the other side.

Councilor Dowd raised the issue on the order for \$275,000; denied that 300 men were working on the project and said that only 180 were employed on Saturday. While favoring furnishing employment to men, he did not favor spending \$500,000 for a place for non-residents of Boston to play golf, "while thousands of citizens go to the 'prison yard' for aid." He was referring to the Public Welfare at Hawkins st.

Councilor Dowd charged that Park Commissioner Long misrepresented to the Council when he said 300 men were employed on the golf course. He declared that the same amount of money properly expended would give work to 2000 men.

Councilor Wilson picked up the golf course issue and said he would like to know if the engineer laying out the present course did not at one time declare the present property inappropriate for a golf course, and if it was true that because it was inappropriate land, that the cost had increased so.

On Right of Way

"Has the city any right of way to the golf course?" asked Councilor Fitzgerald.

Councilor Norton, in whose ward it is being constructed, answered, "Yes, over West st."

"How wide is West st?" asked Fitzgerald, and Norton, pointing, said, "About as wide as that table."

Then it was that Councilor Fitzgerald characterized the project as one of the worst pieces of rascality ever put through the Council. He declared

that the city of Boston could have had a golf course in the Stony Brook Reservation from the Metropolitan Commission for \$1. On the matter of cost he said it would amount to \$1,000,000; that for blasting alone it would cost over \$100,000 and that under the guise of assisting unemployment, many things were being done that the taxpayers were going to have to pay for.

While on unemployment he took a shot at the Municipal Employment Bureau and declared that at a future meeting of the Council he would like to learn how many persons the bureau had put to work with private business, in hospitals or at snow removal.

An item of \$100,000 for loan for the 18-hole golf course also came in for discussion. It appeared, according to Councilor Bush, chairman of the finance committee of the Council, that it was the figure of Park Commissioner Long, who is in Florida. According to specifications furnished to Councilor Bush by Commissioner Long, there will be needed 72,666 2-3 cubic yards of loam, to be put on six inches deep on two-thirds of the area at \$1.50 a cubic yard. The item for bowlder removal is \$30,000 with \$40,000 for earth excavation; water pipe, \$12,000; drainage, \$25,000; sand, \$2000; seed and fertilizer, \$5000; parking area, \$10,000; clubhouse, \$40,000, and bridle trail, \$2000; a total of \$275,000, the amount of yesterday's loan order.

Councilor Norton declared that if the City Council would bring in experts and show that too much of the city's money would be spent, that though the project is in his ward, he would vote against the order.

Councilor Bush, speaking for the finance committee, said that no one had raised any question regarding the price of the property; that it was admitted that the land was bought cheap. He said that if any member had any information, he should have told it to the committee. The only question now, he said, was the appropriation of the money to make the property suitable for a golf course and that the purpose was a worthy one.

Move Previous Question

The previous question was moved by Councilor Arnold and on the vote Councilors Fitzgerald and Wilson were the only ones to vote "no."

Councilor Wilson asked and obtained reconsideration. Councilor Dowd then declared that at one hearing the Council was asked to pass orders amounting to \$1,275,000 and that since the first of the year, \$5,000,000 in loan orders "were rushed through without any lengthy hearings."

On his motion to postpone until the next meeting, Councilor Fitzgerald called attention to a large appropriation for the Charles-st widening and said that only six men, a steam roller and other machinery was on the job.

"The Council was deceived," said Councilor Fitzgerald (referring to the golf course); "the land should never have been bought. Have the Park Commissioner and the engineer see if it is going to cost \$500,000; let us know it." The order then went over.

Picturing traffic conditions on Commonwealth av and Beacon st as a menace to pedestrians, Councilor Laurence Curtis 2d demanded of Traffic Commissioner Conry automatic control lights. He also asked for a report from Commissioner Conry regarding a matter of \$125,000 authorized in 1929 for traffic lights along Commonwealth av.

Councilor Dowd offered an order asking Mayor Curley to seek legislation for the expenditure of 725,000,000 for a rapid transit tunnel from Sullivan sq, Charlestown, to Forest Hills; an order for a new courthouse in Roxbury to cost \$500,000, and an order providing for the employment of day labor in the construction of new streets and the resurfacing of old thoroughfares this year.

In compliance with an order introduced by Councilor Dowd, Pres McGrath will name a committee of five members to study ways and means of establishing a five-day week in municipal departments in 1932, as recommended by Mayor Curley in a recent address to the Council.

Approval of the enactment of legislation permitting the Police Commissioner to restore to their old posts former policemen who went out on strike in 1919 was given by the Council, also approval of legislation allowing officers retired because of injury in service to the same pension now granted to members of the department, similarly retired.

An order offered by Councilor Greer calls upon the Mayor to ask Gov Eli to expedite the construction of the new State Prison at Norfolk in order that the overcrowding in the old institution at Charlestown may be ended.

Post 2/11/31

URGES GREATER CITY PROPOSAL

Conry Points Benefits of Such Federation

Creation of a Federated Boston, which, he said, would establish Boston as a city of 2,000,000 people, entitled to its rightful place among the first four cities of America, was advocated last night by Traffic Commissioner Joseph A. Conry of Boston, speaking before the Winter Hill Improvement Associates at Christ Episcopal Church, Somerville.

"The principal active administration of this body would be to take over the work of the Metropolitan District Commission," Commissioner Conry said, adding that the commission now carries a net debt of \$32,500,000.

"The commission cannot be considered at all representative of any of the cities or towns comprising the district. For example, this magnificent Northern Artery, running through your city of Somerville, 100 feet wide, and the Somerville avenue bridge is probably only 60 feet wide. No elected administration would have tolerated such a break in the most important traffic road running out of Boston.

"The protests of your city government are unavailing. The appeals of civic organizations fall on deaf ears. The Metropolitan District Commission has gradually but gratefully grown into dignified decrepitude.

"In the place of this unrepresentative body, responsible to no one, we would have men in charge of the sewer, water and traffic departments who immediately responsive to the people's needs."

PORT OF BOSTON ENDS RAIL RATE EVIDENCE

Norton Tells of Commonwealth Pier Operations— Defendant's Case to Be Heard in New York

The port of Boston, seeking a more favorable rail freight rate in relation to the port of New York, completed testimony in its complaint this afternoon at the Chamber of Commerce, where the hearing has been in progress before the Interstate Commerce Commission for some time. The case of the defendants and intervenors will be heard by the Interstate Commerce Commission in New York beginning April 6.

The final witness this afternoon was Clement A. Norton, superintendent of Commonwealth Pier, South Boston. He explained in some detail the facilities for handling freight at Commonwealth Pier, and told in considerable detail about the pier operations.

Under guidance of Johnston B. Campbell, former chairman of the I. C. C., chief counsel in the Boston case, which is being presented by the port authority, the City Government and the Maritime Association, Supt. Norton, also a member of the Boston City Council, testified that wharfage is charged against the steamship and also against the cargo. A wharfage charge of 25 cents a ton is made against the cargo and 10 cents a ton against the steamship company, if the cargo remains on the pier six days after the discharge of the vessel. If, however, the cargo is sent outside of a 45-mile radius, there is no wharfage charge.

Economical Operation

Mr Norton stated that from the standpoint of operation, the delivery of cargoes from steamer to pier and vice versa, the pier was economically operated. In further explanation of this statement, he pointed out the facilities for handling a large volume of freight, at all times bringing out the point that they have handled at the pier at one time as many as 15,000 people and 2000 automobiles, without congestion, and he further stated that at no time have they been taxed to capacity, either in the handling of visitors or the number of trucks wishing to use the pier at the same time. During the course of his testimony he brought out that the pier could comfortably handle four ships simultaneously, and also that a passenger ship could be handled and the discharge of passengers without interfering in any way with the loading and unloading of freighters.

Q. Understood you to say that you could handle a great deal more traffic at the pier than is offering at the present time?

A. Yes.

Q. Could that be done without either slowing up the movement or decreasing the efficiency?

A. I believe it could be done without decreasing the efficiency or slowing up the movement.

Q. Would an increase in tonnage necessarily mean a proportionate increase in expense?

A. No, we could handle considerable more tonnage without an increase in expense, since the force at the pier is employed on a yearly basis, and the space is there.

Q. Have you some familiarity with the traffic handled through the port of Boston in recent years?

A. Yes.

Q. How do the Commonwealth Pier facilities compare with the facilities at New York?

A. I can only speak with reference to steamers which dock at Commonwealth Pier and also go to New York. For example, I feel that the facilities offered at Boston to the American Hawaiian and Luckenbach Steamship Companies, which most use Commonwealth Pier the year round, are superior from a terminal pier standpoint to those offered at New York. I am speaking from the standpoint of pier facilities and direct transfer from ship to car and from pier to ship.

Davis Testifies

Harry A. Davis of Newton, manager of the transportation department of the Boston Wool Trade Association, testified in part in answer to questions by chief counsel Campbell:

Q. During your employment in Boston, what has been the trend of the import and export business through the port of Boston?

A. It has been on a decline since the World War.

Q. In your judgment, if the rate structure for export and import was made through the port of Boston, lower than through the port of New York, by substantially the difference between the cost of service given in the shape of free lighterage at New York, and the cost of service through Boston, would it be of substantial value in increasing the business of the port of Boston?

A. In my judgment, Boston should have a much lower rate than New York from Buffalo via New York Central, for example, if lighterage cost were given proper consideration in making the rate, even though New York is 60 miles nearer Buffalo than Boston.

Q. Would a substantial increase to the business of the port of Boston be of advantage to the New England territory?

A. Speaking for the interests that I represent, I will state that if Boston had a lower export rate from C. F. A. territory, thereby reflecting the lower terminal costs here, and if as a consequence more ships were attracted to this port, the increase in sailings to and from Boston would be a substantial benefit to the members of the Boston Wool Trade Association.

Rates Compared

George F. Mahoney, secretary of the Cotton Wool Waste and Linter Exchange, compared import and export

rates to and from New York to New England points. Attorney Chandler sought to learn whether the witness was authorized to appear at the hearing as representative of the full directorship of the exchange. The witness claimed he was appearing with full authority to proceed whichever way he thought was best in the interest of the exchange.

Chester A. Gardner, secretary and treasurer of the Foreign Commerce Club, comprising 250 members, testified in support of the Boston petition.

Attorney John P. Finnerty, counsel of the Brooklyn Eastern Terminal Company, cross-examined at some length George H. Parker, the rate expert in the Boston case, and at the conclusion, asked that exhibit 188 be stricken from the records on the ground that it is misleading and not relevant to the issue. Examiner Steer ruled against Mr Finnerty.

Conley's Evidence

Joseph F. Conley of Cambridge, secretary of the Boston District Council of the International Longshoremen's Association and an officer of the Steamship Clerks' Union, in replying to questions by counsel for the Boston petition, testified in part:

Q. Have you experienced any congestion at the piers at Boston in recent years due to a steamer discharging a large inward cargo and then loading outward freight?

A. No, our piers are large enough to accommodate inward and outward freight to at least six to eight times the present volume without likelihood of congestion.

Q. Have the interests with which you are identified or which you represent been affected by changes in the volume of cargo through the Port of Boston in recent years?

A. They have been greatly affected. Our export business through the port of Boston is only about one-fifth of what it used to be, and our inbound business has fallen off greatly. I realize that the reports show that the total import tonnage through the port has increased, but the actual cargo that is of interest to the port in the matter of its development in any real sense is not properly reflected in those figures. And this is true also, particularly as to the organization that I represent. The figures which show larger inbound movements through the port than formerly, consist of a good deal of petroleum, foreign coal and also large movement during the last few years of foreign cement. Of course, our fellows who depend for their living on checking the movement of freight over the dock, naturally find themselves out of work because of the small amount of tonnage that there is nowadays to check.

BOSTON SCHOOL SPORTS MAY BE DISCONTINUED

Law Must Be Changed to Allow Expenditure For Equipment, Legislators Hear

Boston High School football, baseball and perhaps other sports may have to be discontinued entirely, because the State law does not permit the schools to furnish proper personal paraphernalia for the participants, the Legislative Committee on Municipal Finance was told today.

Danger to the life and limb of the players will force the schools to abandon strenuous athletics, it was announced, unless the law is changed to permit the use of money by the schools to purchase new equipment.

This condition was revealed when the committee held a public hearing on bills of Mayor Curley and Chairman Joseph J. Hurley of the Boston School Committee to amend the law to permit the use of 15 cents on the dollar now appropriated to include the purchase of all uniforms and paraphernalia needed in the pursuance of sports.

Under the ruling of the Supreme Court, the committee was told, no equipment "worn on the body" can be bought. Teachers, School Committeemen and others joined in urging the committee to report a bill which would correct the situation and save school athletics in Boston.

The headmasters and School Committeemen appearing were unanimously in favor of the legislation asked for, and

agreed that unless something is done immediately at least football and baseball, and perhaps other sports will have to be abandoned entirely.

Silverman in Favor

Samuel Silverman, corporation counsel for the city of Boston, argued strenuously for the bills and traced the reasons for the request to recent decisions of the Supreme Court.

"We have the peculiar spectacle here," he said, "of schools forced, by legislative enactment, to provide athletics, but the Legislature has made no provision for the wherewithal to furnish the proper equipment for such sports."

He then described the methods used to purchase equipment so far, which can no longer be continued because of legal objection, and even suggested that "it may be that the Boston School Committee is not within its rights in leasing private property, such as Fenway Park or Braves Field, in which to hold football games."

"The athletes are improperly equipped," concluded Mr Silverman, "their health endangered thereby, and our schools pauperized by the situation we find now of corridors thronged with pupils selling buttons, crying candy sales and various other methods for raising money to support athletics. It resolves itself into a ques-

tion of whether we maintain our sports as a charity or abandon them altogether."

Calls Situation "Chaotic"

Walter F. Downey, master of the English High School, characterized the present athletic situation as "chaotic." He expressed a grave fear for the health of youths participating.

M. J. Downing sketched the present conditions briefly and permitted the school masters to present the conditions in greater detail.

William B. Snow, assistant superintendent of schools, declared that now all schools are improperly equipped, and there is danger to the health of those engaging in games. He pointed out that it is even impossible to cleanse even those dilapidated uniforms that have withstood the ravages of many conquests, because the law will not permit use of funds for this purpose.

Patrick T. Campbell, assistant superintendent, called methods used now to raise funds for the support of football teams "unsavory practices." Children are urged to purchase candy and ruin stomachs, but support the team."

Chairman Hurley of the School Committee was unable to be present, but was recorded as favoring the measures, one of which was his own petition.

Representative Lewis R. Sullivan of Boston was also recorded as favorable.

But one voice was raised in opposition, that of John F. Bowles, who based his objection on the purchase of uniforms. "Why not spend such money in buying clothing for needy families," he added, though stating that he was not opposed to athletic instruction in schools.

We May Be Proud

Governor's Island Transfer Means Much to Boston.

Congress has passed and the President has signed the bill authorizing the transfer of Governor's Island in Boston Harbor to the city of Boston.

Here, in conjunction with the present splendid airport, will be constructed the greatest airport in the world adjacent to the heart of a metropolitan population.

Boston thus should become the mecca of coastal as well as transcontinental and transatlantic aviation, and should become the substantial transfer depot for from ship-to-shore fast mail.

When this plan is consummated, the enlarged Boston airport will become a monument to the sagacity and perception of Mayor Curley because our city will have been placed in a strategic position to accommodate the extraordinary development of aviation the next fifty or hundred years.

Development of Governor's Island possesses the added advantage of affording continuous employment for 1000 artisans and workers at a time when they need it and at a time when the city will derive the benefit of low construction costs. It is a project of which we may all feel proud.

Conry Advocates Federated Boston

Creation of a Federated Boston, which would rank among the first four cities of America, was advocated last night by Traffic Commissioner Joseph A. Conry of Boston, speaking before the Winter Hill Improvement Association at Christ Episcopal Church, Somerville.

"The principal active administration of this body would be to take over the work of the Metropolitan District Commission," Commissioner Conry said, adding that the commission now carries a net debt of \$3,500,000.

Prof. Hart Orator for Dual Observance

Plans Complete for the City's Washington-Lincoln Exercises Sunday

Arrangements are practically completed for the annual city of Boston Washington-Lincoln memorial exercises to be held in Symphony Hall next Sunday afternoon, beginning at three o'clock.

The principal address will be delivered by Albert Bushnell Hart, professor emeritus of Harvard University, who is the chairman of the Massachusetts Commission for the Washington Bicentennial commemoration of next year. The presiding officer will be Peter F. Tague, representing Mayor Curley. The invocation will be by Rabbi Samuel J. Abrams of Congregation Ohabei Shalom. Selected students from three high schools will present appropriate selections as follows: Ruth Deraney of Girl's High School, an extract from Washington's Farewell Address; Reed Edwin Pegram of Public Latin School, "Lincoln's Attitude Towards the Negro," and Marcus H. Sullivan of English High School, "A Tribute to Lincoln," prepared by Mayor Curley.

The music, especially arranged for the occasion, will be by groups from Boston public schools under the general direction of John A. O'Shea and comprising a Symphony Band conducted by Fortunato Sordillo; a Symphony Orchestra conducted by Daniel Tierney and Augusto Vanini, and a chorus of between 300 and 400 children from the Bigelow, Christopher Gibson, Dearborn and Mary Hemenway schools.

At the conclusion of the program a specially arranged patriotic finale will be presented with procession and tableaux, concluding with the Pledge of Allegiance by the entire audience and singing of the Star-Spangled Banner.

Admission to the Washington-Lincoln memorial exercises does not require tickets and all who may be interested are invited to the capacity of the hall.

Center Street Passes Agitation Stage

Center street, West Roxbury, has passed beyond the agitation stage, as was evident at the public hearing granted by the Street Commission today, when only two residents of that section had sufficient interest to appear and take part in the legal formality which precedes actual construction. The matter came to public attention by virtue of the amended statute which leaves the matter of width to the city officials and decrees against the use of the street as a park highway.

The original legislation provided for a width of 100 feet from the parkway to Weld street, against which property owners, particularly the representatives of the Adams Nervine, the Faulkner Hospital and the Arnold Arboretum protested, because of the unnecessary destruction of trees. Today, City Councillor Joseph P. Cox of that section and John F. Kinderlan, representing the Roslindale Board of Trade, approved the plan of the particular portion of the thoroughfare under discussion, the strip between South street and Weld street, telling the commission that the width of seventy feet appeared to conform to the wishes of the residents.

New Bids on Bathhouse

North End Job Also Includes a Laundry

New bids have been received for the contract to build a bathhouse and laundry in North End Park. Brown's Letters says the lowest bid was by the Milton Construction & Engineering Company of Boston, \$120,385. Other bids were: Boyer Construction Company, \$127,800; M. S. Kelliher Company, \$128,500; Crane Construction Company, \$129,315; D'Amore Construction Company, \$133,000; John Bowen Company, \$135,800; J. A. Singarella, \$137,240; Thomas C. Dolan, \$137,449; John B. Dolan, \$139,000; P. J. Cantwell & Son, \$145,000. Richard Shaw is the architect.

Opens Recreation Building

General Electric Completes Structure at West Lynn for Employees

The General Electric Company has completed and opened a large recreation building for its employees at the River Works in West Lynn. On the first floor is a kitchen and cafeteria with a 120-foot serving counter and seats for 800. On the second floor is an assembly hall seating 1200, equipped for radio reception and movies, with a floor for dancing. There also is a game room 120 by 25 feet. The building is of fireproof construction.

New Bids on City Job

New bids have been received for the contract to build an addition and make alterations to the Back Bay city service yard buildings, according to Brown's Letters. The lowest bid was by R. A. Bossi of Dorchester, \$9995. Other bids were: A. DeSimone, \$11,495; Edward Herman, \$11,673; J. A. Singarella, \$12,490; MacMillin Co., \$12,985; Archdeacon & Sullivan, \$13,700; Thomas C. Dolan, \$13,778; J. C. Coleman & Sons, \$13,900; J. M. Dolan, \$13,639; J. J. Brock, \$14,028; H. G. Happnie, \$14,179; Hub Construction Co., \$14,335; W. & L. Engineering Co., \$14,448; M. S. Kelliher Co., \$14,750; B. Paletra, \$14,955; Klayman Construction Co., \$15,000; J. F. Hynes, \$16,300. The architect is Joseph G. McGann.

1000 SHOVEL STREET SNOW

Speed in Clearing Sacrificed to Provide Jobs

More than 1000 temporary snow shovellers recruited from the ranks of the jobless worked all day yesterday and last night until midnight earning \$10,000 clearing the streets of the city.

Public Works Commissioner Joseph A. Rourke explained that he was carrying out Mayor Curley's orders to aid the unemployed, though he explained that the job might have been done twice as quick through the hiring of automatic snow shovelling machines.

CHARGES NEGLECT IN SNOW REMOVAL

Councillor Dowd Writes Acting Mayor McGrath

Suggests 5000 Men Be Put at Work at Once

Charging that failure of the city to clear the snow from the streets is causing great property loss to owners, that thoroughfares are in a deplorable condition and "indescribable" near the City Hospital, Councillor John F. Dowd yesterday called upon Acting Mayor Joseph McGrath to authorize Public Works Commissioner Joseph A. Rourke to place 5000 men to work immediately and thoroughly clean the streets.

Commissioner Rourke yesterday said that 1000 men were at work on the streets and that 500 extras would be put on last night. Councillor Dowd declared that the hiring of a few hundred men is not sufficient to relieve the situation.

Councillor Dowd's letter in full: "The damage which has been caused by the failure of the city to promptly remove the snow from the streets is estimated at more than \$210,000 to property owners and taxpayers. At present the main thoroughfares of Boston are in a deplorable condition and almost impassable. The conditions surrounding the Boston City Hospital with more than 1300 patients confined there is indescribable, and immediate steps to remedy this unsanitary condition for the protection of the patients confined there should be taken.

"The hiring of a few hundred men is not sufficient to relieve this situation, and as Acting Mayor of this city you have within your power a great opportunity to relieve in part the present unemployment situation. Unless immediate steps are taken to thoroughly clean the streets, I am afraid the damage that will be caused by water will run more than \$500,000 and I accordingly suggest that you authorize the Public Works Commissioner to place 5000 men at work immediately. The money expended will be wisely spent, as it will not exceed the amount that the city will be forced to pay in damages."

AMERICAN 2/11/31 Mayor's Plea for Greater City Is Lost

Legislative bills of Mayor Curley and Prof. Joseph H. Beal of Harvard for a Greater Boston system of government were put over for a year today by the legislative committee on metropolitan affairs. The bills, in substance, provided for the consolidation of all cities and towns within a radius of 20 miles of Boston under one head, to be governed under the so-called borough system.

The boundary lines were to be determined by the present metropolitan water and park systems.

Boston Seeks Right to Pay for Uniforms

Mayor Curley's Petition on Be-
half of Schoolboy Athletics
Heard at State House

Opposition

Comes from Within Ranks of
Municipal Finance Commis-
sion During Hearing

By LeRoy Atkinson

House Bill No. 241 came up this morning for discussion at the State House before the Committee on Municipal Finance. The bill, entered by Representative Lewis R. Sullivan, Jr., of Dorchester on petition of Mayor James M. Curley, seeks the right to expend part of the present sum of \$300,000, set aside years ago by the Legislature for the physical education in Boston, for uniforms and protective clothing to be worn by the school students while participating in contests.

Although Mayor Curley did not appear before the committee personally, his office was represented by Corporation Counsel Samuel Silverman, who brought to the attention of the municipal finance committee the fact that, unless House Bill 241 receives favorable action, schoolboy athletics in Boston must cease.

Silverman declared that under the present poverty-stricken conditions in this department of education, equipment is so poor that there is danger of a multitude of serious injuries among school children, especially in football.

One Real Opponent

Others appearing in favor of the bill were William B. Snow, assistant superintendent of schools in Boston; Patrick Campbell, ex-headmaster of Boston Latin School, also an assistant superintendent

General Law May Help Schoolboys

DURING the hearing this morning at the State House on a bill seeking right to pay for uniforms for city of Boston school students, the chairman of the Committee on Municipal Finance, Senator Samuel Wragg of Needham, seemed highly desirous of knowing from all persons speaking before the hearing their reaction to the possibility of a general law for the aid of town and city school committees throughout the State. Senator Wragg's queries may foretell a report by his committee in favor of a general law to allow school committees in Massachusetts to spend money to equip their students with proper protective uniforms and clothing for physical training and athletics.

ATKINSON

of schools, and Walter Downey, head master of Boston English High School. It was reported that the Boston School Committee, which, by the way, has House Bill No. 73 on file with the same object in view, is favorable. Alexander M. Sullivan, business manager of the Boston School Committee, also spoke in favor of the action.

One person appeared before the committee in opposition to the bill. John F. Bowles, representing himself as a taxpayer in Boston, contributed the plaint that "It's getting so there is no opportunity for taxpayers in this city to carry on. It's getting so nobody can own any houses here."

However, although Taxpayer Bowles was the only downright opponent, Messrs. Silverman, Snow, Campbell, Downey and Sullivan struck snags in their speeches in the form of dissonant questions from within the Municipal Finance Committee itself, particularly from Representatives Archibald M. Estabrook of Haverhill and John P. Higgins of Boston and Senator Roger Keith of Brockton.

Rep. Higgins Seeks An Assurance

Between them, the opponents of House Bill 241, presented a pathetic picture. Corporation Counsel Silverman opened the hearing with the statement: "We have a peculiar spectacle in Boston, gentlemen, of the school committee forced, by legislative enactment, to provide athletics, but the Supreme Court refusing to allow the schools to furnish the proper clothing for such sports. What we ask you today is to have the Legislature change the present law whereby the words 'clothing' and 'uniforms' can be inserted in order that the law may be clear to everybody. Unless this action is taken, school sports in Boston cannot continue another year. We do not ask for an increase in appropriation; we ask merely the right to spend the money already appropriated in the proper way."

Silverman was asked by Representative Higgins for an assurance that, if the committee reported favorably on House Bill 241, there would be no request in future years for an increase in the fifteen cents on every \$1000 of taxable property allowed for physical training and athletics.

"If we let down the bars now," remarked Representative Higgins, "you'll be up here again to ask for more money.

If we hadn't let the bars down for Cambridge last year's there'd be nobody up here today."

Representative Estabrook of Haverhill asked why the Boston schools could not establish an athletic association, use the receipts and equip the teams in that manner. He remarked that other schools throughout the State were operating successfully on this plan. That caused a titter to run through the room, for many of his hearers recalled the fact that only a few years ago the Haverhill athletic situation was badly bankrupted during an epidemic of infantile paralysis.

Silverman's retort to Estabrook pointed out that under the law the school committee must furnish physical education and sports and that a high school athletic association would be illegal, according to Silverman, also, there are no enclosed fields in Boston by way of charging admittance. Silverman also questioned the legal right of the Boston School Committee to lease Braves Field and Fenway Park for its games.

Campbell Delivers a Loaded Retort

Senator Keith advanced the suggestion to Assistant Superintendent of Schools Campbell that high school athletic associations could handle the situation. Campbell retorted that Boston Latin, Boston English, Boston Commerce and Dorchester High schools might handle their own athletics, if legally permitted, but the other eight high schools in the city would be poverty stricken. Senator Keith was informed that the receipts drawn by the four lucky schools could not hope to finance the entire lineup of thirteen high schools.

Campbell retorted that to form private high school athletic associations would be a dangerous procedure. "This scheme would foster the same evil practices that have grown up in outside cities where the high school athletics are not in the hands of the school authorities," he said.

"Where do you mean?" asked Senator Keith of Brockton.

"That situation has never occurred in Haverhill," retorted Representative Estabrook simultaneously with Senator Keith's question.

Headmaster Downey of Boston English told of how, during last fall, the school children sold candy, cakes and held entertainments to raise enough money to support athletics. He also remarked that there was even a lack of money to cleanse the football uniforms.

The entire lineup of the Committee on Finance is: Senators Samuel Wragg of Needham, chairman; Roger Keith of Brockton, Arthur Hollis of Newton and Donald Nicholson of Wareham and Representatives George Anderson of Boston, John Hallowell of New Bedford, Estabrook of Haverhill, Dexter Snow of Westfield, Ralph Hamilton of Cambridge, Charles Bruce of Everett, Edward Kelley of Worcester, George McMenimen of Cambridge, Higgins of Boston and Leo Birmingham of Brighton.

Votes Next Session on Boston Bills

The Committee on Metropolitan Affairs of the Legislature today voted to recommend reference to the next annual session of the bills providing for the creation of a Greater Boston, filed by Mayor James M. Curley and Professor Joseph H. Beale of Harvard College. No action was taken by the committee on the Boston Elevated or Charles River Basin improvement legislation.

ABANDONMENT OF SCHOOLBOY SPORT FEARED

Curley Bill Sponsors Warn of Imminent Possibility

By WALTER KILEY

That the city of Boston will be obliged to abandon schoolboy athletics unless the Legislature passes the bill sponsored by Mayor Curley, which would authorize the school committee to organize and conduct physical training and athletic teams and provide uniforms and equipment for them, was the consensus of those who addressed the committee on municipal finance at the State House today.

DEPLORABLE CONDITIONS

Corporation Counsel Samuel Silverman, who drew up the bill, told deplorable conditions under the present law.

"It is almost mandatory for the school committee to conduct sports in our high schools today, yet it is not provided with the wherewithal," he said.

"At the present time the school committee cannot use the income from athletics, but this must be turned in to the city fund. If we could use this money, we would be able to get along well," he continued.

Silverman further explained the present bill by calling it an "enabling act."

"We ask no further appropriations, but merely for the authority to carry on athletics under the present existing law," he said. "We are now pauperizing our pupils, forcing them to sell candy, conduct plays and depend upon their contributions in order to equip our teams. It is not fair to expect our boys to give out of their own pockets. It is a needless burden on a city such as Boston."

SNOW MENDS BILL

William B. Snow, assistant superintendent of schools in charge of athletics in Boston, spoke in favor of the bill. He stated: "We will be obliged to shut down all athletics in Boston immediately unless this bill is passed, as the health consideration of our boys is in danger under existing conditions. At the present time, ridiculous as it may sound, it is impossible for the city even to pay the bills for laundry incurred in cleaning athletic apparel at the end of the year.

"All that is necessary is to amend the bill now in force to include wearing apparel. We can get all the bats and balls and hockey sticks we need, but anything which adorns the body cannot be paid for by city funds."

CAMPBELL SPEAKS

Assistant Superintendent of Schools Patrick Campbell, former headmaster at Latin school, told the committee that in the old days Latin school never had enough money to take care of its athletes until the school committee came to

the rescue. In 1928, however, all was changed, by the action of the supreme court, he stated.

TURNS BACK \$6000

Supt. Campbell stated, "We now turn back more than \$6000 a year from football, the greater portion of which comes from the sale of tickets at the Thanksgiving day games, yet we are not able to touch one cent of that money for the purpose of equipping the boys who are responsible for the sport.

"What we are doing in our Boston schools today is ruining the stomachs, and the digestion of our boys in order to support school athletic teams. They must buy candy in excess amounts and thus forego their regular luncheons and meals.

"If I was principal of Latin school now, as unfortunately I am not, I would not allow a football team of mine to take the field under present conditions.

Representative Archibald Higgins of Haverhill and Senator Roger Keith of Brockton quoted Campbell about the formation of an athletic association. In reply to this, the Boston school superintendent stated "It would be impossible for an athletic association, a private organization to have any hand in the dealings of the schools of the commonwealth. The headmasters of Boston have delved into that angle in thorough fashion with Mr. Silverman and we found it not only impracticable but impossible."

DOWNY SPEAKS

Walter F. Downey, headmaster of English high school, stated: "Conditions are chaotic today, and if we are forced to conduct our sports under present laws, we will be forced to abandon athletics. As president of the Headmasters' Association of Massachusetts, I am thoroughly acquainted with the workings of athletic associations and I can tell you that the ordinary agencies of our school committee cannot function under an athletic association.

"We do not ask for more money. We are only interested in correcting absurd conditions. We want proceeds which should naturally accrue to us. Just this morning, I was obliged to make plans for a school play in order that we might have funds for our baseball teams."

Business Manager Alexander M. Sullivan of Boston estimated for the committee that the total sum of money needed for the proper conduct of school sports for the next 10 years at least would not in his opinion, based on the past 10 years, exceed at the most \$8000 to \$10,000 each season. Most of this is nothing but the proceeds of the Thanksgiving Day games. However, we cannot absolutely guarantee the amounts which will be forthcoming as weather conditions outside our control are to some degree determining factors in our sports income."

Representative Louis R. Sullivan went on record as favoring the bill.

M. J. Downing, school superintendent, sketched the present condition briefly and permitted the school masters to go into details.

But one voice was raised in objection, that of John F. Bowles, who based his objection on the purchase of uniforms. "Why not spend such money on clothing for needy families," he added, though he stated that he was not opposed to athletic instruction in schools.

MCGRATH TELLS OF CITY COUNCIL

Closer to People Than Any Other Body

Pres Joseph McGrath of the Boston City Council, speaking over radio station WNAC yesterday afternoon described the Council, its history, functions, etc, and wherein it differed from City Councils, preceding the present one.

"In theory and in fact," said Councilor McGrath, "the body is closer to the people and more amenable and responsive to their wishes and desires than any other elected body; even on numerous occasions serving as arbitrators of domestic difficulties, custodians of health and consciences and advisors and counselors of many persons in their wards.

"I am very pleased to report to the citizens of Boston that during the past year every loan order submitted by the Mayor was approved by our body. In cooperating with the Mayor in his program for the development of new streets, the reconstruction of old streets, the development and expansion of the City Hospital, the improvement of parks and of the airport, and the extension of rapid transit facilities, the Council takes just pride, feeling that we have been in some degree responsible for these permanent improvements and have, at the same time, by our approval of the Mayor's loan program of more than \$13,500,000 assisted in reducing the number of the unemployed in a period when unemployment is a grave problem.

"May I for the City Council of Boston assure the people of our city that this body will continue to devote its efforts and its abilities unstintingly in their behalf during this current year, and may I also for the members of the Council invite you to attend any meeting of our body on any Monday at 2 p m and may I also express the hope and desire that this year will bring to our citizens a full measure of health, happiness and prosperity."

"GREATER BOSTON" BILLS SET BACK

Next Annual Session Is Voted by Committee

The Legislative Committee on Metropolitan Affairs has voted to refer the bills for the creation of a "Greater Boston" to the next annual session of the Legislature. Bills to accomplish that object had been filed by Mayor Curley and Prof Joseph H. Beale of Cambridge.

The committee has not yet acted on the bills affecting the Boston Elevated Railway or the Charles River Basin improvement.

HERALD 2/11/31

1000 Emergency Shovellers Work All Night Clearing City Streets

Boston worked all night last night, using 1000 emergency shovellers and 50 extra trucks, completing the task of digging out of the snow brought by the freak storm that buried eastern Maine under eight inches of snow, and raked Cape Cod with a thunder storm that cost the lives of two coast guardsmen.

In Boston the early part of the storm brought rain, sleet and snow later. About four inches of snow, representing with the rain a total precipitation of .96 inch, was added to that left from previous storms.

Eastport reported the heaviest snow of the season. It ranged from eight inches to a foot, dry enough to drift badly under the impetus of a fresh northerly wind. Maine highways in Washington county were reported blocked with high drifts. Calais also reported about eight inches.

Work of digging out Boston was

greatly complicated by the parking of automobiles in snow-filled streets, during and after the storm. In many streets the cleaner gangs were obliged to make several return calls to clear the snow, after the parked cars had been removed.

In Springfield it was discovered that snow shovellers had been receiving 16 cents an hour too much, and should have been paid only 40 cents. This was estimated to have cost the city an unnecessary \$25,000 this winter. The pay of shovellers yesterday was cut to the 40 cent rate, but with no loss of men.

The weather today was expected to be colder than yesterday, although tonight was expected to be somewhat warmer than last night. Tomorrow was expected to be increasingly cloudy with rising temperatures. The wind was expected to be gentle to moderate northwest, shifting to west and later to southwest.

GLOBE 2/11/31

UPROAR BY MEN SEEKING JOBS

Verbal Row by 800 at City Employment Bureau

A couple of men, said to be Communist agitators, mixed in with the crowd of about 200 unemployed men who filled to capacity the rooms of the city's employment bureau on Church at this morning and started a rum-pus that developed into a general verbal row, with pretty nearly everybody calling everybody else uncomplimentary names.

The trouble is alleged to have started when one of the so-called "Peds" began protesting because there was not room inside for the great number of men who came seeking jobs.

About 200 men were packed into the rooms and about 600 were in the street outside the bureau. Most of the men thought there might be a chance to sign up as snow shovelers for the day.

In short order the protesting turned to abuse and many of those in the rooms took part. The women in the other section of the bureau heard the uproar and fled the place. Finally the police were called and they cleared the men's section. A policeman was left on guard to prevent a fresh outbreak.

GREATER BOSTON BILLS ARE KILLED

The legislative committee on metropolitan affairs today voted reference to the next annual session on the bills before it for a Greater Boston. One of the measures was presented by Mayor Curley, the other by Prof. Joseph H. Beale of Harvard.

GLOBE 2/12/31

CITY'S WASHINGTON- LINCOLN PROGRAM

Prof Hart Orator, Music Tableaux, Symphony Hall

Arrangements are practically completed for the annual city of Boston-Washington-Lincoln exercises to be held in Symphony Hall next Sunday afternoon at 3.

The principal address will be delivered by Albert Bushnell Hart, Professor Emeritus of Harvard College, chairman of the Massachusetts Commission for the Washington bicentennial commemoration next year. The presiding officer will be Ex-Congressman Peter F. Tague, representing Mayor Curley, who will be absent from the city. The invocation will be by Rabbi Samuel J. Abrams.

Students from three high schools will present selections as follows: Ruth Deraney of Girls' High School, an extract from Washington's Farewell Address; Reed Edwin Peggran of Public Latin School, "Lincoln's Attitude Towards the Negro," and Marcus H. Sullivan of English High School, "A Tribute to Lincoln," prepared by Mayor Curley.

The music will be by groups from Boston public schools under the direction of John A. O'Shea and comprising a symphony band conducted by Fortunato Sordillo, a symphony orchestra conducted by Daniel Tierney and Augusto Vanini and a chorus of between 300 and 400 children from the Bigelow, Christopher Gibson, Dearborn and Mary Hemenway Schools.

At the conclusion of the program a specially arranged patriotic finale will be presented with procession and tableaux, concluding with the pledge of allegiance to the flag by the entire audience and the singing of the "Star Spangled Banner."

AMERICAN 2/12/31

DEBT SITUATION OF BOSTON LAUDED

Boston's debt situation is excellent as compared with its valuation, according to a statement issued by City Auditor Rupert S. Carven.

The statement was in explanation of the declaration of Henry L. Shattuck on last Monday before the ways and means committee that Boston was spending almost 11 cents on every dollar in discharging old obligations.

Carven, to show the trend over 20 years, stated that in 1900 the total city and county State requirements were \$20,353,568.98, the city debt requirements \$4,039,660 and the per cent of the total 19.85. In 1930 the city and county State requirements were \$76,233,861.24, the city debt requirements, \$7,979,746.36, and the per cent of the total 10.47, about one-half what it was in 1900.

"The interest on rapid transit debt requires no taxation, as it is met from the rentals received from the Boston Elevated Railway Co.," the statement explains.

"It may be of interest to state that the amount paid by the city of Boston in 1930 for its share of the interest of metropolitan water debt alone was \$1,544,677.44 and this amount will be constantly increasing as debt is issued by the State for the \$65,000,000 addition to the metropolitan water system, the expenses of which at the present time are borne entirely by 20 cities and towns, constituting the metropolitan water system."

Center St. Hearing Lasts 3 Minutes

Public hearing of the proposal to widen Center st., West Roxbury, at a cost of \$1,100,000 lasted but three minutes before the board of street commissioners yesterday, through the project has been the subject of bitter debate for the past two years.

City Councilor Joseph P. Cox of West Roxbury and John F. Kindelelan recommended the street be reconstructed at a width of 70 feet between South and Weld sts. Chairman Hurley announced that the board would take the matter under advisement.

TRANSCRIPT 2/12/31

Carven in Defense of Debt Figures

City Auditor Rupert S. Carven, in reply to Henry L. Shattuck's argument before the Ways and Means Committee that Boston was spending about 11 cents on every dollar in discharging old obligations, declares that the debt situation as compared with valuation is excellent.

To show the trend over thirty years, Auditor Carven stated that in 1900 the total city and county State requirements were \$20,353,568.98, the city debt requirements \$4,039,660, and the per cent of the total 19.85. In 1930 the total city and county State requirements were \$76,233,861.24, the city debt requirements \$7,979,746.36, and the per cent of the total 10.47, about one-half what it was in 1900.

Auditor Carven stated that the interest charges over a period of years is fairly constant in amount, and for the year 1930 as compared with 1910 shows an increase of only approximately \$300,000.

"The interest on Rapid Transit debt requires no taxation, as it is met from the rentals received from the Boston Elevated Railway Company," the state explains. "The interest levied by the State for Metropolitan District purposes, exclusive of water, is included in the tax bill under State tax and assessments and is much more substantial than most taxpayers assume."

"It may be of interest to state that the amount paid by the city of Boston in 1930 for its share of the interest on metropolitan water debt alone was \$1,344,677.44 and this amount will be constantly increasing as debt is issued by the State for the \$65,000,000 addition to the metropolitan water system, the expenses of which at the present time are borne entirely by twenty cities and towns, constituting the metropolitan water system."

"It appears that this one item of metropolitan water interest paid by Boston is more than one-third of the total interest charges paid on all the Boston debt outstanding for major improvements, exclusive of Rapid Transit debt."

"In this connection it may be advisable to indicate the excellent debt situation of Boston compared with its valuation. In the last report of the State Division of Accounts Boston is shown as having in 1926 the fifth highest rate of percentage, namely, 5.3. The valuation shown is \$1,950,186,600, while the net debt is \$103,016,352.37."

"This latter figure includes net Rapid Transit debt of \$42,523,784.29, upon which no taxation is made. Were this amount to be deducted from the total net debt of the city, Boston instead of having a percentage of 5.3 would have a percentage of 3.1, which would make it one of the lowest of any of the cities in the State."

HERALD 2/12/31

CARVEN PRAISES CITY BOND ISSUE

Auditor Says Policy Tends To Keep Tax Rate at Low Level

SEES NEED OF CUT IN LAND ASSESSMENTS

Without refuting the statement of Henry L. Shattuck to the legislative committee on ways and means that nearly 11 per cent. of Boston's taxes is expended for the discharge of serial debt, sinking funds and interest, City Auditor Rupert S. Carven yesterday disclosed that the debt requirements last year of 10.47 per cent. compare most favorably with similar requirements of 19.85 per cent. in 1900.

Carven's implied criticism of the Shattuck assertion was that the latter failed to reveal in his reference to the effect on the tax rate of the policy of meeting the cost of major municipal projects by bond issues, that there has been a steady drop in the percentage of taxes thus expended annually during the past 30 years.

In a table Carven showed the debt requirements of Boston last year of \$7,979,746.39, contrasted with the total city and county expenditures of \$76,233,861 should be compared with credit to the city with the figures of 1900 when \$4,039,660 of total expenditure of \$20,353,568 were devoted to debt needs.

In considering interest paid from taxes, including the cost of temporary loans, but excluding payments for metropolitan debt, Carven stressed that since 1910, requirements for such municipal needs, show an increase of approximately \$300,000.

The constantly mounting assessments on Boston for interest on metropolitan water debt, which reached \$1,344,677 last year, equivalent to a charge of 6 per cent., with the remainder apportioned among 19 other cities and towns was pictured by Carven as one of the most serious of municipal burdens which will become far more severe when the city is forced to bear 66 per cent. of the cost of the work of tapping new sources of supply which is estimated at \$65,000,000.

Boston's net debt is \$103,016,352 against a total valuation of \$1,950,186,600, but deducting the rapid transit debt of \$42,523,784 which is not reflected in local taxation, Carven maintains that the percentage of debt to valuation, figured at 3.1 per cent., gives Boston one of the lowest marks among the cities of Massachusetts.

Carven emphasized the urgent necessity of relieving the tax burden on real estate.

GLOBE 2/12/31

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Students from three high schools will present selections as follows: Ruth Deraney of Girls' High School, an extract from Washington's Farewell Address; Reed Edwin Peggar of Public Latin School, "Lincoln's Attitude Towards the Negro," and Marcus H. Sullivan of English High School, "A Tribute to Lincoln," prepared by Mayor Curley.

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At the conclusion of the program a specially arranged patriotic finale will be presented, with procession and tableaux, concluding with the pledge of allegiance to the flag by the entire audience and the singing of the "Star Spangled Banner."

Admission does not require tickets and all are invited to the capacity of the hall. Joseph A. F. O'Neill is chairman of the committee.

RECORD 2/12/31

FANS PRESENT BAG TO RED SOX LEADER

John "Shono" Collins, manager of the Red Sox, was the guest of honor at a banquet at the Hotel Essex last night.

Shono was presented a Gladstone bag by 100 baseball fans who attended the dinner, sponsored by the Winter League.

John S. Dooley made the presentation. Arthur D. Cooper was toast master.

Peter F. Tague, chairman of the Board of Election Commissioners, represented Mayor James M. Curley and Councillor Eugene Fraser, backer of the Lynn club of the New England League, represented Governor Joseph B. Ely.

John Morrill, Fred Tenney and Bill Sweeney spoke as did Bob Quinn, president of the Red Sox, and Manager Collins.

GLOBE 2/14/31

TRAVELER 2/12/31

ACTING MAYOR SENDS GREETINGS TO EDISON

Joseph McGrath, president of the Boston City Council and acting Mayor of the city in the absence of Mayor Curley, yesterday sent to Thomas A. Edison the following congratulations on the occasion of the inventor's 84th birthday:

"Kindly accept the greetings and sincere good wishes of the citizens of Boston upon so happily reaching your 84th milestone. It was in Boston in 1868 where your little workshop was established and where came the start of your successful efforts which has made the whole world your debtor. May every happiness and blessing attend you upon this eventful day."

Mr Edison is at Fort Meyers, Fla.

FIX OPEN AIR PARKING STATION LICENSE FEES

The Boston Street Commissioners yesterday announced the schedule of license fees for open-air parking stations for motor vehicles. The parking spaces come under the supervision of the Street Commissioners for the first time as a result of an act of the State Legislature, which was accepted by the City Council. Already about 150 stations have complied with the new regulations and obtained a license to operate. These are for the most part in the downtown, theatrical and hotel districts. The law includes a fine of \$100 for station operators not complying with it.

The rates:

From one to five cars, \$10 a year; five to 10 cars, \$20; 10 to 25 cars, \$30; 25 to 50 cars, \$40; 50 to 75 cars, \$50; 75 to 100 cars, \$75; 100 to 200 cars, \$100; 200 to 500 cars, \$250. The above fees are for stations operating all year. For stations operating not more than six months in any year the fee is \$100.

Application for licenses must be made at the office of the permit division of the Street Commissioners, room 44, City Hall.

Only three persons attended the public hearing held yesterday by the Street Commissioners at City Hall on the matter of reconstructing and laying out Seminary road, Brighton. The work of reconstruction was favored, but residents did not desire a change in the name. The commission informed those present that the name of the thoroughfare would have to be changed because of a duplication of names.

The commissioners also gave a hearing on the question of reconstructing a portion of Center st, West Roxbury. The State Legislature has authorized the widening of that portion to 100 feet and yesterday Councilor Cox spoke in favor of the project to a width of 70 feet. The hearing lasted only three minutes.

State and City Honor Birthday of Lincoln

Public School Tributes Feature Day's Exercises—Grand Army, World War Veterans Contribute Their Offering

Although the birthday of Abraham Lincoln, which we observe today, is not a legal holiday, it is celebrated throughout Boston and the state with ceremonies of a patriotic nature.

EXERCISES IN SCHOOLS

Throughout the Boston schools today, exercises were held in memory of the Great Emancipator. Prominent on the program is the favorite literary masterpiece, which has come down through the years with unflinching popularity, the Gettysburg address.

Music during the programs was of a patriotic type, featuring the "Star Spangled Banner." Proclamations from the State House and City Hall urge all to do their share to honor the memory of our martyred President.

To all Grand Army men, the name of Lincoln is especially dear.

So that in the few remaining posts where these veterans of '61 still gather round the camp fire, Lincoln's name will be honored tonight. American Legion and Veterans of Foreign War posts are also joining in tribute to him.

FLAGS FLYING

Flags are flying everywhere today so that even if business goes on as usual the public is aware that the birthday of a great statesman is being observed.

Radio programs will include many Lincoln features tonight.

Many of the observances are marked with some reference to the "Gettysburg address," particularly its closing phrases eloquent of the soul of the man who voiced them: "That this nation under God, shall have a new birth of Freedom and that government of the people by the people, for the people, shall not perish from the earth."

GLOBE 2/13/31

COMPLAIN OF SNOW ON BOSTON STREETS

Merchants and Residents Tell of Deep Ruts

Extra Shovelers Dropped and Job Is Left to "Regulars"

The condition of many important streets of Boston since the snow storm of several days ago has resulted in numerous complaints from business interests and residents, several of whom charge the streets have not been in a worse condition after a snow storm for several years.

The condition is reported as particularly bad in the North Station section, in the Back Bay, the South End, and in most of the outlying districts. With rain or snow predicted for today certain business interests are fearful of the condition they believe will certainly result in many parts of the city should a coating of thin ice form over the deep ruts in the uncleared streets.

The regular employes of the Street Sanitary and Paving Divisions of the Boston Public Works Department have been at work on the snow since the storm and at noon yesterday it was said at City Hall that while the so called regulars are still attempting to clear away the remaining snow the temporary help used for a day or so

have been dropped. It was said that some \$60,000 has been expended so far this season for removing snow and that the total was more than it was expected it would be necessary to spend.

The city workers are said to have concentrated their efforts on what were regarded as the more important thoroughfares, but complaints concern such heavily traveled streets as Canal, Portland and Merrimac sts and upper Tremont st in the South End, as well as streets in the Back Bay.

The snow removal so far this season has been done wholly by man power without the use of the snow loading equipment bought by the city a few years ago.

STATE HOUSE BRIEFS

Mayor Curley's bill for a Greater Boston was given leave to withdraw yesterday in House of Representatives, without a word of debate.

GLADBE 2/14/31

SCHWARTZ POLICE LEGAL ADVISOR

Has Resigned as Assistant
City Council

Leo Schwartz, an assistant corporation counsel, who, since last Summer, had been loaned to Police Commissioner Eugene C. Hultman in connection with Police Department work, resigned today as an attache of the City Law Department, to become legal adviser to Commissioner Hultman and the Police Department. His resignation was accepted by Corporation Counsel Samuel Silverman, to become effective at the close of the business day today.

Schwartz had been connected with the City Law Department since August, 1922.

On Thursday, Corporation Counsel Silverman wrote Police Commissioner Hultman, stating he believed it advisable for the police commissioner to retain his own counsel and that the City Law Department refrain from giving the commissioner any legal advice. Counsel Silverman included in the letter his willingness to cooperate with Commissioner Hultman at any time on matters which affect the welfare of the city.

Corporation Counsel Silverman said this afternoon that there has been no quarrel between himself and Mr. Hultman. He explained that the situation was simply that if he, as head of the city of Boston Law Department, was going to be held responsible for legal advice given the Police Department, he desired to know what is going on. Mr. Silverman said he did not want to be held responsible for advice he did not give.

It is understood that Mr. Schwartz will continue to receive the same salary he was paid as an assistant corporation counsel, \$5000 a year.

AMERICAN 2/14/31

POLICE NOW TO PAY SCHWARTZ

Asst. Corporation Counsel Leo Schwartz, legal adviser of Police Commissioner Eugene C. Hultman, today resigned from the city law staff and was immediately engaged as counsel for the police department.

The action followed a letter of Samuel Silverman, corporation counsel, to Commissioner Hultman last Thursday in which Silverman said the law department could no longer assign an assistant to the commissioner. Schwartz will now be paid out of police funds.

TRAVELER 2/15/31

SCHWARTZ QUILTS TO TAKE POLICE JOB

Leo Schwartz resigned today as assistant corporation counsel of Boston and was named as legal adviser to the police department. His resignation, tendered to Corporation Counsel Samuel Silverman, was accepted.

The resignation of Schwartz was the culmination of some months of disagreement between him and Silverman, the latter believing that Schwartz was devoting too much time to the police department.

ADVERTISER 2/15/31

SCHWARTZ TO BE POLICE LAWYER

Quits City Law Office to Be-
come Official Legal Adviser
to Hultman

Asst. Corporation Counsel Leo Schwartz yesterday resigned from the city law department. His resignation was accepted by Corporation Counsel Samuel Silverman.

Later in the day Police Commissioner Eugene C. Hultman in a general order announced that Schwartz had been appointed legal adviser to the commissioner.

Schwartz was assigned to the police commissioner's office last May. Since that time he has served as legal adviser to the police head.

In a letter to Commissioner Hultman last Thursday, Corporation Counsel Silverman suggested that he should receive legal advice from a man in his employ and directly responsible to him. Silverman also stated that he doubted the legality of his office acting as legal adviser to the commissioner.

Schwartz's resignation followed. Commissioner Hultman would make no comment on the matter other than to say that Mr. Schwartz would receive \$5000 a year, the same salary paid him in the law department.

Likewise Mr. Schwartz declined to comment on his resignation.

Corporation Counsel Silverman said:

"Mr. Schwartz and I have never quarreled. The situation is that I am not going to be held responsible for legal advice given



Leo Schwartz

BOSTON KEYS GOING TO SIX BY AIRPLANE

Symbols to Mark Inauguration
of Express Service to
Washington Tomorrow

WILL START AT 9:45 A. M.
Mayors of Four Cities and
Capital Officials Will Be
the Recipients

SIX KEYS to the City of Boston will be delivered to dignitaries by airplane tomorrow with the inauguration of the new air express service between here and Washington.

Four mayors at cities of call along the way will receive these symbols, as will Maj.-Gen. James E. Fechet, chief of the army air corps, and Rear Admiral William A. Moffett, chief of the navy bureau of aeronautics.

Mayors who will receive the keys are: W. E. Batterson, Hartford; Harry A. Mackey, Philadelphia; Charles H. Kline, Pittsburgh, and William Frederick Broening, Baltimore.

These keys will be accompanied by letters of good will from Mayor Curley's office. They will be delivered as are other parcels handled via this air express service. The six tokens are scheduled to leave Boston on the 9:45 a. m. passenger plane for New York. John J. Martin will officiate in behalf of Park Commissioner Long, and Mayor Curley will be represented.

In the past air express service from Boston has extended as far as New York. The extension to Washington is accompanied by reduced rates: one dollar for one pound, \$1.20 for two pounds, and \$1.80 for five pounds. Western Union will continue to handle the packages between the airports and their destination. Colonial will fly them between New York and Boston.

Deliveries in Pittsburgh, Philadelphia, Baltimore and Washington will be made over Pittsburgh Airways and New York, Philadelphia and Washington Airways. Connections between these lines and that of Colonial are made at Newark, N. J.

Commissioner Hultman which I do not give. It is best that Mr. Hultman have his own legal adviser."

MUNICIPAL MEMORIAL EXERCISES

Three Anniversaries
Will Be Observed
Here Today

Municipal celebrations of the anniversaries of Washington, Lincoln and the sinking of the battleship Maine will be held this afternoon and tonight at the direction of Mayor Curley. Elaborate programmes have been arranged by Acting Director of Public Celebrations Stanton R. White, in co-operation with the citizens' committee and the United Spanish War Veterans of this city.

TWO MEETINGS

Memorial exercises commemorating the birth anniversaries of Washington and Lincoln will be combined in a single programme of festivities for the public at 3 o'clock in Symphony Hall. And the annual exercises in memory of the sinking of the Maine will be held in Faneuil Hall tonight at 8 o'clock. Professor Albert Bushnell Hart of Harvard, chairman of the Massachusetts George Washington Bicentennial Commission for next year, will deliver the oration at Symphony Hall. There the children of the Boston public schools will take a part, with vocal and instrumental music and readings from the works of the two heroic Presidents.

The exercises will be opened by the Boston public schools symphony band, and Chairman Joseph A. F. O'Neil will present former Congressman Peter F. Tague, who will preside in the absence of the Mayor.

Oration by Prof. Hart

Rabbi Samuel J. Abrams of the Congregation Oabei Shalom, Roxbury, will pronounce the invocation, which will be followed by the singing of the "Song of Peace" by a chorus of trained pupils representing the Bigelow, Christopher Gibson, Dearborn and Mary Hemenway Schools.

Miss Ruth Deraney of the Girls' High School will read selections from Washington's Farewell Address, and Miss Dorothy Richardson, contralto, will sing spirituals.

Upon the completion of Professor Hart's address, the chorus will sing "Jerusalem" with Bernard Tolnick, Michael Walsh and Edwin MacBain as soloists. Reed Edwin Pegram of the Public Latin School will give a reading,

to be followed by Marcus H. Sullivan of English High, who will recite Mayor Curley's tribute to Lincoln.

The patriotic finale will be presented by the high school cadets, with Boy and Girl Scouts, in tableau portraying scenes in the history of the nation, with the assistance of escorts from the Lexington Minute Men, the Ancient and Honorable Artillery Company and Spanish and World war veterans.

At Faneuil Hall

The Maine anniversary exercises will open with an overture by the Captain John Drum Camp Orchestra and the escort to the colors by Vice-President Hugh Wyllie of the Boston Municipal Council, U. S. W. V. Invocation will be given by the Rev. Chellis V. Smith of the Hyde Park Baptist Church, and President George S. Hazlett of the Boston Municipal Council, U. S. W. V., will be presented as the presiding officer.

The trooping of the colors for the dead of the battleship Maine will be directed by Past President Charles J. Corkery of the Boston Municipal Council, U. S. W. V.

"The Lessons of the Maine" will be the subject of the oration by Judge Michael J. Murray. At the completion of his address, Miss Beatrice Milan will sing a soprano solo, and there will be other patriotic messages.

Mayor James M. Curley

Telegraphed From Palm Beach, Fla.

"The death of General Edwards is a genuine loss to the American nation. He was an illustrious soldier and a militant patriot, unselfishly serving every righteous cause for the welfare of our country. He welded an army of inexperienced soldiers of New England into one of the most important military forces of the United States upon the fields of France in the greatest war the world has known. He served these men with fidelity and devotion of a father and was a constant and inspiring adviser both abroad and at home.

"General Edwards fought in the open for every cause which he believed right and was never known to retreat. The sorrow which attends his death will be shared by our citizens in every walk of life. A valiant soul has passed away who gave his all for the welfare and betterment of his fellow-men. His services entitle him to the same welcome in heaven that he was ever accorded in his beloved Massachusetts."

OPEN PROBE OF SCHOOLS WEDNESDAY

Fin. Com. Will Hear
Plan to Abolish
New Board

Public hearings in the investigation of the costs and administration of the school system here will start Wednesday afternoon, at 2 o'clock, in the offices of the Boston Finance Commission at 24 School street, Chairman Frank A. Goodwin announced last night.

CLASH ON SURVEY

The first clash between the school authorities and Chairman Goodwin over the findings of the commission's survey committee, which recently completed an eight-months' probe of the schools, will come on its recommendations for the abolition of the new board of School Buildings Commissioners and other changes in the new department of school buildings.

Chairman Richard J. Lane of the School Buildings Commission, who formerly served as chairman of the school committee and a member of the Finance Commission, will cross swords with Chairman Goodwin in defence of the first year's work of the new board in charge of the construction and alteration of school buildings.

The report of the survey committee charged that delay, waste, inefficiency and extravagance were not removed by the abolition of the old Schoolhouse Commission, and alleged that "unsavory purchasing incidents still persist and will persist evidently until there are some changes of personnel" in the new department, which took over the employees of the old department.

The Finance Commission has issued an open invitation to those favoring or opposing the report in regard to the school building programme to attend the hearing Wednesday, when the proceedings will be confined to this single subject. Later the commission plans to hold hearings on other sections of the report, dealing with the other school authorities.

GLOBE 2/15/31

HERALD

2/15/31

HEARING ON SCHOOLS SET FOR WEDNESDAY

To Deal With Department of Buildings First

Finance Commission to Begin Series of Discussions on Dual Method

The methods and administration of the Boston public schools, as set forth in the recent report of the committee appointed last Summer by Frank A. Goodwin, chairman of the Boston Finance Commission, to investigate the school system, will be given the first of a series of public hearings on Wednesday at 2 o'clock in the rooms of the Finance Commission on the fifth floor at 24 School st. The date was announced yesterday after a vote of the commission.

The first hearing will have to do with the part of the report which deals with the activities of the Department of School Buildings, and the commission welcomes the attendance of persons who either favor or oppose the recommendations.

Calls New Plan No Remedy

The survey committee reported that substitution by the Legislature of the Department of School Buildings for the Schoolhouse Department does not remedy the dual system, which places responsibility of appropriating the necessary funds upon the School Committee, elected by the people, and the duty of expending the money upon the Schoolhouse Commission or its successor, the superintendent of construction. The members could see nothing gained and much lost by the present division of responsibility, maintaining one board merely to elect the head of a department and leaving him responsible to neither.

"Anomalous Relation"

The survey committee claimed that Boston is unique among cities in maintaining a board for the construction and maintenance of schoolhouses separate and independent of the School Committee; deriving its funds from the School Committee, yet not accountable to that committee as to how it spends them. This anomalous relation, in the survey committee's opinion, makes for neither responsibility nor harmony.

The report was to the effect that the practices pursued in regard to new construction and the purchase of furniture have not greatly changed. The committee expressed the belief that fitting the program to the proposed building should be done by a qualified educator before the architect begins work.

LANE TO ATTEND FIN. COM. HEARING

Acrimonious Discussion of School Survey Expected

Chairman Richard J. Lane of the commissioners of school buildings will have opportunity, Wednesday afternoon, to tell the finance commission and the members of the survey board which investigated the school system, his opinion of the sections of the report which treat with the department of school buildings.

The commission voted yesterday to hold the first of a series of public hearings in its rooms, 24 School street, at 2 o'clock Wednesday, and to confine the initial discussion to the criticisms of the survey board about the department of school buildings. An invitation is extended to any persons, favoring or opposing the report of the board, to participate in the hearing.

In view of the vigorous denunciation by Chairman Lane of the criticisms of the finance commission's investigating board, which were climaxed by reference to "unsavory purchasing" of supplies and equipment, there are indications that the Wednesday hearing will be featured by acrimonious discussion.

The members of the survey board, William D. Parkinson, Renton Whidden and Matthew Sullivan, will defend their report, and if Chairman Lane and Superintendent of Schoolhouse Construction Louis K. Rourke, whom the commission expects to attend, publicly challenge the accuracy of the report, verbal encounters are certain to be staged.

It is held to be certain that if Chairman Lane questions with as much vigor the section of the report dealing with the department with which he is connected as he has done in communications to the newspapers, the survey board will reveal in detail the information on which their conclusions were based.

Though it was denied that any particular consideration had inspired the commission, yesterday, to confine the first hearing to the department of public buildings, it was reported that the decision to permit Chairman Lane to ~~set off the verbal fireworks had some~~ relation to the character of the criticism which he has voiced in prepared statements.

At the conclusion of the Wednesday hearing the commission will announce the schedule of subsequent sessions.

MAYOR CURLEY — The death of Gen. Edwards is a genuine loss to the American nation. He was an illustrious soldier and a militant patriot, unselfishly serving every righteous cause for the welfare of our country. He welded an army of inexperienced soldiers of New England into one of the most important military forces of the United States upon the fields of France in the greatest war the world has known. He served these men with fidelity and devotion of a father and was a constant and inspiring adviser both abroad and at home.

Gen. Edwards fought in the open for every cause which he believed right and was never known to retreat. The sorrow which attends his death will be shared by our citizens in every walk of life. A valiant soul has passed away who gave his all for the welfare and betterment of his fellow-men. His services entitle him to the same welcome in heaven that he was ever accorded in his beloved Massachusetts.

GLOBE 2/15/31

POLICE DEPARTMENT HAS OWN ADVISER

Leo Schwartz of City Law Division Takes Post

Leo Schwartz, assistant corporation counsel, who, since last Summer has been acting as legal adviser to Police Commissioner Hultman and the Boston Police Department, resigned as a member of the City Law Department yesterday and officially became the legal adviser of the Police Commissioner and the Police Department. It is understood that he will continue to receive the same salary he was paid as assistant corporation counsel, \$5000 a year.

On Thursday, Corporation Counsel Silverman wrote Police Commissioner Hultman, stating he believed it advisable for the Police Commissioner to retain his own counsel and that the City Law Department refrain from giving the Commissioner any legal advice. Counsel Silverman included in the letter his willingness to cooperate with Commissioner Hultman at any time on matters which affect the welfare of the city.

Corporation Counsel Silverman said yesterday that there has been no quarrel between himself and Mr Hultman. He explained that the situation was simply that if he, as head of the city of Boston Law Department, was going to be held responsible for legal advice given the Police Department, he desired to know what is going on. Mr Silverman said he did not want to be held responsible for advice he did not give.

Boston Hangs the Latchstring Out in Newest Fashion

RALPH S. MAUGHAN

JOHN J. MARTIN

O. J. "CHUCK" O'CONNOR

C. A. CRANE

CAPT. EDSON



BOSTON SENT six keys to the city zooming through the air today to six notables who will always be welcome. Assistant Park Commissioner Martin is shown placing the keys aboard the plane for Newark, while Traffic Manager Maughan of Colonial Air, Pilot O'Connor, Mr. Crane, representing the Western Union, and Capt. Albert L. Edson, superintendent of the airport, looked on. (Staff photos.)



JUST BEFORE THE KEYS to the city were taken to the airport, Miss Helen M. Abbott posed with them. They go to the mayors of Baltimore, Philadelphia, Hartford and Pittsburgh and to Rear Admiral Moffett and Maj-Gen. Faget.

HEARLD 2/16/31

CURLEYS GUESTS OF MAYOR SHEPARD

Visit Palm Beach Executive at His Residence

Mayor James M. Curley and his party were the guests of honor at a luncheon given last week by Mayor John Shepard, Jr., and Mrs. Shepard at their beautiful Palm Beach residence, "Casa del Pastor." Mayor Curley's party included his daughter, Miss Mary Curley, Col. T. J. A. Johnson, Maj. John B. Bremmer, Miss Loretta Bremmer, and Edmund L. Dolan, city treasurer. Also at the luncheon were Mr. and Mrs. Robert Shepard of Providence, Mayor Curley's party is staying at "The Whitehall."

ASKS STREET TAXI STANDS BE PUBLIC

The city council today ordered its committee on legislative affairs to submit a bill to the Legislature designating all taxicab stands on public ways in Boston as public stands.

The order was introduced by Councilman John F. Dow. He claimed that there has been a grant violation of the provision of the law passed last year prohibiting hotel keepers and railroad companies from obtaining money for renting the streets outside their buildings to taxicab companies.

TRANSCRIPT 2/16/31
Charitable Irish

Society Dinner

Judge Francis J. Good of the Boston Municipal Court will speak on the functions of that court at the monthly meeting of the Charitable Irish Society, in the Parker House this evening.

The 194th anniversary dinner will be held at the Hotel Somerset, Tuesday evening, March 17. The committee on speakers and toasts announces acceptances to speak from Governor Joseph B. Ely, Mayor James M. Curley and Honorable Leo Healy, city magistrate, New York city. Bartholomew F. Griffin will be toastmaster.

GLOBE 2/16/31

STREET COMMISSIONERS HEAR GARAGE PETITION

The Boston Street Commissioners this morning heard the petition of J. Weston Allen, trustee for the estate of P. Briggs Wadsworth, for the erection of 25 one-car garages at 138 Englewood av, Brighton.

Mr Allen told the commissioners that the parcel on which it is planned to build the garages is now used as a free parking place, and sometimes as many as 90 cars are parked there through the night.

The free parkers, according to Mr Allen, many of them commercial operators, get out early in the morning and thereby disturb the occupants of the apartment house. The petitioner would build the garages for the occupants of the apartment house. Five of the occupants of the apartment house opposed the petition through Councilor James Hein. He said the objectors would rather enjoy the free parking privilege. J. P. Hughes, occupant of a single house nearby, also opposed. The commission took the petition under consideration.

AMERICAN 2/16/31

6 KEYS TO CITY ARE SENT BY AIR MAIL

Welcome Put Aboard Plane for Four Mayors, Admiral and General

Six keys to the city of Boston were delivered to dignitaries by air express today, making the extension of this service through to Washington and Pittsburgh.

John J. Martin, associate park commissioner, appeared at Boston Airport on behalf of Mayor Curley. He delivered the keys with accompanying letters for distribution along the route to Washington by messenger boys at cities of call.

Four mayors were honored: W. E. Batterson, Hartford; Harry A. Mackey, Philadelphia; William Frederick Broening, Baltimore, and Charles H. Kline, Pittsburgh. Other recipients were to be Rear Admiral William A. Moffett, chief of the navy bureau of aeronautics, and Maj.-Gen. James E. Fechet, army air corps chief.

GLOBE 2/17/31

BOSTON REGARDED AS "DECAYING CITY"

Prof Beale Says It Must Draw Industries

"In the eyes of the world as a whole, Boston is looked upon as a decaying city," said Prof Joseph H. Beale of Harvard University, speaking last night at a meeting of the Cambridge Club at the Hotel Commander, Cambridge. Judge Robert Walcott, president of the club, presided.

Prof Beale was sent to London recently by Mayor James M. Curley in order to study the borough system. After studying conditions there he returned to this country with a report. He then assisted the Mayor in drawing up the bill which is soon to appear before the General Court, urging a Greater Boston system.

"Boston has showed hardly any increase in population since 1890," Prof Beale said. "With each census, the population fails to increase with the rapidity of cities the size of Boston. If Boston is to continue to be a major city it must continue to find and to attract new industries."

Prof Beale urged the adoption of the Greater Boston system, declaring that it would be a benefit to New England. Under such conditions as proposed by the Greater Boston plan, Boston would have a population of about 2,000,000 in the census.

"The old population within the towns have been submerged in an orgy of apartment houses. There are 43 cities and towns which are submerged by Boston proper, with the result they depend for their prosperity upon the prosperity of Boston," Prof Beale said. He pointed out that the adoption of the plan would be of benefit to all the towns and cities surrounding Boston.

The present government of the Metropolitan District by the State met with his disapproval. He said that it is not the best form of government, and pointed out that the representatives from Greater Boston are outnumbered by representatives from beyond Greater Boston, and yet the entire body determines taxes and appoints members of the Metropolitan District Commission.

RADIO EDUCATION BY BOSTON SCHOOLS

Committee Votes for Trial
Course, 3 to 2

WEEI to Begin Series of 16
Programs on March 15

Radio as a department of education in the public schools will be put into effect on a trial basis on March 15, according to a vote of three to two passed at the meeting of the School Committee last evening.

Radio transmitted education for adults, shut-ins and children who are detained from school on account of illness was first suggested to the School Committee by William A. Reilly, who presented a motion at the meeting of Dec 1, that the school system in co-operation with local radio stations might work out a plan to teach the elements of education, the three R's or history and geography along the lines of established courses for the elementary class room.

Last evening the committee took the matter up. Chairman Joseph J. Hurley and Francis C. Gray voted against the motion, while Mrs Elizabeth W. Pigeon, Dr Joseph V. Lyons and William Reilly voted in favor of it. Dr Jeremiah Burke and the Board of Superintendents are unanimously in favor of the radio education.

Tested Elsewhere

Committeeman Reilly stated that he had prepared facts and had made an extensive survey. "Boston does not wish to be behind other cities in the country with radio developing rapidly, television right around the corner, visual education would soon be playing an important part in the regular courses of study. Facts and figures from the schools of Ohio and California show the success of radio education. As members of the School Board we should take every opportunity to disseminate knowledge. In Wisconsin an experiment was tried out and one class was taught exclusively by radio and another exclusively by teachers. In a competitive examination the radio-taught students led."

WEEI will broadcast a series of 16 educational programs, one each week at about 4:30 p m on dates to be announced later, the first in the course to be given the 15th of March. The service will cost the city or School Department nothing. The lectures will be prepared by the school authorities.

Hurley Opposed

Chairman Hurley stated that under existing laws he questioned if the committee could spend money for adult education. He also could not understand what advantage the course would be to children whose homes did not have a radio. This was answered by Mr Reilly who stated that at the present time the schools had special classes in which all did not enter, special transportation and other specials which do not achieve what this education will accomplish.

Mr Gray objected on the ground that he did not think it should be introduced at this time and as he was not sure it would reach the children who would need it.

The experiment is not going to cost the city anything.

Financial Report

The final financial statement on the cost of maintenance of the public schools for the financial year 1930 as submitted by Alexander M. Sullivan, business manager, shows the expenditures for the year 1930 for all purposes of maintenance of the public schools to be \$17,008,712, an increase of \$222,756.33 over the financial year 1929. This increase, however, is the smallest increase in any one year for the past 10 years.

Of these expenditures for maintenance of the public schools totaling \$17,008,712.09 the sum of \$15,373,159.28 was expended by the School Committee through the office of the business manager and the balance, \$1,635,552.81 for alterations, repairs, furniture and fixtures of school buildings, was expended by the department of school buildings.

The business manager reported that the department of school buildings expended during the financial year 1930 for land, plans and construction of school buildings the sum of \$2,312,507.54. The expenditures for the preceding year for lands, plans and construction of school buildings amounted to \$2,650,259.55. At the end of the year the balance remaining unexpended was \$2,907,461.44. This balance is largely reserved for contracts that are now in operation covering buildings in the process of construction or to be constructed in the future.

HERALD 2/17/31

WANTS ALL BOSTON CABSTANDS PUBLIC

Legislation declaring all taxicab stands on streets in Boston public stands will be sought by the city council.

Instructions were given yesterday to the committee on legislative affairs to request the committee on rules to admit such a bill for consideration.

Consideration of the order of Councilman John P. Dowd gave him opportunity to assail Police Commissioner Hultman, whom he charged with converting the taxicab situation "into the worst muddle it has ever been," and to say that hotel owners, railroad corporations and other property owners, specifically denied authority to rent the streets outside their buildings for taxi stands, were flagrantly violating this section of the taxicab bill enacted last year.

The council amended the city ordinance defining the tenure of office of the transit commissioners and established a term of three years instead of one year.

The finance committee reported favorably upon Councilman Green's loan order of \$25,000 for a locker building at the Charlestown Heights playground.

An order of Councilman Dowd requesting the police commissioner to add 200 men to the department was passed, after the wisdom of such action had been challenged by Councilman Ruby.

The council accepted a resolution urging the Legislature to adopt the \$20,000,000 bond plan recommended by Gov. Ely.

An order of Councilman Peter A. Murray of Jamaica Plain asked the trustees of the City Hospital to consider the need of a relief station in the Forest Hills section, which would serve Hyde Park, West Roxbury and Roslindale.

COURTHOUSE PLANS FOUGHT

Mayor Against Bill for
New Structure

Opposition on behalf of Mayor Curley to a bill providing for the construction of a new court house on land in the vicinity of Ashburton place and Bowdoin street was voiced yesterday afternoon at the State House when a hearing was held on the measure.

Thomas H. Blodeau, assistant legislative counsel for the city of Boston, characterized the measure not only as "obnoxious" to the Mayor but as "foolish" in its manner of drafting. Provision is made in the bill that after preliminary work has been done a commission of three members would be empowered to have charge of the erection of the building.

Under the proposed legislation the expenditure would approximate \$3,500,000. Sixty-five per cent of this cost would be borne by the city of Boston and 35 per cent by the State. Blodeau said that if the State will "get out" of the Suffolk County court house building that the city can provide adequate accommodations for Suffolk County activities with an expenditure of \$1,000,000.

The bill was filed by Frank Brewster, Boston attorney. Among those in favor of the measure were Charles S. Rackemann, George R. Nutter, and other well-known members of the Boston Bar Association. W. T. A. Fitzgerald, register of deeds, and Arthur W. Sullivan, register of probate, told of congested conditions which now exist in the court house.

DECLARES HUB DECAYING CITY

Prof. Beal Pleads for a
Greater Boston

Boston is a decaying city, it was declared last night in a speech before the Cambridge Club at Hotel Commander by Professor Joseph H. Beal, expert on the Greater Boston plan.

"In the eyes of the world," said Professor Beal, "Boston has been slipping backward for a long time. It would mean a great deal if we could say that we have 2,250,000 people."

He asserted that in years past residents of the suburban towns of Greater Boston took pride and a part in the affairs of their home city, but that with the advent of the modern apartment house people work in Boston and merely sleep in their home towns, caring little for their home town, but taking pride in Boston. He advocated the merging of all the cities and towns in the Greater Boston scheme.

BOARD FAVORS 'SCHOOL OF AIR'

Approves Educational Radio Programs for Adults And Children

MINORITY BITTERLY OPPOSES SYSTEM

Despite vigorous opposition, the Boston school committee last night voted, 3 to 2, in favor of educational radio programs for adults and children, an idea sponsored by William Arthur Reilly, a member of the committee.

The "school of the air" is believed to be the first established by a large city school system, the first formed in this section of the country, and one of the few in the nation. It is expected that school systems all over New England, and particularly schools in small communities, will benefit from the instructions given by Boston educational experts.

Supporting Mr. Reilly and his plan were Mrs. Elizabeth W. Pigeon and Dr. Joseph V. Lyons, while Chairman Joseph J. Hurley and Francis C. Gray, former chairman, opposed the program.

So insistent was the minority, despite protests from the majority that the programs would not cost the city money and would be in the nature of an experiment, that a letter was sent to the corporation counsel asking whether the committee has authority to sponsor such programs, whether the committee can pay for such programs later, and whether school authorities can devote time to devising programs for the education of adults.

PROGRAMS TO BE WEEKLY

The programs will be held weekly on a day to be designated, at 4:30 P. M., and will continue 16 weeks. The radio time has been donated by radio stations in Boston, and the programs will be longer later, it is expected. Courses will include citizenship, civics, English, history and other elementary subjects, and musical programs by school musical organizations. Dr. Jeremiah E. Burke, superintendent of schools, who favors the radio programs, will start the series.

Mr. Reilly showed that he had prepared for opposition. He said that a test had been made in Wisconsin between radio-taught children and children taught by teachers, in which the radio-educated pupils proved superior. Indicating that the idea is beyond the experimental stage, he cited radio schools in Ohio and California and the Massachusetts university extension work.

When Dr. Lyons said he favored the plan on the ground that it would not

cost the city money, that it should be tried as an experiment and at least deserved "serious consideration and test before being thrown out." Mr. Reilly prophesied that "with television around the corner, you will look back over the years and be happy that you voted in favor of this plan." Similarly, he pointed out the features of the idea to Mrs. Pigeon, who favored the school of the air as an experiment.

Mr. Gray could not see how the radio school could be conducted free of cost, even though radio stations donate time. He felt that the time devoted to devising programs, the cost of transporting musical organizations and similar expenses could be fairly charged against the radio school. He also objected on the ground that the idea had not been "sufficiently worked out." He did not feel that it should be established at this time as there was no assurance that it would produce results desired.

Mr. Hurley objected because he believed that "public schools should not disseminate information to pupils" on the radio unless every pupil has a chance to obtain such information. Every pupil does not have a radio set, he said. Mr. Reilly then declared that those with a radio set should not be "penalized" because they possess them. To the transportation costs argument, Mr. Reilly said that the school system provides busses for special classes, etc., and for pupils going to the Forsyth Infirmary. He also said there were other special classes that did not achieve directly the results desired.

Mr. Reilly also brought out that the board of superintendents of the system, as directed in a recent order put in by him, had investigated the scheme and favored it wholeheartedly. Persons, who because of "pride," will not attend evening schools, will listen to these programs and will be benefitted, he emphasized.

EXPENSES CUT

The lowest annual increase in school expenses in 10 years was shown in the report by Alexander M. Sullivan, business manager of the school committee. The report disclosed that the school system cost \$19,321,219, including \$11,941,918 for teachers' salaries, \$1,635,552 for repairs, alterations and furniture, and \$2,312,507 for land, and construction of buildings.

It was voted to close schools in South Boston March 17, Evacuation day, all day; to close Dorchester high schools for boys and girls and schools in the William E. Russell district at 12 noon, and to order patriotic exercises at all other schools in the city that day.

Dr. Solomon H. Reuben was appointed temporary director of the department of school hygiene, to take the place of the late Dr. John A. Ceconi until the committee selects a successor. Dr. William H. Blanchard was appointed, temporarily, to fill his place as supervising physician.

Appointments last night follow: Frank W. Malcomb, junior master, and Catherine C. Mulcahy, assistant, Roxbury Memorial high school; George B. Valinda, shop instructor, South Boston high school; Mary J. Barry, Margaret J. Mullen and Anna C. Cardoza, assistants, in Lewis intermediate district, all from the eligible list, and Frederick L. Sweeney, from assistant to submaster, by promotion, to the Tilleston district.

ASKS 200 MORE POLICE FOR HUB

Dowd's Order Referred to
Curley and Hultman

Appointment of 200 additional policemen to the Boston force was demanded yesterday by City Councillor John F. Dowd of Roxbury, who stated that more protection was needed for the taxpayers.

The Roxbury Councillor contended that "night after night there are from 30 to 90 holdups here and over each week-end more crime than ever before in the history of the city," adding "it's a mistake to have a civil engineer serving as police commissioner while Boston has at its service an expert like Superintendent Crowley, who should have the job."

Councillor Israel Ruby objected to the order, saying that he would not approve the measure if it would interfere with possible salary increases for the present force. After it was brought out that the city already paid more for police protection than any other municipality in the country, the order was adopted and referred for the consideration of Mayor Curley and Police Commissioner Hultman.

GLOBE 2/17/31

CHINESE GREET NOTABLE GUESTS

Prominent men and woman of this State were the guests of a group of leading Chinese last night at a dinner in the Ho Tun Restaurant on Stuart st. in what will probably be the final celebration of the old-fashioned Chinese New Year.

Among the guests were Judge Emma Fall Schofield, Judge Sadie L. Shulman, Atty Gen Joseph Warner, Asst Atty Gen Sybil Holmes, Judge Frederick Davis of Cambridge, Senator Theodore Plunkett of Adams, Senator and Mrs Frederick E. Judd, Prof Marshall Perrin of Boston University, Cornelius Reardon, representing Mayor Curley; Morgan Ryan, assistant secretary to Gov Ely, representing the Governor, and Mr and Mrs Joe Mitchell Chapple.

Dr Teh Yi Hsieh was toastmaster and those included on the committee in charge of the affair were Walter Leong, S. H. Leong, Howard S. Leon and George Moy-Orns, president of the \$4 Club, a Chinese organization.

Goodwin Fights for Rights of Pedestrians

Fin. Com. Chairman Assails Conry's Desire to Regulate Persons as Well as Vehicles

No better results would come from an attempt to regulate pedestrianism than have been achieved in attempts to regulate bootlegging, in the opinion of Frank A. Goodwin, chairman of the Finance Commission, who appeared before the legislative Committee on Highways and Motor Vehicles today, in opposition to the desire of Traffic Commissioner Joseph A. Conry to enlarge his duties.

Two bills were under consideration, each filed on the petition of Mayor Curley. One, House No. 224, seeks to establish a single-headed traffic board, instead of a board at present composed of the chairman, appointed by the mayor, and four associates, comprising the police commissioner, the public works commissioner, the chairman of the street commission and the chairman of the park commission. The other bill, House No. 682, seeks not only the authority for the traffic board to handle vehicular traffic but that of pedestrians as well, and also the granting of power to the traffic board to approve the allocation of stands made to taxi-cabs by the police commissioner.

Conry Has No Opposition

Commissioner Conry made out what may be considered by the committee as a strong case for the single-headed commission, in the argument that his four associates, all busy men, cannot properly attend to traffic duties without neglecting their own more intimate affairs. When the legislation was passed taking traffic out of the hands of the street commissioners and creating a new agency, it was an experiment, as Mr. Conry said, and it was only reasonable that the combined experiences of four of the department heads of the city should be available to the traffic chairman. Now, the commissioner stated, the department has been placed on its own feet, and it is no longer necessary that there be four consultants.

Joseph A. Rourke, commissioner of public works, was the only one of the four associate commissioners at the hearing and he coincided with Mr. Conry's views. He spoke of many decisions that must be made quickly and which could not wait until the entire board were summoned. Senator Haley brought out the fact that the rules and regulations for traffic recently promulgated were the result of Mr. Conry's work exclusively. The senator inquired about disagreements in the board and Commissioner Conry admitted that there had been disagreements but said that upon all important matters the decision had been unanimous.

Commissioner Rourke's support of the bill was followed by that of Judge Thomas H. Bloddeau, legislative agent of the city; Day Baker, representing motor truck interests, and Representative Lewis R. Sullivan of Dorchester.

Pedestrians in the Way

When the other bill was presented Mr. Conry said he could never understand how it happened that the new law had specified "vehicular traffic," whereas the original act of 1908 under which the street commissioners had operated referred to "street traffic." From that point Mr. Conry argued about the difficulty of regulating traffic, even with the use of the new automatic lights. Particularly on Washington street the pedestrians persist in ignoring the signals. The police had carried on a campaign of education but apparently something else is now needed if Boston is to have the fullest possible advantage of the traffic regulations.

The bill also makes provision to correct what Mr. Conry called "another defect." It seems that the board has no authority to place signal lights on certain streets such as Embankment road, now under the control of the Metropolitan District Commission; Old Colony Boulevard and Soldiers' Field Road. Still another "curious anomaly" appeared in the law which forces the street railway companies to go to the City Council for permits to operate bus lines and to the traffic board for permits for stopping places.

But what Mr. Conry called the most important feature of the bill was that with reference to the granting of taxi-cab licenses. A new law gives the power to the police commissioner.

"This furnishes a curious situation," Mr. Conry said. "The police commissioner sits on our board; we adopt new parking rules and then he goes into another room and perhaps will grant a taxicab license with permission to park on the very street which we had declared free from parking."

The provision in the mayor's bill would retain the power of granting taxicab licenses in the police commissioner, but would force the commissioner to submit his list of stands to the traffic board before licenses were awarded. One member of the committee asked if this double-headed arrangement might not tie up taxicab licenses indefinitely, and Mr. Conry thought it would have no such effect.

Before Mr. Goodwin arose to combat Mr. Conry's desire to control pedestrianism, Senator Haley explained the attitude of the Legislature three years ago when it took care to specify the sort of traffic which the new board should regulate. He referred to the "sacred rights" of pedestrians and remarked that the Legislature wanted to be on the safe side.

Goodwin Fears Trouble

Mr. Goodwin was the only opponent of the suggestion to increase the powers of the traffic commission. He said he was not interested in the suggestion to abolish the present commission. He took issue with the assertion of Mr. Conry that the legislation was an attempt to correct defects in the existing law. Mr. Goodwin expressed the opinion that additional defects would be put into the law under the recommendation, and added, "he is adding more trouble for himself and others by striking out the word 'vehicular' from the present law which limited the board's powers to vehicular traffic."

Goodwin told of the incorporation into the traffic law years ago of a rule which required pedestrians to stop at a signal from a police officer.

"This regulation," he said, "remained in the books until Miller McClintock, traffic expert, came into the picture. He had installed systems of traffic regulation

throughout the country and was proud of the system installed in Los Angeles whereby pedestrians were regulated.

"And what was the result in that city? There were more pedestrians picked off in a year than there were in Massachusetts. This bill won't give him (Mr. Conry) the powers he thinks it will. Pedestrians have an unalienable right in the streets. They made the streets and have a right in them."

Conflicts with State Law

"There is a State law which states that operators are required to slow down upon approaching pedestrians and if regulation is made requiring pedestrians to cross only at street intersections, which would give the motorists a right of way, they will be violating the law. If they take the word 'vehicular' out of the law it will not, in my opinion, permit them to regulate pedestrians but as to the other question of whether they should be allowed to regulate pedestrians? Take Washington street. You all know the situation there. The whole street is a sidewalk. You must remember that there are four million pedestrians and they are all kinds."

"I would be very sorry to see you give a certain element that is driving cars on the road today the right of way over pedestrians. It would be a very serious thing. There are enough being killed now."

"And there is another provision of this bill which causes me to wonder why the insurance interests are not up here at this hearing. Maybe they don't want to show their hand. If a pedestrian were hit by a motorist given a right of way under this bill the pedestrian would be unable to collect damages. Pedestrians can't harm the motorists, you must remember. They only hurt their feelings and it would be dangerous to give them a right of way over the helpless pedestrians."

Regulation of pedestrians, he believed, would "open the door to all kinds of crazy drivers." As Mr. Goodwin concluded his argument in opposition to the measure a member of the committee remarked: "You could regulate pedestrians about as well as you can stop spitting on the sidewalks." "Or bootlegging," Mr. Goodwin remarked.

RECORD 2/17/31

Council to Probe City Golf Course

Criticism that the taxpayers money was being wasted on the construction of a municipal golf course in West Roxbury, moved the city council yesterday to order inspection of the project Thursday by a special committee.

At last week's council meeting Councillor John I. Fitzgerald created a furore by charging that the city was being mulcted in the deal and that much of the land purchased was swamp land which would require thousands of dollars more to convert.

Councillor John F. Dowd introduced the order requesting that the president of the council appoint a committee to inspect the golf course and report its findings. It was passed under suspension of the rules.

WOULD ADD 200 TO BOSTON'S POLICE

Dowd's Order Is Passed by City Council

Members to Visit Proposed Site of Golf Course

Though expressing faith in the members of the Boston Police Department, Councillor Dowd, at the regular meeting of the City Council yesterday declared that there were more crimes committed over the week-end than in the history of the city and his order was passed asking for the appointment of 200 more men to the force.

The Councillor criticised the appointment of a civil engineer as Police Commissioner; said there were plenty of efficient men in the department and said that Supt Michael H. Crowley should have been named Police Commissioner.

The Boston City Council will take a view of the proposed golf course at Hyde Park next Thursday. An order for the appropriation of \$275,000 was held up last Monday and was not taken from the table at the Council meeting yesterday.

Councillor Dowd introduced the order asking the Council to look the place over and in the order invited the Finance Commission to go along. Councillor Ruby objected to the "Fin Com" invitation. A substitute order not containing an invitation to the Finance Commission was then introduced by Councillor Dowd and it was passed under suspension of the rules.

The other order of Councillor Dowd was that the legislative committee prepare and introduce an order abolishing all private taxi stands on public highways and that the locations be declared public stands. He said that all taxi legislation benefited two large companies and that recent legislation prohibiting the renting of space in front of hotels, etc. is being ignored. Under the present conditions, according to Councillor Dowd, Police Commissioner Hultman is responsible for the worst taxi muddle that ever existed in Boston.

The section of Boston taking in part of Jamaica Plain and all of Forest Hills, Hyde Park and West Roxbury, is seriously neglected in the hospital way, according to Councillor Murray. His order was passed asking the trustees of the Boston City Hospital to take steps to erect a relief hospital in Forest Hills. At the present time all cases from as far as the Dedham line must go miles to the Boston City Hospital.

WOULD HAVE ONE COMMISSIONER

Traffic Measure Urged at Hearing

The abolition of the Boston Traffic Commission in its present form and the transfer of its duties to a single commissioner was advocated before the Legislative Committee on Highways and Motor Vehicles today.

The legislation to do so was contained in a recommendation of Mayor Curley, and found favor with Joseph A. Conry, chairman of the present commission; Judge Thomas H. Billoreau, Legislative agent of the city of Boston; Joseph A. Rourke, Boston Public Works Commissioner; Day Baker, representing motor truck interests, and Representative Lewis R. Sullivan of Boston, all of whom spoke for the measure.

Frank A. Goodwin, chairman of the Boston Finance Commission, opposed a further provision which would give the commissioner power to regulate pedestrians. He said he was not interested in the suggestion to abolish the present commission, which consists of Mr Conry, the Park, Public Works and Police Commissioner and the chairman of the Street Commissioners.

He took issue with the assertion of Mr Conry that the legislation was an attempt to correct defects in the existing law. Mr Goodwin expressed the opinion that additional defects would be put into the law, under the recommendation, and added, "he is adding more trouble for himself and others by striking out the word 'vehicular' from the present law which limited the board's powers to vehicular traffic."

"Take Washington st. You all know the situation there. The whole street is a sidewalk. You must remember that there are 4,000,000 pedestrians and they are all kinds. Pedestrians have inalienable in the streets.

"I would be very sorry to see you give a certain element that is driving cars on the road today the right of way over pedestrians. It would be a very serious thing. There are enough being killed now."

Regulation of pedestrians, he believed, would "open the door to all kinds of crazy drivers."

As Mr Goodwin concluded his argument in opposition to the measure a member of the committee remarked, "You can regulate pedestrians about as well as you can stop spitting on the sidewalks?"

"Or bootlegging," Mr Goodwin remarked.

Speaking on the recommendation to abolish the present Traffic Commission, M. Conry said that when the act was first passed it was thought advisable, inasmuch as the proposition was in its experimental stage, to require the service of four associates on the board.

The present associates, he continued, are heads of department and all are busy men. He felt that inasmuch as the department is now able to "stand on its own feet" there is no need for the services of the four departmental heads.

One of the most important provisions of the Mayor's recommendation, Mr Conry asserted, was the one regarding approval of taxicab licenses and location grants.

Commissioner Conry said he had kept out of the taxicab controversy. From the standpoint of a traffic man, the speaker said, it would be well to give the traffic commissioner the power sought in the Mayor's recommendations.

As to the attitude of the police commissioner in regard to the suggested change the speaker asserted, "I have an idea he would be satisfied to have some one else share the responsibility of granting locations for taxi stands in the city."

The committee took the measures under advisement.

TRANSCRIPT 2/17/31

Council Asks for 200 More Police

Acting upon Councillor Dowd's suggestion, the city council, at yesterday's session, passed an order asking for the appointment of 200 more men to the police force. The councillor had stated that he had faith in the department, but crime was increasing so rapidly that more men were needed.

The council will take a view of the proposed golf course at Hyde Park next Thursday. An order for the appropriation of \$275,000 was held up last Monday and was not taken from the table at the council meeting yesterday. Councillor Dowd introduced the order asking the council to look the place over and in the order invited the Finance Commission to go along. Councillor Ruby objected to the "Fin Com" invitation. A substitute order not containing an invitation to the Finance Commission was then introduced by Councillor Dowd and it was passed under suspension of the rules.

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SCHOOL SURVEY 'VICIOUS AND LOOSE': LANE

Schoolhouse Head in a Verbal
Clash With Goodwin at
Fin. Com. Hearing

The Finance Commission survey on schools was branded as "vicious" and "loose" today by Richard J. Lane, chairman of the board of schoolhouse commissioners, in a verbal tilt with Chairman Frank A. Goodwin, conducting the first of a series of public hearings on the recent reports of the survey.

Almost from his opening remarks, Lane charged and recharged statements of the report as "false and scandalous." He drew the ire of Chairman Goodwin when he shouted that the hearings were considered useless in the face of the wide publicity given them by the Finance Commission.

"The view is held by many that the hearing is useless, that the survey committee made its report and that we consider it a vicious attack," he said.

"You are attacking the Finance Commission," said Goodwin. "Now give us facts."

"You, or somebody, have had a bill filed to turn this department (the schoolhouse commissioners) back to the school committee," replied Lane. "It was done in the name of Lester Murphy. Were the members of the Finance Commission responsible?"

"No, they were not," said Goodwin.

Lane charged that no man on the survey board knew as much about schoolhouse construction as Louis K. Rourke, superintendent of school buildings, appointed by Lane's commission.

Boston Tax Limit Bill Signed by Ely

Governor Ely, back at his desk after an absence of several days, today signed a bill fixing the tax limit of the city of Boston at \$16 per \$1000, which is the amount the city may spend for municipal purposes.

He also signed a bill authorizing the city to transfer to its park department land on Parker Hill, Roxbury, now held for hospital purposes, and another authorizing the Boston Five Cents Savings Bank to make further investments in land and buildings for the convenient transaction of its business.

LETTER SENT TO MAYOR CURLEY

City Hall and Others Are to
Be Destroyed if the Jobs
Don't Come, It Says

Threat that "all the city and state buildings" will be blown up unless there is work in three months was contained in an anonymous letter today to Mayor Curley.

The letter, on a half-sheet of white paper torn from an ordinary writing book, was crudely printed and dated February 17, 1931, at Boston, and said:

"Dear Mayor: If there is no work in three months from this date, all the city and state buildings will be blown up."

The threatening letter was signed, in parentheses ("Triple XXX"). The letter was addressed to "James M. Curley, Mayor of Boston, Massachusetts, City Hall." It was postmarked "Boston, V. 5:30 p. m., Feb. 17."

GLOBE 2/18/31

MAYOR SPEAKS AT PALM BEACH

Curley's Views on How to
Reduce Unemployment

Special Dispatch to the Globe
WEST PALM BEACH, Fla., Feb 18
—Mayor James M. Curley of Boston, spending a brief period at Palm Beach, was the honored guest and chief speaker at the Palm Beach Day luncheon of the Palm Beach Rotary Club yesterday. He was present by invitation of John Shepard Jr of Lenox, Mass., and Palm Beach, now entering on his second term as Mayor of this resort. Many nationally-known figures, Winter

Lists Mayor Curley Against Bill for New Court House

Thomas H. Bilodeau, assistant legislative counsel for the city of Boston, expressed opposition on behalf of Mayor Curley yesterday afternoon before the Legislative Committee on State Administration to a bill providing for the construction of a new court house on land in the vicinity of Ashburton place and Bowdoin street. The proposed legislation is on petition of Charles S. Rackemann, George R. Nutter and others and provides that after preliminary work has been done a commission of three be appointed to construct the building.

Under the proposed measure the expenditure would approximate \$3,500,000. Sixty-five per cent of this cost would be borne by the city of Boston and 35 per cent by the State. Bilodeau said that if

the State will "get out" of the Suffolk County Court House building the city can provide adequate accommodations for Suffolk County activities with an expenditure of \$1,000,000. He said that the measure was "obnoxious" to Mayor Curley because, as he looks upon it, it virtually invites land sharks to secure the property and unload it on the city at an enormous price.

Messrs. Rackemann and Nutter, Attorney Frank W. Grinnell and other well-known members of the Boston Bar Association supported the measure. W. T. A. Fitzgerald, register of deeds, and Arthur W. Sullivan, register of probate, told of congested conditions in the court house.

Residents of Palm Beach, attended the luncheon given in their honor.

Mayor Curley gave a most interesting and forceful address on the unemployment situation in Boston and over the Nation generally, suggesting steps that might be taken to remedy the situation.

He believes there was no real justification for the present depression, but unless business men of the country take more interest in the greatest business in America—that of government—these cycles of good and bad times will continue.

He added that success of American industry is dependent upon giving saving wages to workers in order that they might have a surplus to spend or invest.

He suggested a government committee be formed to act as an agency to supply each new Congress with outlines of the immediate needs of the Nation, thus focusing attention on things of vital importance to be acted upon before petty wants of constituents are considered.

POST 2/18/31

Sees Unification of All Transportation

The possibility of a solution of the railroad problem by the co-ordination and unification of all forms of transportation was seen by Victor M. Cutter, president of the United Fruit Company, in an address last night at the 29th annual dinner of the Traffic Club of New England. Cutter stated there is little doubt as to the advisability of closer co-ordination of railroads and trucks, and said it was possible that complementary uses can be found for railroads and waterways.

More than 900 members and guests attended the dinner, the guest list including prominent railway officials and transportation experts from many cities in the East, and heard Cutter deal with the transportation of the future. They heard him also score the system under which the government taxes and regulates the railroads, while at the same time it subsidizes competition such as highways and waterways.

The only other speakers were Lieutenant-Governor Youngman, who represented Governor Ely, and Traffic Commissioner Conry, representing Mayor Curley.

"The railroads are without doubt justified in complaining about unfair treatment in some directions," Cutter said. "They are subject to increasingly heavy taxation and at the same time are expected to improve grade crossings and other facilities. These grade crossings are largely necessary because of the motor traffic, which directly competes with the railroads. Railroad taxes should be reduced or motor vehicles more strictly regulated than is generally the case.

"The solution of this great problem, may, in a general way, possibly be found in the co-ordination and unification of all forms of transportation—railroad, steamship, bus, truck and airplane lines. There is little doubt as to the advisability of closer co-ordination of railroads and trucks, and it is quite possible that some complementary uses can be found for railroads and waterways. It seems far preferable that all these questions should be settled by railway men on a basis of economic operation of the transportation business rather than to have it settled by outside agencies and interference."

Those at the head table included President Edward C. Webster, who presided; E. S. French, president of the Boston & Maine; John J. Pelley, president of the New Haven; Edward Dana, general manager of the Boston Elevated; William F. Garcelon, secretary of the Arkwright Club; William P. Libby, traffic manager of the Plymouth Cordage Company; J. W. Smith, vice-president and general manager of the Boston and Maine; E. A. Seldl, president of the Traffic Club of Baltimore; John Duffy, vice-president of the Lehigh Valley; George Hawley, president of the American Republics Line; George LeBoutillier, vice-president of the Pennsylvania Railroad; George Stephen, vice-president of the Canadian Pacific; A. P. Russell, executive vice-president of the New Haven road, and D. L. Gray, vice-president of the Erie Railroad.

RECEIVES KEY TO CITY OF PITTSBURG

Marking the inauguration of the new airmail service connecting seven leading eastern cities, Acting Mayor Joseph McGrath at City Hall, yesterday, received a key to the city of Pittsburg from Mayor Charles H. Kline of that Pennsylvania municipality.

The key was picked up at the East Boston airport, and immediately carried to City Hall by Daniel Moynihan, messenger for the Western Union, which hereafter will accept parcels for delivery by airmail in the new express system between Boston, New York, Newark, Trenton, Camden, Philadelphia, Baltimore, Washington and Pittsburg.

GLOBE 2/18/31

TELLS ADVANTAGES OF PORT OF BOSTON

Scully Says Hub Is Day's Sailing Nearer Europe

City Publicity Director Also Cites Rail-to-Dock Facilities

Director John T. Scully of the city of Boston commercial, industrial and publicity committee, over radio station WNAC yesterday afternoon, told of the advantages of the Port of Boston and the need of advertising them in order to attract steamship lines, as well as patronage for the lines in the way of passengers and freight.

Mr Scully admits that Boston is regarded as relatively unimportant by the foreign merchant, but that if Boston were regarded as the metropolitan city of 2,000,000 persons, she would take her place as the third or fourth largest city in America, and would be accorded the consideration which a city of this importance commands.

Director Scully said in part:

"Boston is a day nearer to Europe than any other important Atlantic Coast city.

"Any of the five-day steamers from New York could make the trip in four days from Boston. Why, then, should we not have one or more of these supersteamship services from Boston?"

Sees Rail Control of Ships

"There is again the probability of direct rail connection at the Boston docks with New York and the great Western cities.

"We have in Boston tracks laid on the docks to steamship side, but these facilities have not been utilized for passenger service in recent years, though in other cities this is regarded as an asset and is used extensively.

"There are indications that the steamship lines in the future will be controlled by the great railroad systems, and some of the ablest railroad and steamship officials are agreed that the railroads should properly control the ocean transport.

"Following this theory, it may be to advantage of Boston if the Van Sweringen Lines now touching the Gulf and the West Coast are permitted to reach the Atlantic Coast. We may look forward to their taking a very active part in the development of Boston. With men of such vision and capacity to execute their ideas, Boston and New England may profitably listen attentively to their request to be permitted to buy their way into New England.

Since the large steamship companies are now building several passenger steamers to compete with the Bremen, Europa and Leviathan, Boston, of 2,000,000 persons, ought to force these steamship officials to recognize its superior advantages and put into service in this port one or more of these express steamers for direct sailing.

"A steamship company will make a direct sailing from Boston for either passenger or freight business when its volume of business is assured. The people of Greater Boston, and New England manufacturers as well, should make it known in no uncertain terms that they intend to patronize the lines which offer a superior service for Boston.

Cites Curley's Efforts

"His Honor, Mayor Curley, is most anxious about the development of the port and his persistent fight before the Interstate Commerce Commission for removal of rail differentials favoring New York is very likely to meet with success. He has a keen interest in the export trade at Boston.

"At the New England trade conference held in Boston last Summer, it was most astonishing that, hardly a word was said about the port of Boston other than what the Mayor said, though other speakers stressed the importance of the New York exporting agents, and the frequency of service offered by the many lines operating out of New York Harbor.

"The finest industrial concerns of New England were represented at this conference, and it was regrettable to see how satisfied they were with accommodations afforded by New York. These concerns should ship from Boston; perhaps they will if we can get the service to meet their requirements.

"The Commercial, Industrial and Publicity Bureau of the City of Boston, appointed by the Mayor, with offices at the Chamber of Commerce Building, are striving to promote the business of Boston, and they regard this question of port activities as one of the most important duties. They believe that a Greater Boston of 2,000,000, regardless of the particular form of government, will be the means of creating a greater port. A greater port will bring with it the super-passenger service and the succeeding freight service, both of which will create more factories through the metropolitan district and more payrolls which spells greater prosperity for a Greater Boston."

Rotarians Hear of a Greater Boston

Today's luncheon meeting of the Boston Rotary Club took on semblance of an open forum, for the speaker, Professor Joseph H. Beale of Harvard Law School, whose topic was "The Organization of Metropolitan Boston," answered a number of questions from the floor after he had briefly outlined a bill now before the Legislature and designed to consolidate the Metropolitan area.

He took for a point the fact that of the 322 members of the club he was addressing only fifty-two reside in Boston proper and said that as far back as seventy-five years ago it was remarked that more Bostonians lived in the suburbs than in the city, adding that at the present time the number has increased until the ratio is two to one.

The speaker emphasized the fact that the New England form of town government is something which must be preserved and pointed out that the pending legislation would take away none of the rights of the communities which it would affect. Town government and our present mode of living, he declared, make people proud and patriotic and to give up these great heritages would be unthinkable.

A detrimental feature of the present system, he said, is that some of our most important activities are carried on by outsiders, as for example the metropolitan systems of water supply, sewers and parks. These are now handled by legislators, many of whom come from points as far away as the Berkshires, and people within the district cannot, except by influence, have a share in their management. These things are carried on without regard to whether this or that community is able to pay its proportionate share.

Boston, to outsiders, appears to be a small and decadent city, he said. This we know is not true but the great need from the viewpoints of business and economic conditions, is to have the demands of Boston come with the backing they ought to have.

"To appear to the world as what we really are," said Professor Beale, "is singularly necessary at this time when we have to appear as a city that is starting anew, in both old and new ways."

The present bill, he said, leaves every city and town as it is now. The only change is that it provides for the election by the people of a district council and this body, as the terms of present members of the Metropolitan District Commission expire, would name their successors, rather than leave that function to the governor. The proposed metropolitan city would exercise none of the powers of cities and towns but rather of the State. It would have a population of 2,225,000, instead of about 800,000 as at present in Boston. No function can be taken away from a community without the consent and invitation of that community. Local government would be protected to a greater extent than it is today.

Strandway for East Boston Is Approved

Metropolitan Affairs Committee Reports \$1,000,000 Project and Others

Following a lengthy executive session today, the legislative Committee on Metropolitan Affairs reported favorably a number of construction projects involving the expenditure of approximately \$3,000,000 and including the proposed strandway development in East Boston. The latter project, if enacted, will cost \$1,000,000, 50 per cent of which will be paid out of the State highway fund and the other half by the city of Boston. Other improvements on which favorable action was taken, as announced by Senator Charles C. Warren of Arlington, chairman of the joint committee, were:

The construction of a bridge over the Saugus River at an estimated cost of \$850,000, the city of Lynn, the Eastern Massachusetts Street Railway Company, the municipalities of Revere and Saugus to pay 10 per cent; the Metropolitan district 25 per cent, and the State highway fund 65 per cent.

Widening and resurfacing the Alewife Brook Parkway, between Dilboy Field and Massachusetts avenue, Somerville.

Construction of a parkway in the vicinity of Hammond's Pond, in Newton and Brookline, at a cost of \$400,000.

Construction of golf courses in Quincy and Medford at a cost running into substantial figures.

Improvement of a roadway near Doleful Pond, Stoneham, at a cost of \$25,000.

Erection of a beacon light on Bellevue Hill, West Roxbury.

Construction of the northerly section of the circumferential highway in Lynn and Saugus at a cost of \$200,000.

Ely Signs Boston Tax Limit Bill

Governor Ely has signed the Boston tax limit bill, under the provisions of which the city may expend \$16 per \$1000 of valuation for municipal purposes.

Other measures signed by the governor include a bill which would authorize Boston to transfer to its park department for park purposes land on Parker Hill now held for hospital purposes, another providing for the construction and furnishing of a nurses home at the Hampshire County Sanitarium in Northampton, a bill permitting the planning board of Amesbury to act as a board of survey, another which would permit policemen to parade with music on policemen's memorial day, and a bill authorizing the Boston Five Cents Savings Bank to make further investments in land and buildings for the convenient transaction of business.

START BOOM EAST BOSTON MOVEMENT

Keynote at Banquet of Quincy Club

"Boom East Boston" was the keynote of the annual banquet and installation of officers of the Quincy Club, the second oldest Democratic political organization in the city, in its quarters in Day sq., East Boston, last night.

About 250 members and guests, including some of the leading political lights of the city, participated. Prominent among them were Governor's Councillor James H. Brennan, Ex-Mayor Malcolm E. Nichols, Former Fire Commissioner Theodore Glynan, Senator John P. Buckley, Democratic leader of the upper branch of the Massachusetts Legislature; City Councillor Timothy F. Donovan, who represented Mayor Curley; Register of Probate Arthur W. Sullivan, Representatives Barker, Sullivan and Hearn of East Boston; Representative John J. Higgins of the West End, Capt Richard A. Roach of the Boston Pilots' Association, John J. Coorrigan, president of the East Boston and Orient Heights Property Owners' Association; Pres George A. Ellisworth of the Iona Social Club, Pres John Carter of the Fitton Athletic Club, Joseph Ryan, John Galvin, Pres Warren McDonald of the Assumption Renovation Association, Pres Daniel J. O'Connell of the East Boston Board of Trade, Commander William Flanagan of the Lieut Lawrence J. Flaherty Post, A. L., and Commander Morey of the Orient Heights Post, A. L.

The speakers urged active cooperation of the various organizations of the district for the best interest of East Boston. A bright future for that part of the city was forecast with the advent of the new vehicular tunnel and other contemplated improvements.

Thomas E. Barry President

Thomas E. Barry was installed president and later was toastmaster. Other officers include John Collins, vice president; Walter Tigges, treasurer, and William C. R. Woodside, secretary.

Terrence Treanor, the only surviving charter member of the organization, which was founded in 1895 to support the candidacy of the late Ex-Mayor Josiah Quincy, was given a reception when he was introduced. He related some of the interesting political history of the organization and some sidelights on the original organizers. An entertainment completed the program.

Pres Barry is probably one of the best known young men in the Noddle Island District. He is rated as a "hustler" by his friends and members of the organization look for a big year under his leadership. He is a past commander of the Lieut Lawrence J. Flaherty Post and district commissioner of the Boy Scouts.

To Urge New High School in W. Roxbury

A mass meeting is to be held tonight in Washington Irving Junior High School hall, Roslindale, in the interest of a new high school for the West Roxbury and Roslindale districts. The various members of the school committee have accepted invitations to be on hand to hear what the residents of the district have to say on the matter.

The meeting is to be held under the direction of James J. Finley, president of the Roslindale Board of Trade. Assisting him are George Glasheen of the Phineas Bates School Association, Mrs. Joseph E. Scanlon of the Longfellow Home and School Association, Mrs. James J. Finley of the Mozart Mothers' Club, William Agnew of the Germantown Citizens' Association, Mrs. W. O. B. Little of the West Roxbury Woman's Club, Frank East of the West Roxbury Board of Trade, Dr. Fred L. Bogan of the West Roxbury Citizens' Association, President Gaspar G. Bacon of the State Senate and Representative Harold R. Duffie.

Ex-Mayor Moore Is Welcomed Here

Boston today warmly greeted J. Hampton Moore, former mayor of Philadelphia and president of the Atlantic Deeper Waterways Association, at an official municipal luncheon tendered by Mayor Curley through acting mayor Joseph McGrath, at the Parker House. About sixty guests were in attendance, including the members of the City Council.

Governor Ely had accepted an invitation, as well as President Henry I. Harriman of the Chamber of Commerce, but both were obliged to be absent. At the head table there were seated, besides Acting Mayor McGrath and the guest of honor, Speaker Saltonstall of the House of Representatives, Rear Admiral Louis N. Milton of the Charlestown Navy Yard, Colonel Wilson B. Burt of the United States Army, Honorable W. W. Lufkin collector of the port; John J. Martin president of the Exchange Trust Company; Frank S. Davis, manager of the Maritime Association of the Chamber of Commerce.

Others present included: Christopher de Groot, general agent, North German Lloyd Line; William A. McIsaac, manager United States Lines; W. K. Irving, vice president and general manager, Eastern Steamship Company; Harry B. Wiggin, president, Wiggin Terminal Company; Robert M. Tappan, vice president, National Shawmut Bank; Colonel Sherwood A. Cheney, district engineer, United States Army in Boston; John T. Burns, president, Massachusetts Real Estate Exchange; Walter S. Luscomb, president of the Cape Cod Chamber of Commerce; Harry S. Dowden, secretary of the Cape Cod Chamber of Commerce; Harold F. Mason, president, Boston Wharf Company; Arthur P. Russell, vice president, New York, New Haven & Hartford Railroad Company; Harold L. Colbeth, manager of the Cape Cod Canal; William J. McDonald, of the Boston Port Development Company; Herman A. McDonald State commissioner of public works; George Hawley, president, C. H. Sprague & Sons Company; J. W. Motherwell, president, Cambridge Industrial Association; Melville B. Liming, secretary of the

Chamber of Commerce; Charles F. Dutch, maritime division of the Boston Chamber of Commerce; Thomas A. Mullen, director, Boston Commercial & Industrial Bureau; John T. Scully and J. Paul Foster, manager, convention bureau, Boston Chamber of Commerce; Joseph A. Conry, traffic commissioner.

Acting Mayor McGrath aroused enthusiasm when he remarked that he was convinced the Government should appropriate immediately not less than \$2,000,000 for the Cape Cod Canal. The guest of honor had addressed the monthly meeting of the Cape Cod Chamber of Commerce yesterday, on which occasion he told the members of the great possibilities of the canal, which he reiterated today, and also enjoined the Cape Codders to tie it up with the Great Lakes, the Mississippi River and the Gulf of Mexico.

Will Spend Million on W. Roxbury Sewers

That Mayor Curley intends ultimately to expend \$1,000,000 for the construction of proper sewerage facilities in the West Roxbury district, was the information received by the legislative committee on Cities today at a hearing on a bill to allow the city to connect the present sewer with the metropolitan district sewer.

Judge Thomas H. Bilodeau, legislative agent of the city, urged favorable action on the bill, which would permit the city to construct a sewer from the Dedham-West Roxbury line through Dedham to the present location of metropolitan sewer near Colburn street. Although the project upon which legislative approval is sought will only involve an expenditure of \$25,000, Judge Bilodeau said the mayor intends to spend \$1,000,000 "to give the citizens of the West Roxbury district and more particularly the Germantown section, the facilities they are entitled to."

The committee postponed until March 3 hearing on two petitions of Senators James J. Twohig and Joseph Finnegan of Boston for party nominations and election of mayors and other elective officers in Boston and for authority to allow the mayor to appoint the police commissioner of the city.

HERALD 4/18/31 FAY FAVORS CURLEY'S CENTRAL ARTERY BILL

Frederic H. Fay, chairman of the city planning board, addressed a joint meeting and student night at Lorimer hall, Tremont Temple, last night on "A Thoroughfare Plan for Boston" and advocated Mayor Curley's central artery bill, now before the Legislature, declaring that it will make it possible to secure efficient traffic access necessary for the health of the business section of the city.

The following organizations were represented at the meeting: Boston Society of Civil Engineers, Northeastern University Section, B. S. C. E., M. I. T. student chapter, American Society of Civil Engineers, Harvard Engineering Society and the Tufts student chapter, American Society of Civil Engineers.

EVACUATION DAY PLANS BEING MADE

Jas. J. Tracy Chairman of Large Committee

Arrangements for the annual celebration in observance of Evacuation Day in South Boston are now being made by a committee which meets once a week in the Municipal Building, East Broadway, South Boston. James J. Tracy is the chairman of the general committee, which includes 300 members of the South Boston Citizens' Association. William L. Kendrick is president of the South Boston Citizens' Association. The celebration will include the usual features.

The school children of the district are preparing essays on the evacuation of Boston. These will be submitted to a committee headed by Edward J. Carroll, and all must arrive not later than March 3. A board of judges, including William H. Taylor, Charles O. Halloran and Martin Kane, will select the three best and prizes will be awarded at the exercises which will mark the opening of the three days' celebration.

The historic exercises will be held in the Broadway Theatre on March 15. Andrew J. Gleason, past grand knight of Pere Marquette Council, K. of C., is the chairman of this committee. He expects the program will be ready at the next meeting of the committee which is to be held in the Municipal Building next Tuesday evening. The program, he has promised, will be equally as good as any ever presented.

The next big event will be the annual banquet of the South Boston Evacuation Day committee which is to be served at the Bradford Hotel. John J. Martin is the chairman of the committee. There will be 30 invited guests. Representative Eugene P. Durgin is chairman of the invitations committee.

On March 17 in the morning there will be shows at the two local theatres for which the children of the district will be given free tickets. These shows will be of a patriotic nature. This feature is being arranged by the chief marshal, Edward M. Sheehy.

The street parade will be held on the afternoon of March 17. Chief Marshal Sheehy has as his chief of staff Leo Connors. A committee will be appointed by the chief marshal to arrange for the civic portion of the parade. The military parade will include regular army and navy, also Coast Guards and National Guards and a large division of veterans. There also will be a number of cadet organizations and a group of Boy Scout troops.

Other committee chairmen are Patrick J. Cuddyer, ways and means; George Keegan, ushers; John M. Cuddyer, badges; Joseph A. Phipps, speakers; John L. Devereaux, broadcasting; Alfred J. L. Ford, publicity; Michael Costello, printing; Philip D. Doherty, decorations; Leo Connors, program.

Walter D. Flynn is the secretary of the general committee and Patrick E. Carr is the treasurer.

unit

percent of the amount spent on new construction under the old Schoolhouse Commission was spent for extras. Under Mr Rourke the past year, the extras were reduced to nine-tenths of 1 percent. He once more asked if there is a word of praise "commending an honest official." Answering himself, he said there wasn't a word, "except extravagance."

Lane said he had confidence in Mr Sheehan, Mr Guild and Mr Keough. To this Judge Sheehan asked if he didn't want to include Chairman Goodwin in the list. Goodwin questioned that he is unfair and asked if unfairness was ever charged against him. The reply was in the negative.

Taking up the recommendations of the report with regard to school construction, Mr Lane said that the greatest cooperation has existed between Supt Burke, Supt Rourke, Engineer Mahar of the School Department and the engineers of his own department.

Thinks Present System Best

Questioned by Judge Sheehan as to the alleged "anomalous conditions" in the building of schools, Lane said that, when he was on the School Committee, he opposed having the School Committee taking over the Building Department. He felt the present system to be the best that can at present be thought of.

A discussion followed as to the amount of work done to improve unfavorable sanitary conditions in schoolhouses and the amounts expended after Lane had noted that a lower appropriation for alterations and repairs is needed. Mr Goodwin pointed out that there were 84 schools without fire escapes. Lane said Supt Rourke had done more to improve sanitary conditions than was ever done before. Rourke agreed that more work in sanitation is needed.

Secretary Cunniff read an order to a dealer for a speaker's rostrum and six chairs for a school in South Boston. The order was allegedly given out by an inspector, not by the superintendent of construction. Though the inspector had estimated the cost in his order at \$55, a bill came in for \$189.50. The bill was finally approved when the dealer came down in price to \$135. If the order had been over \$100, it was brought out, it would have been necessary to advertise.

Supt Rourke replied that a change has been made in the procedure; that an article must be ordered in a definite way now.

Lane charged the amount of money involved in the cases recited by Cunniff did not warrant the time given it in the hearing. He further questioned the purchase of furniture by other city departments.

Progress in Standardization

Supt Rourke pointed out that he has asked Engineer Mahar of the School Department to cooperate with him in standardizing some of the articles needed in the master's offices. He said considerable progress has been made since Jan 1. More articles are now included in the general contracts, he explained, than ever before.

If dealers come to him with complaints, he investigates, but sometimes they come to the Finance Commission instead, he stated. He claimed that his department is securing now bona fide competition for articles ranging in price from \$100 to \$1000.

At the request of Chairman Goodwin, Engineer Guy C. Emerson made certain criticisms from the specifications for two school buildings, the

Charles Sumner and the Elhu Greenwood. He argued that the specifications made it possible to use a proprietary article in brick for the Charles Sumner building; that it isn't possible to make another brick like the sample furnished by the Department of School Buildings, which the architect may be obliged to duplicate at the demand of the Superintendent of Construction. Considerable discussion followed, with Harrison H. Atwood, who has designed a number of schools in Boston, declaring that in his 40 years of designing schools he has never heard a statement such as that made by his friend Emerson. He said it was altogether wrong to infer that a certain article may be forced by a sample.

The hearing was adjourned at this point until 2 o'clock this afternoon.

BEALE GIVES ROTARY CLUB PLANS FOR GREATER CITY

Advantages of the Metropolitan Boston bill now before the Legislature were outlined to the Rotary Club of Boston at its weekly luncheon yesterday by Prof Joseph H. Beale of Harvard Law School.

"There is need, in Boston at the present time, of developing new industries," Prof Beale said. "In order to develop them there ought to be behind the activities of the city the full force of the real Boston. To appear what we are to the world it is necessary to show that we are progressive."

The plan proposed in the bill, Prof Beale said, would leave every city and town as it is at present. No change would be made in local Governments. Yet the district proposed, he said, would create a city of 2,500,000 population.

In response to a question, Prof Beale said that assessment of taxes would be conducted as at present.

FAVORS STUDY ON SUFFOLK COURT HOUSE REBUILDING

The special commission appointed to consider the advisability of constructing a building or wing on the State House grounds to house the Supreme and Land Courts favors the appointment of another commission to study the advisability of rebuilding the Suffolk County Court House for that purpose.

Senator J. Bradford Davis of Haverhill, chairman of the commission and State Librarian Edward H. Redstone and Representative Fred L. Butler of Leominster, members of that commission, made the above statement yesterday afternoon to the Legislative Committee on State Administration.

Charles F. Howard, State Commissioner of Administration and Finance, told the committee that a new court house for Suffolk County would not take care of the State's problem.

KNOWS OF NO THREAT RECEIVED BY CURLEY

Supt Michael H. Crowley, when asked last night concerning the report that Mayor Curley had received a threatening letter, stated that the police had not yet been informed of the matter and would take no steps until their attention was asked officially.

The letter demanded unemployment relief or public buildings would be bombed, was the report. No guard has been established by the police around any public building, Supt Crowley said.

ELY SIGNS BOSTON TAX LIMIT BILL

Gov Ely returned to the State House yesterday after an absence of several days.

Among the first acts of the Governor on his return was the signing of the bill fixing the tax limit of the city of Boston. The measure provides that the city may expend \$16 per \$1000 of valuation for municipal purpose.

Other measures signed by Gov Ely were as follows:

Authorizing the city of Boston to transfer to its Park Department for park purposes land on Parker Hill now held for hospital purposes.

Providing for the construction and furnishing of a nurses' home at the Hampshire County Sanitarium in Northampton.

Permitting the Planning Board of Amesbury to act as a Board of Survey.

Permitting policemen to parade with music on policemen's memorial day.

Authorizing the Boston Five Cents Savings Bank to make further investments in land and buildings for the convenient transaction of business.

RECORD 2/18/31

Lane Brands School Report 'Scandalous'

Charges of waste, inefficiency, delay and extravagance in Boston schoolhouse construction in the recent report of the Finance Commission's survey committee were attacked as "false and scandalous" yesterday by Chairman Richard J. Lane of the Board of Commissioners of School Buildings.

Mr. Lane was chief speaker at the first of a series of hearings before the Finance Commission on the survey committee's report. Chairman Frank A. Goodwin presided.

Lane said many persons regarded the hearing as "useless" because the report had been made public. Lane branded it a "vicious attack." He criticized the report for "looseness of language." He asked that further publication of the report be prevented, saying it was inconsistent to conduct hearings after charges had been broadcast.

Lane pointed directly at Goodwin and declared:

"I charge that the greatest delay in the department of school buildings was due to you, sir.

Robert Cunniff, Finance Commission investigator, testified that a number of times department estimates for school equipment were improperly made.

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GLOBE 2/18/31

On the other side of the room the school officials invited to attend seated themselves. They were headed by Chairman Lane, Supt of Construction Rourke, and Supt of Schools Burke, who came in later. Also in attendance

were a number of employees of the Department of School Buildings, Asst Supts of Schools Michael J. Downey, Arthur L. Gould, William B. Snow, Patrick T. Campbell, and John C. Brodhead, who are also members of the Board of Superintendents, Stephen W. Sleeper, member of the Board of Commissioners of School Buildings. was also in attendance, as were several outside architects.

Goodwin's Remarks

The hearing was opened by Chairman Goodwin, who told how the school investigation was started and made. He said:

"The Finance Commission was established to investigate any and all matters relating to appropriations, loans, expenditures, accounts and methods of administration affecting the city of Boston, or the County of Suffolk, or any department thereof, that may appear to the commission to require investigation, and report thereon from time to time to the Mayor, the City Council, the Governor, or the General Court, and that includes the School Departments.

"The Mayor and City Council appropriated money for this investigation and it has been made by competent, impartial experts. They have made their findings after a careful, intensive study covering a period of eight months. The Finance Commission has expressed no opinion relative to these findings and is holding these hearings publicly in order that the citizens of Boston and the commission may be able to pass intelligently upon them."

Clash Early in Hearing

He added that it was intended to make the investigation in a spirit of helpfulness and cooperation and that, if there is waste or inefficiency, the officials concerned should be willing to help better the conditions.

Mr Lane asked to be heard. The first clash occurred almost immediately when Mr Goodwin asked if Mr Lane were appearing for the Board of Commissioners of School Buildings or the Department of School Buildings, and after the chairman had outlined the duties of the Board of Commissioners.

"I hope you won't start the hearing with a lot of technical questions," Mr Lane retorted.

Chairman Joseph J. Hurley of the School Committee said that the committee had discussed coming to the hearing and that the committee is of the opinion it will have much to say at a hearing at the State House, which was scheduled for today, pertaining to the proposal to abolish the Board of Commissioners and to have the School Committee appoint the superintendent of construction. To this Mr Goodwin replied that the hearing has been postponed until March 10.

Mr Lane said that many feel that the hearing is "useless," that the Survey Board has published to the "world" the results of its investigation and that the report contained "vicious" attacks on the Department of School Buildings.

Interrupting, Mr Goodwin stated: "Let's confine ourselves to facts. The public is entitled to them."

Mr Lane questioned the "looseness" of the language in connection with the department used in the report, and asked that the Finance Commission

prevent any further publication of those statements if the accusations are found to be unfounded.

Upon the notation of the chairman that "you are again attacking the Finance Commission," Mr Lane said that it was "because the position seems to be inconsistent." He questioned the policy of first publishing the results of the investigation and then holding hearings on the charges made, and the filing of a bill with the Legislature for the transfer of the Department of School Buildings to the School Committee.

In answer to a question as to whether there is an "anomaly" in the present system with regard to the construction

of schools, Mr Lane asserted that the survey board of the School Committee labored for two years without payment and decided that it would be best to have the present system. That board, he went on, believed in the right of the Board of Commissioners to appoint a superintendent of construction and to remove him. The board, given the power to remove, has the power to control, he argued. He further noted that that official takes part in the meetings of the board.

"As far as the department has functioned, it has functioned according to law and to the full of its power. I don't know of anybody that has served as conscientiously as this board has served," he remarked.

He asserted that no one member of the Finance Commission Survey Board comes within "miles" of Supt Rourke in the knowledge of school buildings.

Sharp words followed as to the comparative worth of members of the two bodies, with Mr Lane defying Mr Goodwin to put any members of the Finance Commission's Survey Board against any member of his department, after the latter had asked if he questioned the ability of Mr Whidden as an expert. On the verge of calling on Mr Whidden to answer, a short conference between members of the commission was held, following which it was announced that it had decided that Mr Lane confine himself to the report.

Proceeding to the report, Mr Lane took up various sections and analyzed them. He criticized the passage using the words "delay and waste" and "inefficiency and extravagance."

"Do you object to it?" Mr Goodwin asked.

Charges Delay to Goodwin

"Do I object to it?" Mr Lane reiterated. "The passage is scandalous and slanderous." He then proceeded to charge "the greatest delay in the building of schools to you, sir," because, he claimed, the latter had held up the school building program by action he took. Another tilt followed as to certain communications from the Finance Commission that were or were not received by the Department of School Buildings.

Questioned where waste was found by the experts, Mr Lane charged that there is no waste in the department, and told how waste has been eliminated. In new construction, he continued, the department has saved from \$300,000 to \$500,000. He cited a contract let to Matthew Cummings, "an expert on building schools," for the building of the Agassiz-Bowditch School for \$89,000. He quoted Cummings as saying that it would have cost \$60,000 more if he had to bid under the proprietary articles contained under the contracts of the previous Schoolhouse Commission. The report of waste is absolutely false, he said.

Mr Lane then started to read from the report of what he called "the real survey committee."

"The one the School Committee appointed to investigate itself?" Mr Goodwin interrupted.

Mr Lane objected, to which Mr Goodwin retorted with the charge that the majority of the members of the Survey Committee were friendly to the School Committee; that three members were schoolmen; that a fourth was a former chairman of the School Committee; and that a fifth was later appointed to an official position in the School Department.

Calls Statement "Smallest"

"This is the smallest statement made by a man occupying that position I have ever heard," Mr Lane retorted.

Mr Goodwin further charged that most of the recommendations made by the Survey Committee had not been carried out. At this, Chairman Hurley of the School Committee arose and asked "that part" be left until he occupied the stand.

Mr Lane told about the conditions in the department, inherited by Mr Rourke. Referring to a phrase in the report speaking of members of the department's operating force as "self-constituted experts," he said that any one of them could be questioned as to their expertness. He asked if the language referring to the way in which the experts had acquired their ability was proper language. He termed it "insulting." The report charged "the experts had acquired their expertness solely through practising the old ways of the department."

A bit of humor was injected into the proceedings when Chairman Goodwin asked that Mr Lane not point at him. The latter replied that he wasn't pointing at him, that he was merely looking at him. Goodwin noted that he knew Lane didn't like him, but asked that he forget it. Lane said that he did, but not in that position.

Calling Goodwin "inconsistent," Lane said one could not follow him. He claimed that the experts are not "self-constituted"; that they are fully qualified, and asked the Finance Commission to eliminate some of the phrases he questioned. Lane charged the report was a document that can't be understood when Goodwin made an attempt to explain a passage he had asked Lane to explain.

Charges Goodwin Will "Duck"

As to "unsavory purchasing incidents," Lane called for evidence, declaring that it is necessary to be careful in using such words. Goodwin replied that it would be produced. "You'll duck it," Lane charged, declaring that the report is an attack on Supt Rourke and his department.

Continuing, Lane told of the elimination of waste in the purchase of furniture. He said that formerly furniture used to be housed in a number of different places with various employes having access to them. Now there is a storage warehouse, which was recently purchased, which is supervised by Supt Rourke. "Is there any word of praise given for work done to eliminate waste by an honest official?" he asked.

Another tiff with the chairman caused Lane to say: "I'll watch you every time I'm in the same room with you."

Lane went on to say that there were a larger number of bidders than ever before and told how the purchasing of furniture is carried out. Goodwin contended that the commission was responsible for the storage warehouse for furniture, which Lane denied.

During 1928-1929, Lane continued.

LANE DEFENDS SCHOOL BUILDINGS DEPARTMENT

Calls Charges "Scandalous and Slanderous" at Hearing by Finance Commission on Report of Its Survey Committee—Heated Clashes Feature Session

"Would Be Run Out of Town"

At one point, he said that no other community that respected its schools would allow a report of that kind to be issued, and that the official responsible for it "would be run out of town."

Chairman Lane challenged the Commission to produce evidence of what had been termed "unsavory purchasing incidents" in the report.

In reply, Secretary Robert E. Cunniff of the Commission, at the request of Chairman Goodwin, read off a number of cases that had been investigated.

In these cases, Mr Cunniff said, the alleged irregularities, which were in the main executed by employes of the Department, and which included overcharging on original estimates, substitution of other material for equipment desired, upon being called to the attention of Supt of Construction Louis K. Rourke, were stopped by having the orders recalled.

Mr Lane, in discussing the recommendations, averred that they were insinuations that the Department is not doing its work.

Mr Rourke, replying, said that a change in the method of ordering school equipment has been made. Mr Lane interjected with the admission that "inaccuracies may happen," and added that no one expects that a new department, which has recently moved to new quarters, would be perfect in a few months. "Within a year we have done wonders in the matter of purchases and everything," he said.

Many Verbal Clashes

The hearing, which was attended by about three score persons most of them employes of the department and officials of the School Department, was marked by many heated verbal clashes between Chairman Lane and Chairman Goodwin. Mr Lane occupied the stand the greater part of the afternoon and Mr Rourke followed. The meeting was adjourned at about 5:45 until this afternoon.

At several points during the proceedings interruptions occurred which for a time threatened to halt the hearing. Early in the afternoon a spectator, following a particularly animated tilt between Chairmen Lane and Goodwin, arose and demanded that a speedy hearing be conducted for "the benefit of the public." Later he again arose and made certain reflections on Chairman Goodwin. Mr Goodwin asked him to keep quiet and threatened to put him out if he didn't.

At another time Chairman Joseph J. Hurley of the School Committee, who was present, walked out of the room after Chairman Goodwin had inferred that an "order" is a "contract." His arms waving in the air, Mr Hurley, laughing, said, "I can't stand this any longer" and walked out of the hearing room.

James A. ("Jerry") Watson, who ran for the School Committee at the last election, interrupted at another point. At this time Mr Lane asked that a "farce" be not made of the proceedings, stating that it was a serious matter.

School Officials Present

Shortly before 2 o'clock, the hearing room of the Finance Commission at 24 School st began to fill up with officials and spectators. The members of the Finance Commission, headed by Chairman Goodwin, comprising Courtenay Guild, Judge Joseph A. Sheehan, William T. Keough, and Secretary Robert E. Cunniff, and the members of the investigating committee, William D. Parkinson, retired educator, Benton Whidden, retired builder and real estate operator and legislator, and...



Coming vigorously to the defense of the Department of School Buildings, charged in the report of the special school investigating committee appointed by the Finance Commission with "delay and waste" and "inefficiency and extravagance in building," Chairman Richard J. Lane of the Board of Commissioners of School Buildings, at the first of the public hearings held yesterday by the Finance Commission, declared that the use of these terms in the report "is scandalous and slanderous."

Chairman Lane, telling how waste has been eliminated in the department, questioned where waste was found, adding that there is no waste. He laid the responsibility for "the greatest delay" in the building of schools on Chairman Frank A. Goodwin of the commission for fighting a recent school building program proposed by the school authorities.

"I think the system as it now stands is the best system that can be thought of at present," Mr Lane declared. As he took up various sections of the report he continually criticized what he termed "the looseness" of the language of the report.

cont

attempt is always made to prevent delay and unnecessary expenditures but that "being human, people sometimes err."

On the suggestion of Chairman Goodwin, Supt Rourke agreed that it would be helpful to receive with the letter of accommodations for a new building, an enumeration of the educational needs on which the letter is based.

During questioning by Finance Commissioner William T. Keough, Supt Rourke brought out, as a result of a peculiar situation, he may be called responsible to three agencies—the Mayor, the School Committee and the Board of Commissioners. If he was ordered to do something by the board that he didn't approve of he would hand in his resignation, he testified.

To a remark by Mr Keough that Boston was unique in system of building of schools, Supt Rourke replied, "Boston is always unique. That's why I came back to live here." He did not believe in having "all the eggs in one basket," to which Mr Goodwin implied that they might be well scrambled by being divided.

Delay on Charlestown School

Taking up the question of delay with regard to the Charlestown intermediate school, Chairman Lane named as the reason, a trip to Europe that Dr Donoghue, then a member of the board of commissioners, took, and a Finance Commission recommendation that the school should not be built, which he said caused a delay of several months. He declared that no word was received that the Finance Commission had withdrawn its objection after the School Committee had voted the school as the chairman of commission brought out.

"As a result of your delay, the people of Charlestown won't have an intermediate school until next year," Chairman Goodwin declared. Expressing his personal opinion as to reasons for the delay, Mr Goodwin charged that Mr Lane wanted to "put over the Girls' High building and you always cut out certain schools," naming the Lawrence, the Endicott and the Everett schools.

In order to have the Charlestown school built, he told Mr Lane that he would have to take the money for it out of the \$1,119,000 appropriated for the Girls' High and later transferred to reserve funds, which he said Mr Lane did not want to do.

Replying hotly, Chairman Lane declared, "Now you're talking to the galleries. It's a lot of hot air." He said Goodwin was committing an injustice "to the commission" in making the assertion that schools were being slighted "the same as everything you've said in regard to our commission ever since it started," and charged Goodwin with going off "half-shot."

This brought the rejoinder from Goodwin that he usually knows what he is talking about, that he doesn't go off "half-shot," and that he never had to take back any statement he ever made in the newspapers for the last 20 years.

Somes Resents Statements

Dana Somes was next introduced by Chairman Lane to criticize statements made in the special committee's report with respect to architects. He declared that he didn't think the statements were correct, that the specifications were not slighted and that defects in buildings before they were completed

were not condoned, so far as his experience went. He didn't consider any of the statements in conformity with honesty so far as he knew, and resented every line read by Chairman Lane.

Judge Joseph A. Sheehan of the commission, questioning the witness as to instructions he received and from whom he received them, forced the admission that the architect may not know whether or not the specifications are slighted because it is not common practice to have an architect on the job. As a result of questioning by Chairman Goodwin, he said that he couldn't say positively that faults were not condoned because he left the actual supervision to the clerk of the works on one school.

Harrison H. Atwood, another architect of many years of experience in building schools, next took the stand. Questioned by Chairman Lane, he praised the heads of the divisions of the department as men of ability who had given him much valuable service. He declared he was on the job where a new school was building every other day. "The language used in the report is not only unjust but vicious," he asserted. In other sections he called the language "unwarranted and unfair" as well.

At this point, Chairman Goodwin declared: "You wouldn't be expected to be rough with the boys you work with."

Mr Sleeper immediately arose and, walking out, declared "I think that last statement was insulting. I'm through."

The meeting broke up. At the opening of the hearing Chairman Lane introduced a written affidavit, made under oath, by Harry J. Osborne, a furniture dealer, stating that none of the articles in a particular purchased named by the Finance Commission as being second-hand, was second-hand. The signature of the master for the receipt of the furniture and the date was passed around to the members of the commission for their examination. Mr Osborne and Peter Curley, acting chief inspector, also testified as to the purchase under question.

Upon the question put by Mr Goodwin as to whether a purchase of furniture estimated at \$55, and later bought for \$135, "is not unsavory," Supt Rourke said he didn't like the word "unsavory" later during the hearing.

Referring to this purchase, which concerned a speaker's rostrum and six chairs, Supt Rourke admitted there may have been certain irregularities, but that conditions were being improved all the time.

The hearing was adjourned at 5:30 until next Tuesday at 2 o'clock, at which time it is expected that Chairman Lane will introduce more matter bearing on the phase of the schools under discussion.

Governor Ely last night praised the Benevolent and Protective Order of Elks as an organization representing "the true spirit of democracy" in a greater degree than any other he knows about because of its simplicity and its ideals. Governor Ely expressed this thought at the reception and dinner in honor of Lawrence H. Rupp, grand exalted ruler of the Elks, who was the guest of the Massachusetts Elks Association at the Copley-Plaza. Governor Ely is a member of the order, he explained in his speech.

More than 500 men and women attended the dinner, which was followed by dancing. Judge Thomas H. Dowd of the Municipal Court was the toastmaster, introduced by President William E. Earle of the Elks Association. In the absence of Mayor Curley the city was represented by Thomas A. Mullen.

One of the features of the banquet was the presentation to Natick Lodge of Elks, Duncan McLaughlin, exalted ruler, of the Nicholson competitive trophy for ritualistic excellence, a magnificent loving cup. Lodges in Pittsfield, Winthrop, Natick and Everett competed for this trophy.

Governor Ely was given an ovation when he rose to speak. He was brief in his remarks, praising the order of Elks for its good works and extending the welcome of the Commonwealth to Grand Exalted Ruler Rupp, whose home is in Allentown, Penn.

Following the speech by Thomas A. Mullen, in which he said that he had been directed by wire by Mayor Curley surely to attend the dinner as his representative and extend the welcome of the city, Grand Exalted Ruler Rupp was introduced.

He referred in a facetious manner to the subject of prohibition, to the laughter of his audience, saying: "We in Pennsylvania had never heard of the prohibition amendment until we read the Wickersham report, and this was so confused that many of us decided we were not going to give any further attention to the prohibition amendment."

He said that Boston is known the country over as a city that is well liked by its citizens, so much so, in fact, that when a departed Bostonian knocked at the pearly gates St. Peter remarked to him as he opened the portals, "Come in, but you won't like it."

In a more serious vein, Mr. Rupp told of the founding of the Order of Elks, and sketched the work that has been done in a charitable way. He said that there are now 1500 lodges in 1500 cities and towns, and that 300 Elks who are "awaiting the last roll-call" are being cared for in the home for aged, maintained by the order. He spoke of the beautiful memorial on Lake Michigan, and then said that in Boston was "conceived one of the greatest ideas of Elkdom," by John F. Malley, a national foundation that is being used for benevolences.

Exalted Ruler Rupp concluded by saying that the order is gaining immortality, not through words graven on stone, but by its outstanding helpfulness and charity to those who need help.

SLEEPER WALKS OUT ON HEARING

"Fin Com" Session Comes to Abrupt End

Lane Upholds Commissioner of School Buildings

Chairman Calls Remark of Goodwin "Insulting"

The second hearing held by the Boston Finance Commission for the discussion of that part of its special school investigating committee's report which deals with the Department of School Buildings was brought to an abrupt ending early last evening when Stephen W. Sleeper, a member of the Board of Commissioners of School Buildings, who had been listening silently to the proceedings, became enraged at a remark made by Chairman Frank A. Goodwin to a witness on the stand, and walked out of the room declaring "I'm through."

His dramatic exit brought the remark from Chairman Richard J. Lane of the Department of School Buildings that he thought Mr Sleeper was perfectly right, and that he felt the same way Mr Sleeper did. With that, Mr Lane started to pack his papers in his briefcase and a voice from among the spectators; the same that figured the day previously, declared that the chairman had been intimidating witnesses during the two hearings and demanded that it stop.

Immediately after Mr Sleeper had termed a remark Chairman Goodwin addressed to Harrison H. Atwood, an architect placed on the stand by Chairman Lane, as "insulting," Chairman Goodwin declared: "Mr Sleeper is sore because of something I read earlier this afternoon." Chairman Goodwin referred to an excerpt he had read from some startling testimony given by Mr Sleeper before the special committee during its investigation.

Heated Clashes

The hearing, continued from the opening session Wednesday afternoon,

was again marked by frequent heated clashes between Chairman Lane and Chairman Goodwin.

The reading of parts of Mr Sleeper's testimony before the special committee, in which he charged great waste of time by the Board of Commissioners, because of frequent changes on the part of the School Committee, was the highlight of the session, during which Chairman Goodwin tried to show that delay in building projects, particularly the Charlestown Intermediate School, was due to Chairman Lane of the Board of Commissioners.

Referring to the situation in regard to the proposed Charlestown Intermediate School, Chairman Goodwin charged that, though provision for the Agassiz-Bowditch School and the Charlestown School had both been included in a budget approved by the School Committee last June, nothing had been done with reference to building the Charlestown school between July 23 and Nov 14.

He declared that after the School Committee had voted at a hearing, notwithstanding objections, to include the Charlestown School, embodying \$640,000, in its budget, five months later, he charged, the committee approved the appropriation.

Supt of Construction Rourke, in reply to a question as to what had been done with regard to building the school, said a contract was made with an architect in December; that he had just brought in his original sketches, with working plans for heating and ventilating. In answer to other questions by Mr Goodwin, he said he hoped to have the specifications ready by the 1st of April and that it will then take about 11 months to build the school, or perhaps 10 months; that it might possibly be ready by the next Christmas vacation.

Chairman Goodwin pointed out that the budget for the Agassiz had been sent along in the same budget and asked when that school would be ready. Supt Rourke said it would be ready by next September and admitted that the Charlestown school would also have been ready about the same time if there had been speedy action.

Goodwin Quotes Sleeper

At this point Chairman Lane asked for an understanding with regard to procedure, declaring he thought "we were invited to present our side of the case." To this Chairman Goodwin replied, asking that the commission be allowed to bring the evidence out and that Mr Lane not "try to run the meeting."

Chairman Lane argued that he knew who is responsible for the delay and started to explain, but he was stopped.

Chairman Goodwin then proceeded to read from testimony given by a member of Mr Lane's Board of Commissioners of School Buildings, whom he later identified as being Mr Sleeper, in which he quoted that official as saying, in referring to the School Committee:

"I think they pigeonhole a good many things because they were not sure that they meant what they said in the first place. I think they change their minds a great many times up there. It has been very annoying. I think we have wasted a lot of time in giving a great deal of consideration to matters they sent down to us and finally made up our minds on what we

thought was right and so reported to them. After all this effort on our part they found that they changed their minds.

Waste of Time Alleged

"This waste of time that I speak of—I am speaking personally. This is an unpaid commission. We have given an astonishing lot of time to it this year. A great deal of it has been wasted because we are not properly organized—we ourselves.

"We are fishing around with the Civil Service to see if we can get a competent person to come in and do this work for us and we will pay him.

"We haven't yet succeeded. We ought to be relieved at once. We ought to be authorized to select anyone we please to come in, not be dependent on our own Schoolhouse Department. Mr Rourke says 'These people are not yours. They are busy at my work. Personally, I don't want them to do my work. I'd like to have them entirely separate in a separate office.

"There are a great many things that we have had on our minds that we ought to investigate. We have no one to do it for us. We are all busy on our own occupations. We give all the time we can and more than we should at the present time, passing on what is handed to us, doing no research work, suggesting nothing original or improvements which we all had in our minds to do and we have just been so pushed that we haven't had time to do it and we haven't anybody to do anything for us."

Rourke Causes Laugh

Chairman Goodwin, after reading this, asked Supt Rourke what his opinion was with regard to the statements contained as to friction, waste and administration of the business of building schoolhouses.

To this, Supt Rourke replied: "Aren't you putting me in an embarrassing position?"

"You are in one anyway, aren't you, Louis?" Mr Goodwin interjected.

Supt Rourke brought a laugh into the proceedings when he asked innocently: "Is that a statement made by a member of the Board of Commissioners that hires and fires me?"

Mr Goodwin said he didn't want to answer that if he didn't want to.

Questioned as to the Seaver School situation quoted in the report of the Finance Commission's special committee concerning a proposed addition or annex to the school in which the claim has been that there has been considerable delay, Supt Rourke declared that "it is hard to add a dog to a tail." He was discussing the proposal to add an eight-room addition to the present four-room school.

Discussion disclosed that this plan was abandoned with the decision to build a nine-room annex, instead of an addition because of beneficial advantages expected and that both these plans were later laid aside because of opposition from residents and that at present nothing definitely had yet been heard about a proposed building.

"Doesn't that condition warrant our charge of delay in the report?" Chairman Goodwin asked.

"Being Human, People Err"

Supt Rourke replied that, as public officials, the school people tried to acquiesce to the wishes of the public, "the real bosses." He said that an

GLOBE 2/20/31

CITES BIG GROWTH IN COAST TRAFFIC

J. Hampton Moore Given Luncheon by City

Describes Enlargement of U. S. Inland Waterways

J. Hampton Moore of Philadelphia, president of the Atlantic Deeper Waterways Association, at a luncheon tendered him by the city of Boston at the Parker House yesterday, described the formation, growth and accomplishments of the organization in its work for intracoastal waterways during the past 23 years.

Acting Mayor Joseph McGrath presided. Other speakers were Col. Wilson B. Burtt, U. S. A.; Giovanni Maria Pio Margotti, Royal Consul General of Italy; and J. Frank Davis, director of the Maritime Division of the Boston Chamber of Commerce.

Concerning the Cape Cod Canal, Mr. Moore declared that it should be widened and deepened to permit two large vessels to pass.

The work in behalf of intracoastal waterways, Mr. Moore said, had resulted in inland waterways from Boston to Key West with the exception of a 30-mile cut yet to be made across New Jersey.

Though there had been a falling off in foreign traffic, the speaker declared that in nine years coastwise traffic had increased from \$9,000,000 to \$13,000,000.

Cooperation with railroads is desired by the waterways authorities and according to Mr. Moore it is hoped to have less of the contention that helps no one.

Acting Mayor McGrath said: "I am firm in the conviction that no port in the world has greater natural advantages than Boston, for it is the nearest of all Atlantic ports to the ports of Europe and the Mediterranean Sea.

"It is a regrettable fact that the development of the port of Boston has been handicapped by inefficiency and poorly organized railroad facilities and we have never enjoyed the trade of Europe, South America and the Orient for our export and import interests—that should rightfully be ours.

"The patriotic duty of the people of this country is to provide for the improvement of our inland and coastal waterways so that we may have the full opportunity of improving our commercial and industrial situation.

"The Federal Government should appropriate immediately a sum not less than \$25,000,000 for the necessary improvements of the Cape Cod Canal, a waterway which has removed as much of the peril of North Atlantic shipping and which is one of New England's greatest necessities."

HERALD
**SLEEPER QUILTS
HEARING IN HUFF**

He Tells Fin Com School- house Board Has Many Things to Probe

FINDS QUESTION OF GOODWIN INSULTING

Schoolhouse Commissioner Stephen W. Sleeper was unexpectedly identified yesterday by Chairman Frank A. Goodwin of the finance commission as the author of statements that investigations of the schoolhouse department had never been made because of the lack of an investigator.

Sleeper walked out of a finance commission hearing held on the report of the school survey board, shouting his resentment at a question asked by Goodwin of Harrison H. Atwood, architect, which he termed "insulting."

His declaration of refusal to remain longer led Goodwin to taunt him with this retort:

"I know what's the matter with you. You're sore because of the testimony I read."

The hearing then nearing adjournment, broke up in a babel of voices.

Subsequently, Chairman Goodwin, who refused to make public in full the Sleeper statement, made to the survey board, said: "That isn't the only significant declaration which he made. The others will be revealed at the proper time."

EXPRESSIONS OF REGRET

Sleeper's remarks which were read into the record were expressions of regret that there is so much pigeonholing in both the school committee and the commission of school buildings and regret at the unnecessary waste of time resulting from the abandonment of building projects formally authorized.

"I am speaking personally," he was quoted as saying to the survey board. "This is an unpaid commission. We have given an astonishing lot of time to it this year. A great deal of it has been wasted because we are not properly organized—we ourselves. We are fishing around with the civil service to see if we can get a competent person to come in and do this work for us and we will pay him.

"We haven't succeeded. We ought to be relieved at once. We ought to be authorized to select any one we please to come in, and not be dependent on our own schoolhouse department. Mr. Rourke says 'These people are not yours; they are busy at my work.' Personally I don't want them to do my work. I'd like to have them entirely separate in a separate office. There are a great many things we have had

2/20/31
gate. We have no one to do it for us." Sleeper voiced objection to a question asked by Chairman Goodwin of Architect Atwood who had resented the language used by the survey board in relation to the employment of architects by the schoolhouse department.

After learning that Atwood has just completed a construction job for the department, Goodwin said: "Well, Harry, you wouldn't be rough on these boys from whom you expect to obtain more work, would you?"

A significant disclosure yesterday was the admission by Dana Somes, an architect, presented by Chairman Lane to rebut the criticisms of the survey board, that it is possible, under the system in vogue, for contractors to slight specifications and that it is possible for architects to condone defects.

Somes declared that he would not consciously condone defects but he admitted that as he followed the practice of visiting school jobs at least weekly, and if possible more often, it was possible for contractors to disregard specifications.

Somes and Atwood maintained that it was the prerogative of the schoolhouse department to employ clerks of works to oversee construction work and that architects could not be expected to do any more for the city than for a private individual.

NORCROSS SCHOOL FURNITURE

Superintendent of Construction Louis K. Rourke, who was aroused by the charge of the finance commission, that second hand furniture had been delivered to the Norcross school in South Boston, announced at the outset of the hearing, that he had compelled the furniture dealer to file an affidavit that the furniture was not second hand.

"If I find that there is anything the matter with this furniture and I'm going to inspect it myself, there will be one furniture dealer who won't do any more business with my department as long as I am there," he said.

Chairman Lane refused the invitation of Chairman Goodwin to select a furniture expert to accompany one picked by Goodwin to examine the South Boston school equipment.

Harry J. Osborn, representing the firm which furnished the furniture, declared that the rostrum and chairs were new, that the transaction was in accord with the specifications, and that while the pattern of the chairs might have been abandoned by the manufacturers, the material was high grade and worth the prices charged. He called it "poppycock" when asked to comment upon the report of a commission inspector that the furniture had been used.

There was long discussion of the delay in the schoolhouse commission in authorizing the construction of the \$640,000 intermediate school in Charlestown. Supt. Rourke maintained that he acted promptly after he had been properly instructed and Chairman Lane ascribed the delay to the absence of former Commissioner Donoghue in Europe and to the tactics of Chairman Goodwin.

After one of the wordy battles between them, which were far less frequent than Wednesday, Lane admitted that his commission did not know that the finance commission dropped its opposition to the erection of this school after the school committee had voted for its construction.

Goodwin charged that Lane's interest in the new Girls' high school impelled him to retain \$1,119,000 to be used for such a purpose, and that only after a lapse of months, transfers of funds were made so that it was possible to proceed with the Charlestown school.

The hearing will be resumed next Tuesday at 2 o'clock with the department of school buildings continuing as

CALL POLICE AS RIOT IS FEARED

Army of Jobless Fight to Obtain Work Clearing City Streets of Snow

Twenty police were rushed to the municipal employment bureau, 25 Church st., South End, today, as more than 2500 men descended on the place demanding work shoveling snow.

The first few officers to arrive were roughly handled, due chiefly to the size of the crowd which was attempting to gain entrance at the front and rear of the small building.

After a struggle in which no blows were struck, but with much shoving around of both police and unemployed, Sergt. Edward Carey and a squad from Lagrange st. division got the men in two long files extending into Melrose and Fayette sts.

Six hundred were quickly sent to work in response to a call from the Public Works Department, and from time to time more jobs were provided.

STORMED BY CROWD

The near-riot started when Director John J. Shields and two assistants, Mel Eastman and Roy Dasher, arrived at 7:20, nearly two hours ahead of the usual time, in anticipation of the crowd.

As soon as they opened the outer door the crowd, then numbering 2000, stormed into the place.

Shields quieted them temporarily while he called the Public Works Department, but unable to get a definite request for workers right away, he found it necessary to telephone for police assistance in keeping the crowd in order.

"We want work," many of those filling the office and the street outside were shouting as Sergt. Carey arrived with Patrolmen Martin Coakley and Patrick Shaw, followed soon after by another squad from Lagrange st. station and one from headquarters. The crowd increased by several hundred.

MANY GIVEN WORK

A call for 600 men at various city yards was received from Public Works Commissioner Joseph Bourke. After these men were sent away arrangements were made to have the snow trucks call at the bureau to pick up additional detachments and take them direct to the scene of work.

War Mothers to Meet in Faneuil Hall

A meeting of Greater Boston Chapter, American War Mothers, which includes members from Newton, Dedham and Brookline, will be held Tuesday at two



(Photo by Vogue)

Mrs. Corabelle G. Francis

o'clock in Faneuil Hall. Governor Ely and Mayor Curley are among the invited guests to greet the Gold Star Mothers, whose sons or daughters were wounded in service and the Blue Star Mothers, the Silver Star Mothers, whose sons or daughters were wounded in service, and the Blue Star Mothers, whose sons or daughters came back to them unharmed.

Mrs. Corabelle G. Francis of Newton president of the State Chapter, was delegate to the National Defense Conference

BIG HONOR TO MAYOR CURLEY

Will Be Initiated Into Ancients as Honorary Member

Plans have been completed to initiate Mayor Curley into an exclusive circle now comprising but four living men, King George of England, former President Calvin Coolidge, the Earl of Denbeigh and Major-General Beaumont B. Buck, U. S. A., it was learned last night.

BIG HONOR BY ANCIENTS

For when the Ancient and Honorable Artillery Company, reputed the first military organization in the country, meets Monday noon at Faneuil Hall, the Mayor will be nominated as an honorary member of the distinguished group to fill the vacancy caused by the death of General Edwards.

Major James W. J. Myrick, past commander of the organization, admitted last night that the members of the standing committee, comprising the past commanders and the financial officers of the corps, has agreed to the nomination of the Mayor at the Governor's Day meeting of the Ancients. It was he who nominated both General Edwards and General Buck as well as President Coolidge, and he insisted that his fourth nominee would be carried in by the 700 members, though the Mayor knew nothing about it. Captain George H. Hutchinson, past commander, will second the motion, and Commander Francis S. Cummins will put it to a vote.

Mayor Not to Be Present

The Mayor, who is now in Florida, will not be present, nor will his presence be required at the meeting under the rules of the organization, Major Myrick explained.

The King of England was elected to succeed his father as an honorary member of the company, which visits Buckingham Palace as guests of the reigning monarch on trips to London.

The Earl of Denbeigh was elected because of his position as commander of the Honorable Artillery Company of London, the parent of the Boston company, which was founded 101 years later in 1633. In recognition of his service in training the Ancients for the World War, General Buck, an overseas veteran, was elected to the exalted honorary membership. But former President Coolidge was elected and Mayor Curley will be elected because of their interest in military affairs, Major Myrick stated.

AMERICAN 2/21/31

Jobless Throng Put to Work Shoveling Snow



"GET YOUR SHOVELS and get busy" was a welcome command today to a big throng of jobless men who stormed the municipal employment bureau in Church st. seeking work. A truckload of the fortunate ones

are shown above about to start out on the job, while in the rear is seen the long line of applicants waiting to be signed up and put to work in the snow-filled streets. (Staff photos.)

TRAVELER WASHINGTON FETE PLANNED

2/20/31

Representatives of Many Groups Arrange for Bi- Centennial in 1932

A wide representation of organizations and groups throughout the state attended the first general conference at the Copley-Plaza this afternoon called by the Massachusetts commission for the celebration in 1932 of the 200th anniversary of the birth of George Washington.

Representatives were present from educational, historical, civic, fraternal, military, patriotic, veteran, religious and business organizations.

The Legislature of 1930 authorized the Governor to appoint a commission for the celebration. Prof. Albert Bushnell Hart is chairman and Judge Felix Forte is secretary. A committee on organization and celebration, of which Maj. Robert E. Green is chairman, has been holding weekly meetings for several weeks.

Gov. Ely has indicated interest in the celebration. Mayor Curley has promised co-operation and has appointed a preliminary citizen's committee. Mayor Russell of Cambridge and several other municipal executives have already been recorded as favorably interested.

First Corps Cadets Holds Annual Ball

Five Hundred Attend Brilliant Affair — Corporal Brown Wins Prize Drill

The First Corps Cadets, now known as the 211th Coast Artillery Anti-Aircraft Regiment, held their annual ball last night "in commemoration of the birth of Washington according to an old custom." Usually this function, which is one of the most spectacular social events of the year, is given on the evening of the twenty-second of February, but as the holiday falls this year on Sunday a change of dates was necessary.

As a feature of the evening seven contestants from units of the Massachusetts National Guard staged a prize drill for medals awarded by the Boston Chapter, Military Order of the World War. First Lieutenant Lawrence Carew of Company E, 101st Engineers, and Second Lieutenant E. N. Sweeney of Battery F, 102nd F. A., acted as drill masters with three officers of the Regular Army as judges. At the conclusion Colonel Horace Z. Landon, former commander of the Corps, pinned a gold medal upon the chest of Corporal Harry Brown of the Cadets as first prize; a silver medal upon Sergeant R. E. Parker of the 241st C. A. (HD), as second prize, and honorable mention was awarded Sergeant H. Laidlaw of the 101st Infantry.

Prior to the contest, an exhibition platoon commanded by Lieutenant Francis R. Sweeney of the First Corps Cadets, drilled for a half hour with an exhibition of marching manual of arms with several intricate movements not in the drill manual and wound up with a "silent manual" which brought applause from the spectators.

While the regiment was organized in 1728 and received its charter in 1741 there are no written records prior to 1831 that give the details of previous anniversary balls. George L. Williams of headquarters battery with an investigating turn of mind dug through old records and found one of that date which shows the ball was given in the old "Federal street theater." It goes on to say that the pit was floored over to permit dancing and His Excellency the governor, with high ranking officers of the Militia, were present with their ladies.

Covering ungainly looking trucks and guns were draped bunting and streamers with a row of boxes around the side walls of the huge drill hall. The gallery and trophy room were thrown open, accommodating a large number of guests. In the box occupied by Lieutenant Colonel Harry L. Spencer, commanding officer, were Adjutant General John H. Agnew and his staff; Lieutenant General Alfred F. Foote, Brigadier General Daniel Needham, Colonel Frank Gibbs, 101st Engineers; Colonel George E. Fogg, 240th

C. A., Maine National Guard; Colonel W. T. Hoadley, U. S. M. C.; Colonel William J. Keville, U. S. Marshall; Richard F. Paul and Julius B. Lucas, department commanders of the American Legion and Veterans of Foreign Wars; Brigadier General Albert C. Gray, Colonel Edgar C. Erickson, 181st Infantry; Colonel Arthur Desmond, 101st Infantry; Colonel Warren S. Keith, 101st F. A.; Colonel Frank Williams of the Medical Regiment; Lieutenant Colonel Porter B. Chase, Lieutenant Colonel Frank J. Killilea, Lieutenant Colonel Henry D. Comerals, Colonel Wilson B. Burt, U. S. A.; Colonel A. W. Forman, U. S. A.; Colonel John F. Osborn, Major Harry L. Bagley, representing the Fusileer Veterans Association and representatives of many other organizations. Superintendent of Police Michael H. Crowley and Daniel Sennott former chief of the Boston fire department; Lieutenant Governor William S. Youngman represented the State, and Major Charles T. Harding represented the city.

GLOBE 2/21/31

OFFERS TO BET ROURKE ABOUT PARAFFIN WAX

Ex-Sheriff Fogg of York County, Me, in Boston Ready to Show How to Shovel Damp Snow

It may not be precisely because of the paraffin wax controversy that the former sheriff of York County, Me, has come to Boston, but here he is, with a deft for Joseph A. Rourke, Commissioner of Public Works for the city of Boston.

"I'm not a sporting man," says the ex-sheriff, "but I'll make this proposition to Mr Rourke. I'll put up \$100, and he can put up \$100, and if paraffin won't stick to a shovel, he can take it, and if it will, I'll take it—and the conditions of the bet shall be that the winner shall give all to the Red Cross."

The sheriff is Newell T. Fogg, at present visiting in West Roxbury, and

he is the man who broke into print yesterday morning in a dispatch from Sanford, Me.

He had shown Fred Parent, ex-member of the Boston Red Sox, how to keep snow from sticking to a snow shovel by treating the shovel with paraffin, heating the shovel and applying the wax.

Somebody showed the dispatch to Mr Rourke, who said that when the shovels got cold again the wax would fall off.

"He's wrong," says Sheriff Fogg. "It will not fall off under any conditions. I guess that's about all I've got to say, except—" and he came across with his sportsmanlike offer.

No, James M. Curley's First Job Was Not Being Mayor

Boston's best-known citizen, appropriately enough, is the city's Mayor, James Michael Curley. His Honor, however, naturally enough, was not always a Mayor by occupation.

He was born to poverty and obscurity, and he went to work, perforce, as early as he possibly could. At the age of 12 years he got his first regular job, which was employment in the drugstore of Stephen Gale at Washington st and Chester sq.

This job took all his spare time. He went on the job at 7 in the morning, worked until school began, worked during the noon hour and then after school worked until 10 o'clock at night. He had Sunday afternoon off one week and Saturday afternoon off the next.

For this labor, with its long hours and its confinement within the four walls of a store, the future Mayor re-



ceived \$2.50 a week—a sum which paid the rent for the Curley family. And he kept the job for four years, until he was 16 years old.

POST 2/22/31

Boston Realtor Dinner Planned for March 5



STEPHEN W. SLEEPER
Heads Realtor dinner committee.

Announcement was made yesterday of plans for the annual mid-winter dinner of the Boston Real Estate Exchange which will be held on March 5 at the Copley-Plaza Hotel. Already keen interest in the event is manifested among the members and a large attendance is assured.

The speakers include Governor Ely, Mayor Curley, Harry S. Kissell, president of the National Association of Real Estate Boards, and Judge Arthur



WALTER CHANNING
Toastmaster at Realtor dinner on March 5.

L. Lacy, chairman of the property owners' division of the realtor organization and chief exponent of property taxation reform. Walter Channing, president of the exchange, will preside.

The committee includes Stephen W. Sleeper, chairman; Frank A. Bourne, Thomas H. Burns, William A. Burton, Preston S. Cotten, Wallace F. Flanders, Roger C. Hatch, John C. Kley, Charles A. Newhall, Frank Ross, Edward H. Rudd and George H. Webster.

ANCIENTS WILL HONOR CURLEY

Mayor Curley is to be inducted into an exclusive circle now comprising but four living men, King George of England, former President Calvin Coolidge, the Earl of Denbeigh and Maj.-Gen. Beaumont B. Buck, U. S. A., it was learned last night.

The Ancient and Honorable Artillery Company, reputed the first military organization in the country, meets Monday noon at Faneuil Hall, the Mayor then will be nominated as an honorary member to fill the vacancy caused by the death of Gen. Edwards.

Maj. James W. J. Myrick, past commander of the organization, admitted last night that past commanders and financial officers of the corps had agreed to the nomination of the Mayor at the Governor's Day meeting of the Ancients.

The Mayor, who is now in Florida, will not be present.

The King of England was elected to succeed his father as an honorary member of the company.

The Earl of Denbeigh was elected because of his position as commander of the Honorable Artillery Company of London, the parent of the Boston company. Former President Coolidge was elected and Mayor Curley will be elected because of their interest in military affairs, Maj. Myrick stated.

unt GHODE 2/23/31

RECORD 2/23/31

shy arguments about the 'degrading dole'. Under cover of the Hoover-Green agreement the employed workers have been forced to accept wage cuts and speedup. The war veterans have been told "You can't get the cash bonus because it might hurt the rich bankers and bond market."

"Not a cent is given by the Government to feed the hungry, but millions are spent for the next war. Every day there are war provocations against the workers' country, the Soviet Union, the only country where there is prosperity for the workers."

"Employed and unemployed workers, World War veterans, tell your rich exploiters to stop their flow of bluff. Join hands with the workers of other lands for your demands. You can get it if you fight."

This circular is signed by Unemployed Councils, 22 Harrison av, Boston, and Communist Party of U. S. A., Dist. 1, 3 Harrison av, Boston.

Except for a few leaders who were in this city yesterday arranging for the demonstration, the two headquarters were practically empty. It was said the others were all at Lawrence helping plan a demonstration at the mill gates scheduled for this morning.

Ely Warns N. E. to Own Its Railroads

When the committee appointed by Gov. Allen more than 18 months ago to study the railroad situation in Massachusetts finally reports its findings, Gov. Ely hopes that the report will not be like "another long-awaited report" recently submitted in Washington.

As guest of the Ancient and Honorable Artillery Company at its Washington Day dinner in Faneuil Hall yesterday, Gov. Ely took occasion to discuss the railroad situation as "one of the most serious problems of the state and New England, and one that 'merits serious consideration by every citizen.'"

Declaring that the Pennsylvania Railroad owns sufficient stock of the New York, New Haven & Hartford and Boston & Maine railroads to control the railroad situation in Massachusetts, Gov. Ely warned against further encroachment as inimical to New England interests.

In honor of the governor's 50th birthday anniversary, a huge cake set with 50 candles was presented him by the Ancients. Capt. Francis S. Cummings, commander, received from Lieut.-Col. Henry D. Cormorais, adjutant, the sword presented to Gov. John Brooks in 1817, and handed it to Gov. Ely, who sliced the cake with it and distributed portions among those present.

Another feature was the unanimous election of Mayor Curley to honorary membership in the organization. Mayor Curley is in Florida and a telegram advising him of his election was forwarded to him.

POST 2/23/31

CURLEY AN HONORARY "ANCIENT" Governor Feted, Cuts Big Birthday Cake

With a unanimous vote, the Ancient and Honorable Artillery Company, holding its "Governor's Day" exercises yesterday at Faneuil Hall, stood at attention to elect Mayor Curley an honorary member of the first military command of the United States.

WIRE PALM BEACH

Notice of the honor conferred upon Boston's chief executive was transmitted by wire immediately to the Mayor at Palm Beach, Florida, by Captain Francis S. Cummings, commanding, who pointed out that the distinction was held by only four other men, King George V. of England, former President Coolidge, the Earl of Denbigh and Major-General Beaumont B. Buck, U. S. A.

Because of his absence from the city the Mayor was represented by Chairman Peter F. Tague of the Election Commission, formerly a member of

Congress, who recalled the Mayor's interest in the Ancients and their traditional meeting place at Faneuil Hall. While the Mayor knew nothing of the election, Chairman Tague insisted that his Honor would be delighted with the signal honor bestowed upon him by the Ancients.

Cake for Governor

As the chief guest of honor of the day, Governor Ely took four blows to extinguish the 50 candles on the birthday cake baked for him by the Ancients, who also presented him with a full-sized leather brief case, as well as a bouquet of American Beauties for Mrs. Ely.

With the same sword used by Governor Brooks 100 years ago, Governor Ely, dressed in a business suit for the informal party, carved the cake for the guests at the head table.

In a bristling address, the Governor announced that he was getting along merrily with the Legislature in his service of "at least two years." The outstanding feature of the Governor's address to the Ancients was a stressing of the necessity of co-operation in New England once again to command control of the railroad situation and the transatlantic trade.

Hopes for Better Report

He declared that it was his hope that the New England Governors' railroad committee appointed 18 months ago would return a better report to the people of New England than the Wickersham committee.

Present control of the Boston & Maine and the New York, New Haven & Hartford railroads by the Pennsylvania system was branded by the Governor as "the worst thing possible for New England."

Cream for Philadelphia

Voicing his personal opinion, Governor Ely urged the consolidation of the B. & M. and the New Haven under New England controlled capital. He charged that the Pennsylvania was taking the cream of New England for the benefit of the port of Philadelphia.

"Unless we can control our own railroads," he said, "we should invite in more than one Western system to carry on a competitive struggle which would provide favorable and fair traffic rates for the people of New England," the Governor said.

Coming directly from the State House reception where, he said, he had shaken the hands of 7550 people, the Governor was given a tremendous reception by the veteran military organization which was founded in the early colonial days.

No Need of "Bomb"

He declared that it had come to his attention that the presiding Governor had been accustomed to explode a political bomb on the occasion of his reception by the Ancients, but for himself he declared there was no necessity of exploding a bomb yesterday in view of the general approval of his bond policy.

The only visible chance of a battle on Beacon Hill, he said, appeared in the proposed redistricting of the State to cut the number of Congressmen from 16 to 15. While he expressed the hope that all 15 would be Democratic, the Governor declared that at least all should be "wet."

With three cheers for the Governor, the Ancients concluded their banquet, neglecting to give their ancient toast to the President, many of the members insisting that it was impossible and unthinkable to drink a toast with ice water.

RECORD 2/23/31

Official Wreaths in Washington Memory

Acting Mayor Joseph McGrath placed the official wreaths of the city on the George Washington monument at the Public Gardens yesterday. Photo shows him in part of the ceremonies.



ELY CUTS BIRTHDAY CAKE WITH ANCIENTS

Uses Sword of Gov Brooks, Executive 100 Years Ago
Mayor Curley Voted In Unanimously
Honorary Member of Company

A birthday cake with 50 candles was set before Gov Joseph B. Ely in honor of his natal day at the Washington's Birthday meeting of the Ancient and Honorable Artillery Company in Faneuil Hall Armory yesterday afternoon. The silver sword of Gov Brooks, 100 years ago Chief Executive of this Commonwealth, was used by Gov Ely in cutting the birthday cake. More than 250 members were present at the annual dinner and the reception to the Governor as commanding officer.

At the same meeting Mayor James M. Curley was elected an honorary member. He was proposed by Maj James W. H. Myrick, former commander, and was seconded by Capt G. H. Hutchinson. The election was unanimous by a standing vote. Mayor

Curley takes the place of Maj Gen Clarence R. Edwards. There are but four other men in the honorary membership; King George of England, Ex-President Calvin Coolidge, the Earl of Denbigh and Maj Gen Beaumont Buck, U. S. A.

Members of the company attended the Governor's reception at the State House earlier in the day. Capt Francis S. Cummings of the company, sent a telegram to Mayor Curley at Palm Beach, Fla., informing him of the honor paid him. The other officers signing the telegram were Capt Ed-ward J. Voys as first lieutenant and Lieut Rudolph Wismer as second lieutenant.

In his address to the company Gov Ely advocated amalgamation of the New York, New Haven & Hartford Railroad and the Boston & Maine Railroad under New England leadership. He suggested serious consideration by the members on his proposition for New England leadership of its railroads. In lieu of New England control of these two systems, the Governor recommended militant competition with Western holdings on the part of New England financiers.

Representing Mayor Curley, Ex-Congressman Peter F. Tague of Charlestown called attention to the leadership of the Mayor in the matter of the East Boston Airport, and predicted that the airport would be the finest in the United States within the next three years as a result of the War Department's action in deeding the property at Governor's Island to the city.

WARRANTS OUT FOR BOSTON COMMUNISTS

May Be Arrested on the Common Tomorrow

Reds Face Deportation—Leaders Active in Lawrence Strike

Deportation warrants for the arrest of a number of Boston Communist leaders, have been turned over to Capt Jeremiah F. Callinan of Police Station 4, it was learned yesterday and every effort will be made by the police industrial squad under the direction of Inspector William Goldston, to pick up the wanted persons if they appear at the demonstration on Boston Common scheduled to be held at noon tomorrow.

Officials of the Immigration Division of the United States Department of Labor, it was learned, have had the warrants for some time, but not being able to identify the persons named in them, the police have been asked to lend the assistance of the officers who have been in close touch with the "Reds" for the past three years.

Goldston a "Member"

Inspector Goldston as a "member" of the Communist party for many months, and would still be a member, but for the fact he had to declare his identity as a policeman when he was forced to arrest two of his "comrades" a year ago.

It is known that deportation warrants have been issued against persons who are listed among the leaders of the movement to bring about a general strike in the textile mills at Lawrence. Several Boston policemen have been asked if they would go to Lawrence and pick up the persons wanted.

While the meeting tomorrow has been listed to "Demonstrate in a Fight Against Hunger; for \$15 weekly jobless relief; full cash bonus for veterans and defense of Soviet Union" and "against wage cuts and speed-up and Imperialist war," the meeting, according to information obtained at the headquarters on Harrison av, yesterday, will be used for the purpose of enlisting support for the Lawrence strikers.

Circulars Handed Out

The circulars which have been distributed by the thousands in Greater Boston, despite the activity of the police, who have arrested every person found with them, reads in part: "International unemployment day, Wednesday, Feb. 25, 12 noon, Parkman Bandstand, Boston Common."

"On this day the workers throughout the world will call the bluff of their Mayor Curleys, their Governor Elys and their President Hoovers. The jobless have been fooled long enough with this work program and

GLOBE 2/23/31

ELY CONDEMNS FOREIGN HOLD OVER N. E. ROADS

Says Nothing Worse Could Happen to Area Than Penn. Line's Control

TALKS TO ANCIENTS AT THEIR ARMORY

Gathering of 7500 Honors Governor at State House

Sounding an emphatic warning against domination of the Boston & Maine and "New Haven" railroads by the Pennsylvania road, Gov. Ely yesterday declared that nothing worse could happen to New England than for such an outside road to hold control over the main portion of the rail lines of this region.

The Governor made his latest pronouncement on the subject in addressing the members of the Ancient and Honorable Artillery Company, at their Governor's day meeting in the armory at Faneuil hall.

The Ancients' session was one of numerous patriotic events held during the day and evening by civic and military bodies in commemoration of the 199th anniversary of the birth of George Washington. Outstanding in the day's program was the Governor's annual reception to the public, which drew more than 7500 persons to the State House to pay their respects to Gov. and Mrs. Ely.

CURLEY HONORED

At their meeting, the Ancients unanimously elected Mayor Curley an honorary member of the company—an honor held by but four other living persons.

In his address the Governor referred to the contemplated re-districting of the state on congressional lines, and he remarked in light vein that if the state is to lose a representative in Congress he favored elimination of a Republican.

He said in part:

The railroad situation at present in Massachusetts and New England, is unquestionably serious, and merits the serious consideration of every citizen of the Commonwealth.

It is very apparent from Gen. Atterbury's testimony at the legis-

lative hearing that the Pennsylvania Railroad absolutely owns sufficient stock of the New Haven and Boston & Maine Railroads to control the railroad situation in Massachusetts. If these railroads are to continue to be owned by New England men they had better be operated by New England people. Under some circumstances perhaps it would be best for the Boston & Maine and the New Haven to be united in one system, provided that it continue in the hands of New England men and women. There can be nothing worse for New England than for the Boston & Maine and the New Haven railroads to be under the control of such an outside concern as the Pennsylvania Railroad, a railroad with primary interest in Philadelphia and the port of New York. Our interest is in such a solution of the railroad situation as will enable us to own and control our means of transportation; or in ownership and participation by New Englanders in one or more western systems that will enable that competition in passenger and freight traffic that will serve the best interests of New England people.

GOVERNOR GUEST OF HONOR

Gov. Ely was the chief guest of honor, it being his debut before the company as commander-in-chief, which he is by virtue of his office. As Governor he is head both of the national guard of Massachusetts and Massachusetts volunteer militia, the Ancients being an integral part of the militia, while many of its members are or have at one time, been members of the national guard.

Capt. Francis S. Cummings, commander of the Ancients, sent a telegram to Mayor Curley, in Florida, informing him that he had been elected an honorary member of the command. "I take pleasure in welcoming you to our ranks," the message concluded. This meeting was the first at which it was possible to bring before the members the recommendation of the standing committee

that Mayor Curley be made an honorary member. This recommendation was voted by the committee some weeks ago. There are but four other living honorary members of the company: King George V of England; the Earl of Denbeigh, commander of the Honourable Artillery Company of London; former President Calvin Coolidge, and Maj.-Gen. Beaumont Buck, U. S. A.

A large portion of the 700 members of the company voted on the mayor's election. The late Gen. Edwards was also an honorary member.

TAGUE IS SPEAKER

Peter F. Tague, election commissioner, spoke as representative of the mayor. He deplored the failure of Americans in modern times to respond to the admonitions of Washington as to preparedness for national defence, and also the influence that pacifists and communists have been allowed to exercise, and predicted that Gov. Ely would make it plain to the subversive elements that Massachusetts is no place for them.

He hailed the Boston airport development as an indication of something more hopeful, saying that when the \$16,000,000 tunnel is completed Faneuil Hall will be but 5 minutes ride from the greatest airport in the world, and this development may play an important part in the future protection of these shores.

Brig.-Gen. Alston Hamilton, commanding the 1st coast artillery district, responded for Maj.-Gen. Fox Conner, commanding the 1st corps area. Lt.-Gen. John B. Richardson from the army base gave an address on Gen. Washington.

DRINKING UP SUNSHINE IN BALMY SOUTH

BREAKERS BEACH seems to be the favorite bathing place of Miss Mary D. Curley, who is spending a vacation at Palm Beach with her father, Boston's mayor. They are expected to return soon. (International Newsreel photo.)



AMERICAN 2/24/31

8 FIRMS AFTER TUBE CONTRACT

Eight American firms, specializing in the construction of tunnels, are seeking the contract for building the major section of the \$16,000,000 East Boston vehicular tube.

Bids will be opened by the transit commission at noon, March 4, and, while there is a possibility that one of the eight firms may retire from the competition, it is regarded as a certainty that each of the seven other prospective bidders will file with their proposals the required certified check of \$300,000.

At least four of the contracting firms have expert engineers in Boston. There has been no indication of any collaboration, and from the statements which have been guardedly made the conclusion has been drawn that the need of a tunnel construction job is so urgent among the specialists in this type of work that Boston will derive valuable financial benefit from the competition.

Unofficial estimates of the bids vary between \$6,500,000 and \$7,000,000, and the experts who have been gathering data on which bids will be based are not reluctant in admitting that any one of the recognized tunnel contracting firms will

G. G. A. Renews Its Attack on Contracts

Renewal of its attack on city contract methods is made by the Good Government Association in the current issue of City Affairs, with the statement that no real answer has been given to the charges that the city policy does not aid in relieving unemployment and that the real story of contract letting is not given the public.

Referring to the purchase of automobiles, tires and traffic signals, the booklet states: "The city purchased about \$60,000 worth of automobiles in 1930 without advertising for bids; the Commonwealth saved considerable money by advertising such contracts. Why not the city? The city owns hundreds of cars, yet so far as we know, did not advertise for a single tire for them in 1930. Are they purchasing them uneconomically in small lots to avoid the provisions of the charter, or are they violating the charter?"

Under the heading, "Traffic Signals from New Jersey," the article declares: "The mayor's heart bleeds for local industry, yet he constantly awards contracts for traffic signals to a New Jersey firm and disregards the lower bids of local concerns whose integrity and ability to furnish them is unimpeachable. For some reason or other the city neglects to give the figures and names of all the bidders on many of these signal light contracts. The public may well ask, 'Why?'"

OPEN TUNNEL BIDS NEXT WEEK

Line Clear for One Part From East Boston

Bids for construction of the East Boston traffic tunnel will be opened one week from today. Already the line is clear for the first section of the tunnel from the East Boston side to the city proper.

Preliminary work, such as tearing down buildings, has progressed so far that all that are to come down for at least two years will be removed by April 15. Any standing after that time will be on rental until such time as the ground is needed.

Already the buildings in East Boston are down, as well as one on Commercial st.

Today bids were opened for the removal of buildings on Everett court, off Commercial st, and one building on North st. The remainder of the buildings on North st will be removed April 15.

GLOBE 2/24/31

MARY CURLEY ON SOUTHERN SANDS



MRS FRED CULLEN OF BOSTON, JOHN B. BRENNER OF CHICAGO, FRED CULLEN AND MISS MARY CURLEY, DAUGHTER OF MAYOR JAMES M. CURLEY OF BOSTON, AT PALM BEACH

TRAVELER 2/24/31

Mary Curley in Florida



(Photo by A. P., Boston Traveler)

The soft sand and continuous sunshine along Palm Beach, Fla., prove a perfect resting place for Miss Mary D. Curley, daughter of Mayor James M. Curley of Boston

TRAVELER 2/24/31

TRANSCRIPT 2/24/31

G. G. A. Reopens Attack on Contract Methods

Declares Real Story in Letting of Bids Is Not Made Known—Public Works Commissioner Rourke Avers Criticism Is Worthless

The Good Government Association in the current issue of its pamphlet, "City Affairs," reopens its attack on the methods used by the city in the letting out of contracts.

The article says that no real answer has been given, that the city policy in awards does not aid in relieving unemployment, and that the real story of contract letting is not given the public.

Joseph A. Rourke, commissioner of public works, hit back at the Good Government Association for its criticism of contracts. "I think as little of their criticism of my methods as I would of the criticism of a couple of bums on the Common. Both have little value—worthless," he said.

Concerning the purchase of automobiles, tires and traffic signals, the article reads:

NO ADVERTISING FOR TIRES

"The city purchased about \$60,000 worth of automobiles in 1930 without advertising for bids; the commonwealth saved considerable money by advertising such contracts. Why not the city? The city owns hundreds of cars, yet, so far as we know, did not advertise for a single tire for them in 1930. Are they purchasing them uneconomically in small lots to avoid the provisions of the charter, or are they violating the charter?"

"The mayor's heart bleeds for local industry, yet he constantly awards contracts for traffic signals to a New Jersey firm and disregards the lower bids of a local concern whose integrity and ability to furnish them is unim-

peachable. For some reason or other the city neglects to give the figures and names of all the bidders on many of these signal light contracts. The public may well as 'why?'"

"City officials have thrown down the gauntlet to citizens who believe in effective and efficient government. The question is too important to be dismissed by excuses concerning unemployment that are not involved at all. Businesslike contracting can help rather than hinder unemployment relief. Defiance as expressed in the question 'What of it?' should meet a ready answer on the part of the electorate."

The statement goes on to say in part: "The replies of city officials to the facts concerning Boston's contracting methods brought out in the last issue of 'City Affairs' must appear ludicrous to the thinking citizen of Boston. There has been no general denial of the facts; the only answer forthcoming is that 'red tape' was done away with to relieve unemployment.

"If the difficulty lay in cutting useless 'red tape' and if their procedure were necessary to relieve unemployment, there might be some justification for their stand. As a matter of fact, however, the faults pointed out were not the elimination of useless 'red tape,' nor is it evident that unemployment was relieved one whit more by inefficient and expensive means than was practicable by regular and business-like procedure.

"Our chief allegation was that complete facts concerning city contracting are not given the public, even in violation at times of the city charter. This has nothing to do with unemployment. How does the presentation of an incomplete account to the citizens aid the man who needs a job? Is the foundation of our city government—the city charter—useless 'red tape'?"

AMERICAN 2/24/31

GOO GOOS AGAIN HIT CONTRACTS

Charging that the real story of Boston contract letting is not given the public, the Good Government Association, in its issue "City Affairs," to be sent out tomorrow, renews its attack on city contracting methods.

"City Affairs" charges that the city policy in awards does not aid in relieving unemployment, that contracts are being let to concerns in other states, and no real answer has been given to its "revelations."

Philip A. Chapman, superintendent of supplies, when questioned regarding the new attack on the Good Government Association, said

that city purchases are a matter of record.

He added that the Finance Commission is the Boston investigative body and if there were anything wrong in connection with contracts that organization would call attention to it.

"City Affairs" pays particular attention to the purchase of automobiles, tires and traffic signals. The articles reads:

"The city purchased about \$60,000 worth of automobiles in 1930 without advertising for bids; the Commonwealth saved considerable money by advertising such contracts. Why not the city? Are they purchasing them uneconomically in small lots to avoid the provisions of the charter or are they violating the charter."

Referring to the statement that

Ely Hits Outside Railroad Control

Addressing the Washington Birthday meeting of the Ancient and Honorable Artillery Company in Faneuil Hall Armory, yesterday, Governor Ely declared that there could be "nothing worse for New England" than for the Boston & Maine and the New Haven railroads to be under control of such an outside concern as the Pennsylvania Railroad. He asserted that if the Boston & Maine and New Haven are to be continued under the ownership of New England men, they should be operated by New England people.

A birthday cake with fifty candles was set before the governor in honor of his natal day and he cut it with the silver sword of Governor Brooks, who was chief executive of the Commonwealth 100 years ago. More than 250 members of the organization were present at the dinner and the reception to Governor Ely as commanding officer by virtue of his office.

Mayor Curley was elected an honorary member of the organization, his name being proposed by Major James W. H. Myrick and seconded by H. H. Hutchinson. Mayor Curley takes the place of the late Major General Clarence R. Edwards. There are only four other men in the honorary membership: King George V of England, former President Calvin Coolidge, the Earl of Denbigh, commander of the Royal Artillery Company of London, and Major General Beaumont Buck, U. S. A.

Captain Francis S. Cummings of the company sent a telegram to Mayor Curley at Palm Beach, Fla., informing him of the honor paid him.

Commenting on the railroad situation Governor Ely said in part:

"The railroad situation at present in Massachusetts and New England, is unquestionably serious, and merits the serious consideration of every citizen of the Commonwealth. It is very apparent from General Atterbury's testimony at the legislative hearing that the Pennsylvania Railroad absolutely owns sufficient stock of the New Haven and Boston & Maine railroads to control the railroad situation in Massachusetts. If these railroads are to continue to be owned by New England men they had better be operated by New England people.

"Under some circumstances perhaps it would be best for the Boston & Maine and the New Haven to be united in one system, provided that it continue in the hands of New England men and women. There can be nothing worse for New England than for the Boston & Maine and the New Haven railroads to be under the control of such an outside concern as the Pennsylvania Railroad, a railroad with primary interest in Philadelphia and the port of New York.

"Our interest is in such a solution of the railroad situation as will enable us to own and control our means of transportation; or in ownership and participation by New Englanders in one or more Western systems that will enable that competition in passenger and freight traffic that will serve the best interests of New England people."

tracts to aid unemployed, the article replies:

"It requires some imagination to see the benefit to the unemployed when reputable contractors are refused contracts and more money paid other firms for

THOROUGHFARE PLANS ARE TOLD

Planning Board Chairman Speaks Over WNAC

Planning of thoroughfares was the subject of the radio address yesterday afternoon delivered from Station WNAC by Chairman Frederic H. Fay of the Boston Planning Board. Mr Fay described four years of comprehensive study of the traffic situation by the Planning Board and the findings.

"With data in hand," said Mr Fay, "we have been able to develop a comprehensive thoroughfare plan that is not a matter of guesswork but will give the relief to traffic now so much needed. The complete plan includes 10 major projects and 56 major projects of lesser importance. All of these have been considered with reference to their urgency and have been grouped into four construction periods.

"Of most immediate need is the East Boston Tunnel, for which bids will be submitted early next month and which will be in process of construction by Spring.

Central Artery Vital

"The backbone of the thoroughfare plan is the Central Artery, which will be a wide two-level roadway, extending from Nashua st at the North Station, running through Haymarket sq past the entrance to the new East Boston Tunnel and following a route through the market district and skirting the financial, retail and wholesale districts to Albany st as far as Dover-st bridge. This artery is of greatest importance because it will provide direct passage for all traffic going through the city between the north and south, and at the same time will give access to all points in the downtown business section.

"At its northerly end the Central Artery will connect with the widened Charles st and the Northern Artery, and later with a great North Shore radial which is proposed to start at the eastern entrance of the East Boston Tunnel, following up the North Shore, connecting with the Newburyport Turnpike, the Salem Turnpike and the North Shore road. At its southerly end the Central Artery will connect with the main highways to the south and later with a new express highway to be known as the Blue Hills radial, which will give a straight and rapid passage to the south.

Another Road Over Tracks

"To the West still another express roadway will extend from a junction of the Central artery at Broadway, follow along Way, Motte and Castle sts to Arlington sq and thence over the Boston & Albany Railroad tracks to Commonwealth av.

"Moreover, the cost of these great developments will be but very little more than the city has been spending under its haphazard and piecemeal method of street construction followed in the past.

G. G. A. AGAIN RAPS CONTRACT METHODS

Centers New Attack Upon Autos, Tires, Signals

In Article, Declares First Replies Did Not Answer Criticism

The Good Government Association, in the current issue of its publication, *City Affairs*, renews its attack on city contracting methods, declaring that no real answer has been given to the allegations it has brought out, that the city policy in awards does not aid in relieving unemployment and that the real story of contract letting is not given the public.

Referring to the purchase of automobiles, tires and traffic signals, the booklet states, "The city purchased about \$60,000 worth of automobiles in 1930 without advertising for bids; the Commonwealth saved considerable money by advertising such contracts. Why not the city? The city owns hundreds of cars, yet so far as we know, did not advertise for a single tire for them in 1930. Are they purchasing them uneconomically in small lots to avoid the provisions of the charter, or are they violating the charter?"

Traffic Signals Cited

Under the heading, "Traffic Signals from New Jersey," the article declares, "The Mayor's heart bleeds for local industry, yet he constantly awards contracts for traffic signals to a New Jersey firm and disregards the lower bids of a local concern whose integrity and ability to furnish them is unimpeachable. For some reason or other the city neglects to give the figures and names of all the bidders on many of these signal light contracts. The public may well ask, 'Why?'"

Quoting the statement of Public

should not increase the tax rate either this year or during succeeding years. It can be accomplished in the regular way through the issuance of city bonds. On the portions of the projects which lie outside of Boston proper, it is natural to expect the assistance of the Commonwealth as would be the case in many other projects of this sort.

Four Benefits Sought

"The Central Artery when completed will provide these benefits:

"It will give free access, for the first time in many years, to the lower part of the downtown business section, making it possible to reach any point in this district in a fraction of the time now required.

"It will eliminate from our crowded business streets all the through traffic which now is using them simply because there is no other route.

"By speeding up the movement of traffic it will lessen the cost of doing business, not alone for Boston, but for all concerns of the Metropolitan District which have business relations with Boston's center.

Works Commissioner Bourke as follows, "I cannot say that we have been guilty of all the heinous things charged by the Good Government Association, but assuming their records are correct . . . what of it?" The association's pamphlet replies, "The public response to our disclosures concerning city buying is unmistakable. It is an easy matter for officials to launch into personalities about 'discredited,' 'decadent' or 'dead' organizations when no answer to the issues involved is possible, but such demagogic devices have lost their effectiveness with over-use. The public is not deceived."

Replies Called Ludicrous

The article goes on, "The replies of city officials to the facts concerning Boston's contracting methods brought out in the last issue of *City Affairs* must appear ludicrous to the thinking citizen of Boston. There has been no general denial of the facts; the only answer forthcoming is that 'red tape' was done away with to relieve unemployment.

"If the difficulty lay in cutting useless 'red tape' and if their procedure were necessary to relieve unemployment, there might be some justification for their stand. As a matter of fact, however, the faults pointed out were not the elimination of useless 'red tape,' nor is it evident that unemployment was relieved one whit more by inefficient and expensive means than was practicable by regular and business-like procedure."

The association, in another article, asserts that Mayor Curley's bill for the creation of a metropolitan government is partly to blame for the failure of the Beale-Bennett bill for the creation of a Metropolitan Boston.

"The Curley bill, a mere shell of a plan, proved too serious a handicap for the well-considered plan of his committee headed by Prof Beale," the article says. "Serious consideration of the Beale-Bennett bill could hardly have been expected when the man appointing the committee saw fit to introduce a separate and ineffective bill of his own. The political gesture of the Curley bill had a most unfortunate effect on the consideration of the superior bill presented by his committee."

"It will connect at each end, eventually, with express highways leading to the North, South and West, making Boston the great metropolitan business center which, by reason of its location and industrial development, it fully deserves to be.

"While the projects included in the Bill No. 1259 will by themselves give a measure of relief, their real importance lies in the fact that they represent the beginning of the new program. It behooves every citizen of Boston and of the entire Metropolitan District to lead his and her support in such a way as to make sure of the immediate favorable action by the Legislature on this project."

TRANSCRIPT 2/20/31

GLOBE 2/25/31

TRAVELER 2/25/31

Calls School Rap Unfair to Rourke

The finance committee's report on school administration was rapped as unfair to Louis K. Rourke, head of the school construction board, by George Burr, Boston architect, at a resumed hearing before that body yesterday.

Burr charged that the survey committee of the Fin Com which had compiled the report had confused the Rourke regime with preceding ones. He asserted he had done schoolhouse work for 20 years and that more progress had been made under Rourke than by any administration in the past.

TO OPEN BIDS FOR EAST BOSTON TUNNEL

Bids for the building of the East Boston traffic tunnel will be opened next Wednesday, and already the line is clear for the first section of the tunnel from the East Boston side to the city proper.

All the structures which will have to come down inside of two years to make way for the construction of the tunnel will be removed by April 15. Already the buildings in East Boston are down, as well as one on Commercial st.

Bids were opened yesterday for the removal of buildings on Everett ct, off Commercial st, and a building on North st. The rest of the buildings on North st will be removed by April 15.

CURLEY TRAFFIC BILL IS KILLED

The House of Representatives today accepted without debate the adverse report of the legislative committee on highways and motor vehicles on the bill of Mayor Curley for a single traffic commissioner to replace the present Boston traffic commission.

The House also accepted the adverse report of the committee on election laws on the petition of Senator Henry Parkman, Jr., to allow the Republican state committee to select its chairman from outside the ranks of the committee members.

GLOBE 2/26/31

BOSTON MAYOR'S DAUGHTER ENJOYING HER VACATION AT PALM BEACH, FLA



MISS MARY D. CURLEY

Mayor's Daughter Basks on Sun-Kissed Palm Beach Sands



Sunny Sojourn of these prominent Bostonians is a pleasant interlude from the ice and snow of our New England winter. Shown are, left to right, Mrs. Fred Cullen, John B. Bremner, Fred Cullen and Miss Mary D. Curley, daughter of Mayor James M. Curley.

HERALD 2/27/31

MARY CURLEY AT PALM BEACH



(Boston Herald-Associated Press Photo)

Mayor's daughter enjoys sun at Florida resort, where she is spending vacation with her father.

POST 2/27/31

NEW CITY GOLF LINKS CERTAIN

Councillors See Course, Find Property All Right

Completion of the second municipal golf course at the Hyde Park-West Roxbury line, which has been held up for the past three weeks by the City Council, was virtually assured late yesterday after the members had made a personal inspection tour of the property, formerly known as the Grew estate.

Councillor John I. Fitzgerald of the West End, who led the fight against the \$275,000 loan order to finish the work on the course, failed to make the trip as Chairman William P. Long of the Park Commission refuted the arguments against the property.

He warned that the original loan order of \$225,000 has been practically exhausted in the purchase of the 7,000,000 square feet of land and the hiring of 245 gardener-laborers from the jobless ranks to cut down the trees and underbrush on the property, and that unless the Council adopts the order for \$275,000 submitted by Mayor Curley, it might be necessary to drop the corps of workmen for lack of funds.

With the loan order, he explained, it is proposed to build a \$40,000 clubhouse, excavate rock and earth, fill in depressions, lay water pipes to the clubhouse, and advance the work on the course, so that the first nine holes might be opened to the public this summer.

HERALD 2/28/31

Clean-up of Vice Haunts and Bandits To Start Next Week Under McDevitt

James McDevitt, deputy superintendent of police, will be detached from the bureau of criminal investigation next week and assigned to the field to direct a new campaign against vice resorts and bandits planned by Police Commissioner Eugene C. Hultman. Instead of having a mobile force of his own, McDevitt will work through the several divisions.

The campaign will include stringent supervision of dine and dance cafes and dime-a-dance resorts and vigorous action against speakeasies and other

hangouts for criminals. It is scheduled to begin next Wednesday.

The new assignment of McDevitt will also mark an innovation in police organization. As inspector of divisions he will not only direct a campaign in any division to reduce crime or eliminate questionable resorts but will supervise the work of all divisions to increase their efficiency.

Commissioner Hultman conferred yesterday with the city censor, John Casey, on the advisability of more rigorous license requirements for cafes giving theatrical exhibitions and the assistance of the Boston license board which controls victualers' licenses has also been requested by police officials.

Several policewomen were detailed last night to assist the officers in charge of the investigation of the operation of a local vice ring, a number of whose leaders are already under arrest.

GLOBE 2/27/31

MAYOR CURLEY'S ELECTION LAW AMENDMENT REPORTED

The Legislative Committee on Election Laws reported a bill on petition of Mayor Curley amending the election laws. The change strikes out the provision that the polls in Boston shall be open from 6 a m for not less than 10 hours. The bill is made to read that the polls shall be opened not earlier than 5:45 o'clock in the morning, shall be open for at least 10 hours and shall not be open later than 8 o'clock at night.

DELEGATION FROM CITY COUNCIL VIEWS WEST ROXBURY-HYDE PARK GOLF PROJECT



PARK COMMISSIONER LONG POINTING OUT PLANS FOR THE NEW HYDE PARK GOLF COURSE TO MEMBERS OF CITY COUNCIL

A large delegation from the Boston City Council yesterday accompanied Park Commissioner Long to view the West Roxbury-Hyde Park golf course in the early stages of construction many men were engaged in cutting down trees and there was much hard labor, indicating that the golf course had helped materially during the unemployment crisis.

Two weeks ago the City Council passed an order for an additional appropriation of \$275,000 to complete the course. Previously \$225,000 was appropriated for land takings. After passing the order the Council a fortnight ago voted to reconsider and the order went over until the Council could view the place.

Councillor John I. Fitzgerald insisted that it would cost \$1,000,000 to make

a course. Yesterday the Council members viewed the skeleton of what should develop into a sporty golf course.

Various members of the Council, after looking part of the property over, were anxious to learn what it would cost to complete it and all were assured by Park Commissioner Long that it could be done within the \$275,000 asked in the order that the Council is holding up.

TRAFFIC TUNNEL PROJECT EXPLAINED

Springer Tells of Plans for Vehicle Tube

In an address last night before 200 students of the Harvard Engineering School, Ernest R. Springer, chief engineer of the Boston Transit Department, outlined the plans for the new traffic tunnel that will connect Boston proper with East Boston.

Mr Springer said the plans, for which bids will be received Wednesday, call for a single tube 6150 feet long, with entrances at Porter st, East Boston, and at the junction of North and Hanover st, Boston.

"The tunnel will be limited to mechanical vehicles only and it is expected up; its completion in three years will accommodate about 1,000,000 vehicles its first year," he said.

"The first proposition for such a venture was put forward in 1868, when Army engineers proposed either a bridge or a tunnel to relieve traffic conditions.

"The main difficulty in construction will be that of working under pressure greater than normal, for tests show that the land under the channel between Boston and East Boston is suitable for tunneling, and little or no rock will be encountered.

"State laws governing workmen under pressure are very strict, especially the decompression period in which the men are coming out of the pressure back to normal. The average pressure is expected to be about 26-28 pounds per square inch, and the men will be allowed to work only between four and six hours a day under such a strain.

"The sides of the tunnel will be paved with tile and the roadway paved with granite for durability and safety. A speed limit of 35 miles per hour will probably be imposed so that it will take a vehicle less than two minutes to go through with a clear road.

"In order to avoid traffic congestion at the entrances it has been proposed to widen all streets leading to both ends, and a system of traffic signals will aid in keeping traffic inside the tunnel on the move."

HERALD 2/27/31

COUNCIL INSPECTS HYDE PARK LINKS

Long Says Course Can Be Completed Within \$275,000 Additional Fund Asked

City councilmen took a bird's eye view of the new municipal golf course in Hyde Park, yesterday. They looked over the hills and ledges, between and around which the course will be laid out, inspected the fairway over a fairly level swamp, which has been denuded of trees and brush, and heard from Park Commissioner Long that the course could be completed well within the additional fund of \$275,000 which the council has been requested to grant. Favorable action is expected next week.

The ground conditions deterred the councilmen from inspecting the entire tract of 140 acres which lies midway between Roslindale square and Hyde Park avenue and which is accessible only by motor car.

Commissioner Long convinced the councilmen that more than 200 men were at work cutting down trees and removing stumps, and from blueprints he disclosed that fairways, not yet laid out in the plans, would not be

cial board, the School Committee, and the superintendent can go to and get official advice. He added that the School Committee "holds the reins pretty well over us fellows."

School Committeeman Gray was placed on the stand at this point in the hearing in order that he might give his version of the relation of the School Department with the building of schools. He felt that the proposal to have the building of schools under direction of the School Committee would mix up education and construction, placing the responsibility "squarely" on the committee for all plans and construction.

He felt the Board of Commissioners of School Buildings which looks over the School Committee's budgets and reports back on them was a distinct check on building.

Commissioner Keough said that it seemed to him that the machinery provided for construction is "unnecessarily complex," with three bodies having a hand in it. Mr Gray disagreed, and Chairman Goodwin explained that Supt of Construction Louis K. Rourke would have the same power that he has now, that the administration would be centralized. Pointing to the delay in the building of an intermediate school in Charlestown, he said that that was "a concrete example of how that extra board" (referring to the Board of Commissioners of School Buildings) "balls things up."

Denies Interference

After a recess, Supt Burke challenged the statement in the report that the Board of Superintendents overrides him. He said he has never known of an instance of interference with his powers, having always received loyal and faithful cooperation of the board. "If there were interference I should be the first to resent it," he said. He asked that the part referring to the Board overriding superior officers, which he called a "very serious charge," might not appear in the report.

He continued that at the meeting of the Board of which he is a member he follows his own convictions but if he feels the other members are right, he places confidence in them and agrees with them. He objected to the use of the term "German General Staff," applied to the Board of Superintendents in the report. The assistant superintendents, he claimed, are responsible to him and to him alone.

After a brief business discussion of the appointment of employes to the music department with the title of "supervisors," which Chairman Goodwin charged was protested by the business manager and the director of the department, but approved by the Board of Superintendents, Chairman Hurley announced that the School Committee's next witness would be Mr Parkinson of the Commission's special investigating committee; that there were certain things he wanted to bring out by direct examination and that Judge Sheehan could stop him if he was cross-examining.

Chairman Goodwin replied that he didn't want to have Mr Parkinson testify. He said the Commission had decided that the survey committee had completed its work for what it was worth and that the Commission was now trying to find out what its attitude toward the report should be by means of these hearings. He said Mr Parkinson was not present as a witness.

"Hit and Run Investigation"

Chairman Goodwin...

title attempts to have Mr Parkinson available for examination, referred to the payment of more than \$5000 to Mr Parkinson, saying, "and he won't tell the people" as to how he came to his conclusions.

"That's what I call a hit and run investigation. You know from your experience what that means," he shouted to Chairman Goodwin, declaring at the same time that he is just as dignified as the Finance Commission has been.

At Mr Hurley's insistent request that he be allowed to cross-examine Mr Parkinson and Mr Goodwin's refusal, Chairman Hurley said defiantly that he would understand that he had no right to cross-examine him when the other members of the Finance Commission told him so.

"You're afraid that I'll bring out something you don't like," Chairman Hurley charged.

"That's a political speech," Chairman Goodwin retorted.

"I understand you're going on the stump against the School Committee. I'm glad you are. I won't have to go on the stump if you are," Chairman Hurley went on.

"That's another political speech," Chairman Goodwin retorted.

From the spectators' benches came James A. "Jerry" Watson's voice: "Look me over Joe."

Snow Explains

Mr Hurley then put on the stand Asst Supt of Schools William B. Snow, "an expert on education and administration." The latter explained some statements he had made with regard to the investigation at several English High reunions.

At Chairman Goodwin's inquiry as to what kind of political motives he had reference to with regard to the chairman of the Commission, Mr Snow said that he had seen Mr Goodwin before the Committee on Municipal Finance, that he had seen the school report, and that he had heard Mr Goodwin speak at meetings with school officials.

When Chairman Goodwin interrupted to speak about his attitude Chairman Hurley, addressing himself to the Commission, said "When he runs wild," referring to Chairman Goodwin, "I'm going to stop him."

Chairman Goodwin, continuing, said "Mr Snow has made certain serious charges." Mr Hurley retorted that he agreed with them. To this the chairman of the Finance Committee replied that Mr Snow "is a responsible citizen." He proceeded to explain that he is chairman of the Commission, and, being the only paid member, he has to bear the brunt of the responsibility for what the Commission does.

Mr Snow asserted that he didn't know anything about Mr Goodwin's motives; that he had seen for a year attacks on the Department of School Buildings which he said everyone in school circles knows has done remarkable work. Mr Goodwin asked if he was fair in going around at meetings, criticising and attacking him, without giving him a chance to answer.

Speaking of the belief of some persons that there was a desire on the part of political influences in Boston again to get control, Asst Supt Snow said, when asked to explain, that he meant the kind of influence that exists in Chicago where Mayor Thompson controls; the kind of influence that is trying to replace the fine machine for

building schoolhouses now existing, and the kind of influence that is trying to control the schools by placing everything in one department.

Judge Sheehan Objects

Judge Sheehan, just as Chairman Goodwin announced adjournment, addressing himself to Chairman Hurley, objected to certain remarks referring to him which were attributed to Mr Hurley in a printed newspaper report. He said he didn't think it fair to speak to groups and place members of the Finance Commission in the position of having made the school report and advocating certain things when they didn't. Chairman Hurley said that 5000 copies of the report were printed as a Finance Commission document, in reply.

Judge Sheehan then came to the defense of the English High School as an "institution than which there is none better." Praising it highly, he said he would, as a product of the institution, be the last in the world to advocate the abolition of the school. He said he didn't attend English High because he felt superior to his mates, as intimated. He said he shouldn't have been placed in the position of having to answer remarks made about him.

Chairman Hurley explained that if Judge Sheehan thought he meant to say that he felt himself superior, he was sorry. He said it was due to the "ambiguous language" used in the report of the special committee.

The meeting was attended by all the assistant superintendents, in addition to Supt Burke and School Committeemen Hurley, Gray and Reilly, by Business Manager Alexander M. Sullivan; Dr William H. J. Kennedy, president of the Teachers' College; Mr Mahar, adviser on construction to the superintendent of schools, and Schoolhouse Custodian Mark Mulvey. Among the spectators was Mrs Willard D. Woodbury, a member of the School Committee Survey Committee, and a number of teachers.

The hearing was adjourned until next Tuesday at 2 o'clock.

cont Post 2/28/31

homs for a private pre-view of the school survey report. Later, he agreed to let the entire committee see the report on condition that they would keep it a secret, but he declared that he decided to hold public meetings because he found out that the contents of the first section of the report leaked out through a member of the committee.

For that reason, he said, his policy of co-operation between the investigators and the investigated was dropped in the school case, forcing the school authorities to answer the report at the public hearings.

Assembled at the Finance Commission headquarters yesterday for the first session of the educational section of the report were the administrative heads of the school department together with Chairman Hurley and Committeemen Gray and William Arthur Reilly, but the session was adjourned after an hour overtime until next Tuesday afternoon at 2.

GLOBE 2/28/31 HURLEY AND GOODWIN HAVE VERBAL BATTLE

School Board Chief Calls "Fin Com" Head "Yellow" Counter Charges of Control by Mayor Hotly Denied

Charges that Mayor Curley is running the School Committee and the Schoolhouse Building Board, made by Chairman Frank A. Goodwin of the Boston Finance Commission, and the counter statement by Chairman Joseph J. Hurley of the School Committee that the Mayor controls Chairman Goodwin, featured bitter clashes between the two officials at the first of the public hearings of the Finance Commission yesterday afternoon for discussion on the School Committee.

Chairman Goodwin's charge made after Asst Supt of Schools William B. Snow had amplified on statements he was reported to have made about the Finance Commission's special school investigating committee's report, brought the retort from Chairman Hurley of the School Committee that, if it wasn't for Mayor Curley, Boston wouldn't have heard of Goodwin; that he wouldn't be here now.

Calls Goodwin "Yellow"

"You're yellow—you're green in the face now," Chairman Hurley shouted at the chairman of the Finance Commission.

Chairman Goodwin then told of a conference held with the Mayor at which he quoted the latter as saying in addition to two votes he already had that he had a third vote whenever he wanted it through the treasurer's office. This was during the discussion of a school appropriation with members of the School Committee.

"You've stopped patting the Mayor on the back, haven't you?" Chairman Hurley interrupted.

Chairman Goodwin repeated his assertion that the Mayor is running the

School and School Building Departments.

"And controlled you ever since you were in public life," Chairman Hurley interjected.

Deny Control by Mayor

Francis C. Gray, a member of the School Committee, who was present, arose at this point, and asked to be heard, declaring that as a member of the committee he wanted to go on record as not being controlled by the Mayor. Chairman Fuller also declared himself as not being controlled by the Mayor.

He asserted furthermore that the two departments were the only two departments that the Mayor doesn't control and charged that Chairman Goodwin doesn't dare investigate any department under the Mayor's control.

Chairman Goodwin replied that the Finance Commission investigated and reported on eight city departments.

Chairman Goodwin, in opening the hearing, referred to criticisms of the Finance Commission made by an assistant superintendent of schools.

Demands Evidence

Chairman Hurley said he was present as the spokesman for the School Committee by the unanimous vote of the committee. He said that the committee had decided that the burden of proof lay on the Finance Commission and that he wanted to have the commission produce the evidence on which the charges were based in the report.

Chairman Goodwin replied that in a spirit of cooperation the commission had been willing to allow the School Committee to go over the report with the Finance Commission; that he had called in the chairman of the School Committee and told him he would be pleased to go over the report with him, and that the chairman of the School Committee had asked to have Francis C. Gray, ex-chairman of the committee, come along with him.

He said he agreed but declared that he asked that no mention be made of it in publicity. Continuing, he asserted that the two came to his house, that they looked over 60-odd pages of the report and that it was decided that the whole School Committee would be called in two days later to look over the report. An agreement was made, he said, that no mention of the meeting at his house be made by either Mr Hurley or Mr Gray. At the hearing, he went on, "Mr Hurley was not paying much attention."

Interrupting, Chairman Hurley appealed to the commission and expressed the hope that it wouldn't accept his silence as his agreement to "the tissue of falsehood." He declared he wanted the hearing to go ahead and asked that the talk be stopped.

"Leak" Charged

Chairman Goodwin continued that the morning following the meeting of the School Committee and the Finance Commission, a story appeared in one of the papers giving the bills based on the findings of the special committee and other information discussed at the meeting. As a result the commission voted to give the report to the public.

Chairman Hurley asked that the Finance Commission take action on his request that it produce the evidence on which the findings were based and added, as the commission took a recess to consider his proposition, that it endeavor to keep political speeches out of the hearing such as those which have taken place at previous hearings. "In other words," he

After the recess Chairman Goodwin announced that the Finance Commission had decided that it would consider any objection as to the substance or form of the report brought forward by the school people.

"May I ask what disposition is made of my second request?" Chairman Hurley asked.

"I think the commission has decided to ignore that," Chairman Goodwin replied.

"That means then that we will continue to have political speeches," Mr Hurley continued.

He then asked to be allowed to introduce records "so the public may judge for itself the type of persons on the committee." Chairman Goodwin declared he didn't think it proper but that Hurley could put anything he had in writing for the commission to look over.

Supt Burke Heard

Chairman Hurley then placed Dr. Jeremiah E. Burke, superintendent of schools, on the stand, and started to ask him to tell of his experience as an educator and administrator, when Judge Sheehan of the commission interrupted to say that there was no question of his qualifications. Speaking of the relation existing between the School Committee and the superintendent of schools, Supt Burke said: "There are theorist types of organizations—almost an infinite variety, but the purpose of all organizations was to bring the teacher in the classroom in more sympathetic relation with the children."

Declaring that the "proof of the pudding is in the eating thereof," he said the system of organization Boston has is "working admirably." Supt Burke told of the work of the assistant superintendents. He asserted that it is a recognized principle that specialists be assigned to look over their specialties city-wide and that the report seems to be a criticism of what "we are doing."

Supt Burke pointed out that the board is to a great extent advisory and that in a great many instances reports back to the School Committee. He said the question seemed to be whether the superintendent should have assistant superintendents to whom he would delegate powers or whether the School Committee should have provided for itself and the superintendent a board to consider major matters and advise them. He said he was inclined to believe in the latter view.

"My own experience—I have served as a member of the old Board of Supervisors, the Board of Superintendents, and in my present position—leads me to believe that we will get better results with the present system, rather than by dividing the board into fragments. You will get less responsibility in the latter way in the long run," he claimed.

Recommendations Repeated

Chairman Hurley, by questioning Supt Burke, brought out that the survey made by a Finance Commission special investigating committee in 1918 recommended practically the same changes the present board is advocating, and that the legislation based on these recommendations failed to pass in the Legislature.

Supt Burke said that at one time there was a suspicion the superintendent of schools was getting too much authority. He expressed his



running both boards now, the school committee and the school buildings department?"

"Don't you know that at a meeting with the school officials in City Hall, the Mayor didn't want the school committee to appropriate \$400,000 out of the tax rate, because he wanted to keep the tax rate down, and that he said he had two votes, Hurley's and another? And that at the conference the Mayor said that he could get a certain vote through the city treasurer's office?"

"Did the Mayor say that?" "I'll say he didn't," Chairman Hurley interrupted.

"Mayor Still Picking Architects"

Chairman Goodwin continued: "You know the Mayor is still picking the architects to build new schools. The Mayor said 'Think of Lane (Chairman Richard J. Lane of the School Buildings Commission) trying to give an architect whose previous three contracts had cost the city money when he did bad jobs.' The Mayor said 'I'll tell Louis' (Superintendent of Buildings Department)

Rourke of the school buildings department) to name the architect."

"I want to show you that under the present system the schools are controlled by political influence and that the report of the Survey Board seeks to change it," said Chairman Goodwin.

"Fault-Finding Report"

"A man reading the report would get the impression that you controlled the survey committee," said Mr. Snow.

"That," commented Chairman Goodwin, "is an insult to the three experts on the survey committee," who, he said, had received the public praise of Superintendent Burke and other educators.

Their report, Mr. Snow charged, was replete with "misstatements, misinterpretations, groundless insinuations and innuendos. It is not a fact-finding, but a fault-finding report," he stated, "which tries to slur the Boston school system and attempts to point out conflicts where none exists."

As former chairman of the

portunity to take the stand for a few minutes as he expected to be out of town next week and unable to attend the hearings.

Gray Opposed to Change

Committeeman Gray stated that he wanted to be placed on record as opposed to the recommendation to place the school buildings department under the control of the school committee, protesting that it would mix the educational with the construction problems, which, he said, should continue to be separated.

In reply, Chairman Goodwin declared that "most of your scandals, waste and loss of money grow out of the dual responsibility exercised by the school committee and the school buildings department."

Hurley, Gray at Goodwin's Home

Chairman Goodwin revealed for the first time that he had two members

HOT WORDS FLY AT FIN. COM. HEARING ON HUB SCHOOLS

Goodwin's Statement That Mayor Claims Control of School Committee Draws Fire of Hurley --- Bitter Personalities Exchanged

Charges that Mayor Curley claimed control of the school committee through the city treasurer's office yesterday threw the Finance Commission's public hearing on the recommendations for the reorganization of the school system into an uproar.

Replying to the school authorities in their arguments to keep the schools out of politics, Chairman Frank A. Goodwin of the Finance Commission cast a virtual bombshell into the proceedings when he insisted that the schools were already in politics.

'HE PUT YOU WHERE YOU ARE'

"Mayor Curley said that he had the votes of two members of the school committee and that he could get the third vote at any time through the treasurer's office," declared Chairman Goodwin.

School Committeeman Francis C. Gray, vice-president and director of the Lee, Higginson Trust Company, leaped to his feet, declaring, "The Mayor does not control me in one iota."

Chairman Joseph J. Hurley, who was conducting the case of the school committee against the survey report, added, "I want to say that the Mayor does not control me. I am his friend and I am proud of it."

Then, turning his guns on the chairman of the Finance Commission, Chairman Hurley shouted, "So you have stopped patting the Mayor on the back, have you? He put you where you are. If it had not been for the Mayor, no one would have ever heard of you."

'Hold My Job Through Honesty'

"The only two departments which the Finance Commission has investigated," continued Chairman Hurley, "are the two departments not under the Mayor's control. They are the school department and the department of school buildings. You didn't dare investigate any of the departments under the Mayor's control."

"Oh, yes, we did," came back Chairman Goodwin. "We investigated and reported on eight departments at City Hall during the past year."

To which Chairman Hurley replied, "Being a friend of the Mayor was all that kept you on your job."

"I hold my job through honesty," responded Chairman Goodwin.

Hurley Interrupts Constantly

"Oh, you're a great fighter with your mouth," shouted Chairman Hurley. "You had two chances to fight and you ducked both. You like to give it, but you hate to take it." Turning to the gallery, Chairman Hurley scoffed, "Look at his face, it is turning yellow. It's green."

With visible fury, Chairman Goodwin turned to Assistant Superintendent of Schools William B. Snow, who was on the witness stand, and continued his effort to prove that the schools were already under political control. But constantly Chairman Hurley interrupted the examination with attacks upon the report of the survey board which investigated the school system during the past eight months for the Finance Commission.

More Fiery Exchanges

"You had a hit-and-run survey committee," roared Chairman Hurley, referring to the refusal of the Finance Commission to permit him to cross-examine the three men who made the investigation.

"And you have said that you will go on the stump against me," hurled Chairman Hurley at Chairman Goodwin.

"I won't have to go on the stump, now," smiled Goodwin.

"Look me over, Joe," chirped from the gallery former City Councillor James A. "Jerry" Watson of Hyde Park, indicating his intention to be a candidate for school committee next fall.

"Between the two of you," retorted Chairman Hurley, "I won't even have to campaign, but like Congressman Tinkham, I can go hunting in Virginia."

Hurley Clashes With Judge Sheehan

Later Chairman Hurley clashed with Judge Joseph A. Sheehan of the Finance Commission over a talk which the school head delivered at the English High School banquet in which reference was made to the much-discussed question of the abolition of the institution as it stands today.

Judge Sheehan, who is president of the English High alumni, pointed out that the Finance Commission has not yet voted to accept or reject the report of the Survey Board with its recommendations. He declared that he would be the "last person in the world to vote for the closing of English High, than which there is none better."

Snow's Speech Cause of First Battle

Explaining his position, Chairman Hurley told the judge that he did not intend to give the impression that the head of the alumni sanctioned the

report that English High graduates had a "superiority complex."

It was another speech delivered by Assistant Superintendent Snow at the English High banquet that brought the first violent badge of the day to the public hearing after it had been rolling smoothly for an hour with Dr. Jeremiah E. Burke, superintendent of schools, on the stand.

Superintendent Burke admitted that on occasions he found himself in the minority on a 4 to 3 vote in the board of superintendents, but he objected to the report of the survey committee which stated that the board had been "overriding" the superintendent and should be abolished.

Against Abolishing Board

Opposing the proposed abolition of the Board of Superintendents, recommended by the survey committee as a means of placing responsibility in the superintendent, Dr. Burke declared that the board as advisers to him was "the strength of the system. And Boston's system works admirably," he said with finality.

In starting Chairman Goodwin stated that Mr. Snow had made a serious charge against him in asserting that the investigation was made either to "get square" with the school committee for abolishing the old Schoolhouse Commission, or to place politics in control of the schools.

Asked what kind of political influence he referred to in his speech before the English High graduates, Assistant Superintendent Snow replied that he meant the kind of influence that was trying to get control of the Boston school system by placing it in the hands of a single board through the proposed abolition of the School Buildings Commission.

'Financially Honest'

"I mean the kind of influence that obtains in Chicago, where the control of the schools is invested in Mayor William Hale Thompson," stated Mr. Snow, adding that the placing of the schools under control of a single board offered "such opportunities for graft that it seems wise to put in two boards so that the educational end would be free from that influence."

"Do you mean that I am dishonest?" demanded Goodwin.

"I have always heard you referred to as a man financially honest," replied Mr. Snow.

At this point Chairman Goodwin opened up a barrage that startled the school authorities as well as the gallery crowding the hearing room.

'Mayor Running Both Boards'



(Photo by Bachrach)
Mayor James M. Curley



Harry S. Kissell

Has Goodwin Broken with Mayor Curley?

Has Frank A. Goodwin broken with Mayor Curley? City Hall was asking this question today and wondering whether there would be any interesting developments as the result of Mr. Goodwin's charge at yesterday's hearing of the Finance Commission into school affairs that Mayor Curley controls both the school committee and the department of schoolhouse construction.

Not since Mr. Goodwin assumed the chairmanship of the Finance Commission had there been any hint that the two old friends were at the point of a break. Privately or officially Mr. Goodwin had never said a word against the mayor's conduct of city affairs to indicate that the close relations of former years had been marred, and the mayor had always spoken in most complimentary terms of Mr. Goodwin's work at the head of the official fault-finding body.

When Chairman Goodwin made the remark at the hearing, former Chairman Francis C. Gray of the school committee was instantly on his feet to deny that the mayor controlled his vote, and Chairman Joseph J. Hurley quickly followed, admitting friendly relations with the mayor but denying any allegiance. Mr. Hurley added that Goodwin had been "owned" by the mayor ever since he obtained his first city job.

Today, Mr. Goodwin's friends declared most emphatically that he had been accused so often of being "the mayor's man" that the charge had got under his skin; therefore, the statement at the hearing was but a natural expression of his feelings. Goodwin's friends do not hesitate to single out instances in the Finance Commission's work wherein the mayor has been roundly criticized, even though these reports, as formerly, have not been given to the press.

As a final argument, the Goodwin spokesmen assert that if the chairman were "the mayor's man," he would not have opposed one of Mr. Curley's pet measures before the Legislature this year, that which sought exclusive traffic control in the hands of Commissioner Joseph A. Conry, and therefore the abolition of the associate commissioners. It was Mr. Goodwin's argument that led the Committee on Cities to reject the bill.

There are certain intimate friends of Mayor Curley, however, who express the belief that Mr. Goodwin has just started to present himself forcefully as a candidate for mayor three years hence, that one of the first movements of that campaign must appeal to Mr. Goodwin as that of destroying any lingering impression that he is in any way tied up with the present mayor. But it is extremely doubtful, even according to Goodwin's friends, that he would wish to leave the Finance Commission, with his present salary of \$5000 a year, and enter upon a campaign for mayor, with no resources at his command, even in finances or organization.

and development of children in Michigan and elsewhere. Judge Lacy was in 1928-29 president of the Detroit branch of the English Speaking Union. He has on a number of occasions held public offices. In 1902 he was elected mayor of Clare, Mich., serving four terms. In 1908, Judge Lacy was a delegate to the Democratic National Convention. He served as a member of the Civil Service Commission of Detroit from June, 1919, to June, 1923, the last year as president.

Year by year the mid-winter dinner has come to mean more and more to members of the exchange. They have learned that this gathering is not only enjoyable as a social event but also serves to make many desirable business contacts and brings from the speakers a great deal of valuable information. With the speakers that will be heard Thursday evening as a drawing card, there should be no vacant seats in the ballroom.

The exchange has put forth every effort in the past few years to co-operate with the governors and mayors, particularly in trying to hold taxes within bounds as much as possible, all recognizing that they are a burden on property owners. Because of this situation the governor and mayor may have something to say regarding taxes, and if they do it will be followed with deep interest.

It is because of the great interest in taxes of all persons owning or handling real estate that the National Association of Real Estate Boards has decided to organize a separate division for property owners, and it is expected that its recommendation to all member boards to follow suit will be carried out. The Massachusetts State Association of Real Estate Boards at its directors' meeting a few days ago decided to have a property owners' organization.

Already the movement to organize owners is actively under way in a few of the larger cities and preliminary steps are being taken in others. Indications are that within a year there will be

many thousands of owners allied in this way with the real estate exchanges, boards and State associations of the realtors everywhere. Then they will be able to make their influence felt in a way that they never could do as individuals. This effort, although only one of many services for civic betterment throughout the United States and Canada (for the national association covers the Dominion also) is at present, perhaps, the most timely and aimed at the most menacing situation of all to real estate interests. Wherever one goes he finds property owners and others discussing taxes.

Real estate men and other property owners, speaking generally, do not seek to secure unfair advantages for themselves. What they want is to have taxes distributed more fairly and thus relieve homes, office buildings, industrial plants and other real estate of payments that in many instances threaten the very ownership of properties. Sales taxes and other remedies are being proposed but so far, at least in Massachusetts, little progress has been made to stem the tide. Perhaps one of the most promising fields for relief for real estate lies in the vast amount of tax-free securities.

In the past—even up to now—the owners of real estate have been only a potential force in protecting their rights to fair, equitable treatment by the tax-raising powers of Federal and State governments and their subdivisions. Now, if they succeed in enrolling themselves in a co-operative movement with the realtors, the situation is likely to change to one of active and, it is hoped, effective influence on those who make and those who carry out the laws for levying and collecting taxes.

No subject interests realtors more seriously today than taxes, and the same applies to home owners and owners of all kinds of buildings for every purpose, not overlooking owners of vacant city lots, farms and forest lands.

Leading Figures for the Realtors'

Dinner Next Thursday



Judge Arthur J. Lacy



Stephen W. Sleeper



Governor Joseph B. Ely

By E. F. M.

WHEN the members and guests of the Boston Real Estate Exchange sit down at the tables in the Copley-Plaza ballroom next Thursday evening, for their annual mid-winter dinner, they will have as head-table guests their most noteworthy group of speakers—Governor Joseph B. Ely of Massachusetts, Mayor James M. Curley of Boston, Henry S. Kissell of Springfield, Ohio, president of the National Association of Real Estate Boards, and Judge Arthur J. Lacy of Detroit, chairman of the Property Owners Division of the association.

Boston and other realtors know full well that in these days of rising taxes it is of utmost importance that property owners be protected. They know that their national association is doing its best to fight further tax increases everywhere and they expect to be told by President Kissell and Judge Lacy just what is being done. The Property Owners Division is one of the latest steps and promises soon to have many thousands of members the country over, all working for the same end—lower taxes and a fairer distribution of taxes, so as to relieve real estate as much as possible. Judge Lacy will tell of what his organization, a sub-division of the association, is doing and plans to do in co-operation with the parent organization. Both he and Mr. Kissell are said to be very effective speakers. The Harvardians will furnish music.

Both Governor Ely and Mayor Curley "need no introduction," but as Mr. Kissell was only recently inducted into the office of president of the association and Judge Lacy is a new head of a new division, something about them may not be out of place.

Mr. Kissell was organizer and first president of the Real Estate Board of Springfield, O., and was president of the

and a former president of the Ohio Association of Real Estate Boards. Since formation of the National Business Survey Conference by the Chamber of Commerce of the United States, at the instigation of President Hoover, Mr. Kissell has been the representative of the realtors. He is one of the fourteen national business leaders named by Secretary of Commerce Lamont, to comprise the executive committee of the conference on construction, to attempt to bring greater co-ordination between the various factors of building and real estate. He is also councillor of the National Association of Real Estate Boards to the United States Chamber of Commerce.

Mr. Kissell is president and director of the Kissell Real Estate Company of Springfield, the Kissell Improvement Company and the Limestone Street Realty Company; treasurer and director of the R. T. K. Corporation controlling business properties in Springfield; a director of the Members Realty Company and director of the First National Bank & Trust Company of Springfield. Mr. Kissell is a director and member of the executive committee of Wittenberg College, his alma mater, and one of the founders of the Ridgewood School, Springfield.

Mr. Kissell, on leaving college, chose the profession of law. However, on the sudden illness of his father, who had established a real estate business in 1884, Mr. Kissell gave up the law to become associated with his father. On the death of his father he assumed full charge, in 1901.

Mr. Kissell has been actively identified with affairs of the national association for years: First vice president, 1929; director, 1926-28; member, executive committee, 1929-30; chairman, sub-divisions committee, 1922; chairman, city planning and zoning committee, 1921; representative, National Business Survey Conference, 1925.

he became associated with a Detroit law firm. In 1912 he became one of the organizers of a law firm, Mills, Griffin & Lacy, which was maintained until July 1, 1913, when he was appointed judge of the Court of Domestic Relations, thus becoming, ex-officio, circuit court judge of Wayne County. He served on this bench until 1914 when the court was abolished by a decision of the Supreme Court due to a technical defect in the title of the act.

After retirement from the bench, Judge Lacy became a partner in the firm of Anderson, Wilcox, Lacy & Lawson and has specialized in banking, corporation, income tax and real estate law. Judge Lacy and his partner, Clarence E. Wilcox, were attorneys for Senator James Couzens, Horace H. Rackman, John W. Anderson and Rosetta V. Hauss in the famous income tax case of the valuation of Ford stock, in which about \$40,000,000 was involved. He won. This tax case is commonly known as the "Couzens-Mellon Controversy." It involved the largest amount of any similar case in history.

Judge Lacy is a member of the faculty of the Detroit College of Law and has been a frequent contributor to legal publications. He acted as chairman of the committee on statutory consolidation of the Michigan State Bar Association and initiated the movement to consolidate and revise the law of procedure and practice in Michigan. He served the Lawyers Club as president in 1919-20. He belongs to the Commercial Law League of America, Detroit Bar Association, Michigan State Bar Association and American Bar Association.

Judge Lacy is a director of the Guardian Detroit Bank, is an honorary trustee of the Children's Hospital of Michigan and is a trustee of and attorney for the Children's Fund of Michigan, a \$750,000 fund, created by Senator Couzens and income

Goodwin Charges Curley Controls School Committee

Fin Com Head Denounced By Hurley at Survey Report Hearing

GRAY DENIES OWN VOTE INFLUENCED

A charge by Frank A. Goodwin, chairman of the finance commission, yesterday, that Mayor Curley controls the Boston school committee and the department of school buildings precipitated the most sensational session of the hearing being held on the school report prepared by a survey committee appointed by the finance commission.

Former Chairman Francis C. Gray was on his feet instantly to deny that the mayor controlled his vote. He was followed by Chairman Joseph J. Hurley of the school committee, who admitted being friendly with Mayor Curley but denied any allegiance to him.

Chairman Hurley, in turn, said Goodwin has been "owned" by the mayor "ever since you got your first city job," and further asserted that Goodwin does not "dare to investigate any department under the mayor's control." He scornfully termed Goodwin "yellow," added that he was "green in the face" and declared "You can't take it but you like to give it."

The sudden injection of Mayor Curley's name into the hearing caused a tremendous surprise. The emphatic stand taken by Goodwin caused observers to wonder whether it means a break in the extremely friendly relations between the mayor and the chairman. The chairman gave no explanation for his statement.

Goodwin's declaration that Mayor Curley controls two votes on the school committee and can always get a third "through the city treasurer's office" made in answer to a statement by William B. Snow, assistant superintendent of schools, who was testifying at the time. Snow said there was an organized effort among politicians to obtain control of a consolidated school committee and department of school buildings. He also expressed the fear that conditions which exist in Chicago, where the mayor is in control of schools, might be duplicated here.

"Did you know that Mayor Curley, at the present time, is running the school committee and the department of school buildings?" asked Goodwin. The occupants of the benches reserved for the assistant superintendents of schools laughed loudly. Chairman Hurley shouted "And he's running you, too." The remainder of the gathering gave audi-

ble expression to their surprise.

Snow doubted the statement. Thereupon Goodwin produced what he described as his proofs.

SAYS VOTES CONTROLLED

He recalled that last summer, when the school committee was about to authorize an appropriation of \$390,000, a conference was held in the mayor's office. The mayor's purpose was to prevent any further increase in the tax rate. When the mayor broached his opposition to such an appropriation, according to Goodwin, he said:

"I have two votes in the school committee and I can get a certain vote through the treasurer's office any time I want it."

Control of the department of school buildings was then described by Goodwin with the remark: "The mayor is taking the architects for school buildings today just as the mayor has always done."

Referring to the recent selection of an architect, Goodwin said: "Lane Chairman Richard J. Lane, commissioner of school buildings) has no authority in the matter. He was trying to put over an architect whose last three school jobs cost the city plenty and the mayor told Louis (Rourke) that he would not stand for him. Then the mayor told Louis Rourke the architect whom he wanted and Louis selected him."

Immediately Mr. Gray arose and said: "The mayor does not control me." "You're right, Mr. Gray," replied Goodwin. "You voted to authorize the appropriation."

HURLEY RETORTS

"And the mayor doesn't control me either," injected Chairman Hurley, who launched into a denunciation of Goodwin and the finance commission during which he hurled these epithets at Goodwin:

"You're yellow; you're green in the face. You can't take it but you like to give it."

"You don't dare to investigate any department under the mayor's control. He's owned you ever since you got your first city job."

Goodwin calmly retorted that the commission, last year, investigated seven departments under control of the mayor.

This outburst was the most heated of an afternoon devoted to the presentation to the finance commission of the objections of Superintendent of Schools Jeremiah E. Burke and Asst. Supt. Snow and it preceded another denunciation of Goodwin when he announced, after conferring with his colleagues that Hurley could not question Dr. William D. Parkinson, the educator of the survey board.

Hurley became the target for a reprimand by Judge Joseph A. Sheehan at the end of the session because of Hurley's references to the judge, an English high school alumnus, at a recent gathering of graduates.

Judge Sheehan interpreted, from a newspaper report, statements of Hurley as referring to him as one of the

graduates of the high school afflicted with a "superiority complex."

PROUD OF SCHOOL

Before the reprimand was administered Hurley maintained that his statement was a rhetorical assertion, but he did not shirk from fathering it.

Judge Sheehan told Hurley that he is proud of the English high school, of its many masters, of its graduates scattered throughout the world, and that he wanted it understood that he is not suffering from any complex.

In the main the afternoon was devoted to a discussion of the survey report. Both Burke and Snow felt aggrieved because of the phraseology of the report and while the superintendent restricted his remarks to mild protests Snow charged that the report sought to "vilify the assistant superintendents and the board of apportionment" and that it was replete with "misstatements, insinuations and innuendoes."

In specific issues, questioning of Chairman Goodwin evoked admissions from the school officials that there were "debatable" phases of the report and in almost every instance it was developed that the viewpoints of the survey board and of the school officials are not widely separated.

At the outset Chairman Goodwin defended the action of the commission in initiating the survey and denied that political considerations entered into the decision.

He made known that Superintendent Burke had spoken in praise of Dr. Parkinson, and he declared that there had been co-operation between the commission and the school committee until an unnamed committeeman was guilty of a breach of faith in revealing the contents of the survey report after it had been shown confidentially to all members of the committee.

The school committee sought to have the commission rule that the survey board must justify its conclusions by facts but the decision was in the negative. During this colloquy there were frequent references to "political speeches" and somewhat later, when Hurley expressed the hope that Goodwin would "take the stump when I seek re-election so that I will not have to campaign," James J. "Jerry" Watson chirped in with "Don't overlook me Joe."

Superintendent Burke argued that the strength of the school organization in Boston is due to the fact that the superintendent is not in absolute control, but has the advice at his command of his assistant superintendent and the board of superintendents. He maintained that better results are obtained under the existing system than under the system in operation in other cities where full responsibility rests on the superintendent.

Dr. Burke asserted that there is perfect harmony among the board members, that the assistants are particularly qualified as expert educators, and that he knows of no instance in which the board of superintendents has overriden executives of the department.

Former Chairman Gray expressed his opposition to the return of the department of school buildings to the school committee. He believes in separation and in the complete devotion of the school committee to educational matters. It is his view that the existing scheme is preferable.